



City of San Dimas
Public Works Department
Traffic Safety Committee

Meeting Minutes
WEDNESDAY, April 18, 2007 at 9:30 A.M.
COUNCIL CONFERENCE ROOM

Committee Members Present: Shari Garwick (Senior Engineer - San Dimas Public Works), John Campbell (Street Maintenance Superintendent, Public Works), Warren Siecke (Traffic Engineer), Deputy John Rodriguez (San Dimas Sheriff's Station), Gary Bishop (Street Maintenance Supervisor, San Dimas Public Works), and Cheryl Siefert (Director of Transportation, Bonita Unified School District).

04-07-01 ADVANCED TRAFFIC MANAGEMENT SERVICES (ATMS)

REQUEST FROM PUBLIC WORKS STAFF: ATMS is a system that will provide the City with the necessary tools for managing traffic including the capability to remotely monitor and manage traffic signals and process data from vehicle detectors and view closed circuit television.

The Pomona Valley Cities have been working with Los Angeles County for several years on various transportation projects. One of the most important projects has been to develop the Pomona Valley Intelligent Transportation System (PVITS). The County has Metropolitan Transportation Authority (Metro) transportation grant funds and will provide the necessary County matching funds for implementing the City's traffic control center. Under this project, the County will fund a traffic control center at City Hall for the remote control of certain traffic signals.

The project will connect specified City controlled traffic signals to a central command center located in the engineering division at City Hall. The intent is that all the cities in the Pomona Valley will ultimately be connected to a master control center in Alhambra in the Los Angeles County Public Works facility. The center will be able to vary the signal timing in the event of a freeway incident to expedite traffic flow on main arterials that are used for freeway bypass. Additionally, the system would allow for monitoring and adjusting of traffic signal timing during periods of heavy traffic or special events. The prime benefit for San Dimas will be the ability to remotely adjust traffic signal timing based on the current traffic pattern.

Traffic signals will be controlled by wireless communication or telephone lines (non-leased). The County under a separate contract will install a video monitor that will be installed on the median at Bonita and Arrow Highway intersection. The traffic video monitor will be used to visually assess and understand working conditions on the 57 freeway and at the Bonita and Arrow Highway corridor.

DISCUSSION: ATMS will allow San Dimas to remotely operate and monitor traffic signals within the City. Signals operated by Cal Trans will not be included in this system. The system will allow San Dimas to respond to special events or freeway incidents. There is a monitoring station currently intended for installation at City Hall. It may be beneficial

eventually to install monitoring stations at the Maintenance Yard and at the Fire Station. San Dimas currently has the ability to take data off existing data loops to count traffic. The data from the loops can be fed into the ATMS system to more accurately predict periods and patterns of heavy traffic.

RECOMMENDATION: Continue to proceed with the implementation of the system in the City.

04-07-02 PENN STREET AND SAN DIMAS AVENUE

REQUEST FROM MR. JOHNSTON: Consider providing four-way stop sign or signal lights at intersection at Penn Street and San Dimas Avenue due to fast moving vehicles on San Dimas Avenue.

DISCUSSION: Staff researched past records and found that there was a prior warrant study done May 15, 2005 for San Dimas Avenue at Baseline Road, but not one for Penn Street. The study addressed a "Stop Sign Control" at San Dimas Avenue at Baseline Road. The Traffic Engineer's Report concluded that the intersection did not warrant a stop sign or a traffic signal. Since Penn Street is not a major thoroughfare like Baseline Road, it is very likely the traffic volume is significantly less. Therefore, like Baseline this intersection would not warrant a stop sign or signal.

RECOMMENDATION:

- 1) All way stop control and another warrant study is not recommended at this time due to the May 15, 2005 Traffic Engineering Report's warrant study findings.
- 2) Committee recommends trimming the Oak Tree on San Dimas Avenue on the east side of the street to improve visibility when turning from Penn Street onto San Dimas Avenue.

CONTINUED ITEMS

03-07-03 FARMERS MARKET EVENT LOCATION

REQUEST FROM MAURICE CUELLAR, ADVOCATES FOR HEALTHY LIVING: This item was previously approved by the Committee in February initially for closure and signage on Bonita Avenue between San Dimas Avenue and Monte Vista. In April, Maurice Cuellar of Advocates for Healthy Living proposed the event be held on First Street between Iglesia Street and the library. He is now proposing, with Council's tentative approval, to hold the event on Wednesday evenings on Bonita Avenue between Walnut Avenue and Iglesia Street from April through October from 5:00 p.m. to 9:00 p.m. The proposed street closure request is from 4:00 p.m. to 10:00 p.m. to allow time for set up and clean up.

DISCUSSION: Set up traffic signage and signals to keep traffic flowing as smoothly as possible and to promote safety. The market location has been moved to East Bonita Avenue between Walnut Avenue and Iglesia Street. Barricades will be placed at all exiting ends of the Farmer Market area in strategic places to ensure safety.

RECOMMENDATIONS:

- 1) Resend previous approvals of street closures approved on Bonita Avenue (between Monte Vista and San Dimas Avenue) and First Street closure signage.

- 2) The east end driveway at Albertson's will be closed off with barricades (type two barricades 5 foot on center). Staff recommends placing a barrier/vehicle behind the barricades. City will work with Albertson's to best place the barricades (staff recommends barricade be at the south end of the planter where the asphalt ends).
- 3) The City Hall driveway at Bonita Ave will be barricaded (type two 5 foot on center, staff recommends placing a vehicle behind the barricades).
- 4) Vehicles will be parked perpendicular to Bonita Ave west of Walnut and east of Iglesia to serve as barriers to the market area.
- 5) Barricades will be centered with spacing not to exceed 5 foot on center.
- 6) The attached traffic control plans are approved by the Traffic Safety Committee.
- 7) Post parking restrictions on Bonita Avenue between Walnut and Iglesia Street stating "No Parking 4:00 pm to 10:00 pm Wednesday (Farmers Market) Tow Away."

08-06-02 WALNUT AVENUE BETWEEN GLADSTONE ST. AND ALLEN AVENUE

REQUEST FROM PUBLIC WORKS STAFF: Review speed signage and traffic calming measures in order to mitigate visibility and speeding issues. This item was previously reviewed July 21, 2004, Traffic item number 07-04-04.

DISCUSSION: Edge line striping was painted on each sides of Walnut Avenue between Gladstone Street and Allen Avenue. The intent of the striping was to make the street appear narrower to drivers which would cause them to reduce their speeds. The striping effectively narrowed the travel lanes from twenty feet wide to twelve feet.

In order to evaluate the effectiveness of this technique, a "before and after" study was conducted using machine counters which were set on Walnut Avenue to gather vehicle speed and traffic volume data over a seven-day period. The data was collected at points 160 feet south of Flagstaff Street where homes front Walnut Avenue and at 200' south of Allen Avenue which is north of the crest of the hill on Walnut and there are no fronting homes.

Following are excerpts from a report by the Traffic Engineer providing an analysis of the "before and after" speed data received at the two locations:

Walnut Avenue 160 Feet South of Flagstaff Street

- The average speed decreased by 9.2 percent from 32.6 miles per hour to 29.6 miles per hour on weekdays and from 31 to 29.8 (4 percent) on weekends.
- The 85th percentile speed decreased by 10.2 percent from 37.4 miles per hour to 33.6 miles per hour on weekdays and from 37.5 to 33.8 (10 percent) on weekends.
- The number of vehicles exceeding 40 miles per hour decreased by 78.4 percent from 92 to 20 on weekdays and from 74 to 12 (84.5 percent) on weekends.
- The daily traffic volume decreased from 1185 to 1151 (2.9%) on weekdays and from 977 to 820 (16.1 percent) on weekends.

While there was an overall reduction in speeds, the most significant in terms of the residents concerns is dramatic reduction in the number of high-speed vehicles (exceeding 40 miles per hour).

Walnut Avenue 200 Feet South of Allen Avenue

- The average speed increased by 1 mile per hour on the weekdays and weekends going from 26.7 miles per hour to 27.7 miles per hour and from 26.8 to 27.8, respectively. This represents a 3.7 percent increase.
- The 85th percentile speed increased by less than 1 mile per hour on the weekdays and weekends going from 30.47 miles per hour to 31.3 miles per hour and from 30.3 to 31, respectively. This represents a 3 percent increase on weekdays and 2.5 percent on weekends.
- The number of vehicles exceeding 40 miles per hour was low in the before and after condition as it ranged from 0 to 4 and was virtually unchanged as the maximum difference was only 2 vehicles.
- The daily traffic volume decreased from 1257 to 1201 (4.4%) on weekdays and from 980 to 851 (13.1 percent) on weekends.

The restriping appears to have had little effect on speeds in this segment. The data indicates the speed ranges are typical of other similar streets. The low number of vehicles exceeding 40 miles per hour is of particular importance.

The Traffic Engineer recommends existing edgeline striping be retained and that enforcement be continued on a regular basis consistent with the availability of personnel.

RECOMMENDATION: The Traffic Safety Committee concurred with the Traffic Engineer's recommendations to keep the striping and request the Sheriff's Department to provide enforcement on a regular basis.

10-06-04 SAN DIMAS AVENUE BETWEEN CALLE SOLANA AND CALLE PETULA

REQUEST FROM CHERYL SEIFERT, BONITA UNIFIED SCHOOL DISTRICT: Reduce speed limit to 25 mph from 35 mph to accommodate a school bus stop at or near Via Catarina. Due to the speed of traffic and visibility, reducing the speed limit would allow school to have a bus stop in that area.

DISCUSSION: The district provided records indicating there are up to 11 children in the area using this bus stop. The School District determined there was inadequate visibility to place a bus stop based on the Highway Patrol's standards for speed zones of 35 mph. Traffic Engineer Siecke examined the existing conditions to determine if the speed limit could be reduced to 25 mph and provided a report on his findings.

The Traffic Engineers reported that existing conditions did not justify reduction of the speed limit per the guidelines of the California Vehicle Code. Arbitrarily reducing the speed limit to 25 mph would have little impact on the drivers, and would make the speed limit unenforceable. Without enforcement, the speeds might increase and thereby compromise safety.

In addition, the Committee discussed that the degree of the grade on San Dimas Avenue will still result in the speeding of vehicles.

RECOMMENDATION: The Traffic Safety Committee does not recommend reducing the speed limit on this section of San Dimas Avenue.