



City of San Dimas
Public Works Department
Traffic Safety Committee

Meeting Minutes
WEDNESDAY, May 23, 2007 at 9:30 A.M.
COUNCIL CONFERENCE ROOM

Committee Members Present: Shari Garwick (Senior Engineer, San Dimas Public Works, Acting Traffic Safety Committee Chairman), 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).

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05-07-01 STREET PARKING BY 450 S. ALLEN AVENUE

REQUEST FROM MARK PELLEGRINO, RESIDENT: Review overflow street parking on the 400 block of Allen Avenue by Organic Milling. Consider making the curb red at the south-east side of 450 Allen Avenue so vehicles can see around a power pole. Presently, cars parked around this area hinder visibility.

DISCUSSION: Mr. Pellegrino would like greater visibility when exiting his property. In order to do so, he is asking for red curbing at the exit of his driveway on both the west and east side of the street. The curb on the west side has a fire hydrant which provides the requested prohibition to parking. The Sheriff can increase patrol of the area to ensure compliance. The Committee conducted a field inspection of the driveway and reviewed photographs of the street taken by the Public Works Inspector on previous days at different times of the day. The Traffic Safety Committee did not observe problems with visibility. There were no cars in the vicinity of the driveway during the field inspection. Prohibiting parking to the east of the entrance to 450 Allen would eliminate parking for the adjacent property owner. The north side of Allen is zoned for commercial use. Parking of large delivery vehicles on the street was not observed. The parking lot at Organic Milling (directly across from 450) appeared to be used for employee parking, but was not completely full. Shift changes at Organic Milling may impact parking temporarily.

RECOMMENDATION:

1. Staff will send a letter to Organic Milling to confirm and encourage that employees' park in their lot and not on the street.
2. Paint 7 feet of red curbing on both sides of the fire hydrant.
3. The Sheriff's Department to monitor the illegal parking at the fire hydrant at this location.
4. If Mr. Pellegrino wants to pursue no parking restrictions to the east of the driveway at 450 Allen, the Traffic Safety Commission recommends that he obtain concurrence from the adjacent property owner that will be impacted by the restriction.

05-07-02 TUDOR AND VALLEY CENTER AVENUE

REQUEST FROM CONNIE BROWN, RESIDENT: Review intersection of Tudor and Valley Center. Study traffic pattern to see if there are traffic changes that can be implemented to make exiting from Tudor Street to Valley Center Avenue easier for the residents living on that street when the traffic volumes increase after the new shopping center on Gladstone and Valley Center open.

DISCUSSION: Due to the new shopping center at Gladstone and Valley Center, Mrs. Brown suggested the City look at easing future traffic impacts on Valley Center Drive by installing a stop sign at the corner of Tudor and Valley Center Avenue; however, she said she knew there may be other repercussions if implemented. The Traffic Engineer commented that a stop sign at that intersection could be hazardous because cars may back up onto the railroad track. There are other methods that can be implemented that could alleviate traffic at Tudor and Valley Center Avenue. Presently, the traffic is only heavy at certain times of the day and week; therefore, the Committee and Mrs. Brown discussed reviewing the situation once all the stores in the new shopping center on Gladstone and Valley Center were opened.

RECOMMENDATION:

The Traffic Safety Committee recommends the area around Tudor and Valley Center Drive be reviewed again after the new shopping center is completely open. This would provide time for traffic patterns to become more established. The Committee will review this item again in February, 2008, after the center is fully operational, Costco is up and running, and the holiday rush is over.

CONTINUED ITEMS**03-07-04 CONDUCT TOP 10 INTERSECTION ACCIDENT ANALYSIS**

REQUEST FROM STAFF: Review top 10 street intersections subjected to all types of accidents in 2006. The analysis shall review accident patterns, the street's physical condition, provide assessments and recommend any corrective actions.

The Traffic Engineer to provide his findings.

DISCUSSION: The information provided in the report was reviewed to determine if there was a collision pattern that was indicative of a need to implement mitigation measures. This review provided the following general conclusions:

- The number of collisions is not excessive at any of the intersections compared to the traffic volume as the total accidents in any given intersection in the study range from twelve to five.
- The predominant collision type is broad-side with slightly over fifty percent of the collisions. This type includes northbound or southbound vehicles colliding with eastbound or westbound vehicles and left turn vehicles colliding with vehicles traveling straight in the opposite direction, i.e.: northbound left turn vehicles vs. southbound straight-through vehicles.

- The collisions appeared to be caused by driver error as opposed to roadway or traffic control factors. This includes collisions caused by unsafe speed, following too close, right of way violation or other improper driving.

The results of the intersection review are summarized as follows:

1. **Maimone Avenue at Arrow Highway – 12 collisions** – Half of the collisions were rear-end types involving eastbound and westbound vehicles on Arrow Highway. Four of the six rear-end collisions involved eastbound traffic. The other half were broadside types involving northbound or southbound vehicles colliding with eastbound or westbound vehicles. The primary collision factor in five collisions was listed as other improper driving while three were listed as following too close.

The prevailing incidence of rear-end collisions is not unusual in locations where there are closely spaced traffic signals. Many drivers follow too close as they try to avoid the delay caused by red signal indications and are unable to stop when the vehicle ahead of them stops unexpectedly. The traffic signals in this area are coordinated in order to minimize vehicle stops on Arrow Highway. Maintaining effective operation of the coordination system will minimize the potential for accidents at this location. No other measures are considered necessary at this time.

2. **Terrace Drive at Covina Boulevard – 11 Collisions** – The primary collision pattern was broadside involving eastbound left turn vehicles colliding with westbound straight-through vehicles. Four of the eleven collisions were of this type and the primary collision factor for each was right-of-way violation.

Left turn accidents can be addressed with the installation of left turn traffic signals. The California Manual on Uniform Traffic Control Devices suggests that left turn signals may be warranted when there is a frequency of five left turn accidents per year. Since the frequency at this location is near the warrant threshold, continued monitoring is recommended to determine if the collision pattern persists to the extent that the warrant is satisfied.

3. **Eucla Avenue at Arrow Highway – 8 Collisions**
4. **San Dimas Avenue at Bonita Avenue – 8 Collisions**
5. **Cataract Avenue at Bonita Avenue – 7 Collisions**
6. **Lone Hill Avenue at Arrow Highway – 7 Collisions**
7. **Lone Hill Avenue at Cienega Avenue – 6 Collisions**
8. **Rte 210 On/Off Ramp at Bonita Avenue – 6 Collisions**
9. **Lone Hill Avenue at Covina Boulevard – 5 Collisions**
10. **Walnut Avenue at Bonita Avenue – 5 Collisions**

For the seven (#3 – #10) intersections above, the total is relatively low and there is no discernible pattern of type and vehicle direction that would suggest mitigation measures are warranted.

RECOMMENDATION:

1. Traffic Safety Committee recommends monitoring both the intersections of Terrace Drive and Covina Boulevard and Maimone Avenue and Arrow Highway on an annual basis.
2. Traffic Safety Committee recommends a meeting with Caltrans to ensure the City's controlled traffic signals and those controlled by Caltrans (to the east of Maimone) are timed effectively.

UNSCHEDULED ITEMS

03-07-04 DRIVEWAY ON 2245 KINGSRIDGE COURT

REQUEST FROM STAFF: Review driveway modification request at 2245 Kingsbridge Court. Kingsbridge is a cul-de-sac and the property in question is located around the bend of the cul-de-sac.

DISCUSSION: The Traffic Safety Committee was concerned about sight distance for both vehicles and pedestrians approaching the driveway.

RECOMMENDATION: The Traffic Safety Committee recommends allowing the relocation of the driveway if the sight distance meets the following sight distance guidelines: 150' of visibility to centerline from 10' off curb face (AASHTO Guidelines). This will reduce the height of the adjacent wall next to the driveway within the sight distance triangle (as well as landscaping height). Additionally, there must be sight distance provided for adequate protection for pedestrians.