



City of San Dimas
Public Works Department
Traffic Safety Committee

Meeting Minutes
WEDNESDAY, March 19, 2008 at 9:30 A.M.
COUNCIL CHAMBERS

Committee Members Present: Krishna Patel (Traffic Committee Chair, Director of Public Works), Shari Garwick (Senior Engineer, San Dimas Public Works), John Campbell (Street Maintenance Superintendent, Public Works), Gary Bishop (Street Maintenance Supervisor, Public Works), Debby Fioni (Traffic Committee Secretary), Warren Siecke (Traffic Engineer), Deputy Dave Hall (San Dimas Sheriff's Station), Cheryl Seifert (Director of Transportation, Bonita Unified School District).

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03-08-01 BONITA AVENUE AND SAN DIMAS CANYON ROAD Tentative Tract Map 07-01 (69609) to Subdivide 8.53 acres into 5 Parcels Located at the Northwest Corner

REQUEST FROM DAN COLEMAN, PLANNING DEPARTMENT: Review plans for traffic circulation and parking for requested development of a mixed use project consisting of 120 apartments and approximately 40,000 square feet of retail.

DISCUSSION: Dan Coleman provided an overall analysis of this development, formerly known as the Canyon Center. The existing buildings on this site will soon be demolished. The existing driveway will not longer be used with the proposed development. In addition to new driveways, the median at San Dimas Canyon Road will be modified for left turn access into the retail portion of center, and the median on Bonita Avenue will be extended further west to ease the flow of vehicles exiting the development. A traffic study has already been performed and reviewed by the City's Traffic Engineer. The impact of the new center's traffic would be less than prior development.

The proposed plan has vehicle access to the residential portion of the development through the retail portion off Bonita Avenue. In addition, the new driveway at Bonita is located easterly from the existing driveway, thereby providing and minimizing traffic congestion to traffic movement at the El Dorado Apartments.

It was suggested to close the through access from the residential to the retail section, however the developer claims that since it is a mixed use project it will encourage the synergy of the development.

There was a change in the traffic flow at Walgreens which originally had two-way access on both sides of the businesses, but the current proposal is for one way traffic to enter on San Dimas Canyon west bound through the driving isle to the parking spaces or to Walgreens Pharmacy. It was suggested to angle the parking spaces for ease of access.

Chairman Patel discussed modifying the traffic signal detection and loops due to the increased traffic and impact of potential median modification and restriping to the existing signals and poles. If additional mast arms and/or poles are needed, it was suggested to add video detection to improve traffic flow. Dan Coleman mentioned to be aware of the costs associated for traffic increase improvements versus costs to implement technology improvements.

Harpal Sadhal with VCH San Dimas Company explained a few other points of the layout. There is direct access from Bonita Avenue to the residential apartments. The synergy created with the through lane from the mixed use and retail increases business and is convenient for the apartment dwellers. Mr. Sadhal said by removing the through lane, you remove the convenience. During peak hours, there would only be one car every 1.3 to 1.5 minutes from the residential area. Mr. Sadhal spoke to Fresh and Easy and their statistics show that each customer stays approximately 30 minutes, therefore they do not see vehicle traffic causing problems. Traffic modifications would eliminate parking spaces adjacent to Fresh and East which did not please them.

Pritam Deshmukh of LSA Associates, Inc. explained a traffic study they conducted which concluded that conservatively sixty-percent of the vehicles would exit on Bonita Avenue heading toward the freeway and forty-percent would exit on San Dimas Canyon Road. The study also showed less than one car in the left turn cue on San Dimas Canyon turning onto Bonita Avenue. The driveway would be constructed with three twelve foot lanes allowing access for three cars.

Chairman Patel raised his concerns with the signal modifications. Mr. Sadhal explained that his firm had not yet conducted a formal signal or alignment study, but would once an agreement on layout and modifications were finalized.

RECOMMENDATION:

The project is approved upon conditions set forth by Public Works and Development Services. Dan Coleman will continue to work with the developer and keep the Traffic Safety Committee informed on pertinent issues.

03-08-02 TRI EVENTS, INC. TRIATHLON AT BONELLI PARK

REQUEST FROM WILLIAM S. FULTON, TRI EVENTS, INC: Seeking approval for 26th Annual L.A. TriSeries triathlon events at Bonelli Park. Review attached traffic control plans regarding Triathlon Event to be held on April 27, May 18, June 08 and October 05, 2008.

DISCUSSION: The Committee commented that there were no issues associated with last year's event and asked Mr. Fulton if he had anything he wanted to amend or discuss. Mr. Fulton said there were no changes on Tri Events side.

RECOMMENDATION: Approved event.

03-08-03 SAN DIMAS CANYON BETWEEN ROMOLA AVE. & SYCAMORE CANYON ROAD

REQUEST FROM STAFF: Consider temporary closure of the trail, “No Stopping” and other traffic safety signs along the north side of San Dimas Canyon Road until the vinyl fencing is installed, due to the removal of the wooden multi-purpose trail fencing on the street side of San Dimas Canyon Road.

DISCUSSION: The equestrian fence next to the road was completely removed while only the top row of the fence closer to the parking lot was cut down to approximately fender height from the street side. With the present set up, drivers may view this as a parking area. To keep cars out, the Traffic Safety Committee discussed various mechanisms, including signage, to close off the open space. In addition, Traffic Engineer Siecke suggested painting an edge lane on the north side of the street.

The issue was presented to the Equestrian Committee who concur with the closing of the trail until funds are obtained by the City or the County to install the new vinyl fencing. While the City and the County are looking at various funding opportunities, the trail may be closed for a while.

RECOMMENDATION:

- 1) Install delineators at the edge of pavement every 100 feet, 18” off the pavement.
- 2) Install “No Stopping Anytime” signs (R28S) with double arrows every 150’ to 200’.
- 3) Install “Trail Closed” sign (custom made) on the same post as the “No Stopping” sign.
- 4) Paint an edge line on north side of San Dimas Canyon.

03-08-04 BATTERY BACK UP PROGRAM

REQUEST FROM STAFF: Review battery back-up system manufactured by Tesco Controls.

DISCUSSION: A presentation was made by Wade Sumner of Tesco Controls to the Committee. The battery back up program works for black and brown outs and increases public safety by keeping signals running. The back up battery pack will run the signals for four hours of normal operation. Run time can be extended to eight to ten hours if signals are set on flash. You can also program the back up to keep signals running normal for a certain amount of hours and then switch over to flashing lights.

RECOMMENDATION: Evaluate for future installation.

CONTINUED ITEMS:

1-08-01 HILLVIEW HOMEOWNERS ASSOCIATION, VERMILION CREEK ROAD

REQUEST FROM ANNE HURLEY, CMS PROPERTY MANAGEMENT: Install speed limit signs in Hillview Homeowners Association at Vermilion Creek and Deer Creek Roads and Vermilion Creek and Lodi Creek Roads. In addition, install a “Stop” sign on Lodi Creek Road at Vermilion Creek Road.

DISCUSSION: The Traffic Engineer explained that based on the traffic findings there were no accidents in the Hillview Homeowners complex for the past three years. He also reviewed the street layout of the complex and found existing signage to be sufficient.

RECOMMENDATION: No additional signs needed due to the narrow streets.

1-08-02 BONITA AND MONTE VISTA AVENUES

REQUEST FROM PAUL KIRBY, RESIDENT: Install "Stop" signs east and west on Bonita at Monte Vista making the intersection a four-way stop.

Traffic Engineer Siecke presented the findings from his report (report available for more details). In brief, he explained the four items below:

First, the speeds are similar to measurements made in 2003 when the 85th percentile speed was 31 miles per hour.

Second, In-Roadway Lights could be installed in Bonita Avenue at both crosswalks. The lights flash when pedestrians activate them before entering the crosswalks. The benefit is realized by drawing the drivers' attention to the crosswalks before the pedestrians actually enter the street. The only part of the guideline that is not satisfied at this intersection is the pedestrian volume. While the guidelines indicate the volume of pedestrian activity does not warrant the installation of IRWLS. However, this does not prohibit the City from installing IRWLS at an estimated cost is \$40,000.

Third, there is presently a variety signage on Bonita Avenue, including speed limit signs, pedestrian warning signs and PED Xing pavement markings for eastbound and westbound traffic.

Finally, bow-outs or curb bulbs provide a superior option because pedestrians are more visible to east-west motorists before they enter the crosswalks. In addition, the crosswalks will be shorter, thus reducing the length of time pedestrians are vulnerable to being struck while in the street.

From the report findings above, the Traffic Engineer Siecke suggested both short range and long range recommendations.

The Committee discussed the benefits of having flashing beacons west bound but not east bound due to excess signage on that side of the street which would not allow for them to serve their duty.

In regards to the long term plan for bow-outs, Chairman Patel informed the Committee that this is a highly desirable traffic calming alternative. This concept reduces the length of the crosswalk and increases pedestrian visibility. It also allows for easier traffic turning movements for north/south Monte Vista traffic due to improved visibility. In addition, the bow-out eliminates the jockeying or merging of vehicles for eastbound traffic on Bonita Avenue from Cataract, as now the traffic is forced to merge to a single lane at Monte Vista. Finally, the addition of landscaping would make this intersection more visible.

Ron Kranzner commented that he does not like the In-Roadway-Lights, however he thinks the reduction of one crosswalk would be beneficial. He also hopes future plans will bring more street lights to the downtown area. Chairman Patel informed Mr. Kranzner that in next year's budget, he proposes funding for additional street lights in the downtown between Cataract to San Dimas Ave. The issue with the current lighting system is that there is not enough power to add additional lights. Chairman Patel will make sure that in the design

for the new 3-Phase lighting system, he will make it a high priority to improve and enhance the lighting at all downtown crosswalks.

In the meantime, Chairman Patel requested the Traffic Engineer explore the feasibility of using raised pavement markers (RPM) at the existing crosswalk. In addition, he mentioned that at the last Council Meeting Council authorized the hiring of a consultant to implement Phase-2 downtown planning. The critical element of Phase-2 is to review the traffic circulation on Bonita between Arrow Highway and San Dimas Canyon Road. He also recommended the feasibility of incorporating the bow-out concept in the study.

Shari Garwick suggested posting a sign, potentially east of Eucla, reminding drivers that there is a fine for not stopping for pedestrians.

Chairman Patel ended by saying that the Committee should consider forging a short term overall solution addressing the needs of enhancing the signage to improve overall visibility. The city's maintenance staff should work with the Traffic Engineer to relocate or upgrade speed limit signs and other signs along the corridor to improve visibility.

RECOMMENDATION

- 1) Review effectiveness of all existing signage on Bonita Avenue from Walnut to Cataract Avenues. Consider higher retro-reflecting signage to improve visibility.
- 2) Review and report signage findings at the April Traffic Safety Meeting.
- 3) Review Short Range recommendations provided in Traffic Engineer's Report.

1-08-04 BRIARWOOD AND TANGLEWOOD LANES

REQUEST FROM FRANK RAMIREZ, RESIDENT: Install "Stop" sign, speed bumps and/or increase enforcement at Briarwood and Tanglewood Lanes. Kids cross the street to get to the school bus stop located adjacent to 718 Briarwood Lane, but cars do not slow down for the pedestrians.

Modification in Recommendation #1: The arrow sign next to the "Pedestrian Crossing" sign should have been W16-7p, not SW44 as stated in January's Traffic Safety Minutes.