



City of San Dimas
Public Works Department
Traffic Safety Committee

Meeting Minutes
WEDNESDAY, April 16, 2008 at 9:30 A.M.
COUNCIL CHAMBERS

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

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04-08-01 SAN DIMAS AVENUE @ 57 FREEWAY UNDERPASS (N. OF VIA VERDE)

REQUEST FROM SUZY CRAWFORD, RESIDENT: Install a painted median to distinguish between the bike and vehicle lanes, similar to the striping north of Avenida Loma Vista.

DISCUSSION: Suzy Crawford explained that she is presently attending the Chamber of Commerce's Civics Academy where she heard Chairman Patel talk about traffic issues. She thought the extra wide bike lanes on San Dimas Avenue were an issue the Traffic Safety Committee would be interested in reviewing.

The Committee saw the benefit of modifying the existing striping to better delineate the bike lane. For both sides of San Dimas Avenue, the bike lane will be striped to a standard 5' width. The space between the striped bike lane and the existing striping will be cross-hatched to provide a clear buffer zone between cyclists and vehicles. The Traffic Engineer will modify San Dimas Avenue striping plans accordingly.

RECOMMENDATION: The Traffic Engineer to review existing striping plans for San Dimas Avenue and modify bike lanes to standard 5' wide bike lane adjacent to the curb with a buffer zone.

04-08-02 CLIFFSIDE DRIVE

REQUEST FROM STAFF: Allow temporary parking for up to 100 vehicles to meet ADP's parking demands as a new surface parking lot is being constructed. Opening date of the new parking area is scheduled for June 30, 2008.

DISCUSSION: The Traffic Engineer summarized his report (report available upon request) stating that on Covina Boulevard there are 62 (32 on the north and 30 on the south) on-street parking spaces available between Cliffside Drive and Terrace Drive/SR 57 NB Ramp. Easterly of Cliffside, the roadway is too marrow to accommodate parking safely.

On Cliffside Drive, there were three options considered for additional parking. Option 1 was preferred since it provided twice the number of spaces - 88 (not 90 as originally written in the report). With Option 1, the two-way left turn lane on Cliffside Drive would be temporarily removed to allow parking on both sides of the street. For visibility, paint 10' red curbing on both sides of every driveway and by every fire hydrant.

If parking is allowed on Cliffside Drive, pedestrian safety will be a concern. Therefore, the Committee determined that before any street parking modifications can be implemented, sidewalks must be extended to the south/westerly end of Cliffside Drive.

RECOMMENDATION:

1. Install a sidewalk at the south/westerly end of Cliffside Drive prior to City's approval of street parking modifications.
2. Paint 10' red curbing on each side of all driveways.
3. Paint double yellow striping on Cliffside Drive, south of Covina Boulevard, around the corner at the beginning of the sidewalk on the north side of the street. Traffic Engineer to provide detailed design.
4. Remove or cover up "No Parking" signs on Cliffside Drive as needed.

FINAL APPROVED RECOMMENDATION: On April 18, 2008, the City of San Dimas received a letter from Commerce Construction, the company overseeing ADP's parking lot project, stating that Gilead has given approval for up to 100 ADP employee vehicles to use their parking lot for the duration of the construction project. Therefore, the Committee's above mentioned recommendations are no longer required.

04-08-03 ENNIS PAINT PRESENTATION

REQUEST FROM STAFF: Review presentation regarding pavement, striping and marking products by Ennis Paint.

DISCUSSION: Tony Becker, Regional Sales Manager, from Ennis Paint explained the Company's tyre grip and colour bright products and their benefits.

RECOMMENDATION: Evaluate products for future applications.

04-08-04 EAST BASELINE ROAD (700 BLOCK)

REQUEST FROM PHIL & FLORINE QUEMODA, RESIDENTS: Install "Dead End" sign above the Street sign.

DISCUSSION: This item is located in Los Angeles County, not in the City of San Dimas.

RECOMMENDATION: Staff to contact Los Angeles County's Traffic and Lighting Division.

CONTINUED ITEMS:

10-07-04 FOOTHILL BLVD. AND SAN DIMAS CANYON ROAD

REQUEST FROM MARIA DUNTON, RESIDENT: Install a left turn signal on San Dimas Canyon Road south to Foothill Boulevard east. Also, increase signage regarding pedestrian awareness.

DISCUSSION: Per the recommendation from the October 2007 Traffic Safety Meeting, this item was revisited and Traffic Engineer Siecke presented the findings from his detailed report (report available upon request).

The request to consider north-south left-turn signal phasing on San Dimas Canyon Road stems from the concern of potential conflicts between pedestrians, children crossing Foothill Boulevard walking to and from school, and northbound and southbound left-turning vehicles. Three collisions have been reported at the intersection over the past two-year period; none of them involving pedestrians.

Traffic at the intersection is presently controlled by a traffic-actuated traffic signal that includes pedestrian push-buttons, pedestrian signal indications and left-turn signals for eastbound and westbound traffic. There are white crosswalks at each approach.

A recent 8-hour traffic count revealed the pedestrian volumes are relatively low with the maximum being ten per hour. The highest volume was on the east leg at 5:00 pm. The volume between east and west legs are relatively low.

Jurisdiction at this intersection is shared with the County of Los Angeles. The County guidelines for left turn phasing were used to evaluate the prevailing conditions. The guidelines are based on accidents and delays, neither of which was satisfied.

Another guideline that is sometimes used is the number of conflicts between left and opposing through plus right turn movements. Conflicts are defined as the product of the left-turn volumes times the sum of the opposing through and right-turn volumes. Peak hour conflicts exceeding 100,000 are an indicator that left-turn signals may be needed. Since the highest number of conflicts was only 45,000 or 45%, from afternoon peak hour southbound left turn movement, it is concluded that installation of north-south left-turn signalization is not warranted.

For additional pedestrian safety, Traffic Engineer Siecke suggested to the Committee to consider posting a sign that reads, "Turning traffic must yield to Pedestrians" (R10-15), for north and southbound traffic corners.

RECOMMENDATION: Install "Turning Traffic Must Yield to Pedestrians" (R10-15) sign (24" x 30") southbound left and northbound right (this is County area, therefore Staff will send a letter to the County for approval) in the median nose and on the right side of the traffic signal. For northbound traffic place sign on southeast corner and for southbound traffic place on northwest corner.

02-08-06 SAN DIMAS AVENUE AND GLADSTONE STREET

REQUEST FROM STAFF: Consider installing a left-turn traffic signal phasing at this intersection.

DISCUSSION: Per the recommendation from the February 2008 Traffic Safety Meeting, Traffic Engineer Siecke presented the findings to consider north-south left-turn signal phasing on San Dimas Avenue from his detailed report (report available upon request).

Traffic at the intersection is presently controlled by a traffic-actuated traffic signal that includes pedestrian push buttons and pedestrian signal indications. Both San Dimas Avenue and Gladstone Street have one through lane and one left-turn lane. Right-turn lanes are provided for southbound and westbound traffic.

The County of Los Angeles guidelines for left-turn phasing were used to evaluate the prevailing conditions. The guidelines are based on accidents and delays. There have been no collisions reported at the intersection over the past two-year period, and observations revealed that the north-south left-turners are not delayed during the peak hours. Thus, it is concluded that neither the accident nor the delay warrant is satisfied.

Another guideline that is sometimes used is the number of conflicts between left and opposing through plus right-turn movements. Peak-hour conflicts exceeding 100,000 are an indicator that left-turn signals may be needed. The highest number of conflicts in any direction was less than 60%, which again concluded that installation of north-south left turn signalization is not justified. Traffic Engineer Siecke mentioned that his analysis also included traffic volume from the Costco project.

RECOMMENDATION: Since the existing conditions do not satisfy any of the guidelines, the installation of left turn signals is not recommended at this time.

ADDED ITEM:

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.

DISCUSSION: Per the recommendation from the March 2008 Traffic Safety Meeting, Traffic Engineer Siecke and the City's street division staff created a detailed report (report available upon request) of the various sign locations and the proposed actions (i.e.: relocate, replace, and/or newly install).

RECOMMENDATION: The project area to be completed according to the details on the table presented to the Traffic Committee.