



City of San Dimas
Public Works Department
Traffic Safety Committee

Meeting Minutes
WEDNESDAY, May 21, 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 Figoni (Traffic Committee Secretary, Public Works), 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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05-08-01 HIGHLAND PLACE CUL-DE-SAC AT AMELIA AVENUE

REQUEST FROM PAMELA BRADFORD, RESIDENT: Install speed humps to slow down vehicles and reduce turn-around use in the cul-de-sac.

DISCUSSION: Prior studies have shown that the vehicles speeding on the street are local residents. Since Highland is a cul-de-sac, speed humps can not be installed. Posting a "Dead End" sign would deter vehicles from entering the street. In addition, posting a "No Outlet" sign should help the situation.

RECOMMENDATION:

- 1) Post "Dead End" sign (W14-1) on North side of Highland at Amelia.
- 2) Post a "No Outlet" sign (W14-2) on Amelia on the west side south of 5th in line with the "Stop" bar.

05-08-02 ALLEN AVENUE BETWEEN AMELIA AND SAN DIMAS AVENUES

REQUEST FROM SHELLEY ROUSE, RESIDENT: Install "Stop" signs, speed humps and/or make Allen Avenue a one-way street to reduce traffic congestion from the newly installed 57/210 freeway metering system.

DISCUSSION: Chairman Patel provided some background information on the new freeway metering system and then asked Traffic Engineer Siecke present the findings from his Freeway Traffic Migration Allen Avenue Report (report available upon request).

The diversion was quantified by comparing traffic volumes on April 22, 2008 with counts that were available from June 12, 2003. 24-hour machine counts were taken between Amelia Avenue and San Dimas Avenue on both occasions. In addition, manual counts were made at the Allen Avenue/Amelia Avenue and the Allen Avenue/San Dimas Avenue intersections on April 29, 2008.

The 24-hour machine counts revealed that the overall daily traffic volume has not changed significantly. The 2003 volume was 6,093 and the 2008 volume was 6,296. However, there were significant increases changes in the eastbound volume during the afternoon commuter hours. As shown in the attached table, the largest increases occurred in the 5:00 to 6:00 p.m. and 6:00 to 7:00 p.m. hours, when the increases were 47% and 56%, respectively. In the 5:00 to 6:00 p.m. hour, the hourly volume of 488 equates to a vehicle traveling east every seven seconds on average.

The high volume results in congestion and increased delay for drivers attempting to enter Allen Avenue from cross streets and driveways.

The manual count data revealed that during the p.m. peak hour, 27% of the eastbound traffic at the Allen Avenue/Amelia Avenue intersection turned left while 57% continued easterly. At the Allen Avenue/San Dimas Avenue intersection, 43% of the eastbound turned left while only 23% continued easterly. This seems to validate the perception that drivers avoid the freeway ramp meter by using the Allen Avenue-San Dimas Avenue route to SR 210.

The impact of the current traffic volumes on operation at the Allen Avenue/Amelia Avenue and Allen Avenue/San Dimas Avenue intersections was evaluated using the Intersection Capacity Utilization (ICU) method. This method yields Level of Service (LOS) ratings of A to F with A being best and F worst. The manual traffic counts were used for this calculation. The analysis revealed the LOS at Allen Avenue and Amelia Avenue is A during the morning and afternoon peak hours. At Allen Avenue and San Dimas Avenue, the LOS is B in the morning peak hour and A in the afternoon peak hour.

The strategies available to address the congestion and access delay seem to lie with changing freeway ramp meter operation to encourage drivers to stay on the freeway or to apply controls on Allen Avenue that would discourage commuters from using it as a freeway bypass route or a combination of both.

STUDY RECOMMENDATIONS:

1. Request Caltrans to adjust the ramp meter timing to minimize the delay to freeway traffic.
2. Conduct a detailed study to identify traffic calming measures on Allen Avenue that would negate the time-saving advantage for the drivers who use it as an alternative to the freeways. Applying disincentives on Allen Avenue must be done with care to avoid significant adverse impacts to residents and businesses along the street. Thus, the need to document the pros and cons of the various alternatives.

In response to Mr. Siecke's recommendations, Chairman Patel said he would contact Caltrans and request they minimize the delay on the metering lights. In addition, he would investigate which calming measures on Allen could be implemented to make it a disincentive to exit the freeway at this location.

Chairman Patel mentioned that he met with Caltrans staff about a month ago to discuss the traffic issue. They informed him of their six month pilot study which is collecting vehicle data every two weeks. Their goal is to compile and review the data in an effort to improve circulation. In the near future, Caltrans will also be installing a meter at the eastbound San Dimas Avenue freeway entrance.

The City can not install speed humps on Allen because it does not meet the Speed Hump Policy requirements. However, one suggestion made by Chairman Patel was to consider rest in red at Allen Avenue/Amelia Avenue. Traffic Engineer Siecke said it would be more useful to delay E/W Allen Avenue traffic by setting the signal at the Allen Avenue/Amelia Avenue intersection with N/S green recall. The signal would be set to provide maximum time for residents on Allen leaving their driveways, and only be active during busy commute hours. Chairman Patel requested this suggestion be implemented sooner rather than later to deter some of the eastbound traffic exiting off the Allen/Auto Center Drive ramps.

Allen Avenue resident Shelley Rouse stated that has lived in San Dimas for 25 years and that only now this additional traffic makes it hard to exit her driveway.

Allen Avenue resident Wendy Weddle who has lived in San Dimas since 1972, said she now has a tough time getting to her mailbox which is located on the opposite side of the street. Ms. Weddle feels the drivers during the heavy evening hours are not concerned about the safety of the residents on Allen Avenue. Plus, she mentioned that vehicles do not stop for the school buses.

Allen Avenue resident Bernice Powell said she and some of her neighbors she often park on the street because it is too difficult to back in and out of their driveways. She has even been honked at trying to get access to her home.

Allen Avenue resident Bill Wilson mentioned that Allen Avenue was always been a bit of a speed zone and while the volume of traffic has slowed down the speed, it has also made it impossible to exit his driveway between 3:00 and 5:00 p.m.

RECOMMENDATION:

- 1) Chairman Patel to speak with Caltrans to encourage them to expedite their pilot data study in an effort to keep traffic moving efficiently and safely.
- 2) Set Allen Avenue/Amelia Avenue intersection to N/S green recall in the evening peak hours. Control maximum time to give break for residents on Allen leaving their driveways.
- 3) Sheriff to enforce traffic during the afternoon when school buses are dropping off children.

05-08-03 1400- 1500 BLOCK OF AVENIDA LOMA VISTA

REQUEST FROM RICHARD ESCALANTE, RESIDENT: Install additional “Stop” sign and move existing or install additional “Stop Ahead” sign.

DISCUSSION: To improve visibility, the Committee agreed it would be beneficial to move the existing Stop Ahead sign further east before the bend in the road. In addition, the Committee suggested installing a Stop Ahead sign on the reverse side of the street for a “Stop” sign heading the other direction.

RECOMMENDATION:

- 1) Move existing Stop Ahead sign on the 1400 - 1500 block of Avenida Loma Vista further east to the property line across from 1430 Avenida Loma Vista.
- 2) Install a Stop Ahead sign at on the light pole between 1394 and 1388 Avenida Loma Vista.

05-08-04 GLADSTONE STREET AND AMELIA AVENUE

REQUEST FROM LESA ANDERSON, RESIDENT: Install speed humps or increase enforcement to reduce speeding issue on Gladstone Avenue east of Amelia Avenue.

DISCUSSION: Chairman Patel explained that speed humps could not be installed due to the speed limit, volume of vehicle traffic and Gladstone being an arterial street. Deputy Dave Hall confirmed that the Sheriff’s Department continually enforces this area. He added that in the upcoming rotation, the Sheriff’s Department will deploy the radar trailer on Gladstone Street.

RECOMMENDATION: Sheriff to continue enforcing area. In addition, Sheriff’s Department will soon deploy the radar trailer on Gladstone Street.

05-08-05 AVENIDA LOMA VISTA BETWEEN PASEO FORTUNO AND VIA CANADA - SPEED HUMP INSTALLATION

REQUEST FROM GLEN ANDERSON, RESIDENT: Install speed humps on Avenida Loma Vista per the City’s speed hump policy. The required petition has been submitted and showed that 86% of owners on this street have consented for the installation of the humps. Staff’s preliminary assessment review also confirms that Avenida Loma Vista meets the initial criteria per the new policy.

DISCUSSION: DISCUSSION: The area where the proposed speed humps will be in stalled on Avenida Loma Vista intersects with two short cul-de-sacs. This makes it impossible to provide the Speed Hump Policy recommended 300’ access from an intersection. The Committee found appropriate and safe locations to install the speed humps.

The Committee debated the benefits of installing three speed humps, instead of previously considered two, due to the configuration of the road and the location of the park. The exact locations will be determined in the field depending on the various conditions. The approximate locations at the present time are:

Speed hump #1: Between 1108 & 1116 Avenida Loma Vista

Speed hump #2: Between 1160 & 1166 Avenida Loma Vista

Speed hump #3: At 1226 Avenida Loma Vista

RECOMMENDATION:

- 1) Install three speed humps.
- 2) Signage and markings to read "Bump."
- 3) Notify residents within 300 feet of the installation area, as well as Sheriff, Fire Department, Waste Management, Post Office, School District, and Paramedics.

05-08-06 HORSETHIEF CANYON PARK

REQUEST FROM STAFF: Install signage to deter vehicles from parking in unauthorized areas in an effort to keep access open and safe.

DISCUSSION: The Committee discussed the best locations to place the "No Stopping Anytime" signs in the roundabout area would be between the street and driveway openings. In addition, it would be beneficial to install another "No Stopping Anytime" sign north of the roundabout.

The Committee also discussed other locations for vehicles to park during sports or other large events. Since this is an issue for Parks and Recreation, the Committee will work with them to confirm there is ample, safe parking.

RECOMMENDATION:

- 1) Install four "No Stopping Anytime" (R28A {S} double arrow) signs in the roundabout area between each street and/or driveway opening. In addition, install another "No Stopping Anytime" (R28AS double arrow) sign north of the roundabout in the middle of the grass area next to the bathrooms.
- 2) Parks and Recreation Department to consider arranging overflow parking with the organizers of large events and notify the Traffic Committee if additional signage is needed.