



City of San Dimas
Public Works Department
Traffic Safety Committee

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

Committee Members Present: Krishna Patel (Traffic Committee Chair, Director of Public Works), Shari Garwick (Senior Engineer, 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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07-08-01 ARROW HIGHWAY AND EUCLA/CIENEGA AVENUES

REQUEST FROM JOANNE SUMNER, BUSINESS IN SAN DIMAS: Decrease the time of the left-turn signal light on Eucla Avenue heading east on Arrow Highway.

DISCUSSION: The committee investigated the timing of the signal and found it to be functioning properly and set correctly.

RECOMMENDATION: No action required.

07-08-02 HOOVER COURT

REQUEST FROM STAFF: Post "No Parking Anytime" signs on this narrow street for fire safety access.

DISCUSSION: Hoover Court is a very narrow cul-de-sac, approximately 28 feet, and does not have adequate space for turning around. If vehicles park on both sides of the street, it obstructs access for an emergency vehicle. For fire safety access, one side of Hoover Court needs to have restricted parking. Because the fire hydrant is located on the east side of the street, the Fire Department would like to keep that side open for emergency purposes. As you enter Hoover Court post a "No Parking Anytime" sign on the north side of 5th street. Also, post a "No Parking Anytime" sign with arrows on the east side of the street.

RECOMMENDATION:

1. Install a "No Parking Anytime" (R28) sign with arrow pointing left on the northeast corner of Hoover Court and 5th Street on the post containing the "Dead End" sign.
2. Install another "No Parking Anytime" (R28) sign with arrows pointing in both directions on the street light between 600 and 534 Hoover Court.
3. Mail letters to the residents on Hoover Court notifying them of this parking modification two weeks before signs are to be installed.

07-08-03 CALLE CIERVOS BETWEEN AVENIDA LOMA VISTA AND PASEO SUENO
REQUEST FROM ROBERT LAWRENCE, RESIDENT: Post "Speed Limit" signs, paint speed limit on asphalt and/or install speed bumps to reduce the speed of vehicles on Calle Ciervos between Avenida Loma Vista and Paseo Sueno.

DISCUSSION: There are already speed limit signs at the entrance to Calle Ciervos when entering from both Avenida Loma Vista and Paseo Sueno. To reinforce the 25 mph speed limit, "25" will be painted on the asphalt in the middle of Calle Ciervos.

RECOMMENDATION: Paint "25," the speed limit, on the asphalt in both directions in front of 1563 and 1557 Calle Ciervos.

07-08-04 120 WEST BONITA AVENUE
REQUEST FROM SID MAKSOUDIAN, BUSINESS IN SAN DIMAS: Post "No Biking" signs along the sidewalk in downtown San Dimas and have Sheriff's Department follow up with enforcement.

DISCUSSION: Chairman Patel explained that the Traffic Committee reviewed the downtown area for the best place to post signs disallowing bikes, skateboards, skates, and other similar wheeled sports equipment from riding on the boardwalk. The San Dimas municipal code for this violation is SDMC10.18.035. He requested Traffic Engineer Siecke check other cities for appropriate language for the signs which the Sheriff's Department could then enforce. Traffic Engineer Siecke suggested posting these signs at the beginning and end of the wooden walkways on both sides of Bonita Avenue.

Sid Maksoudian stated that cyclists riding on the boardwalk were teenagers as well as adults. Mr. Maksoudian's main concern was keeping the area open and safe around his business, but also wanted to keep the boardwalk open for pedestrians for the rest of downtown. He suggested that the signs also be posted on Bonita Avenue east of the downtown area. Chairman Patel replied that the signs should only be in the part of downtown where businesses had encroachment permits since this section has space issues due to existing canopies, posts, and outside dining and display areas.

Mr. Maksoudian asked if signs could also be posted in the middle of downtown. Chairman Patel declined stating that the signs would get lost in the middle of downtown.

RECOMMENDATION: Post signs at the beginning and end of downtown. Signs on the south side will be on Bonita Avenue at San Dimas Avenue and Monte Vista Avenue, while signs on the north side will be at San Dimas Avenue and Cataract Avenue.

07-08-05 AVENIDA ENTRADA AND CALLE LINDA
REQUEST FROM JOHN & CHRISTINE CONBOY, RESIDENTS: Install signage, speed bumps and/or enforce speed limit to reduce the speed of vehicles mainly heading down Calle Linda.

DISCUSSION: Due to the steepness of Calle Linda, the street does not qualify for speed humps. There is presently a speed limit sign on a post at the top of Calle Linda by Avenida Entrada. Behind the speed limit sign is a neighborhood watch sign posted on a street light.

Traffic Engineer Siecke suggested adding a sign that reads, "Watch Downhill Speed" below the speed limit sign to reinforce the speed limit.

Chairman Patel suggested the Sheriff's Department enforce the area. Mr. and Mrs. Conboy said they have seen enforcement for the "Stop" sign at the top of Calle Linda, and would appreciate this enforcement even more. Mr. and Mrs. Conboy mentioned that some of the drivers of the speeding vehicles were teenagers. Chairman Patel told them about the Sheriff's Departments "Sheriff's Teen Traffic Offender Program" (STTOP) where residents call 1-866-780-STOP to report teens driving recklessly. As long as a license plate number is provided, the Sheriff's Department will follow up with the driver.

RECOMMENDATION:

1. Move the speed limit sign back to the street light post.
2. Post "Watch Downhill Speed" (SW4-1) below the speed limit sign on the street light post.
3. Move the neighborhood watch sign to the sign post in front.
4. Sheriff to increase enforcement.
5. Send flyer explaining the "Sheriff's Teen Traffic Offender Program" (STTOP) to Mr. and Mrs. Conboy.

07-08-06 113 WEST FIRST STREET

REQUEST FROM ROY LONG, RESIDENT: Paint the curb red in front of the bow out and directly across the street to keep the full width of the street.

DISCUSSION: The Committee carefully reviewed the distance of the street and discussed the issues with cars parking in front of and across the street from 113 West First Street. The consensus was that there should not be parking on the south side of the street because the distance between the two driveways was too short and blocked site distance for people exiting the public parking lot. In addition, there should not be parking on the north side because the street is too narrow.

RECOMMENDATION:

1. Paint the curb red in front of 113 West First Street at the bow out.
2. Paint the curb red across the street from 113 West First in between the two driveways.

07-08-07 AVENIDA LOMA VISTA BETWEEN PASEO FORTUNO AND VIA CANADA

REQUEST FROM STAFF: Conduct a speed survey to assess the effectiveness of the recently installed speed humps.

DISCUSSION: The perception of the residents is that vehicles have not reduced their speed since the speed humps were installed. Chairman Patel requested Traffic Engineer Siecke conduct another speed survey in the fall after school is back in session and vehicles have had time to get used to the speed humps.

In addition, Chairman Patel explained to Traffic Engineer Siecke that technically he was pleased with the locations of the speed humps; however, the resident in front of the most westerly speed hump was not happy with it. Chairman Patel requested Mr. Siecke re-review the location and consider if there was a more appropriate location for it.

Lastly, Chairman Patel asked Traffic Engineer Siecke to evaluate the feasibility of installing "Slow" signs or painted double lines for vehicles approaching the speed humps in the easterly direction since the first hump is located at the street curvature.

RECOMMENDATION:

1. Traffic Engineer to conduct another speed survey in the same locations in late September.
2. Traffic Engineer to evaluate the location of the most westerly speed hump for the most appropriate location.
3. Traffic Engineer to evaluate the speed humps for or painted double yellow lines.

