



City of San Dimas
Public Works Department
Traffic Safety Committee

Meeting Minutes
WEDNESDAY, April 15, 2009, at 9:30 A.M.
COUNCIL CHAMBERS

Committee Members Present: Shari Garwick Acting Traffic Safety Committee Chair, (Senior Engineer, Public Works Department), John Campbell (Street Maintenance Superintendent, Public Works Dept.), Gary Bishop (Street Maintenance Supervisor, Public Works Dept.), Lisa Monreal (Traffic Safety Committee Secretary/Environmental Services Coordinator, Public Works Dept.), Warren Siecke (Traffic Engineer), and Deputy John Rodriguez (San Dimas Sheriff's Dept.), Cheryl Seifert (Director of Transportation, Bonita Unified School District). Krishna Patel, Public Works Director arrived at 10:10am.

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04-09-01 SAN DIMAS CANYON ROAD AND JUANITA AVENUE

REQUEST FROM CLAUDIA MUDD WALDSCHMIDT, RESIDENT: Request to reduce speed limit on San Dimas Canyon Road from 40 MPH to 35 MPH and install stop signs on north and southbound San Dimas Canyon Road at Juanita Avenue. REQUEST FROM JACK BOURKLIAN, RESIDENT: Install stop signs on for north and south bound traffic on San Dimas Canyon Road at Juanita.

DISCUSSION: Ms. Mudd Waldschmidt stated she feels line of sight is inadequate for vehicles entering from Juanita onto San Dimas Canyon Road and provided photos of accidents at the intersection. A petition signed by 31 area households showed interest in both reducing the speed limit on San Dimas Avenue to 35mph and making the intersection a 4-way controlled by adding stop signs on San Dimas Avenue or a signal light.

Chair Garwick noted the intersection is shared by three jurisdictions, including the City, La Verne, and LA County. A site inspection was conducted by the TSC, where line of sight was confirmed as adequate. In order to add controls to an intersection, both traffic volumes and accident warrants need to be met. This intersection has been reviewed by the TSC in previous years and has not met warrants in the past for traffic volumes or accidents. Speed limits are set according to state vehicle code mandates which determine limits based on 85% of speed people are traveling and then consider accident records and other safety factors. If these standards are not followed, then the set speed limit is not enforceable with police radar.

RECOMMENDATION:

1. Sheriff to compile accident records for past three years for presentation at next month's meeting. Sheriff's department will monitor the intersection for selective speed enforcement.
2. Traffic Engineer to review past traffic counts and accident records to determine if new counts are warranted.
3. TSC Secretary to follow up with LA County DPW contact for this intersection. Ms. Mudd Waldschmidt will provide contact information for LA County DPW.

04-09-02 FOOTHILL BLVD AND WOODGLEN DRIVE

REQUEST FROM LAURA VINSONHALER, RESIDENT: Request to add red curb on south side of Foothill Blvd, west of Woodglen Drive to allow right turning traffic from Foothill Blvd to Woodglen Drive to move to far right lane to execute the turn.

RECOMMENDATION: Street Maintenance will paint the curb in question red.

04-09-03 PUENTE AVENUE AT VIA VERDE PARK

REQUEST FROM GEMA B. CRABTREE, RESIDENT: Request to post signs regarding illegality of using private driveways for turning. Close street off to public. Post "No Trespassing" signs on trail at Via Verde Park. Build block median on Puente.

DISCUSSION: Using a drive approach for a u-turn is not illegal. If resident wants to prevent vehicles from using the drive approach, options including placing a cone, planter, or sign on the driveway indicating it is private property and no trespassing is allowed. A block median on Puente would prevent all left turns, including resident's and is not a desirable option. In regards to public use of Via Verde park, the resident may place signs on the block wall surrounding the home indicating private property/no trespassing. For further information on park use, the TSC recommends contacting the parks department.

04-09-04 BONITA AVENUE-FARMER'S MARKET

REQUEST FROM SID MAKSOUDIAN, CHALET GOURMET: Request to restrict parking on Bonita Avenue in downtown business district to 30 minutes, and extend restriction into evening hours. Consider reducing number of warning signs for upcoming road closure of Bonita for Farmer's Market.

DISCUSSION: A consensus among downtown businesses must be reached prior to changing the parking time limits. Mr. Maksoudian could contact the Downtown Merchant's Association or Chamber of Commerce and solicit information from organizations and request support for the parking time restriction. The warning signs for farmer's market are posted according to MUTCD guidelines for safety.

RECCOMENDATION: As part of Farmer's Market Traffic control, place sign on barricade @ Exchange Place for east bound Bonita, indicating "Farmer's Market Parking Ahead".

04-09-05 S. WALNUT AVE AT TEAGUE

REQUEST FROM STAFF: Consider installation of stop sign at the uncontrolled intersection for southbound traffic on Walnut at Teague.

DISCUSSION: Traffic Engineer (TE) Siecke stated that it is not safe to place a stop sign at a railroad track and the existing double yellow line is adequate for safety at this intersection. No change is recommended.

RECCOMENDATION: No Change.

04-09-06 END OF PASEO ALONDRA

REQUEST FROM STAFF: Place "Type N" Project marker at end of street on block wall.

DISCUSSION: TSC visited the site and determined a 500 foot warning sign should be placed on the street prior to end, and an object marker placed at street terminus.

RECOMMENDATION:

1. Place W31A "Street Ends 500 Feet" sign on north side of street.
2. Place OM4-3 Object Marker on south side of pathway at street terminus.

CONTINUED ITEMS

02-09-06 LONE HILL AVENUE AND COVINA BLVD.

REPORT FROM SHERIFF'S DEPARTMENT: Accident history from 3/1/04 to 3/1/09 compiled shows a total of 36 collisions, resulting in a total of 16 injuries, no fatalities. Three of these accidents involved a bicycle, two of which the cyclist was traveling in the wrong direction of traffic, and one where the cyclist was stopped in the middle of the lane. No accidents reported involving pedestrians.

DISCUSSION: Mr. Yacon asked the committee on the estimated timeline for signage and nature of sign. TE Siecke indicated the sign would state "No Right Turn on Red when Children are Present".

RECCOMENDATION: Post "No Right Turn on Red When Children are Present" sign as specified in traffic item 02-09-06 at the March 2009 TSC meeting for westbound traffic.

06-08-05 SAN DIMAS AVENUE & SAN DIMAS AVENUE (LOOP)

REPORT FROM TRAFFIC ENGINEER and SHERIFF DEPARTMENT responding to REQUEST FROM JOSEPH & CHERI PESIRI, RESIDENTS: Post two "Stop" signs and a crosswalk at San Dimas Avenue loop where the sidewalk switches from one side of the street to the other to make crossing safer and slow down speeding vehicles.

DISCUSSION: TE Siecke presented an All-Way Stop Warrant Summary for the intersection and Sheriff Rodriguez presented results of random speed violation monitoring of the intersection. TE stated that typically it is not desirable to put in a marked crosswalk w/out stop sign or signal control due to potential for high pedestrian accident rate. Warrants are used as criteria to evaluate if a stop sign would be more beneficial. Using Caltrans MUTCD, there are 4 criteria. A. Traffic signal warranted, use stop sign as interim. (Counts not enough to warrant) B. Accident experience- 5 + a year. (Less than 5, only 1 accident reported) C. Volume of traffic- average of 8 highest hours. The Major street needs to have 300 vehicle trips, and the minor approach needs 200. (SD Avenue recorded 252, and Loop was 34) D. Combination (crash and 80%) of criteria C. (not met). Other factors to consider are a need to control left turn conflict (no conflict), pedestrian/vehicle conflicts (volumes not high enough), sight distance (at speeds of 35mph vehicles need 250 feet to stop. Sight distance at intersection is 385 feet.

Mr. Pesiri questioned the sheriff's use of marked cars in speed capture study, and Sheriff Rodriguez indicated that the use of lasers allows the sheriff to capture the vehicle speed prior to driver seeing the patrol vehicle. Mr. Pesiri indicated the speeding problem is not at the bottom of the hill, but near the top. Mr. Pesiri stated concern when turning left, speeding cars behind tailgate and try to pass on the right. TE Siecke indicated sight distances are adequate to see a vehicle stopped, and stated that when stop signs are installed when criteria is not satisfied, it causes an increase in violations, and additionally when a pedestrian relies on a stop sign for protection, and a vehicle disregards that sign, the level of safety for the pedestrian is reduced.

Street Maintenance Supervisor Bishop questioned if adequate speed signage was posted on San Dimas Avenue, and Mr. Pesiri stated he felt signage was adequate.

Street Maintenance Superintendent Campbell questioned Mr. Pesiri on his involvement with the neighborhood associations and recommended discussing his concern for neighborhood pedestrian connectivity with the various associations in the area. Mr. Pesiri stated due to the sidewalk breaks, if pedestrians choose to walk this route they must either walk in street or take chance at uncontrolled intersections to cross to sidewalk. Street Superintendent Campbell offered to provide contact information for the area's three neighborhood associations.

Street width and speed limit discussed by TSC. TE Siecke indicated restriping the intersection to provide a left turn lane would create the sense of a narrower street, which typically results in lower speeds. This would accomplished by shifting the center line striping, painting a 10 ft wide median and providing 15 foot through lanes. The median would also provide an island for pedestrians.

Mr. Pesiri reiterated that his biggest concern is crossing safely, and that over 100 pedestrians walk this area every day. TE Siecke stated that stop signs would create a false sense of security, increased violations, and increased risk of pedestrian involved accidents for those pedestrians without the diligent attention as shown by Mr. Pesiri. Chair Garwick stated that pedestrians such as junior high students do

not look when in a crosswalk, and would be in serious danger of area residents violating a stop sign that was unwarranted.

Mr. Pesiri requested direction on next steps to pursue control at the intersection and threatened to hold the City liable for an injury accident should it occur to his child, as he feels that he could gather enough neighborhood support via a petition to have a stop sign installed.

In response to Mr. Pesiri's earlier comments, Chair Patel stated that the City and the Traffic Safety Committee review and respond to every traffic issue and concern raised by residents. Each request is objectively reviewed with safety in mind for all concerned. In recommending or denying any request, the City must also meet State warrants and guideline requirements for a stop sign. Since it appears that San Dimas Avenue loop intersection does not meet the stop sign warrants, it is likely that the Committee will not recommend a stop sign. However, since Mr. Pesiri feels that the Committee is not hearing or responding to his request, Mr. Patel stated that residents always have the option to appeal the Traffic Safety Committee's decision to City Council. Mr. Patel recommended that if Mr. Pesiri intends to appeal that he wait pending the outcome of the meeting minutes and changes being recommended by the Committee.

Acting Chair Garwick stated Mr. Pesiri is free to circulate a petition but that warrants must still be met to justify addition of controls at an intersection. Street Superintendent Campbell stated that if a stop sign were installed without warrants, then the City may be liable for accidents, based on TE's 25 year experience, installing unwarranted stop signs and other controls results in more accidents.

Mr. Pesiri questioned if the City would install a signal if two people walked across the intersection and were killed. Chair Patel stated that the City must consider both the emotional side of an issue, in balance with the actual safety of an intersection.

Mr. Pesiri then questioned if a sidewalk around the entire loop is an option. He stated that the sidewalk starts at top, goes to bottom of loop, then stops so pedestrians must cross to other side of street. No crosswalk anywhere. Chair Patel invited Mr. Pesiri to request a sidewalk and the City Council would consider its installation according to budget priorities and needs along with other Capital Improvement Projects.

Mr. Pesiri inquired as to the delay of studies conducted, from his initial request in June 2008. TE Siecke indicated staff became bogged down in other issues. Sheriff Rodriguez indicated enforcement will be increased in the area.

Committee discussed the proximity of the neighborhood open space area, and that typical park amenities are not included in this area as in similar City-owned park areas. Additional "Playground Speed Limit" or "Watch your Speed" signs may be added along San Dimas Avenue to increase driver awareness.

RECOMMENDATION:

1. Sheriff to randomly patrol with motorcycle near top of intersection for speed and provide report to TSC.
2. Traffic Engineer to prepare plan for restriping intersection to provide a southbound left turn lane. Consider additional speed limit and "Watch Speed" signs.

Meeting adjourned: 10:55am