



City of San Dimas
Public Works Department
Traffic Safety Committee

Meeting Minutes
WEDNESDAY, MAY 20, 2009, at 2:30 P.M.
COUNCIL CHAMBERS

Committee Members Present: Krishna Patel (Public Works Director Traffic Safety Committee Chair), Shari Garwick (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).

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Meeting called to order at 2:33 pm

05-09-01 EXCHANGE PLACE AT BONITA

REQUEST FROM STAFF: Consider elimination of parking stall or placement of a speed hump north of bank on Exchange Place at Bonita. Concern for improperly parked cars increasing potential for vehicle accidents.

DISCUSSION: Chair Patel discussed possibility of restricting the stall since Exchange Place is so narrow, and paint edge stripe to discourage parking. Implement when new crosswalk is established and seal coat is finished. This will guide drivers as they turn into Exchange Place.

RECOMMENDATION:

1. Refresh red curb and add cross hatch from edge of southerly parking stall to crosswalk.
2. Increase enforcement for illegal parking.

05-09-02 TEAGUE DRIVE AT CANYON CREEK VILLAGE

REQUEST FROM MARY KAY SCHEID, RESIDENT: Consider a lower speed limit and/or speed humps to raise awareness and slow people down, especially around the blind curves.

DISCUSSION: The enclosed community traffic is primarily residents and visitors. The street does not meet design specifications for a speed limit below 25mph.

RECOMMENDATION:

1. Install "Watch Your Speed" sign at light pole west of entrance.
2. Notify HOA to educate residents to be aware of neighbors in the enclosed community.

05-09-03 CITY WIDE- NO PARKING SIGNS

REQUEST FROM STAFF: Consider placing "No Parking without Permit on any City of San Dimas Street 2:00 a.m. to 5:00 a.m. 7 Days per Week" on existing poles per recommended list.

DISCUSSION: Chair Patel stated that in addition to this staff request that several residents have asked for similar signage. City Council's position remains unchanged and is consistent with neighboring cities that implement overnight parking restrictions. Too many signs increases appearance of clutter and is not the direction the City would like to take. The current practice of placing signs at City limits complies with vehicle code.

Superintendent Campbell recommended installing them at a few select locations throughout the City. Chair Patel stated that if we start adding signs, would likely have to add more. Current practice is no different than Covina, Claremont, Glendora, or La Verne.

Deputy Rodriguez indicated that there is a small sign on Walnut Avenue.

Traffic Engineer Siecke noted that signs are only needed at City entrances. Remove random postings to establish a consistent practice.

RECCOMENDATION: Ensure all City entrances are properly posted with the parking restriction sign.

05-09-04 PUENTE STREET BIKE LANE BETWEEN VIA VERDE AND WESTERLY CITY LIMITS
REQUEST FROM FRANK NEAL, RESIDENT. Review Puente Street striped bike lanes as the combination of bike lane and bike route is too confusing and hazardous to the cyclist. Consider the roadway be striped with a continuous 5' wide bike lane by removing the center stripe median to allow for a bike lane to be striped in both directions.

DISCUSSION: Chair Patel moved this item to #1 as resident was in attendance. The request was reviewed, and the history and correspondence with the resident was discussed. Traffic Engineer Siecke reviewed the street segment from Via Verde to westerly City limit and divided the street into four segments, which were looked at individually (refer to Puente Bike Lane Traffic Report)

Options for increasing bicycle safety include removing the left turn pocket, but this would create substantial safety impacts by removing the protection for homeowners turning in and accelerating out of their homes. Without the lane, traffic would have to stop in thru lane, increasing potential of rear end collisions and impacting safety to homeowners and through drivers. The curvilinear design of the street contributes to safety problem. A second option, removing the eastbound or westbound lane is not desirable as Puente Street is classified as a Secondary Highway, and is anticipated to have increased traffic volumes in the future. TE Siecke's initial recommendation was to leave striping as is, and stripe to provide bike lane to westerly city limits, possibly coordinating with the City of Covina.

Mr. Neal provided a history of his involvement with the City and the bike community in LA and Orange County. He provided the TSC with copies of the DMV traffic rules and Metro's Bike Lane Map, where San Dimas' bike lanes and routes are not identified (map is dated 2006). Mr. Neal reiterated his concern that the Puente bike lane/path/lane/path configuration is confusing for both cyclists and motorists. Although the striping on Puente Street meets federal and state statues of a bike lane, it is not bike safe. Mr. Neal shared his experience as an avid cyclist and as victim in a 2005 cycling accident with a motorist.

TSC discussed Mr. Neal's concerns and identified the major issue to be the mid block termination in the westbound bike lane that is necessary for the residential parking. This may cause confusion for both cyclists and drivers.

Chair Patel shared history of area and its development prior to creation of a City Bicycle Master Plan, which includes programmed improvements for Walnut Avenue and Foothill Avenue, anticipated in 2011. Several options were discussed to find the best solution, which was identified as elimination of the westbound bike lane at Via Palomares to so there is not mid block uncertainty. Street Superintendent Campbell recommended updating signs for safety. Effective signs were discussed with Mr. Neal and the City will move forward with improving bike safety on Puente Street. Chair Patel thanked Mr. Neal for his attention to safety concerns in the City and invited him to continue to keep the TSC aware of future issues.

RECCOMENDATION:

1. Eliminate westbound bike lane from Via Palomares to where it currently ends and remove existing Bike Lane sign at this location.
2. Move Bike Route sign to intersection of Puente Street/Via Palomeres.
3. Install a Bicycle Sign/Share the Road sign as specified in the MUTCD, (W11-1 and W16-1).
4. Staff to follow up with Metro on map updates of City bicycle routes.

05-09-05 BONITA AVENUE AND PONY EXPRESS

REQUEST FROM SHERIFF'S DEPARTMENT: Consider two hour time restricted AM and PM peak/No U-Turn signage for eastbound left turning traffic making U-turn movements at Pony Express. The turning movement at peak hours makes it difficult for patrol cars heading westbound from Pony Express.

DISCUSSION: TE Siecke noted that the restriction would affect post office drop off users, and the prohibition would lead to drivers turning into the condo community to make their u-turns. Senior Engineer Garwick offered the solution to have the Post office change the drop off configuration to access the lot on Pony Express, and eliminate the on-street access from Bonita Avenue. Another option is to look into costs of automatic gate for the Sheriff Station's Walnut Avenue driveway.

Background of request was established, that it is not emergency vehicles having extended wait times, but patrol officers leaving work at the end of the day.

Chair Patel stated that the plans for the station included a parking lot with automatic gate on Walnut Avenue where primary access would occur, but the automatic gate was not installed. The restriction would only pass on problem to residents on north side of intersection. Monitor the intersection at peak hours to identify scope of problem.

RECOMMENDATION:

TE to conduct a traffic count at the intersection at peak hours (7-9am and 4-6pm) and present findings at next meeting (June).

05-09-06 UPDATE OF TRAFFIC LOG

REPORT FROM STAFF: Quarterly update to committee regarding status of approved items.
Tabled to June Meeting

05-09-07 UN-AGENDIZED ITEM BONITA AVE @ IGLESIA

REQUEST FROM STAFF: Resident indicated drivers are not stopping properly at red prior to turning right on red. Consider placement of additional signal head on backside of pole facing westbound traffic.

RECOMMENDATION: Install "Stop here on RED" (R10-6) with down arrow at Stop Bar for westbound right turn traffic.

CONTINUED ITEMS

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 restated direction from April meeting to look at speeds, and presented a table with compiled information from 24 hr speed check on April 30. Average speed north of the intersection was 35 mph (speed limit). South of the loop, it was 36 and 38 mph for northbound and southbound, respectively. 85th percentile speeds north of the intersection were 40 and 41 mph for northbound and southbound, respectively. South of the intersection, they were 42 and 44 mph. Also identified was 5% of drivers exceeding 43 mph north of the intersection and 47 mph south of the intersection. The recorded high speeds are fairly typical on wide open road. The warrant analysis for all way stop control shows none of the warrants are satisfied, as the traffic volumes are well below the requirements and none of the optional considerations are applicable. Stop signs are not justified or required.

Mr. Pesiri's concern about being rear ended when executing a left turn into SD Ave Loop can be addressed by restriping SD Ave to provide a southbound left turn pocket. A 10 ft left turn lane 160 feet

long, and through lanes 15 ft wide can be striped. Left turn lane can be tied into existing painted median north of loop. South of the intersection it is necessary to put in striping to move northbound traffic to the right. This improvement allows the opportunity for a painted median 10 ft wide and 50 ft long in the middle of the street that could be used by pedestrians as a refuge area. Anticipate reduction in speeds with additional striping, creating impression that the street is narrower. Addition of a 35 mph sign for southbound traffic is also recommended.

Chair Patel stated that San Dimas Avenue is unusual w/ the street width and curves w/ homes. As this intersection currently is unmarked, he questioned TE Siecke about the possibility of a striped crosswalk. TE Siecke expressed extreme concern that this option would in fact reduce safety due to the false sense of security created by a crosswalk.

Sheriff Rodriguez summarized citation report and noted all citations given were to residents in the SD Avenue and Loop area.

Chair Patel requested this intersection be added to regular patrol cycle every 90 days.

Sheriff Rodriguez noted that the Department can add periodic patrol schedule to add intersection onto route.

RECCOMENDATION:

1. Restripe intersection per plans to provide left turn pocket at San Dimas Avenue/San Dimas Loop intersection
2. Install a 35 mph sign for southbound traffic at first light pole south of Ave. Fernando.
3. Sheriff's Department to add area to periodic patrol route.

Meeting adjourned: 3:43