



City of San Dimas
Public Works Department
Traffic Safety Committee

Meeting Minutes
WEDNESDAY, September 16, 2009, at 9:30 A.M.
COUNCIL CHAMBERS

Committee Members Present: Krishna Patel (Traffic Safety Committee Chairman and Director of Public Works Dept.), Gary Bishop (Street Maintenance Supervisor, Public Works Dept.), Shari Garwick (Senior Engineer, Public Works Dept.), Gayle Hampton (Acting Traffic Safety Committee Secretary/Administrative Secretary, Public Works Dept.), Warren Siecke (Traffic Engineer), Deputy John Rodriguez (San Dimas Sheriff's Dept.), and Cheryl Seifert (Transportation Dept., Bonita Unified School District).

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- Meeting called to order at 9:42 AM.
- The Traffic Safety Committee (TSC) and Audience made Introductions.

09-09-01 BONELLI PARK/PUDDINGSTONE DRIVE - LA COUNTY ½ MARATHON

REQUEST FROM LESLIE ELISON, INTERNATIONAL CITY RACING (ICR): Request from ICR to include portions of Puddingstone Drive in a ½ marathon to take place Sunday, December 13, 2009 from approximately 6:00 am to 8:30 am.

DISCUSSION:

- Mr. Seagren, representing ICR, briefly summarized the racing event.
- Chairman Patel informed Mr. Seagren that there are some items that the ICR organization has to do:
 1. send out City-approved letters regarding the event and traffic flow to residents that live on Puddingstone Drive seven days before the event
 2. send copy of letter that went to residents to the City of San Dimas.
 3. correct traffic control plans
 4. complete conditions of approval items
- Senior Engineer Garwick asked about having a Sheriff at the intersection of Puddingstone and Cannon; a Sheriff is needed where you redirect traffic onto Cannon at Puddingstone, plus one at Walnut and Puddingstone.
- Mr. Seagren stated that there will be no left turn onto Puddingstone; it will be closed. He added that they would modify plans because Raging Waters will be closed. These plans were the first draft. In addition, the eastbound lanes on Puddingstone Dr. will be closed.
- Chairman Patel asked how they will accommodate people using the boats. Chairman Patel commented that the plans show that they have Puddingstone closed where people wait to launch their boats.
- Mr. Seagren replied that they have contacted Bonelli Park and there will be two accesses that will be monitored.
- Mr. Seagren replied that Bonelli Park didn't bring it up so they don't think it will be an issue. There will be start times at 7:00 AM and 8:00 AM. And the runners should be through Puddingstone by 8:30 AM.
- Traffic Engineer Siecke suggested changing the W21 signs to W23 signs (road closed ahead) approaching the Walnut intersection.
- Chairman Patel suggested revising their map to show the race route, closures on Puddingstone Dr. and where the runners will enter the Park. He asked how many runners they were expecting.
- Mr. Seagren replied that they were anticipating 4,000 to 6,000 participants in the race.
- Senior Engineer Garwick stated that they need a sign stating what roads would be closed.
- Mr. Seagren said they would post the notices the weekend before the race.

- Senior Engineer Garwick suggested ICR coordinate with LaVerne and the Park.
- Mr. Seagren informed the committee that they have a meeting scheduled for Monday, September 21 with the City of La Verne.
- Chairman Patel informed Mr. Seagren that Staff would be sending ICR a letter advising them of the conditions of approval and what corrections would be required on the traffic control plans. Insurance certificate also will be needed. This Traffic item does not need to go to City Council since the event has partially restricted closures.

RECOMMEN DATIONS:

1. TSC to send letter to ICR with conditions of approval.
2. ICR to meet all conditions of approval which includes revising traffic control plans and mailing letters to residents affected by the race.
3. Race will be approved upon ICR meeting the conditions of approval set by the TSC.

09-09-02 JACKIE BRISTOW MEMORIAL 5K RUN

REQUEST FROM GRANT BRISTOW, PRESIDENT OF JACKIE BRISTOW MEMORIAL RUN:

Request for approval of 2nd Annual Jackie Bristow Memorial Run. The race route is the same as the City Annual 5K run.

DISCUSSION:

- Jackie Bristow Memorial 5K Run was represented by Grant Bristow.
- Chairman Patel informed the TSC that the Jackie Bristow Memorial 5K Run is the same as the City's 5K Race including the traffic control plan. He added that the race would be the same as last year's with the same route. He suggested to the TSC that since the race route is tried and tested, they recommend moving forward with the approval process. Since Bonita Avenue is being closed, this item must go to Council.
- Senior Engineer Garwick commented that the wood stakes worked well last year and suggested they use the same for this upcoming event.
- Chairman Patel suggested the race coordinating organization get their own traffic control contractors to do the work for the race. TSC will send Jackie Bristow organization the conditions of approval for the race which must be met before the race is approved. He told Mr. Bristow that Staff would be available to discuss any conditional items that need clarification.

RECOMMENDATIONS:

1. The TSC will prepare Agenda Item Report for City Council's approval. Next scheduled meeting will be September 22, 2009.
2. TSC will approve race upon Jackie Bristow Memorial 5K Run organization meeting conditions of approval and Council's approval.

09-09-03 FOOTHILL TRANSIT PARKING ON SAN DIMAS AVENUE

REQUEST FROM GARY COLBY, RESIDENT: With improvements on San Dimas Avenue at Grove Station, buses parked on east side of San Dimas Avenue while on break create hazard for vehicles and cyclists who must veer into the center median lane to pass the buses.

DISCUSSION:

- Chairman Patel informed TSC that Foothill Transit has been requested to contact their contractors advising their bus drivers not to park on San Dimas Avenue due to safety concerns.
- Traffic Engineer Siecke stated that San Dimas Avenue is very narrow and there should be no parking on both sides of San Dimas Avenue. He recommends "No Stopping" signs be installed on both sides of San Dimas Avenue from Arrow Hwy to Bonita Avenue.

RECOMMENDATIONS: The TSC recommends the following:

1. Install "No Stopping Any Time" on the west side of San Dimas Avenue from Bonita to Commercial.
2. Install "No Stopping Any Time" signs on the east side of San Dimas from Arrow to Bonita.
3. Staff to review and set the locations for placement of the signs.

09-09-04 COVINA BLVD – 1500 BLOCK

REQUEST FROM GARY SCHACK, RESIDENT: Request to consider installation of a crosswalk across Covina Blvd. approximately 150 yards east of Valley Center to provide easier access for residents to bus stops on either side of street, as well as grass area for pets on north side of street.

DISCUSSION:

- The TSC conducted a site inspection. Since the 1500 block of Covina Blvd. is not in the City of San Dimas, the TSC has concluded that Mr. Schack would like a crosswalk in the 1600 block of Covina Blvd.
- The the TSC meeting, Traffic Engineer Siecke stated that the request is for an unprotected mid-block crosswalk. Unprotected mid-block crosswalks would cause pedestrians to feel a false sense of security and the probability of accident is three times higher for mid-block crosswalks. He emphasized that it is the pedestrian's obligation to cross the street safely so does not recommend a mid-block crosswalk.

RECOMMENDATION: The TSC does not recommend installing a mid-block crosswalk.

09-09-05 Foothill Blvd. at Park San Dimas Apts. (East of Pinnacle Peak)

REQUEST FROM SENIOR COMMISSION: Residents would like (1) red curbs at both driveway exits to senior complex. Residents' visibility is hindered when exiting the complex on Foothill Blvd. due to parked cars. (2) Red curbs on south side of Foothill at Cataract to allow for u-turns for westbound traffic, as parked cars on south side of Foothill make it difficult to make full u-turns.

DISCUSSION:

- The TSC conducted a site inspection of Foothill Blvd. at the Park San Dimas Apartments and observed the need for red curbing at the east driveway to Park San Dimas Apts. and red curbing at Cataract on the south side of Foothill Blvd.
- Mr. Garcia represented the Park San Dimas Apartments at the TSC meeting. He expressed that residents have been experiencing difficulty attempting u-turns on Foothill Blvd. at Cataract Avenue. He informed the Committee he felt there should be some red curbing on the south side of Foothill Blvd. at Cataract Avenue.

RECOMMENDATIONS: The TSC recommends the following:

1. Remove old red curbing on south side of Foothill Blvd. just west of Cataract Avenue.
2. Install 50 feet of red curbing on the east side of the east driveway of the Park San Dimas Apts.
3. Install 100 feet of red curbing on the south side of Foothill Blvd. from Cataract Avenue eastward to the street light pole.

09-09-06 COVINA BLVD. AT SAINTS COURT

REQUEST FROM STAFF: Install no parking signs on eastbound Covina Blvd at Saints Court. Extend the red curb on the southeast corner, and/or to change time on no parking signs to 4:00 pm instead of 3:00 pm.

DISCUSSION:

- The TSC conducted a site inspection and discussed the traffic problems during the drop-off and pickup times at both schools.

- Senior Engineer Garwick stated that there have been a couple of accidents because people who stop at the curb pull out and hit cars who are traveling eastbound on Covina Blvd.

RECOMMENDATIONS: The TSC recommends the following:

1. Add red curbing from BCR to first street light pole west of the Saints Court
2. Move current "no parking" sign from BCR to first street light pole west of the BCR.
3. Sheriff to enforce the new red curbing.

09-09-07 BONITA AVENUE AT SAN DIMAS CANYON ROAD

REQUEST FROM GLADYS COTTRILL (and 83 petitioners), LA VERNE RESIDENTS: Install turning signals to slow traffic and for safer crosswalks for pedestrians and install beepers for the blind. Elderly afraid to cross the streets and she feels there have been far too many accidents.

DISCUSSION:

- The TSC conducted a site inspection and discussed the prospective new traffic control as a result of the commercial project scheduled for the northwest corner of Bonita and San Dimas Canyon Road.
- Mrs. Cottrill informed the TSC that she has been living in the senior apartments (northeast corner) for over 20 years and how busy the intersection is. She said residents find it difficult to cross the street especially with the light changing so quickly. There's a lot of pedestrian traffic in that area. She sent a letter to the City of La Verne also but she has not heard back from them. She thanked the TSC for their speedy response to her request.
- Deputy Rodriguez reported that there have been six traffic accidents at that intersection in the last three years, although La Verne may have their own records for that intersection.
- Chairman Patel informed Mrs. Cottrill that the new development under construction is required to install left-turn phasing signals at that intersection although it may take six months before the new traffic lights are installed.
- Traffic Engineer Siecke explained how the pedestrian signals work.
- Traffic Engineer Siecke added that there are a number of pedestrian improvements that could be considered on the modification plans. For instance, count-down pedestrian signals and pushbuttons that activate a voice message that tells pedestrians when it is safe to cross.

RECOMMENDATION: The TSC recommends no action at this time as the upcoming signal modification will include pedestrian safety enhancements.

09-09-08 UPDATE OF TRAFFIC LOG

Summarization of 2009 Traffic Log to date. Gary Bishop submitted updates. Lisa will update the traffic log prior to the next Traffic Safety Committee Meeting.

CONTINUED ITEMS

07-09-05 VIA VERDE

REQUEST FROM JEFFERY CHURCH, RESIDENT: Stripe bike lanes and shoulder lanes on east and westbound Via Verde in the vicinity of Puente Ave following resurfacing of street to reduce vehicle speeds and increase safety for cyclists. Traffic Engineer presentation of Via Verde constraints study.

DISCUSSION: The following are the findings from the Traffic Engineer's Traffic Engineering Report conducted due to a request to review Via Verde relative to providing striped bike lanes or right-edge-line striping. Edge-line striping was suggested as a method to reduce vehicle speeds.

Traffic Engineer's Report

Existing Conditions

- Traffic volume and speed information (contained in city-wide speed zone study)

	<u>Daily Traffic Volume</u>	<u>85th Percentile Speed</u>
○ Covina Hills Road to Puente Street	10,200	51 mph
○ Puente Street to San Dimas Avenue	12,700	51 mph
○ San Dimas Avenue to Easterly End	15,000	47 mph
- Speed limit is 45 mph
- Via Verde is signed as a bike route west of San Dimas Avenue, although there are no striped bike lanes
- EB and WB roadways are 32 feet wide (median curb to outside curb)
- Lane widths” 12 feet for inside lanes; 20 feet for outside lanes; 10 feet for left-turn lanes; except east of Avenida Lomita and Avenida Entrada intersection, 10 foot wide right-turn lane and two 11-foot wide through lanes.
- Bike lane striping is limited due to the need to provide on-street parking in certain areas and existing right-turn lanes for westbound traffic at San Dimas Avenue, Avenida Entrada and Avenida Lomita.

Restriping Options

Option 1

Add striping in both directions for 5-foot wide bike lane adjacent to outside curb. This would prohibit on-street parking and the discontinuing of right-turn lanes due to insufficient street width.

Constraints – Eastbound:

- (1) on-street parking is required for fronting residences between Park & Ride and west edge of shopping center west of Puente.
- (2) On street parking is required east of Puente along Park frontage.
- (3) Striping configuration approaching San Dimas Ave. narrows curb lane width to 14 feet, thus making it necessary to terminate the bike lane strip approximately 150 feet westerly of the intersection.

Constraints – Westbound:

- (1) Existing right-turn lane striping t San Dimas Ave. precludes bike lane striping.
- (2) Existing right-turn lane striping at Avenida Entrada precludes bike lane striping.
- (3) Existing right-turn lane striping at Avenida Lomita precludes bike lane striping.
- (4) On-street parking by commuters is prevalent between Camino Del Sur and Golden Hills Road.

Option 2

Add right-edge-line striping 8 feet from the outside curbs. This would give the illusion of a narrower street and possibly result in lower vehicular speeds. Two 12-foot wide through lanes would be maintained for motorized traffic and bicyclists cud travel in the 8-foot wide area between the curb and stripe, except where cars are parked.

Constraints – Eastbound:

- (1) Striping configuration approaching San Dimas Ave. narrows the curb lane width to 14 feet, thus it would be necessary to terminate the edge line striping approximately 150 feet westerly of the intersection.

Constraints – Westbound:

- (1) Existing right-turn lane striping at San Dimas Ave. precludes edge line striping between intersection and the SR 5 Freeway.
- (2) Edge line striping would have to be transitioned into the existing right-turn lane striping at Avenida Entrada and at Avenida Lomita; however this can be done with no adverse safety impacts.

Conclusions

Option 1 would result in discontinuous bike lane striping along Via Verde. Staff advised against this approach by bicycle enthusiast since it make cyclists more vulnerable to accidents because they would have to merge in and out of traffic. He felt no bike lane striping would be better than striping configurations that result in required mid-block merges.

Option 2 would make roadways look narrower thereby potentially contributing to lower vehicle speeds. This would not impact existing requirements for on-street parking and would provide an 8-foot wide area for bicyclists to ride uninterrupted except where there would be parked vehicles, although it would not convey the level of protection cyclists might assume in a designed bike lane.

The TSC concurred with the Traffic Engineer's report and used the CityGIS to review placement of striping for Via Verde. Right-edge striping would begin at San Dimas Avenue westward to Covina Hills Road for both directions. Reverse taper at Avenida Entrada and Avenida Lomita will make it clear where to get into the right-turn lane.

RECOMMENDATIONS:

1. The TSC recommends implementing right edge line striping per Option 2 above.
2. Start striping at Covina Hills Road: on the north side at the signalized intersection and on the south side at Covina Hills Road unsignalized intersection.
3. Traffic Engineer to prepare comprehensive new striping plans for Via Verde from Covina Hills Road to Raging Waters Avenue.

08-09-01 CALAVERAS ROAD

REQUEST FROM DEBBY LERCH, RESIDENT: Request to install speed humps on Calaveras Road in the Village at San Dimas neighborhood. Traffic Engineer presentation of Speed Study and Traffic Volume Count.

DISCUSSION:

- The TSC conducted a site inspection of Calaveras Road to determine if the street met the City's criteria for speed humps.
- At the August 19th TSC meeting, the TSC requested additional information on current speed and volume conditions for Calaveras Road to determine if additional speed control method are needed. The following is the summary of the Traffic Engineer's Traffic Engineering Report dated September 14, 2009:

- Speed and volume counts – conducted on August 26 and 27:
 - between Carson Ct. and Alleghany Circle

	for 8/26/09	for 8/27/09
• EB daily volume	196	172
• EB 85 th percentile speed	30	29
• EB average speed	21	22
• EB highest speed	41	>55*
• WB daily volume	193	170
• WB 85 th percentile speed	27	27
• WB average speed	21	21
• WB highest speed	39	37

*one vehicle between 2:30 and 2:45 PM
 - between Auburn Road and Lotus Circle

• EB daily volume	484	467
• EB 85 th percentile speed	29	29
• EB average speed	23	23
• EB highest speed	39	41
• WB daily volume	510	482

- WB 85th percentile speed 30 31
- WB average speed 24 25
- WB highest speed 41 >55**

***one vehicle between 11:30 and 11:45 AM*

- These results are not uncommon for residential streets. Therefore, Traffic Engineer concludes that no additional traffic devices are needed.

RECOMMENDATION: The TSC recommends

1. Not installing additional traffic control on Calaveras Road at this time because the street does not meet the criteria for speed humps stipulated in the City's Speed Hump Policy.
2. Sheriff to increase enforcement, particularly at times when speeds have been observed to be higher than posted.

CORRECTION FOR TSC MEETING MINUTES OF AUGUST 19, 2009

(Note: Corrections in **red**.)

08-09-07 FIFTH STREET – AMELIA AVENUE TO CATARACT AVENUE

DISCUSSION:

Chairman Patel stated that with the finished street project on Fifth Street that removed the bottleneck west of Eucla Avenue, residents have complained of people speeding. Adding double yellow striping from **Amelia** Avenue to the stop sign at Cataract would be effective to slow speeds.

RECOMMENDATION:

1. Paint double yellow striping on Fifth Street from **Amelia** Avenue to Cataract Avenue.
2. Install speed limit signs on Fifth Street from **Amelia** Avenue to Cataract Avenue.

Meeting adjourned at 11:24 AM.