



City of San Dimas
Public Works Department
Traffic Safety Committee

Meeting Minutes
WEDNESDAY, November 18, 2009, at 9:30 A.M.
COUNCIL CHAMBERS

Committee Members Present: Krishna Patel (Traffic Safety Committee Chair/Director of Public Works Dept.), John Campbell (Street Maintenance Superintendent, Public Works Dept.), Gary Bishop (Street Maintenance Supervisor, Public Works Dept.), Shari Garwick (Senior Engineer, Public Works Dept.), Lisa Monreal (Traffic Safety Committee Secretary/Environmental Coordinator, 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 9:31 AM.
- The Traffic Safety Committee (TSC) and audience introductions. Scott Peralta, Resident present.

11-09-01 W. BASELINE ROAD AT AMELIA

REQUEST FROM SCOTT PERALTA, RESIDENT: Consider measures to increase pedestrian safety on the north/west side of W. Baseline Road for children walking to school. In addition, Traffic Engineer to provide his findings in respect to speed and traffic counts on Baseline.

DISCUSSION: Chair Patel reviewed existing conditions and provided the case history. Mr. Peralta's children walk westerly along Baseline Road to Amelia to attend school in Glendora School District. The north side of Baseline Road, west of the equestrian trail is unimproved and composed of dirt for approximately 800 feet.

Traffic Engineer (TE) presented survey information, averaging 1,200 cars per day with speeds in the 85th percentile at 38mph. This is consistent with a 35mph speed zone. Review of 2003 and 2008 surveys showed only a 20 car increase in daily volume between survey years.

Mr. Peralta stated there is no safe passage to Amelia Ave from his residence due to gravel/glass/large rocks/parked vehicles forcing pedestrians into the street. If a trail was present, he would feel comfortable allowing his kids (8, 7, and 5) to walk to school, but drives them due to safety concerns. TE Siecke answered Mr. Peralta's question that the speed limit is 35mph instead of 25 mph is because Baseline is a through street, and speed limit is based on the 85% of the speed of vehicles traveling on the street.

Chair Patel stated that improvements are typically tied into a development. The City does not budget for new curb/gutters, but does repair, maintenance and rehabilitation. These types of improvements are a higher priority for the City.

TE Siecke confirmed with the resident that they live in San Dimas, but the Glendora School District and that 7-8 neighborhood children were affected. TE stated that considering the low traffic volume, gaps in traffic would allow crossing Baseline to walk on improved trail on the south side. Mr. Peralta stated that in mornings, many people use Baseline as a thru way, and that traffic counts are likely highest volume at this time. There is no designated crosswalk w/ stop sign to say cross here. TE stated reluctance for a crosswalk w/out a stop sign because of pedestrian's assumption of safety. It is actually safer if pedestrians rely on common sense to pick a safe gap. Parents could help that cross in the morning for added protection. Mr. Peralta stated that adults would use good judgment, but not children, and parents would not be there in the afternoon.

Chair Patel and TE Siecke discussed options including restricting parking entirely, improving the walkway, adding an edge line on the north side of the ROW, and still allowing cars to park. Although a full trail cannot be constructed because of lack of curb/gutter, cleaning up and grading a "semi trail" along with striping the pavement edge could provide additional safety. A meandering pathway could avoid planted vegetation and the large sycamore tree. The parking restriction prevents pedestrians weaving in and out between parked cars into the street.

Street Maintenance Superintendent (SS) Campbell stated that horses used the trail and that based on prior work, if parking was restricted, improvements would have minimal cost. Staff could stockpile fill material grindings from small City jobs and import it to smooth out the area.

Chair Patel confirmed that although rough, the material can be rolled to a semi-even surface. In response to Mr. Peralta's question, Chair Patel stated that the land behind the fence is owned by the County, and is likely flood control, occasionally leased out to nursery companies but used intermittently for storage and staging for channel maintenance.

RECOMMENDATION:

1. Notify residents of proposed safety improvements and parking restrictions, and allow time for comments prior to Dec TSC.
2. Stockpile materials for 4-foot wide pathway
3. Clean and grade a 4-foot wide pathway as close to fence as possible w/out affecting landscape plantings.
3. Install "No Stopping Anytime" signs for north side of roadway.
4. Stripe edge line on Baseline pavement.

11-09-02 ALLEN AVENUE (WEST FROM AUTO CENTER OFF RAMP TO SAN DIMAS AVE)

REQUEST FROM CYNTHIA SEARS, RESIDENT: Request to re-route traffic west of Allen Avenue or disallow access to off ramp when 210 meter is on as cars use Allen to avoid meter. Excessive traffic and reckless driving impedes resident ability to exit property.

DISCUSSION: SS Campbell noted earlier this year that the signal timing was adjusted to include a rest-in-red, and the only option to provide additional breaks would be to increase the time. Chair Patel stated that the ramps are outside of the City's jurisdiction, in Glendora. City is aware of the meter's impact, and as a result, signals are programmed to slow traffic on Allen to give residents a break in traffic flows.

In response to SS Campbells' question, TE Siecke stated that current timing allows 12 cars per green to travel in a platoon and provide breaks for residents.

Bonita Unified School District (BU) Siefert stated that traffic backs up so far that left turns on to Monte Vista or Allen are restricted.

Chair Patel noted that District employees should consider a right onto San Dimas Avenue rather than exiting onto Monte Vista. SS Campbell noted that the queuing is designed to give a free flowing freeway, but causes clogs on ramp. Chair Patel noted that the resident was not aware of City's prior efforts to alleviate concerns. TE Siecke stated the condition is not all day, only during an approximately an hour during the day, and the majority is eastbound traffic, with lesser volumes of westbound traffic.

RECOMMENDATION: No change to signal timing.

11-09-03 SAN DIMAS AVENUE/ OBERG ST/ ASHVALE DRIVE

REQUEST FROM MELINDA MOYER, RESIDENT: Request for a left turn pocket on San Dimas Avenue heading north at the intersection of Oberg St and Ashvale Drive.

DISCUSSION: TSC reviewed GIS map of roadway. Chair Patel noted that Ashvale is private, undeveloped street, technically a driveway. Existing traffic volumes do not warrant a left turn pocket at this location. TE Siecke noted there is technically space for a 4 foot median, but the light traffic volume does not justify the improvement. Residents have several safe options in lieu of a left turn pocket, including turning right on Oberg, use of the back alley, turning left at Penn to go south, as well as U-

turns on Foothill. The major expense of requested improvements are not justified for the extremely limited number of houses served.

RECOMMENDATION- No change to intersection.

11-09-04 BONITA AVENUE, EAST OF GAFFNEY AVENUE

REQUEST FROM LEONARD DUNLAP, RESIDENT: Request to review striping of eastbound left turn pocket that crosses double yellow line and west bound left turn pocket into Gaffney.

DISCUSSION- Striping is correct at this location, and the turn at Mountain View Apartments is legal to cross the double yellow line. TE Siecke stated there is not enough room to break up the turn lane into separate pockets. The current striping is consistent and safest for conditions that prevail.

RECOMMENDATION- No change.

11-09-05 DAKOTA COURT/ WALNUT AVENUE

REQUEST FROM KRISTEN SWANSON, TOM MEE, RESIDENTS: Request for a "Dead End" or "Not a Through Street" sign at corner of Walnut Avenue to increase safety of children on the street.

DISCUSSION: TSC visited the site and determined the requested signage is appropriate at this intersection, to be placed at 300 Dakota on the south corner adjacent to existing vent structure w/in City ROW.

RECOMMENDATION:

1. Install a "Dead End" sign at 300 Dakota.
2. Send letter to residents on Dakota notifying them of sign installation, as well as statement that for children's safety, streets are not intended for playing.

11-09-06 SECOND STREET

REQUEST FROM BRANDON LOYD, RESIDENT: Consider a temporary speed hump or make the intersection of 2nd and Iglesia a 4-way stop with painted crosswalks. A stop here would reduce speeding traffic on 2nd during Farmer's Market and Music in the Park nights and improve pedestrian safety.

DISCUSSION: Chair Patel stated that a 4-way stop sign study has been done, but the volumes do not meet standard warrants. Additionally, the dip on 2nd is a deterrent against speeding. Increased enforcement or additional signs may be more appropriate.

Senior Engineer (SE) Garwick noted that during Farmer's Market traffic is officially detoured on 2nd Street for 6 months of the year.

TE Siecke stated that even w/out the official detour, traffic historically took this route. Additionally, with Music in the Park at the same time as Farmers, the use is intensified.

SS Campbell noted that people are not familiar with the streets and area, trying to access the Civic Center. In the moment of decision there may be confusion with foot vs. vehicle traffic.

Because of dip on 2nd for e/w traffic, vehicles tend to slow, typically giving n/s traffic a continuous clear way of travel. This could result in vehicles/pedestrians trapped at the intersection during peak traffic times (special events).

RECOMMENDATION:

1. TE to provide report on intersection safety due to increased special events and activities at Civic Center Park at next meeting.

11-09-07 LONE HILL-COSTCO

REQUEST FROM STAFF: Review northernmost "exit only" driveway on Lone Hill. Costco fuel island patrons are illegally using this driveway as an entrance, causing an unsafe situation as the driveway is in such close proximity to the traffic signal. REQUEST FROM RESIDENT: Consider installation of a reflector fence for the frontage road.

DISCUSSION: TSC visited the site and considered an "Exit Only" sign is appropriate. TSC noted signage to alert drivers of the driveway restriction should be placed at the north edge of bushes, behind walkway. SS Campbell noted the sign should say "At Driveway" since immediately after the driveway exit is a right turn lane to Gladstone. TE Siecke noted the wording should be as big as possible and still fit on one line.

Chair Patel noted Costco should be informed prior to installation.

Regarding the frontage road fencing, Secretary Monreal noted that the existing vine provides increased visibility of the fence for vehicles exiting Costco onto Lone Hill. Drivers are restricted to turn either left or right.

SS Campbell noted that the "One Way" sign is not centered, and is located north of the intersection. This could be repositioned. In response to Chair Patel's question, TE Siecke stated that curb markers are not as effective as something directly in the line-of sight of the driver, such as signage.

TE Siecke stated that although a yellow sign with black arrows pointed in two directions could be placed here, the driveway is not a likely place for driver error to go straight. The One Way sign that points southerly on the fence, in addition to the vines that are growing along the fence that will in time make the fence virtually opaque preclude the need for any additional signing or reflectors.

RECOMMENDATION:

Add "No Right Turn at Driveway" on north edge of bushes, behind walkway.

11-09-08 BONITA AVENUE-EAST BOUND

REQUEST FROM DOWNTOWN MERCHANTS: Review recently installed concrete bulb-out improvements on Bonita at Monte Vista. Eastbound night traffic on Bonita Avenue experiences difficulties in seeing the bulb-outs. Consider measures to improve visibility of the concrete curbs.

DISCUSSION: TSC investigation noted although the bulb outs do not appear to have been damaged from vehicles, several options could increase visibility. SS Campbell suggested a "K" marker w/ three reflective dots, placed at four locations, mounted on a U-channel behind curb, approx. 18 inches off top of curb and powder coated.

KP- would like to do Exchange Place as well, both directions.

In response to Chair Patel's question, TE Siecke stated pavement markers get dirty and then do not reflect. There is more target value with an above-ground marker.

SE Garwick questioned if there is a smaller option, and TE Siecke stated the marker would be best if placed vertical.

SS Campbell stated location should be approximately 6 inches behind the curb, and 4 inches off the ground.

RECOMMENDATION:

1. Place Vertical Markers at 4 locations. A) eastbound at Monte Vista; B) eastbound at Feed and Grain; C) Westbound at Exchange Place in front of Bank of America; and D) Westbound at Monte Vista at n/e corner
2. Staff to research options for ground-mounted lights for placement behind curb.

11-09-09 SAN DIMAS AVE @ MONTE VISTA AVE-SOUTH BONITA PARKING LOT

REQUEST FROM STAFF: Request to stripe a double yellow to provide a defined space for vehicles entering/exiting the parking lot at the south San Dimas Ave/Monte Vista Ave driveway. When two

vehicles are parked on the east curb adjacent to the Monte Vista driveway (between the railroad tracks and the parking lot), it is difficult to see oncoming northbound traffic as a vehicle exits the parking lot.

DISCUSSION: TSC's site visit determined that in addition to cars parked on Monte Vista restricting visibility for exiting vehicles, cars parked in the northwest corner of the lot in unmarked stalls cause ingress/egress constriction. Double yellow line determined appropriate at driveway entrances.

RECOMMENDATION:

1. Stripe double yellow in parking lot for 20 feet at Monte Vista and San Dimas Avenue (center line 12 feet north of southern parking spaces)
2. Place No parking sign at 10 feet north of driveway and RR tracks and No Parking (double arrow) s/o drive.
3. Paint red curb in the parking lot on north side of parking lot east of Monte Vista.

CONTINUED ITEMS

09-09-01 BONELLI PARK/PUDDINGSTONE DRIVE - LA COUNTY 1/2 MARATHON

DISCUSSION: SG relayed that the Sheriff's Department would like future events to require a meeting with the Dept. 3 weeks prior to events, rather than two in order to finalize staff for events.

RECOMMENDATION: Approve ICR race based on conditions of approval, revised traffic control plan, and letter sent to affected residents.

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

Traffic Engineer to present locations for "No Parking" signs on San Dimas Avenue.

DISCUSSION: TE Siecke stated the street is not wide enough and parking on street would create sight distance problems for cars.

Chair Patel questioned plans for Grove Station project that should include 'No Stopping' signage.

Deputy Rodriguez noted there are no speed limit signs in this location. TE Siecke confirmed the limits south of Arrow Highway is 40 mph, and north of the intersection is 35 mph.

RECOMMENDATION:

1. Post "No Stopping Any Time" signs on street light poles between Arrow Highway and Bonita Ave.
2. Verify plans for Grove Station project included signage for a "No Stopping" sign north of RR Track.
3. Post 35mph speed limit signs for northbound and southbound traffic.

09-09-08 UPDATE OF TRAFFIC LOG Summarization of 2009 Traffic Log to date. Recommendations completed by staff.

Adj 11:08