



City of San Dimas
Public Works Department
Traffic Safety Committee

Meeting Minutes
WEDNESDAY, January 20, 2010, 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.), 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 9:33 AM.

01-10-01 JUANITA AVENUE / WALNUT AVENUE

REQUEST FROM LUCINDA NEWTON, PRINCIPAL EKSTRAND ELEMENTARY. Request to remove "No Parking" signs on north side of Juanita Avenue near the corner of Walnut Avenue to increase safety of kindergartner drop off/pick ups.

DISCUSSION: Chair Patel stated that the City recognizes Ekstrand's unique location in a residential neighborhood, and as such it was the pilot location for improvements to increase safety (circulation, drop off/pick up, signage, etc) several years ago. The establishment of the "No Parking" zone in front of the kindergarten drop off on Juanita is intended to provide parents a safe place to stop, let their children out and observe them from the vehicle safely into the school grounds, but not leave their vehicle and be subject to citation. These signs have also given the best result of relieving intersection congestion. Following the example at Ekstrand, similar "No Parking" zones have been installed and proved successful at other schools in the City. The fact that parents are getting out and walking in despite signs or walking across Juanita from their parked vehicles instead of crossing at the crosswalk is evidence that yearly education is necessary for parents. Deputy Rodriguez stated the whole purpose of why the "No Parking" zone was established was to provide this safe drop off zone where no street crossing would be necessary.

RECOMMENDATION: Notify Ekstrand to provide yearly education for parents at the beginning of the school year.

01-10-02 WILD ROSE/ ROUTE 66

REQUEST FROM DEBRA VIS, PROPERTY MANAGER: Request to install speed humps/bumps on Wild Rose. Vehicles turning from Route 66 take blind corner too fast, endangering children in street and vehicles exiting driveways.

DISCUSSION: Chair Patel welcomed Wild Rose Resident Charles Albrecht and summarized the TSC process. Wild Rose is a meandering street, with several sharp corners and based on policy, is not appropriate for speed bumps. The proximity of Sutherland Elementary School and busy streets creates certain challenges, and it appears that two things are happening. The transfer of population from one school to another puts pressure on streets, necessitating the need for increased enforcement. Staff is researching the street width as, typically if a street is 25 feet or less from flow line to flow line, it can be subject to different speed limits and can be posted 20mph or less. A double yellow centerline was considered to reduce speed, but is not considered appropriate at this time. Enforcement could prove to be effective, and if not, look at the street width and other options such as restricting the road to one-way traffic. TE Siecke stated it appears the problem is primarily generated by school.

Mr. Albrecht stated different concerns than those listed in the investigation report given to the TSC. He stated that during the A.M. commute, vehicles turn left from Foothill onto Wild Rose to avoid the red light at Amelia, and then complete an illegal left turn on Amelia, skirting the median to continue south. In the evenings, vehicles take Wild Rose in the opposite direction to avoid the signal. He also stated that cars backing up from driveways are difficult to see. Mr. Albrecht stated that Glendora did not consider his request to increase the median length on Amelia to physically prohibit left turns. During school hours, parents will park at southeast corner of Wild Rose, making it difficult to safely exit onto Amelia.

Chair Patel stated that 10' of red curb can be added on Amelia south of Wild Rose, and a "Right Turn Only" sign can be installed on the median. TE Siecke stated that if it was posted, then both Glendora and San Dimas Sheriff's could enforce the restriction and cite drivers. Chair Patel stated that in time this would take care of the illegal turns, addressing the primary issue of through traffic from Foothill.

Deputy Rodriguez inquired how much it would affect the neighborhood to restrict left turns into the neighborhood from Foothill Blvd., to which Mr. Albrecht stated that this would impact residents.

TE Siecke stated that the neighborhood could be restricted with signs if it came to that, but that issues would be addressed incrementally. Mr. Albrecht stated that the "No Left Turn" or "Right Turn Only" restriction would help.

Mr. Albrecht inquired about reducing the speed limit, to which TE. Siecke responded that the street width and other factors must be considered. Chair Patel stated one thing to consider in the future is if residents are amenable to one way in/out, this could be an option to consider.

RECOMMENDATION:

1. Stripe 10' red curb on Amelia, south of Wild Rose.
2. Post "Right Turn Only" sign on median on Amelia Ave.
3. Space allowing, post "Right Turn Only" sign at Wild Rose exit onto Amelia.

01-10-03 BONITA AVENUE / MONTE VISTA AVENUE

REQUEST FROM BEE DALLAS, SENIOR CITIZEN COMMISSION: Request to install a traffic signal at Bonita Avenue and Monte Vista.

DISCUSSION: Chair Patel stated that Staff conducted extensive studies prior to installation of the existing improvements, which include bulb outs to narrow the street with the objective of reducing speed and increasing visibility, lighting, and elimination of the double cross walks across Bonita Avenue.

The following is a summary of the process that brought the intersection to its current configuration.

In March 2006, the Cataract/Bonita lane reduction striping pilot project was completed, and determined to be ineffective in reducing vehicle speeds east of Cataract. Striping was returned to existing configuration. January and March 2008, two Traffic Engineering Reports (TIR) were completed for the intersection. Based on the California Manual on Uniform Traffic Control Devices (MUTCD), conditions for a four way stop include generally: where an accident problem exists, and where traffic volumes exceed thresholds in volume, delay, and mode of use (vehicle, pedestrian, bike). Warrants were not met for a four way stop. Since the intersection did not meet the four-way stop warrants, it is unlikely that this intersection would meet the traffic signal warrants. The TIRs also addressed:

- A. Excessive speeding – speed survey indicated that speeds were similar to 2003 when the 85th percentile speed was 31 miles per hour.
- B. In-roadway lights – volume of pedestrian activity did not warrant the installation. However, it does not prohibit the City from considering the installation of the estimated \$40,000 light system.
- C. Consolidated variety of signage on Bonita Avenue including speed limit signs, pedestrian warning signs and pedestrian crossing pavement markings for eastbound and westbound traffic between San Dimas Avenue and Cataract Avenue.

- D. Concrete bow-outs or curb bulbs that provide a superior option as pedestrians are more visible to east-west motorists before they enter the crosswalk.

Advantage of Concrete Bow-Outs or Curb Bulbs Installed at Monte Vista

- Bow-outs or curb bulbs provide a superior option as pedestrians are more visible to east-west motorists before they enter the crosswalks.
- Concept reduces the length of the crosswalk and increases pedestrian visibility.
- Allows for easier traffic-turning movements for north/south Monte Vista traffic due to improved visibility.
- The bow-out eliminated the jockeying or merging of vehicles for eastbound traffic on Bonita Avenue from Cataract, as now the traffic is forced to merge to a single lane at Monte Vista.
- The addition of landscaping has made this intersection more visible.
- The new street light installed behind the new bow out curb has improved pedestrian visibility at night.
- Addition of higher retro-reflecting signage.

RECOMMENDATION: No change to intersection since the recent improvements are providing the desired pedestrian safety and visibility.

CONTINUED ITEM

12-09-03 CITY WIDE- ACCIDENT INFORMATION

REQUEST FROM STAFF: Report from Sheriff's Department of collision diagrams for top five Intersections of 2008 and 2009. (POSTPONED to February Meeting)

OFF AGENDA ITEM- ALLEN AVENUE

REQUEST FROM STAFF: Increased enforcement on Allen Avenue as combination of freeway ramp metering with School District and San Dimas Avenue construction activities has resulted in resident complaints of increased illegal and unsafe u-turns and speeding traffic.

DISCUSSION: Sheriff's Department deployed a motor officer on three days, resulting in 15 citations for a multitude of violations. Chair Patel stated that it appears the resident concern is valid, and that increased enforcement is necessary at this location. Chair Patel requested that the Sheriff's Department will continue monitoring this location.

RECOMMENDATION: Sheriff's Department to add Allen Avenue at San Dimas Avenue to its motor officer rotation schedule.

OFF AGENDA ITEM- CABALLO RANCH ROAD

REQUEST FROM STAFF: Review stop sign located at Caballo Ranch Road/San Dimas Canyon. Vegetation is overgrown and obstructing view of stop sign, creating a potential safety problem.

DISCUSSION: Chair Patel stated that the City is not responsible for maintenance of vegetation on this private residential street. Streets Supervisor Bishop recommended moving the stop sign closer to the street, out of the vegetation to increase visibility.

TE Siecke stated that this would be a viable solution, and recommended placing the sign ½ way between stop bar and the oleanders.

RECOMMENDATION: Move existing Street Sign/Stop Sign westerly ½ way between the stop bar and the oleanders.

Meeting Adjourned: 10:58