



City of San Dimas
Public Works Department
Traffic Safety Committee

MEETING MINUTES
Wednesday, November 17, 2010, at 9:30 A.M.
TCH, Public Conference Room, 186 Village Court

Committee Members Present: Krishna Patel (Committee Chair/Public Works Director), Shari Garwick (Senior Engineer, Public Works Dept.), John Campbell (Street Maintenance Superintendent, Public Works Dept.), Gary Bishop (Street Maintenance Supervisor, Public Works Dept.), Lisa Monreal (Committee Secretary/Environmental Coordinator, Public Works Dept.), Warren Siecke (Traffic Engineer), Deputy John Rodriguez (San Dimas Sheriff's Dept.) and Robert Harrison (Transportation Dept., Bonita Unified School District).

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Meeting called to order at 9:37 AM.
TSC and Audience Introductions.
Development Services Director Dan Coleman present

CONTINUED ITEMS

05-10-05 EAST FOOTHILL BLVD- STARBERRY FARMS

REQUEST FROM PLANNING COMMISSION: Revisit traffic issues associated with proposed expansion of property.

DISCUSSION: Chair Patel provided the traffic review history of the project. Initially reviewed in May 2010, the proposed sandwich shop and patio seating at 264 E. Foothill Blvd project was recommended to be revised to include a line of sight study from Walnut Ave, widen the access driveway, show truck turning movements, include curb and gutter improvements, consider a circular driveway, show survey markers on plans, submit plans to LA County in respect to shared property lines, and ADA considerations. The project was brought back to the TSC in July, and the revised plans met traffic safety requirements. However, the new plan did not have a circular driveway but did have more on-site parking. The Development Plan Review Board reviewed the proposal in Oct 2010 and the Planning Commission in early November.

The issue was brought back to the TSC to address several concerns raised at the November 3, 2010 Planning Commission hearing.

1. *What are the traffic facts for Foothill Boulevard/Walnut (i.e., latest traffic counts, accident history based upon police reports)?*

Chair Patel stated a traffic count was done in May 2010 as part of the City-wide Speed Zone Study. TE Siecke stated the machine counts measured eastbound, westbound and northbound vehicles entering the intersection. Foothill Blvd daily volume, equally distributed between eastbound and westbound traffic is 19,690. Northbound Walnut is 665 vehicles. Foothill traffic is 30 times greater than Walnut. The afternoon peak hour on Foothill is 950 cars and morning is 1,536. Walnut afternoon peak hour is 68 and morning is 42 vehicles. The State warrant for a traffic signal requires a peak hour minimum volume of 75 vehicles for a side street approach. Chair Patel stated that this warrant is only 1 out of 11 requirements for a traffic signal.

2. *What were the contributing factors to fatal traffic accident that killed a woman at this intersection?*

Deputy Rodriguez stated there were no fatal accidents in the last 10 years at the intersection. Steve Rudy stated the accident occurred 12-14 years ago. Chair Patel recalled it was someone turning left onto Walnut, and was struck by an eastbound car. David Bratt stated the gentleman driver turned left, and the passenger, his wife was killed. The accident occurred in the late afternoon. Chair Patel stated detailed accident information could be obtained by researching older sheriff archives.

3. *When was last traffic signal warrant study done and what were the findings?*

With use of the May 2010 traffic volumes TE Siecke presented a preliminary warrant study that indicated none of the 11 warrants were met. Deputy Rodriguez provided accident history, with a total of 4 accidents in the last 5 years. One involved an animal in the roadway, two involving left turning traffic, and one vehicle ran off the road. TE Siecke stated that based on the received accident data, the totals are well short of 5 accidents per year, which is one of the signal warrant requirements.

4. *Can Foothill driveway be shifted 8-10 feet to the west to preserve existing mature tree?*

Chair Patel stated this was looked at by the TSC in May. By constructing a circular driveway, parking is lost. TE Siecke stated moving the driveway 8-10 feet would result in a lost parking spot. Planner Grabow stated the project is designed with the required 22 spaces. Chair Patel stated that moving the driveway might also encroach onto County Flood Control property. SE Garwick stated to save the tree the driveway would have to be moved significantly. DD Coleman asked about shifting the driveway to the east and Planner Grabow stated concern about loss of handicapped spaces and access. TE Siecke stated there probably wouldn't have enough room to get a driveway and also maintain sidewalk in front of building.

Steve Rudy stated one reason to not move too far west is because of the Christmas trees, and the need to accommodate for the tent.

After clarifying which tree was under discussion, DD Coleman stated the sycamore in question is protected because it is mature and that there appears to be over 60 feet available west of driveway, w/out affecting anything else on Foothill. Moving the driveway west would give people exiting more room to enter the left turn pocket.

TE Siecke brought up the future widening plans for the bridge on Foothill, and concern that moving the driveway would affect this. It would also create two driveways adjacent to each other, creating the potential that people would turn into the wrong driveway. This could be mitigated.

In response to Chair Patel, TE Siecke stated moving the driveway 9 feet would be the width of a parking space. DD Coleman stated this would put the curb line 12' from the trunk of the tree.

Chair Patel stated he would like to see the right turn turning radius shown on plans if driveway is shifted to west, to make sure turning radius is there. Once funding is programmed to widen Foothill Blvd, those improvements will be installed. It appears possible to move the driveway one stall length (9') west.

Alan Smith of Starberry Farms stated that since they are required to replant anyways, it seems like a lot of expense to make this change, which would result in several thousand dollars to the owner. The project has been approved, and accepted. They are willing to replant with many trees. Steve Rudy stated he can plant bigger boxes than required, and choose fast growing trees.

DD Coleman stated the decision is for Planning Commission.

5. *Will proposed sandwich restaurant use significantly increase traffic?*

Chair Patel stated that based on the anticipated volumes, traffic will not be significantly increased. TE Siecke stated there will be minor increase, but not enough to warrant any additional traffic control.

SE Garwick stated the entry on Walnut is inbound only, and SS Campbell stated additional onsite parking will allow less impact on Foothill.

In response to David Bratt, TE Siecke stated the Institute of Traffic Engineers (nationally recognized standard) publishes traffic generation rates per square foot. For the proposed development (600 square feet) would only create a small increase. Chair Patel stated the published ITE estimation will be provided to the Planning Commission.

*Note: The estimated peak hour rate for the proposed use is 42 trips. Not considered a significant impact. Additionally, the majority of customers will probably be “pass by” meaning they will not be new trips added to the street system. Additionally, since any “new” traffic approaching the site on Walnut will enter the site via the one-way driveway, it will not increase the volume entering the Foothill/Walnut intersection and therefore, will not impact the warrants for signalization.

6. *What can be done for the safety of Starberry Farms’ customers who park on north side of Foothill (on Longhorn Drive or Rodeo Court) and cross Foothill during seasonal pumpkin patch and Christmas tree lot?*

Chair Patel stated that with the increase in parking areas, it should decrease some of the parking issues on Foothill. SS Campbell stated that it is such a short window that special events are set up, and historically no problems have been observed. Any seasonal issues can be addressed through the Temporary Use Permit process.

In response to TE Siecke’s question of whether or not people buy trees and drag across Foothill, Steve Berry stated one gentleman who had attended the Planning Commission meeting stated the residents have changed their mind about opposing the project, and now they think it is a good idea so they chose not to attend the TSC meeting. The perceived parking problem is not from Starberry Farms customers, but other people.

7. *How can City better control overflow “off-site” parking of customers during seasonal pumpkin patch and Christmas tree lot?*

Chair Patel stated that overflow parking is addressed as part of the permit process, and does not appear to be a problem. SE Garwick stated this is addressed through the CUP. DD Coleman stated that enforcement of “no parking” is a police issue.

Chair Patel stated there are legal unmarked crosswalks on Foothill at the intersections. Deputy Rodriguez concurred, as long as crossers do not impede traffic.

In response to the TSC, Steve Rudy stated Starberry Farms has a lease from the County for use of their property. David Bratt asked if they could provide off street parking on the County property, and Steve Rudy stated the perception at the Planning Commission is not accurate.

David Bratt stated that it does get crowded, and if patrons park on south side, that it presents a problem because of line of sight. Asking for consideration to look at the County property. In response, Steve Rudy stated that people do park there, and that his workers will. DD Coleman stated this would double the “on-site” parking count.

8. *How can City improve line-of-sight for drivers on Walnut trying to turn onto Foothill Boulevard? The complaint is that when cars are parked on south side of Foothill they block line-of-sight.*

Chair Patel stated the City has asked for additional dedication for line of sight. As part of mitigation on the property corner, Starberry Farms is restricted in terms of planting. Once improvements are completed, some extension of red curb will mitigate some line of sight issues.

In response to DD Coleman's question about line of sight at the narrow neck of the flood control channel, Chair Patel stated that it is better now because of the parking lane and bike lane, so traffic is already offset 13 ft from curb, creating better visibility.

DD Coleman stated it could be the resident's intention to ask the City to put a traffic signal. TE Siecke restated that no signal warrants are satisfied and the issue is to whether to prohibit parking on foothill, which can be done by extending red curb.

Steve Rudy requested for some customer parking on Foothill, to allow customers who want to quickly get in and out. Chair Patel stated there is existing 5' of red curb and after review in the field, painting another 25-30 feet of red curb would restrict parking directly in front, but if the driveway was also shifted to the west, there would be room for one or two vehicles. TE Siecke concurred that with the driveway shifted, it creates space.

9. *How can City prohibit non-residents from driving or parking on Longhorn Drive or Rodeo Court? This occurs during Starberry Farms' seasonal pumpkin patch and Christmas tree lot, and during special events at equestrian center. Parking also occurs on regular basis due to students from Western University going to the equestrian center. One resident also said he has been asked several times by drivers how to get to golf course. Examples given by the residents that could help with these issues are to restrict parking by permit only or private gated community.*

Chair Patel stated that the City does not have a neighborhood permit parking policy. Longhorn is a public street, therefore can't prohibit people parking. In response to Steve Rudy's suggestion to restrict parking to 2 hours, Chair Patel stated residents have previously stated they did not want this signage. TE Siecke stated that restricting parking to keep outsiders away also affects insiders/residents resulting in the cumbersome permit system.

Chair Patel expressed surprise that Equestrian Center users park on Longhorn, and that they should be notified this is a perceived ongoing problem.

In response to David Bratt, Chair Patel stated that placing a "No Outlet" sign is an appropriate measure at this location.

10. *Could City install a 'NO U-TURN' sign on Foothill at Walnut?*

Planner Grabow clarified this request is from the Equestrian Center, unrelated to the Starberry Farms proposal. TE Siecke stated that by moving the Starberry Farms driveway westerly, it will further accommodate eastbound U-turn traffic. SE Garwick stated that northbound traffic on Walnut has to clear the left turn traffic in addition to two travel lanes. In response to DD Coleman, TE Siecke stated there are no criteria for restriction. There has not been a demonstrated accident problem.

11. *Commissioner Rahi asked via email if critical traffic issues were comprehensively considered and evaluated in the previous traffic committee meetings, such as vehicle turning movement counts at the intersection of Foothill and Walnut, especially during the 7am-9am and 4pm-6pm peak commuter hours, to see if turning left from Walnut creates significant problems for drivers. Also if there were any sight distance problems for drivers exiting out of Walnut that can be mitigated by minor modification of project site design;*

and if there will be a need/warrant for a traffic signal (at least the peak hour volume warrant can be tested) considering there will be other nearby projects in the area that will add traffic to Foothill and also at the intersection of Foothill/Walnut.

Chair Patel stated that critical traffic issues have been addressed. TE Siecke clarified that turning movement counts were not completed, but machine counts showed the highest total from machine counts at peak hour of 68. This incorporates all traffic, including turning movements. The total is below signal warrants. In response to DD Coleman's question of whether or not to re-evaluate after new business is established to see if traffic counts have gone up, TE Siecke stated there is not a lot of potential for this business to increase northbound traffic on Walnut. Project traffic would enter on Walnut and not approach intersection at Foothill. Chair Patel stated that with the preliminary traffic study counts not meeting minimum thresholds, there is not a problem w/ left bound traffic. TE Siecke stated there will be a little delay.

In reference to line of sight problems, these were already addressed with the project design restrictions, and will be further improved with extension of red curb if driveway is moved west. Chair Patel suggested highlighting the clear line of sight on the aerial photograph for the next Planning Commission review. Also suggested to look at final plan for proper signage restricting Walnut entrance by "One Way Only/Do Not Enter" signage.

RECOMMENDATION:

1. Notify Equestrian Center to request users to park on site and do not park on Longhorn Drive.
2. Install "No Outlet" sign at Longhorn Drive/Foothill Blvd.

09-10-01 CITY WIDE SPEED SURVEY

Presentation from Traffic Engineer of analysis of San Dimas Avenue from Puddingstone Drive to Avenida Loma Vista.

DISCUSSION: Chair Patel stated the request to re-evaluate two streets, Walnut Avenue and San Dimas Avenue, which the initial speed survey counts showed a suggested increase in speed based on the 85th percentile speeds. TE Siecke stated most recent counts on these streets showed speeds on San Dimas Avenue with an 85% average of 52 and speeds on Walnut of 32. These results allow the speed limits to remain as is, with San Dimas Avenue at 50 mph and Walnut Avenue at 30 mph.

Chair Patel stated the entire City's Speed Survey findings will be summarized for Council's first meeting in January.

Meeting adjourned at 10:31am.