



City of San Dimas
Public Works Department
Traffic Safety Committee

Meeting Minutes
WEDNESDAY, April 20, 2011 at 9:30 A.M.
COUNCIL CONFERENCE ROOM, 245 E. BONITA AVE.

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.), Rhonda Abangan (Committee Secretary in Training), Warren Siecke (Traffic Engineer), Deputy Paul Alaniz (San Dimas Sheriff's Dept.)

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Chair Patel called to order at 9:36. Committee introductions.

04-11-01 SMEAD WAY

REQUEST FROM HENRY LOPEZ, RESIDENT to restrict parking on northwest terminus of Smead Way because street is too narrow.

DISCUSSION: Committee reviewed GIS map of street and determined a width of 24-26 feet (curb to curb). Chair Patel stated that when cars are parked on both sides of curb, it could make navigation through the street difficult, and that this is the first notification the City has received of a traffic issue on Smead Way. In response to Chair Patel, SS Campbell and SE Garwick confirmed that Bellevue has a similar width and there are parking restrictions on that street. Chair Patel stated that if there is a review of Smead Way, there should be a review of adjacent streets with similar conditions. Chair Patel requested Staff to send out letters regarding the issue and TE Siecke recommended letter should ask resident if there is a preference to a side, should a prohibition be imposed. Sec. Monreal to confirm which streets should get letters.

RECOMMENDATION: Staff to send letters to all residents on Smead Way and Hallock regarding potential parking restrictions.

CONTINUED ITEMS

02-11-02 SAN DIMAS CANYON/FOOTHILL BLVD.

REQUEST FROM ALYSSA SHERIFF & JAMES LANCASTER, NEIGHBORING RESIDENTS to install left turn phasing for north and southbound traffic or a crossing guard at the Foothill crossing. Presentation of Traffic Engineer Report and Sheriff records.

DISCUSSION: Chair Patel recapped concerns regarding intersection safety from January TSC meeting and the request to consider a crossing guard and/or left turn phasing. TE Siecke presented a Traffic Investigation Report and confirmed review of San Dimas Sheriff's 2009-2010 accident records and California Highway Patrol reports on the intersection. The primary cause of the recent collision was attributed by CHP to the bicyclist driving in violation of California VC Section 21650.1 (failure to ride on the right half of the roadway). TE Siecke reported further that the intersection is within the attendance areas for Allen Avenue Elementary and Ramona Middle School. Allen Avenue Principal provided details for the report that 118 kids who attend these schools live north of the Foothill Blvd/San Dimas Canyon intersection. All four legs of the intersection were evaluated to determine if any of them met the warrant for assignment of a crossing guard. Traffic counts were conducted in March during the hours when the children

were in route to and from school. To satisfy the warrants for a crossing guard, 40 elementary school pedestrians and 300 vehicles making a turn through the crosswalk would be required. The table below shows the pedestrian/vehicle conflicts do not meet the warrants.

TIME PERIOD	MOVEMENT	INTERSECTION LEG			
		NORTH	SOUTH	EAST	WEST
Morning	School-age Pedestrians In Crosswalk	0	1	8	2
	Vehicle Turns Through Crosswalk	53	47	203	236
Afternoon	School-age Pedestrians In Crosswalk	3	6	6	5
	Vehicle Turns Through Crosswalk	58	78	271	207

Determination for a left turn signal is based on accidents and intersection delays. The accident warrant is 5 left turn accidents per year. As reported above, only one accident was reported within the last year. The delay warrant is that 80% of drivers are delayed during peak hours. Delay is defined as a left turn motorist having to wait for the second green interval to enter the intersection. Observations revealed the delay warrant is well below 80 percent threshold. As this leg of the intersection is within County's jurisdiction, it was clarified these thresholds would need to be met. TE Siecke reported that another guideline that is occasionally used is the number of conflicts between left turn and opposing through traffic plus right turn movements. Conflicts are defined as the product of the left turn volumes times the sum of the opposing through and right turn volumes. Peak hour conflicts exceeding 100,000 are an indicator that left turn signals may be needed. The March traffic count data shown below indicates the highest number of conflicts was 47,481 – well below the 100,000 threshold.

DIRECTION	AM PEAK HOUR VOLUME			PM PEAK HOUR VOLUME		
	LEFT TURN	OPPOSING THROUGH + RIGHT TURN	CONFLICTS	LEFT TURN	OPPOSING THROUGH + RIGHT TURN	CONFLICTS
Northbound	108	227	24,516	85	150	12,750
Southbound	95	186	17,670	119	399	47,481

TE Siecke stated it is difficult to estimate how many students would walk with left turn phasing or a crossing guard, however, both the pedestrian volume and vehicle volume would have to increase significantly. TE Siecke confirmed further that the sun is a factor in the area for s/b drivers turning left on San Dimas Canyon Blvd. Assignment of a crossing guard would make him/her as vulnerable as the school children. Also, the crossing guard would not likely result in increased pedestrian traffic because of length of distance to school. Parent concern of non-traffic related safety issues discourages this practice and it appears most parents have made other travel arrangements.

TE Siecke recommendation is no change, but to continue to monitor and deploy sheriff's personnel as staffing allows. Chair Patel requested staff to identify any additional locations for "Watch for Pedestrians" signs. SMS Bishop suggested the County should be involved and TE Siecke confirmed they would need to be notified. In response to SMS Bishop's suggestion to paint the crosswalk yellow to indicate a school crossing, Chair Patel stated the intersection is not close enough in proximity to the school for this improvement. In response to Sec. Monreal's suggestion to cross hatch the crosswalk with white paint, Chair Patel confirmed this would have to be approved by County as well. Committee in agreement to send the Siecke reports to County for their review and further investigation.

RECOMMENDATION: Staff to send letter and corresponding reports to County for their review and recommendations.

03-11-09 KITTERING ROAD & CYPRESS AVE

REQUEST FROM SANDRA MEISER, RESIDENT put a 'left turn only' lane on Kittering Road off of Cypress and look at signage on Cypress east of Valley Center.
Presentation of Sheriff records and Traffic Engineering Study.

DISCUSSION: TE Siecke summarized that the existing two-way left turn lane can be used by both drivers turning from Kittering and Mobile Home Park. The potential for a head-on collision in the turn lane could only occur if left turns are occurring at the exact same time and drivers are unaware of each other. Traffic counts and observations were made on March 28, 2011 from 7:35-9:30AM and from 3:30-5:30PM ('peak' hours). Report shows left turn volume from Kittering Road is very light and indicates the potential for head-on conflicts in the two-way left turn lane is relatively infrequent. TE Siecke also made observations regarding concerns of westbound left turns from Cypress to Windemere Road. As discussed, drivers can legally cross double yellow centerline. Observations by TE Siecke report driver volume is low, and none seemed to hesitate or display any apparent confusion. TE Siecke confirmed no accidents have been reported in the last two years and that the two way left turn lane provides benefits, i.e.: an acceleration lane for left turners entering Cypress; when traffic is heavy, drivers can enter two-way left turn lane when there is a gap in the flow coming from their left and wait for an opening to merge on their right. Secondly, it allows flexibility for left turners queuing on Cypress. During occasional 'spikes' in volume, the two-way left turn also allows sufficient space for vehicles to queue safely out of the through lanes; and provides a refuge area for pedestrians to wait for gaps in traffic if they misjudge the speed of oncoming traffic. Therefore, as the potential for left turn conflicts is low, combined with the lack of accidents further confirms the potential for collisions does not outweigh the existing benefit. In response to Chair Patel's suggestion to painting arrows in the median, TE Siecke stated since there is no confirmed problem, arrows could possibly create more trouble. Chair Patel asked to consider the arrows in terms of the established neighborhood, recognizing the age of the surrounding community/area and TE Siecke responded the improvement is not justified. TE Siecke confirmed red curb is painted for approximately 80 feet west of Kittering on Cypress, which provides adequate line of sight for oncoming traffic.

RECOMMENDATION: No change.

Adj: 10:27