



**City of San Dimas**  
*Public Works Department*  
*Traffic Safety Committee*

**MEETING MINTUES**

**WEDNESDAY, JANUARY 25, 2012 at 9:30 A.M.**  
**COUNCIL CHAMBERS CONFERENCE ROOM, CITY HALL**  
**245 East Bonita Avenue, San Dimas**

Committee Members Present: Krishna Patel (Committee Chair/Public Works Director), John Campbell (Street Maintenance Superintendent, Public Works Dept.), Gary Bishop (Street Maintenance Supervisor, Public Works Dept.), Warren Siecke (Traffic Engineer), Deputy Paul Alaniz (San Dimas Sheriff's Dept.), Rhonda Abangan (Committee Secretary, Public Works Dept.); Barbara Short (Bonita Unified School District)

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Chair Patel called to order at 936 a.m. Committee and Audience introductions

**01-12-01 933 W. CYPRESS STREET**

REQUEST FROM RUTH LEVAND, RESIDENT, to consider permit parking all day for homes between Danecroft and end of Cypress; resident is concerned activities do not allow for sufficient residential parking.

**DISCUSSION:**

Location was visited on-site and on GIS map. Approximately 7 homes are adjacent to the Sportsplex and San Dimas High School. Per Chair Patel the request is based on the need for parking as a result of these homes proximity to these two locations and their continuous activities. It was noted there is parking on both sides of Cypress and the City converted Cypress Street to a parking lot near the tennis courts/Sportsplex. Furthermore school District opened a new faculty parking area (near Covina Boulevard) is now open and available as overflow parking for sporting events as well. Committee discussed the nature of living near a park does involve parking issues from time to time. BUSD Short confirmed SDHS has not had a football game in over a year due to the remodel of stadium. Chair Patel further confirmed that City has no permit parking programs for residents. TE Siecke commented that a parking permit program would also affect and inconvenience the homeowners as well.

**RECOMMENDATION:**

No change at this time.

**01-12-02 SAN DIMAS CANYON/FOOTHILL BLVD.**

REQUEST FROM STAFF, to reconsider and review the intersection for any extenuating conditions in light of recent traffic accident (December 2011).

**DISCUSSION:**

Chair Patel opened discussion on this item and reminded Committee and Audience this matter was brought to TSC's attention April 2011. It was thoroughly reviewed by TSC. The Traffic Engineer's report indicated the intersection did not meet the state warrants for the installation of left turn signal phasing at that time. The County of Los Angeles also concurred with the findings of the Traffic Engineer's report. Staff put the item back on TSC's agenda as another accident involving a southbound left turn vehicle and a bicyclist crossing the east leg of the intersection occurred in December 2011. It was stated the circumstances for the December accident were similar to a previous accident in that the sun blinded the driver who was making a south bound left turn. TSC discussed the extenuating or unusual conditions at this intersection which include the skew angle and the slight downward grade in the southbound direction. Because of the skew, the crosswalks are longer than normal. This intersection does not meet the state warrants for left turn signals, however, the current signage

and precautionary warnings cannot address the blinding effect of the early morning sun on southbound left turn drivers. The sun is an extenuating circumstance that can only be addressed by the installation of left turn signal phasing. TSC would like to pursue a left turn phasing project subject to budget and funding constraints. Per Chair Patel, the first step will be to contact County and get them on board with the potential project. Secondly, submit an application for Safe Routes To School program funding. The application will require advocacy from the community. We will need the assistance from Principal, PTA, community, etc. Per Principal Greiner she will assist in any way required. She will forward TSC the statistics on children attending Allen Avenue Elementary from the surrounding residential areas. She will contact Ramona Middle School for their statistics as well. Principal Greiner further stated there are a lot of children who use this route. This is a step in the right direction. Chair Patel stated it will require lots of feedback and community support, from the Foxglen neighborhood and surrounding areas. The schools should provide documentation of programs in place which encourage walking to school. Principal Greiner commented no matter how many signs are posted, the sun is still a blinding factor and drivers at times will not see the pedestrians (which most often are children).

#### RECOMMENDATION:

Due to the uniqueness of intersection and prevailing extenuating conditions and circumstances, TSC recommends the installation of north-south left turn signal phasing at this location budget permitting. Staff to contact County and begin working with Allen Avenue Elementary and Ramona Middle School to provide information for a Safe Routes To School application. Installation will be dependent on County's agreement for project and budget and funding requirements.

#### **01-12-03 SAN DIMAS CANYON/FERNRIDGE DR. to TERREBONNE AVE.**

REQUEST FROM STAFF, to review painted median re-striping on San Dimas Canyon Road from Fernridge Dr. to Terrebonne Ave.

#### DISCUSSION:

Chair Patel commented this item was reviewed on site. Received call from resident who believes there could be a lack of consistency with the striping through this stretch of San Dimas Canyon. BUSD Short commented there is a problem for the bus stops in the area due mostly to the curvature of the street. They receive complaints when their drivers stop and require approaching vehicles to stop while they load/unload students. Chair Patel clarified the request is to modify the median striping to clarify where drivers may turn into the left turn pocket at Fernridge. The request is not for new striping.

#### RECOMMENDATION:

For left turn pocket at Fernridge add approximately 100' of two-way left turn lane striping in the median. Review with TE Siecke the Mesa, Sequoia and Fernridge intersections to confirm there is enough queuing space available for residents entering these neighborhoods.

#### **CONTINUED ITEMS**

#### **04-11-01 SMEAD WAY/HALLOCK AVE**

REQUEST FROM RESIDENT, to restrict parking on Smead Way because street is too narrow. Review petition of residents and update. Review input from Fire department.

#### DISCUSSION:

Chair Patel opened item with brief recap of item. It was reviewed on GIS map. Item originally generated in April 2011 by resident who believed Smead is not wide enough with cars parked on the streets. TSC has reviewed the location to ensure the safety of resident & originally recommended parking restrictions; however assistance was solicited from the LA County Fire Department to certify appropriate decisions/measures are made for these two streets. Chair Patel turned discussion over to LA County's Chief Short who provided the

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LA County Fire Department's recommendations in writing and introduced Claudia Soiza (LA Fire Prevention Unit) for the presentation of the recommendations. Ms. Soiza confirmed meeting with K. Patel on January 3<sup>rd</sup> at the locations and also stated their review consisted of confirming with LA County's Engineering department the street width was approved in 1960. The Fire Prevention unit wanted confirmation of the existing situation before proceeding with any recommendations. Per Ms. Soiza after some review and discussion with her superiors, along with Fire Marshall and the Fire Department, it was concluded that the current widths of the two cul-de-sacs were acceptable. Per the Fire Department both situations would not present any problems in the event of a crisis. Chief Short presented a 'good neighbor policy' and asked residents to continue policing themselves in terms of parking and recommended the following: 1) Residents should always consider parking in their driveways whenever possible. 2) Residents should always park their vehicles as close to the curb as possible. 3) Residents should keep any and all obstructions clear from impeding Fire Department Vehicular access. 4) Residents should consider staggering their parking on either side of the street to enhance Fire Department access. He continued hopefully there would be no fires; but perhaps a medical call which would require a fire truck (which is 9'3" wide), paramedics and an ambulance all needing to maneuver safely down the streets. In essence keep doing what you are doing. After Ms. Soiza's presentation Chair Patel pointed out he felt the recommendation letter falls short from the previous January 3<sup>rd</sup> meeting and is rather non-committal. Per Chair Patel he would like the recommendation letter to reflect Ms. Soiza's oral presentation and to clarify the Fire Department's belief the current non-conforming streets do not hinder their ability to respond to emergencies. Chair Patel's position is the item cannot be closed until there is written clarification. It is the City's belief that this matter can be closed once this is corrected. Chief Short stated he would speak with the Chief Lewis (author of recommendation letter) and request the clarification. But Chief Short repeated the non-conforming does essentially mean that the Fire Department agrees the streets are acceptable as they are. Chair Patel thanked both Chief Short and Ms. Soiza for their time and effort with this and looks forward to receiving further clarification. The matter will stay on calendar till next meeting. Resident Bridgewater asked to be notified upon finalization of matter.

#### RECOMMENDATION:

Continue item till February TSC meeting in order to receive written finalized clarification from LA County Fire Marshall.

#### 10-11-01 HORSETHIEF CANYON PARK

REQUEST FROM CARYOL SMITH, RESIDENT, to consider installation of additional no parking signs in the parking lot west of the roundabout as park patrons continue to park on west and south side parking aisles.

#### DISCUSSION:

Item was reviewed on-site and on GIS map. Chair Patel advised Committee and Audience members that additional parking was incorporated in December last year as parking restrictions were removed on the southerly side of Horsethief Canyon Park (approximately 40 spaces were created). A painted parking lane from the circle roundabout to the end of street nearest the gate was added in. However, this additional parking has not alleviated the parking situation. As per Resident Smith, park patrons are not utilizing the new additional parking lane along the rail; rather they are parking near the parking lanes closest to the park entrance near the soccer fields, across from the trash enclosure. This parking is essentially trapping patrons who use the designated parking spaces and are unable to safely back out. Resident Smith advised that the dog park is closed for next several weeks and provided committee with recent photographs showing the parking issue. It is apparent to Committee that additional parking restriction signage needs to be posted. Chair Patel thanked resident Smith for her assistance with Horsethief Canyon Park and he further stated it would be best to install no parking signs from trash enclosure around circle and along southerly side of parking lot, across from dog park location. TE Siecke commented the current designated parking space will then be able to function better, with the inclusion of the parking restriction signage. Chair Patel asked what is the park's peak usage time? Per Resident Smith, she believes it is Saturdays and evenings after 4pm (soccer practices). BUSD Short inquired if there were any plans to expand parking areas since the park has grown.

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Per Chair Patel, to his knowledge, there are no plans of expansion. BUSD Short offered perhaps some of the dirt areas could be paved or used as a dirt parking lot which is closer to the soccer fields. Per resident Smith (who is also a Parks and Recreation Commissioner) the area behind double gate is used for overflow parking during the rodeo event; however it was proposed for regular overflow parking usage in the past and was not a favorable solution as there is no supervision and it is close to private property. She further commented that in the Friends of the Dog Park newsletter she will mention that parking is available along the southerly side of Horsethief Canyon Road.

**RECOMMENDATION:**

Install No Parking signage from trash enclosure around drive to circle roundabout (across from dog park entrance and near entrance to soccer fields).

**10-11-06 AUTO CENTER & AMELIA AVENUE**

REQUEST FROM LAURA VINSONHALER, RESIDENT, review and consider adding an eastbound left turn signal phasing on Auto Center Drive at Amelia Ave. Review Traffic Engineer's report and recommendations.

**DISCUSSION:**

This item was on TSC agenda last year pending the City's Traffic Engineer's report and findings. As per TE Siecke, the bulk of this intersection is in Glendora as the San Dimas boundary is at the southerly curb line of Allen/Auto Center Drive and the easterly curb line of Amelia. The request is based on the perceived need for left turn phasing to alleviate traffic delay at this intersection. TE Siecke reported that existing conditions were compared to the warrants for left turn phasing. The warrants are based on accidents and delay to the left turners. There was only one left turn accident in the last 2 years. The warrants require 5 accidents per year. The delay warrant is satisfied if delay is experienced by at least 40% of the left turners during two hours per day. Delay is defined as a left turn motorist having to wait for the second green interval to enter the intersection. Observation revealed that only 1% of left turners experience delay during the morning peak hour. During the afternoon peak, only 30% experienced delay which is less than the 40% required minimum. It was noted this signal functions on a very short cycle, and the length of delay is very minimal. Since the warrants are not justified, TE Siecke could not find justification for the left turn phasing at this time (report attached). Chair Patel added this area and Shull Elementary School traffic conditions have been reviewed several times. The 210 freeway ramp metering has been reviewed as well.

**RECOMMENDATION:**

No change at this time.

Adjournment – 10:30am

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