



City of San Dimas
Public Works Department
Traffic Safety Committee

MEETING MINUTES
WEDNESDAY, FEBRUARY 22, 2012 at 9:30 A.M.
COUNCIL CHAMBERS CONFERENCE ROOM, CITY HALL
245 East Bonita Avenue, San Dimas

Committee Members Present: Krishna Patel (Director, Public Works), Shari Garwick (Senior Engineer, Public Works Dept.), 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.)

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Chair Patel called to order at 9:34a.m. Committee and Audience introductions.

02-12-01 SC VELO BICYCLE CLUB/13TH ANNUAL SAN DIMAS STAGE RACE

REQUEST FROM STAFF, to review traffic control plan regarding 13th Annual San Dimas Stage Race event on March 17th and 18th, 2012. The two day event temporarily closes portions of Puddingstone, Walnut, Cannon and Bonita, San Dimas Ave, Iglesia.

DISCUSSION: Chair Patel opened discussion of this item with the background and history. It has been a successful event through the City and downtown core for 13 years. City has received the application and traffic control plan ("TCP"). Superintendent Campbell indicated the first review of the TCP shows the layout is a little different this time around and asked for comment from SC Velo group. SE Garwick added as the City has received a complaint regarding this event the TCP will be reviewed closely. SC Velo President Al Wiscovitch advised the start and finish lines of this race are on Puddingstone. For each section of race the cyclists are moved to a staging area awaiting next leg of race. They travel along Fairplex to McKinley (Pomona); come around golf course at Via Verde over kiosk and exit kiosk by dam and head towards Cannon which is the "King of the Hill" portion. The course is a seven mile loop. SE Garwick inquired when the cyclists come around Walnut and Puddingstone and go left what does the traffic do. SC Velo Wiscovitch responded there are Sheriff's and course marshals at the bottom of Walnut and Puddingstone to direct cyclists. He further stated that in regards to the Walnut issue, there are plenty of staff to assist and direct residents accordingly to exit from their residence to San Dimas Avenue and/or La Verne. He has a letter for the Staff's review for the resident who has the concerns regarding the race which include some options including a vehicle escort for the day. Chair Patel asked are there marshal's at each driveway on Cannon? Can SC Velo put a marshal at each driveway? SE Garwick inquired which direction do the cyclists move on Cannon? SC Velo responded eastbound as traffic cannot go against the grain of the event. Chair Patel advised the panel and audience members a public outreach meeting had been held on February 16th in response to one resident's concern about the race. This race is in its 13th year and approximately the last 6 years have gone through the Walnut, Cannon, and Puddingstone area. Other residents at the meeting indicated they had raised issues regarding the race, however they worked directly with SC Velo and resolved the issues completely. One resident was particularly unhappy with last year's race. The resident was given a copy of the SC Velo permit application (as a public records request). It is Staff's hope that SC Velo continues to reach out to the resident and call him personally. Chair Patel offered to arrange a meeting or mediate a meeting to assist with a mutual resolution. SC Velo stated he needed the residents contact information. Chair Patel will contact resident and provide him with SC Velo's information in order to set up a meeting.

In regards to the Stage III Race, SE Garwick commented the site plan shows booths on the south side of Bonita. Per SC Velo, there are no booths between the east driveway and Walnut. The driveway will remain open for vehicular access from Walnut. Also, the course marshal's will be wearing fluorescent vests. Chair Patel reminded SC Velo of the requirement to advise the affected residents and business owners is a 7 day advance notice and the City would like a copy of the notification for the files. SC Velo commented everyone will receive the notification and the residents on Cannon and Puddingstone will receive placards for their vehicles with a map on the back and information contact phone numbers. SC Velo further stated they personally canvas the area to ensure everyone is fully aware of the upcoming race. He stated most residents are very receptive to the race and SC Velo is working to do everything they can to appease the resident with the concern. SC Velo asserted they are willing to work with San Dimas residents to mitigate any potential problems with the event. It was confirmed there will be no beer garden this year. SE Garwick inquired if SC Velo used the electricity from Senior Center which SC Velo confirmed they did. TSC confirmed an additional Condition of Approval regarding electrical usage will be added for this event.

RECOMMENDATION: Traffic control plan approved as described. Race to go forward pending any additional modifications to conditions of approval.

02-12-02 TRI EVENTS INC/TRIATHLON SERIES 2012

REQUEST FROM STAFF, to review traffic control plans for Tri Events four 2012 events – April 15th, May 12th, June 10th, and October 14th. This event closes a portion of Puddingstone Drive.

DISCUSSION: Chair Patel opened item with review of location on GIS map. Advised committee this has been a longstanding event in the San Dimas. This event is run 4 times throughout the year and the residents are notified in advance of each race date. It was identified that a concern came about last year with regard to Tri Events requirement with the Park Police recommending a closure to westbound Puddingstone. However the LA County Sheriff's San Dimas Office did not concur with those recommendations. Westbound Puddingstone is to remain open. The eastbound traffic is redirected onto Cannon. This race is much different than the SC Velo race. It has a different route and format.

RECOMMENDATION: Traffic control plan approved as described.

02-12-03 CYPRESS & LONE HILL

REQUEST FROM PATRICIA SMITH, RESIDENT, to consider installation of No U-turn signage during school peak hours at this intersection.

DISCUSSION: This item was reviewed on site while Lone Hill Middle School students were arriving and on the GIS map. TSC witnessed southbound U-turns being executed in the 3-way stop controlled intersection. The site review confirmed southbound U-turns are being made; however no conflicts with pedestrians were witnessed. The committee also witnessed southbound drivers making mid-block U-turns on Lone Hill north of Cypress. TE Siecke commented that prohibiting U-turns in the controlled intersection may create more mid-block U-turns on Lone Hill and in other "uncontrolled" locations. TE Siecke stated the 3-way stop control at the intersection provides a safer situation for U-turns to be made. The negative safety impacts of restricting the U-turns would be greater than what is occurring at this time. The U-turns at this intersection are legal. Resident Smith commented the mornings are not so bad, rather it is at school dismissal times and in the evenings during soccer season. She witnessed several children almost being struck – Lone Hill and Cypress afternoons are the worst. TE Siecke suggested a review of the location during the pm hours. Resident Smith said many people are parking on Dumaine and proceed to make turns from there onto Cypress. Others make eastbound U-turns on Cypress at Dumanine. She said no one is paying attention. TE Siecke suggested that sometimes it will be those same people who are not paying attention that will not pay any attention to the posted restrictions as well. Superintendent Campbell reconfirmed there is more of a concern with the U-turns made at Cypress/Dumaine due to the non-controlled intersection. He stated the U-turns made in the 3-way stop intersection are completed slower (and seemingly safer). Chair Patel asked TE Siecke to further review this

location in the pm and investigate signage that could be installed to raise driver awareness. He confirmed his agreement that the safest place to proceed with a U-turn is in the intersection (rather than a mid-block U-turn on Lone Hill or on Cypress).

RECOMMENDATION:

1. No restrictions installed at this time
2. Traffic Engineer to review the location during the PM peak school hours
3. Investigate signage to raise driver awareness
- 4.

Note: On March 5th, Traffic Engineer provided the following report of his observations.

Observation revealed that u-turns occurred at three locations: Southbound at the Lone Hill/Cypress intersection, southbound on Lone Hill Avenue midblock north of Cypress Street and eastbound on Cypress Street at Dumaine Avenue. The data are summarized in the following table.

TIME PERIOD	VEHICLE U-TURNS			SCHOOL-AGE PEDESTRIANS CROSSING		
	Southbound On Lone Hill At Cypress	Southbound On Lone Hill Midblock North Of Cypress	Eastbound On Cypress At Dumaine	East Leg	West Leg	North Leg
BEFORE SCHOOL	22	7	4	16	0	0
AFTER SCHOOL	14	5	19	20	3	0

Observation also revealed that many of the midblock u-turns occurring on Lone Hill Avenue north of Cypress Street are technically vehicle code violations in that they are being made from the far right lane rather than the left lane as required by the code. If u-turns were to be prohibited at the Lone Hill/Cypress intersection, it is likely the frequency of midblock u-turns would increase.

The potential for u-turn vehicle-pedestrian conflicts as shown by the study data is relatively low because the u-turn movement does not cross the crosswalk used by most of the students. It is believed that the present stop sign control and student's use of the east leg crosswalk combine to create a condition that does not justify prohibition of u-turns. The proposed prohibition would likely result in more midblock u-turn violations thereby increasing the potential for accidents involving those vehicles.

02-12-04 SAN DIMAS FESTIVAL OF ARTS/36TH ANNUAL WESTERN ART EXHIBITION

REQUEST FROM STAFF, to review traffic control plans for the Festival of Arts event scheduled for April 27-29, 2012. This event will close First Street from Iglesia to library parking lot, April 25th through April 30th.

DISCUSSION: City has received the special event application from the San Dimas Festival of Arts and a 'conceptual' traffic control plan. Chair Patel has spoken with Ron Kranzer and he will work towards re-submittal of a TCP that meets the City's standards and requirements. The event will close First Street from Iglesia to the library parking lot for 6 days (hard closures at Iglesia and at library entrance). There will be a tent installed on First Street for the duration of the event.

RECOMMENDATION: Event approval dependent on finalized traffic control plan. Item will be continued to March TSC agenda.

02-12-05 SAN DIMAS LITTLE LEAGUE OPENING DAY PARADE

REQUEST FROM STAFF, to review conditions of approval for March 10th special event.

DISCUSSION: Chair Patel opened item with a brief history of this on-going event, which took a break during the City Hall renovation. The special event application was received. The parade will proceed along Walnut Avenue to Juanita to Merchant Park. Tim Roe, President of the San Dimas Little League, advised the committee they anticipate approximately 470 kids and 108 of them are T-ball age which would walk at a slower pace and expects the parade to last no more than 35 minutes. They also will have parents accompanying them, boy scouts, high school cheer squad and drum line from La Salle High school. Chair Patel stated that with the addition of drum line the conditions of approval will require a pre-notification to the residents affected along the parade route. The City can provide the addresses, but the San Dimas Little League will have to provide notification. Chair Patel advised for the record there is no official traffic control plan for review with this event. It is the City's understanding that the Sheriff's department provides the rolling closures and support to this event. They stop vehicle traffic to protect the parade participants. Superintendent Campbell inquired if there will be temporary 'no parking' signs posted and who is the SDLL's contact at the Sheriff's department. Chair Patel confirmed the no parking signs will not be a requirement as the Sheriff's department will be escorting the group along the route.

RECOMMENDATION: Approval of this event; neighborhood notification letter will be required for review.

CONTINUED ITEMS:

11-01-01 PUDDINGSTONE DRIVE EAST OF SAN DIMAS AVENUE

REQUEST FROM MICHAEL POU, RESIDENT, to review continued overflow parking issues (by Raging Waters patrons) and consider parking restrictions and/or a parking permit program for this area.

DISCUSSION: Chair Patel introduced this Tiburon HOA item and gave brief background where last summer several residents had expressed concerns about the Raging Waters' patrons parking in and around the complex. It was reviewed by TSC and the resolution at that time was to restrict the parking for several months during the parks' peak season/hours along Puddingstone in front of the Tiburon HOA. Chair Patel also attended a HOA community meeting and it was conveyed during that meeting the residents/HOA were interested in pursuing a neighborhood permit parking policy. Chair Patel advised the group at that time the City does not have such a program and after discussion, the consensus leaned towards not imposing such a program as it would impact too many of the Tiburon residents. He commented the HOA is looking for a selective policy which would be very difficult to manage. TSC understands that Tiburon has approximately 289 units (designed with parking for 2 cars), and there are roughly 220 potential street parking spaces however times have changed as homeowners and family's now have multiple cars.

Chair Patel advised that the item came back to Traffic Safety in November, 2011 as concern was raised when an Orange County water park closed down. Further, the HOA provided a formal written request on December 23, 2011 requesting Raging Waters to incorporate parking fees into their admission price or to start a neighborhood parking permit program. Raging Water's representative, Doran Carreu stated it is their belief that the closure of the Irvine water park will not impact San Dimas as more family oriented water parks will be opening this summer. He stated it was a basic business practice for Raging Waters to not include parking into their admission fees. Mr. Carreu further stated a majority of the patrons do enter through the 57 Fwy entrance and it is their employees who enter the park off of Puddingstone, along with probably the seasonal passholder who has realized this entrance benefits their 2 to 3 hour attendance at the park (approximately 40,000 season pass holders). He believes the parking restriction placed on Puddingstone worked well but probably did not get a fair test. He stated as a result of the situation brought to their attention by the HOA, they have incorporated trash pickup duties on Puddingstone for their parking lot personnel. Superintendent Campbell confirmed the parking issues are much farther into the HOA area at this time (specifically on Tanglewood between Briarwood and Ironbark). Resident Michael Pou confirmed the parking restrictions imposed last summer worked great and the issues at this time are within the HOA complex. He further stated he believes the parking nuisances from last year were fixed, however they have moved onto Tanglewood up to Ironbark. It

has been frustrating for the residents. Mr. Daily Baise, Tiburon HOA Board Member advised the committee the HOA used to have Security for the HOA, however it is a thing of the past. He detailed it is understood how the parking permit program would be difficult to administer, as it would affect not only Raging Water patrons but residents of Tiburon as well.

Superintendent Campbell suggested the directional signage be reviewed as well as adding in some signage (perhaps at the Tanglewood and Puddingstone intersection) to direct patrons to use the Raging Waters parking areas. The older signs were much better visually, than the newer signs; if they are improved perhaps more patrons would follow the directions to the parking area. Chair Patel commented bigger arrows and smaller words. This could be a solution in deterring people from entering the park through the side entrance.

TE Siecke asked if there was a perimeter fence along Puddingstone, specifically where the pedestrians are walking into the park. Chair Patel offered maybe the solution is to prohibit pedestrians at this entrance and make it a vehicles only location. Per Mr. Carreu the Raging Waters trams go across the dam, out to the lots and bring the patrons back to park entrance. They do not go to Puddingstone. TE Siecke suggested a barrier be put up to prevent people from getting there on foot. It would make it a little more inconvenient for those who park in the HOA area. Mr. Carreu will meet with the Bonelli Park personnel and will bring up the fence issue and forward information after the meeting. Mr. Michael Pou will advise Chair Patel and TSC committee of any updates.

RECOMMENDATION:

1. Raging Waters will investigate possible signage modifications and look into additional fencing around Puddingstone's back entrance area; Superintendent Campbell will be contact for signage and fencing.
2. TSC will monitor the effectiveness of the seasonal parking restrictions imposed in 2011.
3. Will revisit item at the end of Raging Waters season (October TSC meeting). Resident Michael Pou will keep TSC updated on situation over the summer.

Adjourned – 10:35am

Notes:

- No additional comments made by residents, audience members with respect to traffic items other than specified above.
- Next Traffic Safety Meeting is scheduled for March 21, 2012