



City of San Dimas
Public Works Department
Traffic Safety Committee

MEETING MINUTES
WEDNESDAY, NOVEMBER 21, 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), John Campbell (Street Maintenance Superintendent, 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 9:45 a.m.

#11-12-01 SAN DIMAS CANYON BLVD, FROM FOOTHILL BLVD TO RAMOLA AVE

REQUEST FROM WILLIAM JEFFERS, RESIDENT, to review the signage addressed to the cycling community as it is perceived to have no impact thus creating potential congestion along San Dimas Canyon Road (from Foothill Blvd. to Ramola Ave.). Request is to consider updating/changing signage to have greater impression on cycling community.

DISCUSSION:

This item reviewed on-site and on GIS. Chair Patel reviewed the City's Master Bicycle Plan and the documents show San Dimas Canyon Road from Arrow to Foothill Blvd as a Class 3 bike lane; the updated and approved 2011 Master Plan shows same area as Class 2 bike way. The bike signage in question was studied. Staff will need to confirm ownership of signage (City or LA County Parks) before enhancement, or removal can occur. It was unanimously agreed upon and in accordance with California Vehicle Code that cyclists have right of way for all City's streets; patience should rule when there are no signs. No one on the committee, including the Deputy Alaniz was familiar with the new Gov. Brown bill and its 3 foot buffer requirements. Staff to research State bill referenced in resident's request. Secretary Abangan advised TSC of Resident Jeffers' safety review request to include "the placement of signage should be placed before the corner going uphill".

RECOMMENDATION:

1. Sheriff Department and Staff to research Bill referenced by resident
2. Staff to research ownership of current signage before enhancement, removal, relocation can occur.

#11-12-02 CALLE CIERVOS

REQUEST FROM STEVE HARDMAN, RESIDENT, to review and consider installation of larger traffic signs to deter speeding vehicles in this cul de sac area.

DISCUSSION:

Request reviewed on-site and GIS. Committee confirmed in keeping with the policy to remove "Dead End" signage, the existing sign should be replaced with the standard "No Outlet" signage. Also agreed to adjust the height of the existing standard size speed limit signage; due to the current placement (too high), the sign may not be as effective in making drivers aware of the speed limit.

RECOMMENDATION:

1. Remove Dead End sign and replace with No Outlet sign (located near 1735 Calle Ciervos)
2. Adjust height of existing 25mph sign (lower sign)

#11-12-03 SAN DIMAS AVE AND FOOTHILL BLVD (N/S BOUND ON SAN DIMAS)

REQUEST FROM CHRIS CORSENTINO, RESIDENT, to install left turn phasing for north and southbound traffic on San Dimas Ave.

DISCUSSION:

Chair Patel advised this intersection has been reviewed several times over the years; however, conditions do not satisfy the warrants required for left turn signal phasing. The intersection was reviewed on-site and on GIS. SMS Campbell suggested that due to the relatively low southbound through volume a protected/permissive left turn signal phasing for northbound/southbound traffic may be viable. It would be relatively minor modification to change out 2 northbound and southbound signal heads. TE Siecke inquired if additional wiring may be required. SMS Campbell stated he believes wiring already exists and confirmed that Video Detection System could also be installed at this time.

RECOMMENDATION:

- 1 Install a protected/permissive left turn signals. To be scheduled by Spring 2013.
- 2 Complete installation of Video Detection System

#11-12-04 SAN DIMAS CANYON ROAD AND FOOTHILL BLVD (N/S BOUND ON SAN DIMAS CYN RD)

REQUEST FROM TIERNEY TAIT, RESIDENT, to install left turn phasing for north and southbound traffic on San Dimas Canyon Road.

DISCUSSION:

Chair Patel advised this intersection has been reviewed previously (by both City and LA County) and confirmed the intersection has not met the required signal warrants for installation of a left turn signal phasing. The City continues to be attentive to the intersection and has worked towards enhancement of the intersection without success. Additionally, City has applied for various funding via grant proposals and unfortunately even our joint application with the County for Safe Route to School grant funding in October 2012 was unsuccessful.

RECOMMENDATION:

Enhance intersection when funding becomes available.

#11-12-05 BONITA/CATARACT INTERSECTION

REQUEST FROM STAFF, to review and consider enhancements to this unique intersection with striping, signage etc. to make 4 way stop more visible to motorists.

DISCUSSION:

TE Siecke advised committee that he reviewed the accident records for this intersection from 2007 through 2012. His report is summarized as follows:

Collision records for the period of January 1, 2007 through October 16, 2012 were reviewed. During this period, the yearly total of accidents occurring in the intersection and the related injuries are summarized in the following table.

<i>COLLISION SUMMARY</i>		
<i>Period</i>	<i>Total Collisions</i>	<i>Injuries</i>
<i>2007</i>	<i>4</i>	<i>0</i>
<i>2008</i>	<i>6</i>	
<i>2009</i>	<i>3</i>	<i>1</i>
<i>2010</i>	<i>4</i>	<i>2</i>
<i>2011</i>	<i>6</i>	
<i>1/1/12 – 10/16/12</i>	<i>4</i>	
<i>Total</i>	<i>27</i>	<i>3</i>
<i>Yearly Average</i>	<i>4.7</i>	<i>0.5</i>

Overall, the frequency of collisions is not unexpected given the complexity of the intersection geometrics and the volume of traffic. The relatively low injury rate is probably due to the fact that most of the collisions occurred at low speeds.

22 collisions occurred during daylight hours while 5 occurred during darkness.

Of the 27 collisions, 17 involved eastbound drivers while westbound drivers were involved in 10 collisions. The predominant pattern (14) for eastbound drivers involved collisions with southbound drivers. The predominant pattern (9) for westbound drivers involved collisions with northbound drivers.

The predominant patterns are probably partially due to the north-south length of the intersection because the point where southbound vehicles and westbound left turners enter the intersection may be out of the normal vision cone for eastbound drivers who do not "look twice." The southbound and westbound left turn drivers know they are in the intersection legally because they have stopped at the stop sign while the eastbound drivers assume there is no cross traffic. Similarly, the same interaction also applies to the westbound/northbound drivers....The collision statistics suggest that improved obedience to the existing stop sign control would reduce the frequency.

TE Siecke further commented that Staff has looked at this intersection over the years, and due to the uniqueness has not been able to significantly change this intersection. He also noted the future gold line will severely impact this intersection, so it is not cost effective to signalize the intersection at this time.

TE Siecke's report offers some options for temporary enhancement:

1. Stop ahead signs and pavement markings for eastbound and westbound traffic on Bonita.
2. Flashing red beacons on the stop signs; they are solar powered & can be mounted above the existing stop signs in order to draw driver attention to the stop signs.
3. LED enhanced stop signs. A new innovation that incorporate LED lights on the perimeter of the stop signs in order to draw driver attention to the stop signs; most effective during darkness.
4. "LOOK" signs. They would be mounted to existing stop signs & replace the "Watch Cross Traffic" signs.

Chair Patel liked the "LOOK" signage and believes the white background will allow the signage to stand out. He would like a further review of the intersection in regards to the existing striping and additional striping. TE Siecke believes too much striping could confuse the driver. Chair Patel clarified and believes striping for turn lanes for the west/east bound drivers and perhaps in the intersection as well. Believes it works well in other similar intersections in the City. TE Siecke countered that striping will not work in this particular intersection due to its uniqueness and small size. SMS Campbell does not believe the painted markings can survive the amount of travel volume in this area. Chair Patel requested a field meeting to clarify and finalize the detailed recommendations after the TSC meeting.

NOTE: 11/21/12 an additional post-TSC meeting was attended by Chair Patel, TE Siecke and SMS Campbell to focus on existing signage, pavement markings, etc. and to review original report presented during TSC meeting. Attached Traffic Engineer report is the finalized version as a result of the in-depth, physical walk thru meeting.

RECOMMENDATION:

The following modifications are recommended:

1. Install R15-8 (LOOK) signs below each of the existing stop signs replacing the existing Watch Cross Traffic signs.
2. At the northeast corner, relocate the stop sign for westbound traffic to approximately 8 feet easterly of the beginning of the curb return. Mount it at 4 feet elevation to the bottom and install an R15-8 (LOOK) sign below it.
3. In the easterly median on Bonita Avenue, relocate the stop sign for westbound traffic to align with the relocated stop sign on the northeast corner. Mount it at 4 feet elevation to the bottom and install an R15-8 (LOOK) sign below it.
4. On eastbound Bonita Avenue westerly of the intersection, remove and relocate the existing railroad crossing pavement markings and W10-1 (railroad warning) sign in accordance with the California

Manual on Uniform Traffic Control Devices (MUTCD) Figures 8B-6(CA) and 8B-7(CA). The forward edge of the pavement marking should be at the beginning of the eastbound left turn lane.

5. On eastbound Bonita Avenue westerly of the intersection, install STOP AHEAD pavement markings in both lanes. Locate the markings approximately 150 feet westerly of the railroad crossing markings.
6. On eastbound Bonita Avenue westerly of the intersection, install W3-1 (STOP AHEAD) sign. The sign should be located approximately adjacent to the STOP AHEAD pavement markings.
7. On westbound Bonita Avenue easterly of the intersection, remove and relocate the existing railroad crossing pavement markings and W10-1 (railroad warning) sign in accordance with the California Manual on Uniform Traffic Control Devices (MUTCD) Figures 8B-6(CA) and 8B-7(CA). The forward edge of the pavement marking should be at the beginning of the westbound left turn lane.
8. On westbound Bonita Avenue easterly of the intersection, install STOP AHEAD pavement markings. Locate the markings approximately 100 feet easterly of the railroad crossing markings.
9. On westbound Bonita Avenue easterly of the intersection, install W3-1 (STOP AHEAD) sign curbside. The sign should be located approximately adjacent to the STOP AHEAD pavement markings.
10. Add reflective raised pavement markers to the existing double yellow and white lane stripes on Bonita Avenue from Monte Vista Avenue to Acacia Street.
11. Refurbish the existing double yellow stripe on Cataract Avenue within the intersection with durable material and add reflective pavement markers.

#11-12-06 RENEGADE RACING/TURKEY TRI/TROT 6TH ANNUAL RACE

REQUEST FROM STAFF, to review traffic control plan of Renegade Racing's Turkey Tri/Trot 6th Annual Race event scheduled for November 25, 2012 which closes a portion of Puddingstone Drive, from Cannon Avenue to Walnut Avenue.

DISCUSSION:

Chair Patel opened this item indicating it was Renegade's 6th annual event which has no significant changes from last year's plan. The event will close a portion of Puddingstone Drive, from Cannon Avenue to Walnut Avenue.

RECOMMENDATION:

1. Traffic control plan approved as submitted.

#11-12-07 LONE HILL AVE (AT SIGNALIZED ENTRANCE TO COSTCO)

REQUEST FROM STAFF, to restrict northbound right turning truck movements to the center driveway on Lone Hill and force them to use the southerly truck entrance.

DISCUSSION:

Chair Patel opened this item advising delivery trucks have run into the light post at the southeast corner of the signalized entrance (on Lone Hill) to (visible truck tire marks on curb, post, wheel chair ramp). Trucks should enter via the southerly driveway. Staff to install "Truck No Right Turn" (modified R3-1) sign for northbound traffic at the signalized entry. Staff will also create and install a customized Truck Entrance sign for the northbound traffic on Lone Hill at the southerly driveway.

RECOMMENDATION:

1. Install Truck No Right Turn (modified R3-1) signage for northbound traffic on Lone Hill at signalization intersection
2. Install customized Truck Entrance signage for northbound traffic on Lone Hill at the southerly driveway

#11-12-08 SAN DIMAS AVENUE BETWEEN AVENIDA LOMA VISTA TO AVENIDA DOMINGO

REQUEST FROM STAFF, consideration to restripe San Dimas Avenue to accommodate a safer, westerly bike lane.

DISCUSSION:

Reviewed on-site and visually confirmed areas requiring street repairs. As an interim measure, Staff will restripe and shift bike lane to the east as per plans previously submitted and approved by Council. Current striping plan will be given to Council for review and approval at November 27th meeting.

RECOMMENDATION:

Restripe San Dimas Avenue as follows (Option 2 from Staff Report dated 11/27/12):

- Reduce center striped median in varying width from existing 9 or 10 feet down to a minimum of 4 feet with 12 foot wide southbound travel lane in the areas where there is rough street pavement in the bike lane between Loma Vista to Avenida Domingo
- Abandon existing westerly bike lane in the areas where there is rough street pavement in the bike lane between Loma Vista to Avenida Domingo and strip it with chevron marking
- Restripe a 7 foot bike lane just outside the fringes of the rough pavement
- Realign bike lane at Avenida Domingo to accommodate a southbound dedicated right turn per Traffic Committee recommendations upon completion of slurry project.

CONTINUED ITEMS:

#09-12-01 CYPRESS/801 KITTING

REQUEST FROM BOB MOUNGEY, RESIDENT, to review and consider restriping of Cypress Avenue to create available parking on the north side (near mobile home park). To review Traffic Engineer's revised striping plans.

DISCUSSION:

n/a

RECOMMENDATION:

Item Continued to next meeting

Adjourned – 10:25 a.m.

Notes:

- Next Traffic Safety Meeting is scheduled for January 16, 2013