



City of San Dimas
Public Works Department
Traffic Safety Committee

MEETING MINUTES
WEDNESDAY, JANUARY 16, 2013 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 9:40 a.m.

#01-13-01 SAN DIMAS CANYON ROAD (West Side, near Baseline Road)

REQUEST FROM GIL GONZALEZ, RESIDENT, to review and consider installing signage to prohibit commercial vehicle parking on the west side of San Dimas Canyon Road (south of Baseline Road).

DISCUSSION:

Chair Patel commented this item was been reviewed and monitored by the San Dimas Sheriff's Department. Deputy Alaniz confirmed that in addition to Sheriff's patrol, the City's parking control officers also alerted to situation and no violations had occurred. Chair Patel further commented San Dimas Canyon Road is one of the City's designated 'truck routes' therefore commercial vehicles have the authority to park along route for up to two hours.

RECOMMENDATION:

As no violations have occurred, no further action necessary at this time.

#01-13-02 SAINT GEORGE DRIVE AND LONE HILL INTERSECTION

REQUEST FROM BRIAN ESTEPHAN, RESIDENT, to review intersection for visibility concerns.

DISCUSSION:

Intersection reviewed on site and via GIS. Committee concurred that the curvature of southbound Lone Hill and the easterly sideyard wall on the property located at 1101 Saint George limits the sight distance for drivers exiting Saint George (turning right, southbound onto Lone Hill). Possible corrective measures would be a dedicated right turn lane onto Saint George from Lone Hill; or striping the area near the intersection to guide vehicles easterly (further from curb). Resident Estephan commented there are two problems, one is the downgrade (on Lone Hill) where he is afraid someone will rear end him as he makes right turn into Saint George and second is exiting from Saint George. Both are very scary situations for all the residents. Chair Patel asked resident how long he has lived on Saint George and if he recalls when the wall was built at 1101 Saint George. Resident confirmed he has been a resident for 8 years, but clearly stated he did not think the wall was the issue (and did not want to be the cause for its removal). He believes the wall was built about three years ago. TE Siecke suggested a dedicated right turn lane into Saint George may address the concern of being rear-ended by speeding traffic on southbound Lone Hill however a full review and measurements must take place to confirm whether a third lane could be added. Resident commented center divider is very wide. He also asked if the City has thought of closing off Saint George completely. Chair Patel asked what the benefit is. Resident believes the benefits would definitely outweigh the inconvenience; both the traffic dangers and speeding would be eliminated. He has three young children who he does not allow to play outside because he does not trust the situation. He said he is thinking selfishly to protect his children and in his

opinion the ideal situation would be to close off Saint George. Chair Patel said closing off Saint George would not a viable alternative given the need to construct a cul-de-sac turn around and restated the Committee will have TE confirm there is enough width for the dedicated right turn lane; if there is not enough room, second alternative would be to taper the striping on Lone Hill at the north of Saint George to move southbound traffic further east. Resident commented the right hand turn lane is a nice idea but he does not believe it will assist for the cars exiting Saint George as the vehicles turning from Overland Court are traveling too fast. SE Garwick commented the new development on Overland Court would definitely create more traffic, but then again the signal light at Overland Court will be more active and flow of traffic on Lone Hill will be interrupted more frequently once residents move into the new development which in turn could result in traffic slowing down at Saint George. Resident inquired when he would see changes or something being done. Chair Patel replied it will take a few weeks for TE Siecke to investigate and provide report of findings.

RECOMMENDATION:

TE Siecke will review feasibility of a dedicated southbound, right turn lane. Findings to be reviewed at a meeting in March.

#01-13-03 *BONITA AVENUE AND IGLESIA INTERSECTION (near Albertsons)*

REQUEST FROM HEATHER HOYNES, RESIDENT, to review and consider increasing speed limit to 35 mph between San Dimas Avenue and Iglesia on Bonita Avenue. Resident believes the combination of the low speed limit and signal lights do not warrant such a low speed limit.

DISCUSSION:

Chair Patel advised resident's concerns are valid, however, this area (Bonita Avenue) meets the vehicle code conditions for special consideration for slower traffic areas near school zones and in this case the San Dimas Senior Center and is qualified for this criteria. Since many seniors frequent the Center by walking and/or driving there, the existing speed limit meets their needs. This speed limit also slows traffic approaching the downtown Bonita area.

RECOMMENDATION:

No further action at this time.

#01-13-04 *2nd STREET AND SAN DIMAS AVENUE*

REQUEST FROM HEATHER HOYNES, RESIDENT, to install red curb on the northwest corner of San Dimas Avenue to increase visibility for residents on 2nd Street making a left turn onto northbound San Dimas Avenue.

DISCUSSION:

Item reviewed on site and GIS. Consensus was visibility is an issue with combination of parked vehicles and trees. Additional red curb recommended to relieve line of site concern.

RECOMMENDATION:

To extend the red curb north to property line of 201 N San Dimas Avenue. Staff will notify property owner of TSC decision prior to installation.

#01-13-05 *CHEYENNE DRIVE AND ARAPAHO WAY INTERSECTION*

REQUEST FROM CINDY HOGAN, RESIDENT, to review and consider (1) installation of stop sign(s) at the Cheyenne Drive and Arapaho Way intersection similar to the stop signs installed at the Baseline Road/ Arapaho Way intersection to deter speeding. Resident also requesting the (2) Botts dots (raised pavement markers) on the westerly portion of Cheyenne Drive (near Walnut Avenue) be reinstated. The raised pavement markers were recently removed due to slurring of street. Additionally, resident requesting (3) review and consideration of installation of a speed deterrent (raised pavement markers/stop sign/pavement lines) for the Cheyenne Drive and Kiowa intersection.

DISCUSSION:

Item reviewed on site and GIS. Chair Patel opened discussion by inviting Resident Hogan to give her views of the current request. Resident provided history for the raised pavement markers in the Walnut and Cheyenne portion (TIR #2) of the TIR. She was a resident when an accident occurred some years ago. She thanked Staff for the slurry, but repeated they need the raised pavement markers re-installed; SS Campbell informed panel the raised pavement markers are being scheduled this month for reinstallation. For TIR #1, the Cheyenne and Arapaho Way portion, Resident explained her view of the problem is that everyone has the right of way at this intersection. She explained while traveling eastbound on Cheyenne she was almost struck by someone; she feels that speed bumps are not a way to eliminate the speeding that occurs from time to time; but also feels that the double yellow lines are not really helping people stay on their side of the road. TE Siecke confirmed the street is wide enough to accommodate parked vehicles and traveling vehicles on Cheyenne. Resident commented she feels this intersection is the same at Juanita and Walnut intersection and this location has 3 way stops. SS Campbell advised they are different as Juanita/Walnut intersection is a school zone and warrants the 3 way stops. Chair Patel offered that all drivers must obey the vehicle code and it is implied that you must stop at every intersection to allow for the right of way. Resident asked why is there a stop sign on Baseline and Arapaho. Chair Patel confirmed because Baseline is a major street whereas Cheyenne has lower volumes. TE Siecke suggested an enhancement to raise driver awareness would be to increase the double yellow line's length on Cheyenne (west and east side of Arapaho Way) and include raised pavement markers. Resident suggested a yield sign. TE Siecke commented there are also warrants as well for yield signage and his opinion is that it will not be as effective. Resident confirmed this is a rough intersection. Chair Patel further confirmed the traffic issues on Cheyenne may seem apparent and often problematic; however a prudent approach is to introduce incremental traffic signage/stripping improvements. Chair Patel suggested to lengthen the double yellow lines, add raised pavement markers and monitor for several months. For TIR #1, Kiowa and Cheyenne, Chair Patel confirmed committee's consensus that there could be a potential problem with this intersection due to the curvature of the street and recommends a painted double yellow line and raised pavement markers. Chair Patel said Staff would need to notify affected residents prior to installation. Committee believes the enhancements discussed should assist to deter future problems. TE Siecke advised that a portion of Kiowa and Cheyenne may need red curb paint due to the curvature of the street.

RECOMMENDATION:

TIR #1-Cheyenne Drive and Arapaho Way – extend length of existing double yellow lines; install raised pavement markers and monitor intersection (1. extend double yellow line up to west of driveway at 440 Cheyenne; 2. extend double yellow line up to west of property line of 416 Cheyenne).

TIR #2-Cheyenne Drive (near Walnut Avenue) – raised pavement markers are scheduled for reinstallation as a part of the street maintenance program; installation by month end.

TIR#3-Cheyenne Drive and Kiowa – install double yellow line starting approximately from east side of driveway at 532 Cheyenne all the way to Baseline; install raised pavement markers; and paint red curb 10' east of curb return in front of 541 Cheyenne Drive (leaves room for one vehicle). Notify resident of proposed red curb decision.

#01-13-06 TRAFFIC SAFETY COMMITTEE MONTHLY MEETING

REQUEST FROM STAFF, to review and consider changing frequency of meetings to every other month beginning in 2013.

DISCUSSION:

Chair Patel explained the Public Works department (as well as entire City Hall) went through changes last year which affected the engineering staffing level. It has gone down 25% and it has been a taxing process as Staff balances and manages the increased workloads. The idea now is to try a Traffic Safety Committee meeting schedule of every 2 months (vs. monthly meetings). Could that work for TSC? Chair Patel stated further in the event of a 'stack up' of items, TSC could elect to meet when necessary. Chair Patel asked Officer Alaniz how this would affect the SD Sheriff's. Officer Alaniz confirmed this would not pose a problem. SS Campbell asked if certain TIR items could be avoided (handled outside of TSC). Chair Patel said for ease of record keeping and tracking items should not be avoided because it could lead to items falling through the cracks and develop into a larger issue/concern with respect to accident claims and follow up; however, it could be recommended that certain previously reviewed items (same reoccurring issue, different reporting resident; within a 18-24 month reporting period) could be identified and confirmed in the agenda as such and therefore not requiring

discussion during a TSC meeting. Chair Patel stated 2013 would be trial basis. TE Siecke is still available for monthly meetings.

RECOMMENDATION:

Traffic Safety Committee will do a trial meeting schedule for 2013; final confirmation December 2013. Chair Patel to advise Council.

CONTINUED ITEMS:

#09-12-01 CYPRESS/801 KITTERING

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:

TE presented the proposed striping plans to allow for on-street parking in front of the mobile home park. The striping would reduce the westbound lanes from two to one and would be similar to the south side of Cypress. At Cypress/Badillo the existing 2 through lanes and bike lane would be maintained. Westerly of the mobile home park, there would be no change in the current parking restrictions. At the mobile home park driveway and the easterly driveway to the medical center, parking would be prohibited for approximately 100' to provide distance for drivers entering Cypress. Chair Patel said these changes, should slow down the westbound traffic as well. TE Siecke also provided the as-built plan to show the existing conditions. The striping plans will be left with Staff for further review

RECOMMENDATION:

Plans approved as submitted. Cypress to be re-striped and coordinated with slurry seal project.

#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. To review and approve the final As-Built Plans.

DISCUSSION:

Chair Patel reminded Committee this area was restriped per the Option 2 striping plan as approved at the November 2012 TSC meeting. TE Siecke/Staff and RKA revised the original plans per Option 2. The final version is presented for confirmation. SE Garwick noted the new striping is safer as it puts the visibility of the cyclist in full view on San Dimas Avenue. TE Siecke confirmed the striping is consistent with MUTCD.

RECOMMENDATION:

Approved as-builts as revised and presented. Plans will be presented to Council for final approval at the January 22nd council meeting.

Adjourned – 10:38 a.m.

Notes:

- Next Traffic Safety Meeting is scheduled for March 20, 2013