



City of San Dimas
Public Works Department
Traffic Safety Committee

MEETING MINUTES
WEDNESDAY, MAY 15, 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), 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 9:38 a.m.

#05-13-01 AVENIDA LOMA VISTA, BETWEEN PASEO PLACITA TO AVENIDA MONTE VISTA

REQUEST FROM RICHARD ESCALANTE, RESIDENT, to review apparent issues regarding traffic accidents which have occurred within the last 6 months on Avenida Loma Vista between Paseo Placita and Avenida Monte Vista due to curvature and street grade on Avenida Loma Vista.

DISCUSSION:

Chair Patel opened TSC meeting by informing audience the first request is from a resident who believes there have been several traffic accidents over the last few months due the curvature and downhill grade of Avenida Loma Vista. Chair Patel advised this item was reviewed onsite and he has also reviewed the Sheriff's traffic accident reports for the last past five years. One accident noted in 2011 (resident backing out of driveway at 1010) and the second was in January 8, 2013 where at 181 Calle Ciervos a driver was speeding at 45 mph and as per the report the driver indicated someone cut in front of him. This driver was cited for speeding. The third accident occurred on March 14th and it was near 1400' south of Calle Ciervos and that police report indicated the driver fell asleep and collided with the front yard wall. Per Chair Patel these are the only reported accidents for Avenida Loma Vista on file.

TE Siecke advised his review of the current location of the stop ahead sign is consistent with the guidelines and meets the requirements based on the curvature of street and vegetation growth on the chain link fence area near Mr. Escalante's home. Per Chair Patel the onsite investigation showed the sign is currently posted on the street light near east side of the Escalante home and indicated where it had been previously located.

Resident Escalante indicated he has lived in San Dimas for 19 years. He believes the stop ahead sign was moved about 18 months ago from a location near 1345 Paseo Cielo over to a light pole by his home. He believes the sign is situated too far west to properly warn drivers coming down the hill due to the curvature of the street. He believes that the accidents started after the sign was moved at the request of the resident at 1345 Paseo Cielo. He says there are too many near misses and gets emotional about this topic as he has grandchildren who come and stay and sleep in the front room nearest Avenida Loma Vista; he wants something done proactively. He believes there are many more accidents than the ones detailed in today's meeting and believes that perhaps many accidents are not reported.

Chair Patel responded he only had the information provided by the Sheriff's department. He stated further that in the past 19 years plus, the street has been progressively traffic engineered with addition of numerous traffic controls and signage. For instance, previously there were no stop signs along Avenida Loma Vista. He indicated that traffic safety evaluation has been progressive in terms of the addition of speed signs, stop ahead signs, double yellow lines, speed bumps which have all been installed out of concern for this neighborhood's

traffic safety. Resident Escalante confirmed that the street has been made safe with the city's enhancements over the years. Chair Patel continued in terms of the current stop ahead sign, although it does meet the criteria at its current location, the sign should be moved back to previous location as it's likely that the adjacent vegetation from the Golf Course will cover the sign up. Also, street speed legends will be added to be consistent with the rest of the street.

RECOMMENDATION:

1. Relocate Stop Ahead sign to location east of the Golf Course chain link fence and in City's ROW to be consistent with the other signage located on Avenida Loma Vista
2. Add painted speed legend on the street
3. Contact resident at 1345 Paseo Cielo to advise sign relocation of stop ahead sign in City's ROW to be consistent with the other signage located on Avenida Loma Vista

#05-13-02 CANNON AVENUE, BETWEEN PUDDINGSTONE AND WALNUT

REQUEST FROM SANDRA WOODMANSEE, RESIDENT, to review traffic and speeding along narrow and winding Cannon Avenue between Puddingstone and Walnut. Requesting installation of additional warning signs to alert drivers about pedestrians and cyclists.

DISCUSSION:

Chair Patel opened discussion regarding this item with description of Cannon Avenue as a narrow and winding street and the request to add warning signs for drivers to be cautious of pedestrians and cyclist. The pavement width of Cannon Avenue is 28' and has no sidewalks. It is partially improved with curb and gutters and on the south end there is steep descending slope. Due to existing street constraints and challenges it is unsafe for the pedestrian who chooses to use this 'quasi' walkway/path.

Resident Woodmansee said she brought the issue to the City's attention as Cannon Avenue is very scary because people drive way too fast. She also said there is only one sign which states 15mph and does not believe there is any other speed signage. Resident advised the committee that the pedestrians have nowhere to hide from the vehicles when they are walking on this road. She stated that most of the cars on this street drive on the wrong side of the road due to their speeding. She has had many close calls while walking her dog. Resident is also fearful for the cyclists who use Cannon Avenue. Sometimes they are 3 deep and she has seen them almost get hit every time due to speeding vehicles. She would like to know if additional 25 mph speed limit signs can be installed or warning signage for drivers to use caution and look for the pedestrian or cyclist, or she said should we not walk on this street and go somewhere else where it is safe. She was hoping to convince the City to do something even though she did not know what it could be.

TE Siecke commented the committee looked at what appropriate signage could be installed with regards to cautioning the vehicles for pedestrians and cyclists. Additionally, the cyclists do have the rights to the road. The City could be liable if we encourage walking in this area as it is not intended for a walking road. TE Siecke advised Staff could investigate locations for installation of 25 mph signage as this would be appropriate. And he reaffirmed there are unfortunately no other signs that could be installed to imply it is ok to walk on Cannon Avenue.

Resident stated she was very disappointed by this and believes there is an increase in walking and cycling on Cannon. She has lived in San Dimas for 20 years and has walked up this very hill. She had hoped the City could install a sign prohibiting walking. TE Siecke responded that each person has the responsibility to look out for their safety. It is definitely obvious to a pedestrian that there is no safe way along this street. Chair Patel observed common sense should prevail in this circumstance and no one should walk on Cannon regardless of signs or not. Cannon is not designed as a walking street due to the narrowness, curvatures, down slope on one side and the up slope on the south side. He stated further while it may be a bit of an inconvenience, the city has a dog park and there are other safer streets to walk along. It is a matter of making an effort to drive to these locations.

Resident Ryba confirmed there is increased cyclist activity and agreed that speed is the real problem on Cannon more than keeping people from walking there. He resides on Cannon and has witnessed many near misses.

TE Siecke restated staff will review the appropriate speed limit signage and possible reminders. He also stated there is a certain percentage of the driving public that will ignore all signage and not follow rules or signs. Deputy Alaniz added it is those people that usually cause the accidents. Chair Patel concluded Staff will review speed limit signage, look at the guard rail and replace delineations as necessary.

RECOMMENDATION:

1. Mrs. Woodmansee advised against walking on Cannon.
2. Staff to review and install additional appropriate speed limit signage and will review and update the guardrail and reflectors.

#05-13-03 ALLEN AVENUE AT BAYFIELD DRIVE INTERSECTION

REQUEST FROM DAVE RYBA, RESIDENT, to review and consider re-installing crosswalks at this intersection as it is near Allen Avenue Elementary and drivers routinely ignore the implied crosswalk as children cross this area. Resident believes the painted crosswalk has been there in the past and was removed as a result of pavement work on Allen.

DISCUSSION:

Chair Patel advised this item was reviewed onsite and the request is to repaint the crosswalk markings at the Allen Avenue and Bayfield intersection near Allen Avenue Elementary as drivers are ignoring the implied crosswalk. Chair Patel confirmed the onsite review revealed the existence of a wheel chair ramp.

Resident Ryba said he was not sure when the crosswalk disappeared, however, he does believe the implied crosswalk is being ignored by drivers. He stated he witnesses the school principal and an assistant go out each day and place red cones to highlight the crosswalk for the drivers.

Chair Patel advised the City conducted a previous study of the area which resulted in removal of the painted crosswalk at Bayfield and installation of a painted crosswalk with stop sign control at Lyford Drive.

Resident indicated the fact a wheel chair ramp exists and the school is putting cones up is an invitation to cross and unfortunately the drivers seem to speed when coming off of San Dimas Canyon Road.

Chair Patel stated Resident Ryba had come to the same conclusion as the Committee had during the onsite review: remove the wheel chair ramp. Chair Patel said Staff would discuss and discourage the school from putting the cones out and request they encourage their students and parents to use the controlled crosswalk at Lyford Drive. Resident commented since the Sandy Hook Elementary incident, he believes the school is not discharging the students as it had previously before the December 2012 incident. TE Siecke believes a painted crosswalk at this location would increase the potential for accidents as the walker is likely to use less caution assuming the painted lines provide protection. Additionally, encouraging the students to cross at this location increases the potential for eastbound traffic to backup into the San Dimas Canyon intersection which should be discouraged for the safety of all. Chair Patel observed further that by having walkers cross at Allen Avenue and Bayfield, a conflict arises with the ingress into the parking lot that would cause concern at the intersection if the crosswalk lines were repainted.

RECOMMENDATION:

1. Remove southerly wheelchair ramp at Allen Avenue and Bayfield Drive
2. Deputy Alaniz to speak with school staff to discourage from placing cones on Allen Avenue at Bayfield Drive and remind them to encourage students and parents to use controlled crosswalk at Allen Avenue and Lyford Drive.

#05-13-04 BONITA AVENUE (SHERIFFS BOOSTER CLUB, CAR SHOW EVENT)

REQUEST FROM STAFF, to review submitted traffic control plan for the Sheriff's Booster Club Car Show event scheduled for Sunday, July 28, 2013. The event closes Bonita Avenue (west of Iglesia, east of Cataract) from 5:00am to 5:00pm.

DISCUSSION:

Per Chair Patel the Car Show is similar to the bike race and has been good for the community with regards to bringing visitors to our City. Committee reviewed traffic control plan for event which closes a portion of Bonita Avenue (west of Iglesia and east of Cataract) from 5:00am to 5:00pm. It should be noted that last year's event was reviewed and graded as very successful. Also there are no changes to the traffic control plan from the 2012 approved plan. Additionally Right of Way will be providing the events traffic control set up (street closures). Superintendent Campbell asked if the parking lots will be kept clear and event organizer Laura Alvarado confirmed nothing has changed with regards to layout and parking lots will not be used.

RECOMMENDATION:

1. Approve traffic control plan as submitted.

CONTINUED ITEMS:

#03-13-04 541 CHEYENNE DRIVE AND KIOWA INTERSECTION

REQUEST FROM JIM WITT, RESIDENT, to review and reconsider TSC decision made at January 2013 meeting which recommends a portion of red curb in front of this residence (Item 01-13-05). Resident disagrees and would like opportunity to be heard.

DISCUSSION:

Chair Patel advised this item was continued from March traffic safety meeting due to the unavailability of Resident Witt. TSC made a recommendation in January 2013 of adding red curbs and double yellow lines due to TSC receiving a concern for this area with regards to speeding. It was brought to TSC's attention in January with regard to replacing missing bolts and installing double yellow lines near the Cheyenne Drive and Arapaho Way intersection. Chair Patel continued that as procedure the Committee reviewed the entire street and the Cheyenne Drive and Kiowa Way intersection was also reviewed. Chair Patel said he spoke to the resident regarding the committee's recent recommendations. It was felt speeding could be deterred by installing traffic calming measures at Cheyenne/Kiowa. With the residents best interest Staff believed it could help the overall speeding concerns. However, Resident Witt is appealing the TSC January decision and it was felt he should be given the opportunity to voice his case. Resident provided personal letter to Committee.

Resident thanked committee for postponing the meeting and giving him an opportunity to speak. He is familiar with the processes; however, he does not see this area warranting the double yellow lines. This is his biggest concern, not the red curb. He advised he already encourages his visitors to park across the street. He stated this residential street is 25 mph. He has lived there for 30 years and there has been only one accident, which were kids ignoring the basic speed laws. He is home 90% of the time and has not heard or seen any accidents. He agrees he has seen drivers cut the corners due to the severe radius of this intersection. He has also removed a tree from his property to assist with the line of sight concerns. He stated there is a sight distance of 100 to 150 feet. Thus he does not see the justification for the yellow lines. He restated he is less concerned about the red curb. He is adamant there is not a significant speeding problem in this area that would warrant the double yellow lines. He asks for reconsideration of the January recommendation.

Chair Patel concluded Resident presented a convincing argument; and confirmed that since the intersection configuration is not a typical knuckle, the double yellow lines could cause added constraints. Staff could continue to monitor the area, but would schedule the red curb if Resident is in agreement with the red curb only at this time. The red curb would be 10' from the return in front of his home. This will improve safety for vehicles driving southbound on Kiowa as well as safety of parked vehicles. Resident Witt confirmed his agreement for the red curb.

RECOMMENDATION:

1. Withdraw recommendation of painted double yellow lines
2. Monitor potential speeding in the area
3. Install 10' red curb line in front of 541 Cheyenne Drive

10:45 a.m. ~ Adjourned