



City of San Dimas
Public Works Department
Traffic Safety Committee

MEETING MINUTES
WEDNESDAY, SEPTEMBER 4, 2013 at 9:30 A.M.
COUNCIL CHAMBERS, CITY HALL
245 East Bonita Avenue, San Dimas

Committee Members Present: 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), Rhonda Abangan (Committee Secretary, Public Works Dept.)

* * * * *

Senior Engineer Garwick called to order at 9:38 a.m.

#09-13-01 COVINA BLVD. (CHRIST'S CHURCH OF THE VALLEY)

REQUEST FROM STAFF, to review submitted traffic control plan for the CCV's Trunk or Treat event Thursday, October 31, 2013. The event closes a portion of Covina Blvd from 1:00pm to 10:00pm.

DISCUSSION:

Revised traffic control plan received 9/4/13. Committee was unable to review TCP to compare notes and requirements from the Special Event Permit Committee meeting of August 7th. Staff will review the TCP submitted and report back to Christ's Church of the Valley with any comments/changes. Approval is contingent upon modifications and resubmittal of traffic control plan by CCV by October 1st.

RECOMMENDATION:

Conditional approval of traffic control plan; CCV to resubmit revised traffic control plan by October 1st. Staff to review modified traffic control plan & provide final approval by October 11th.

#09-13-02 1st STREET (SAN DIMAS FESTIVAL OF ARTS)

REQUEST FROM STAFF, to review traffic control plan for the San Dimas Festival of Arts group for the event scheduled October 19 & 20. This event will close the Civic Center parking lot and a portion of 1st Street.

DISCUSSION:

Fall event is similar to Festival of Art's spring show. Traffic control plan submitted for this meeting specifies 3 different, potential closures. Committee concurred traffic control plan can be approved upon submittal of site plan. Site plan will dictate the set up and therefore ultimately what the traffic control plans will entail.

RECOMMENDATION:

TSC to approve traffic control plan upon receipt and review of final site plan arrangements for event from Applicant. October 9th is deadline to receive event's site plan.

#09-13-03 WOODGLEN DRIVE and FOOTHILL BLVD.

REQUEST FROM B. LUDWIG, RESIDENT, to review and consider installation of additional parking restriction signage on the south side of Foothill Blvd at this intersection. Resident believes there are line of sight issues for drivers exiting Woodglen Drive due to parked vehicles along Foothill Blvd.

DISCUSSION:

Location reviewed onsite and on GIS. The request is to provide additional parking restrictions near fire hydrant and 'bicycle' lane area at the western entrance to Woodglen HOA to deter vehicles parking in this area which hinders the line of sight for vehicles exiting onto Foothill Blvd. Committee concurred Staff would confirm the city boundaries, as it is not clear on GIS. It was also undetermined if the striping on Foothill Blvd is a bicycle lane or parking lane. Clarification by City of Glendora will be required before any changes/recommendations can be made.

RECOMMENDATION:

1. TE Siecke to provide sight line study to determine how much parking restrictions are required if within City's jurisdiction.

Note: Subsequently, it was determined that Foothill Blvd in this area is under the jurisdiction of Glendora, therefore the request will be forwarded to Glendora for consideration.

#09-13-04 N. BRADISH AVE and N. AGUIRRE AVE (SHULL ELEMENTARY)

REQUEST FROM PRINCIPAL HORSLEY, BUSD, to review and consider installation of additional parking restriction signage in these cul-de-sacs to reduce congestion and improve safety during the am/pm school drop off periods.

DISCUSSION:

SE Garwick advised this item was brought before TSC in 2010. It was included with Shull Elementary concerns regarding dropping off and blocking driveways. The 2010 recommendation was to close the gate or to have a proctor/monitor at the gates.

SE Garwick gave meeting floor to Principal Horsley to provide comments on the current request. Principal Horsley advised with each new school year, new families move into the area and this creates the bottleneck as they are seeking the best routes to school. It has been confirmed that the non-Bradish/Aguirre residents dropping off or picking up children are exhibiting rude behaviors towards the local residents, creating gridlock, blocking driveways. Principal Horsley feels for these residents and believes it is an unsafe environment as children walk in the streets because there are no sidewalks. Since 2010, she has been advising and asking non-Bradish/Aguirre parents to not use this area and redirects them to use the Amelia Avenue drop/pick up area. This has been unsuccessful.

Resident Pastran advised he has asked non-residents blocking driveways to leave the area also with no success. They would not leave. He advised that many of the Bradish/Aguirre residents work nights and noise created during the peak drop off hours is unbearable. But his overall opinion is the situation is out of control and does not want to see anyone get hurt. Principal Horsley added she believes there are approximately 15 minutes significant traffic on Amelia during the drop off/pickup periods. They have done a good job to make the traffic flow easily via the Amelia driveways so there is no need to park or drop off on Bradish or Aguirre.

SE Garwick asked if they notice the situation improving as the school year progresses. Do the new families eventually figure out a new path, or re-route Amelia? Resident Pastran advised it does not get better as the school year progresses, it gets worse. He stated this school year started off huge. He was very surprised to see the overload of cars on the 2nd day of school in which he counted 37 cars; they next day even more cars. The amount of traffic also causes dogs to bark because parents and children are walking through private yards to get to the gates.

TE Siecke asked how the residents feel about the children walking around the area to go through the Amelia entrance. Principal Horsley responded that many families from the area do walk and utilize the gates. She has a few one car families with several children in the family who walk every day. She further stated they generated a parent survey of this question and about 40% are in favor of closing the gate.

SE Garwick explained that with any am/pm parking restrictions imposed on these streets, they would also impact the residents who live within these areas. For example, the Committee discussed a potential left turn

prohibition during the peak traffic hours. This would disallow anyone from making a left turn into Bradish or Aguirre during the school peak hours – including the residents who reside on these streets. In theory it would deter any outsiders. However, Resident Pastran advised the Sheriff’s department is so short staffed it would be difficult to get extra units to monitor the school traffic; units would probably be sent to the areas where the more serious crimes are being committed within the City. TE Siecke stated any City imposed parking restriction would absolutely require Sheriff’s resources to enforce.

Superintendent Campbell pointed out the safety impacts associated with vehicles and children in the streets provide justification to close the gates permanently. Or even a temporary closure to assist in removing the bad habits for drop off parents (traffic, children walking in streets, noise). If it is a temporary closure, the patterns will be set and parents will be forced to use Amelia.

SE Garwick reaffirmed closing the gates would address the traffic issues on Bradish and Aguirre. Resident Pastran advised he would rather have his children walk to the Amelia entrance and be safe, even though it is inconvenient.

RECOMMENDATION:

To address public safety, TSC recommends closing and locking gates on Bradish Ave. and Aguirre Ave.

#09-13-05 KENT STREET/DERBY ROAD

REQUEST FROM A. SOX, RESIDENT, to review and consider installation of stop sign at intersection of Kent Street and Derby Road for eastbound Kent Street.

DISCUSSION:

It was noted a Stop sign was requested and installed in 2012 on Derby/Kent at the northern curvature/knuckle of the complex. After review of the recent request on GIS maps, Committee concurred the installation of Stop sign would enhance this intersection due to sight distance concerns. TE Siecke recommends installation.

RECOMMENDATION:

Install Stop sign and painted legend at this Kent/Derby intersection. Staff will notify HOA.

CONTINUED ITEMS:

#07-13-06 GLADSTONE AVE (COSTCO’S SOUTHEAST ENTRANCE)

REQUEST FROM D. FOSTER, RESIDENT, to review signage and right turn striping on Gladstone at the easterly entrance to Costco (nearest railroad tracks) as resident feels merging traffic is ignoring posted Right Turn Only signs and creating potential hazardous condition. To review Traffic Engineer feasibility report

DISCUSSION:

TE Siecke observed after his review of the field conditions, he believes the City is in compliance with MUTCD requirements for striping. The signage however is not correct. TE Siecke provided an aerial diagram with current signage and the proposed signage (see attached). It is recommended to remove the current 35 mph sign (R2-1) from its current location and replace it with the correct Right Lane Turns Right Ahead sign (W73A). It is recommended to remove the current Lane Ends sign (W4-2) and replace it with the correct 35 mph sign (R2-1). TE Siecke confirmed that it is not appropriate to add merging arrows to the trap lane.

RECOMMENDATION:

See attached TE Siecke aerial diagram with recommended changes:

- (1) remove 35 mph sign (R2-1) from its current location and replace it with Right Lane Turns Right Ahead sign (W73A);
- (2) remove Lane Ends sign (W4-2) and replace it with 35 mph sign (R2-1).

10:46 a.m. adjourned.

Attachment – TE Siecke Gladstone Aerial and MUTCD Lane Reduction information sheet