



**City of San Dimas**  
*Public Works Department*  
*Traffic Safety Committee*

**MEETING MINUTES**

**WEDNESDAY, JANUARY 15, 2014 at 9:30 A.M.**  
**COUNCIL CHAMBERS CONFERENCE ROOM, 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), Deputy Paul Alaniz (San Dimas Sheriff's Dept.), Tom Davis (BUSD), Paul Thomas (BUSD), Rhonda Abangan (Committee Secretary, Public Works Dept.)

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Senior Engineer Garwick called to order at 9:39 a.m.

**#01-14-01 ALLEN AVENUE AT BAYFIELD DRIVE (ALLEN AVENUE ELEMENTARY)**

REQUEST FROM D. MILLER, RESIDENT, to reevaluate and consider installing a painted crosswalk extending from the south side of Allen Ave to northeast corner at Bayfield Drive across the street from Allen Avenue Elementary due to Resident Miller's assertion of additional circumstances which may have been overlooked during the May 2013 review of this item.

**DISCUSSION:**

SE Garwick opened meeting with this item and advised the item has been reviewed and studied previously; however, resident feels there are perhaps some issues not being considered and gave TSC discussion floor to Resident Miller.

Resident Miller stated his law enforcement background and traffic enforcement knowledge. He stated that at one time there was a marked crosswalk at this intersection and believes when the street was paved, it was eliminated. He did not know why it was not put back in and could not locate any information on why the city would remove it. He stated he parks on Bayfield and walks his 2 children to school and he routinely sees cars not stopping and he sees parents dropping off kids who then cross the street. He stated the intersection at Lyford Drive is definitely well covered and identified, however, he wants the crosswalk painted back at Bayfield Drive. He said he has spoken to Chair Patel who read his concerns and was kind enough to put the item on the agenda. He stated the volume of traffic on Allen also comes from Ramona Middle School and that the east and west traffic is rather high during the peak school hours. He further stated he sees no reason to not have a marked crosswalk and said he has spoken with the school Principal and provided her letter of support for crosswalk. He stated a marked crosswalk would be a benefit and is tired of almost seeing kids get hit and that it appears most drivers do not realize you are supposed to stop at unmarked crosswalks. He continued he was not sure why it was taken out in the first place; and as far as he knows a hearing is supposed to be held for this type of action. He could not find any information regarding a hearing.

TE Siecke confirmed the review of the aerial photographs indicated this crosswalk was removed sometime in 1989 and for almost 25 years there has been no painted crosswalk at this intersection. As TE Siecke recalled the concern at that time was the crosswalk at Allen and Bayfield was too close to San Dimas Canyon Road. It was felt it was safer for the children to cross at the Lyford Drive intersection (approximately 300' east) because there are times when both the westbound and eastbound traffic backed up across Bayfield and parents and children tried to cross through the backup. TE Siecke noted there are several studies showing that some pedestrians have a false sense of security at painted crosswalks and tend to reduce their caution level. One study in particular (San Diego) indicated the accident rate within marked crosswalks was about 3 times higher than in unmarked crosswalks and it was these types of studies and information that was used in the decision to relocate the marked crosswalk to Lyford. TE Siecke cited there is more pedestrian protection at Lyford and it is only 300' from Bayfield. TE Siecke said he assumed Resident Miller lived on Bayfield when he read his letter. He indicated that he observed conditions at Bayfield and on this particular day only witnessed one student who

appeared to live in the cul-de-sac. The others were from vehicles parked on Bayfield. Except for one student, all were accompanied by adults. His fear is that if the City repaints the crosswalk, then parents would have a false sense of protection for the children and may be less likely to accompany them. He stated further the regulation of requiring hearings for crosswalk removal is relatively new and probably was introduced within the last 20 years (after the crosswalk was removed). TE Siecke stated his experience confirms the reluctance to add a crosswalk without a stop sign or traffic controls.

Resident Miller stated that most of the people that park in the Bayfield cul-de-sac have children in the lower grades and probably would not let those kids cross the street by themselves. He confirmed he lives on Eaglecliff. He believes since there is a west/east crosswalk on the north side of Allen (at Bayfield) that it makes common sense to add in the north/south crosswalk.

TE Siecke stated as per the MUTCD guidelines, painted crosswalks are typically used to direct students to the safest crossing points.

Resident Miller spoke of a time factor which is another issue as parents are trying to get to work on time, so time is of the essence. Sometimes parking on Bayfield and waiting for a break in traffic to walk their children across the street involves extra time. You have to factor in the 'wait' time.

Resident Ryba thanked everyone for coming and listening. He stated he often parks on San Dimas Canyon Road and walks along Allen to cross at Bayfield. He further stated his first issue regarding the crossing was with a woman driving from Ramona Middle School who apparently did not know it is legal to cross Allen at Bayfield and chastised him for crossing there. He stated that neither he nor Resident Miller wants a stop sign, but if that would help get a painted crosswalk, then he would like a stop sign. He completely supports a crosswalk. He also apologized for any miss quotes from attendance at last meeting. (Note: TSC was not aware or notified of miss quotes by Resident Ryba regarding May 2013 minutes.)

TE Siecke cited that the inattention of drivers as described by Resident Ryba reinforces the argument of not painting in the crosswalk as sometimes disregard the painted crosswalks.

Resident Miller observed that he has seen Sheriff's Civilian Volunteers at this intersection which would indicate there is some sort of a concern there. He knows we cannot afford a crossing guard for this location.

SE Garwick remarked at the end of the day if people obeyed the traffic laws it would be beneficial. The Sheriffs have been asked previously to patrol extra in this area.

TE Siecke commented we need to reshape the parents driving habits as he observed parents doing illegal maneuvers and is really concerned of putting children into that kind of "chaos" at this intersection.

Resident Ryba asked then why are we giving into the chaos; shouldn't we be eliminating it?

TE Siecke responded that we are not catering to the chaos, but parents should leave 10 minutes earlier in order to avoid the chaos.

Resident Ryba commented he would be the first one to petition or to come after whoever is involved in not putting up the crosswalk if someone does get hurt.

SE Garwick stated again what the City is saying is it is much safer to cross at a controlled intersection. Staff is making a decision that is based on studies and traffic engineering for the best possible scenario for a complicated location. A mid-block crosswalk has been determined to not be the safest.

SS Campbell added perhaps there needs to be some education at the school level – PTA, etc to train the parents.

Resident Miller stated he hated to burst anyone's bubble, but the lighting on San Dimas Canyon is also not bright enough. I know what the studies have said and people in this area would be more conducive to stopping if they were alerted.

TE Siecke said the point is that people are crossing at Bayfield as a convenience. Additionally, when the change was made, City was working with the school and had their cooperation at the time of the crosswalk removal.

Resident Miller stated he didn't realize it was that long ago and said things have changed since 1989; a lot of people have moved here and traffic has increased. He stated "he could not sit here and accept what you have to say". It is my opinion the crosswalk should be repainted.

SE Garwick restated City looks for the best in an imperfect set of conditions. The traffic engineering opinion is the safest resolution.

**RECOMMENDATION:**

1. Remain "As Is" – no added crosswalk
2. Request Sheriff's department for additional patrol checks

**#01-14-02 AMELIA AVENUE (SHULL ELEMENTARY)**

REQUEST FROM H. HOYNS, RESIDENT, to review and consider modification of curbside height at the northerly school parking lot entrance to improve the traffic flow at this entrance. Resident believes vehicles pull out into the traffic lane in order to make right turn into school driveway to avoid the high curbside thus nearly creating a collision between the cars entering driveway and southbound traffic.

**DISCUSSION:**

SE Garwick advised this item was reviewed onsite. BUSD representative indicated Shull Elementary is one of the biggest concerns with respect to traffic. Anything we can do for safety would be good. SE Garwick indicated for this request there may be some limitations due to the adjacent power pole in the way (as reviewed on the GIS map). It appears they are asking to expand the wing on the north side of the north side of this entrance.

BUSD Rep commented the driveway is already very wide and asked if this was request by a parent. SE Garwick said we can look at a different type of curb; a wing so essentially it allows for a better access however we believe we should lay it out and see what we have to work with. TE Siecke said we would still need to provide clearance from the pole.

BUSD Rep said he does not believe this is the solution or feasible. This would be more of a band aide, not a solution. The traffic at this school is very troublesome.

SE Garwick queried what if start times are varied; this could alleviate the congestion. It would seem that a lot of the congestion could be alleviated for the school by making some adjustments for the drop offs, but overall it could be beneficial. She further said that parents are referred to the City as it is a street issue; however, if the school district can analyze some of the operations for the school, we could go from there. Perhaps TE Siecke may have some ideas for discussion at another time.

BUSD Rep believes there were some previous ideas/plans about possibly making a drop off on Allen near the yard area. He will look into what some of the previous draft plans were. TE Siecke believes there have been previous ideas for solutions in the past.

**RECOMMENDATION:**

1. Item continued

**#01-14-03 SAN DIMAS AVE. (SC VELO BIKE RACE)**

REQUEST FROM STAFF, to review traffic control plan for the SC Velo group's event scheduled March 28-30, 2014. This event will close portions of San Dimas Avenue, Puddingstone Dr., Cannon Avenue and Walnut Avenue from 6:00am to 6:00pm.

**DISCUSSION:**

SE Garwick opened the discussion on this item by giving floor to Race Director Wiscovitch.

Director Wiscovitch submitted SC Velo's letter of explanation for the needed change to the Day 2 race course. Puddingstone Dam is under construction until April 2014 and in order for the race to succeed, the course will need to go through the park which will put the race at Via Verde and down San Dimas Ave to Puddingstone and make the turn going toward the Fairplex. Director Wiscovitch said they are contemplating deletion of Cannon from the course. Additionally, he said what is being proposed is not new, initially the course ran this exact route and somewhere in the 7<sup>th</sup> year or so, the course was changed. But as the dam is officially closed at this point, Right of Way Traffic Controls will propose modifications to the previous traffic control plans to make sure the City is amenable to the current proposed change (Via Verde to San Dimas Ave) and then next year return to the course as in the past several years.

SE Garwick asked if the race was looking to close northbound San Dimas Ave.

Director Wiscovitch said that they would be looking for assistance (similar to the other races that run through San Dimas) and asking Sheriff's to control the traffic as the racers proceed through the city. The racers would impact areas at about 5 to 10 minutes intervals. He did not have the time study yet, but advised he would share it when he received it. He stated if a rider gets lapped they would get removed from the race so there are hardly any stragglers in these races. The Bell lap is when the speeds ramp up. The highest speeds occur on Puddingstone Drive in La Verne. This portion will not change as the start/finish lines which are near the airport will remain the same.

SS Campbell asked about the groups that run, would there be a break in the afternoon.

Director Wiscovitch pointed out that historically one group has caught up to another group, however the race is very organized and they have help to watch so that does not occur. It's a very special race to watch. Director Wiscovitch also said he has met with the safety folks and asked them to get this done in the safest possible way. They would like to get the plans to the City as soon as possible. He said he only just received the email confirming the closure last week. He has reached out to the Tri Events race director as well for any ideas, but reaffirms there is a precedent for the proposed race route as it was the original race route for approximately 7 years. He believes the other races are not run in the same manner as their sanctioned event, so they have to do it right.

SE Garwick advised since there are no proposed plans at this point, we cannot approve the traffic control plans. Additionally this change must be brought before City Council for approval. Resident Ryba commented he lives along the course and it is very impressive to watch and confirmed it is done right.

Director Wiscovitch remarked they are not traffic people, and now use a traffic control company which has assisted them a great deal. The race has grown and they are the number one stage race in California. San Dimas has been put on the map. SC Velo's traffic coordinator worked with Right of Way Traffic Control company and so far it has been great and it is all about the safety of the riders.

SE Garwick advised that upon receipt of the proposed traffic control plan, Staff will need to meet to review/discuss at a separate meeting. Additionally because the race is now on San Dimas Avenue, this will have to go to Council.

Director Wiscovitch said that the traffic control company should have something to the city by today.

**RECOMMENDATION:**

1. Staff will review revised traffic control plans upon receipt

2. Staff to schedule meeting for review/discussion
3. Revised traffic route will need to be reviewed and approved by Council

NOTE: Over the course of completing TSC Minutes, it was confirmed that SC Velo received approval from the County to cross the Puddingstone Dam in Bonelli Park. Therefore traffic control plans from the previous 2013 races will be used with minor adjustments and reviewed by staff. No City Council review and approval is required.

Adjourned: 11:09am