



City of San Dimas
Public Works Department
Traffic Safety Committee

MEETING MINUTES

WEDNESDAY, JULY 23, 2014 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 Dept.), Shari Garwick (Senior Engineer, Public Works Dept.), John Campbell (Street Maintenance Superintendent, Public Works Dept.), Gary Bishop (Street Maintenance Supervisor, Public Works Dept.), Mark Miller (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.

#07-14-01 S/B WALNUT AVENUE AT PAYSON STREET INTERSECTION

REQUEST FROM G. FORD-MONTANO, RESIDENT, *to evaluate and consider installing 10-20' of red curb south of Payson on Walnut Avenue to eliminate perceived line of sight issue with parked cars. Resident contends it is difficult to make left turn from Payson onto south Walnut due to heavy populated use of Ekstrand Elementary's baseball fields.*

DISCUSSION:

Item reviewed during field inspection and on GIS. After review, Committee confirmed a potential line of sight issue could be apparent for vehicles traveling westbound on Payson due to parked cars on eastside curb when school is in session and/or baseball fields are in use. Typically cars tend to park to the end of the curb on Walnut Ave/Payson during the peak season. Vehicles making left turn onto southbound Walnut could have difficulty viewing oncoming traffic with the parked cars. Committee agreed the installation of red curb on southeast leg of Walnut Avenue, south of Payson Street would enhance this intersection.

RECOMMENDATION:

Schedule and install 20' of red curb on southeast leg of Walnut Avenue, south of Payson Street.

#07-14-02 5th AND WALNUT AVENUE

REQUEST FROM J. VAN LAAS, RESIDENT, *to review and consider installation of crosswalks at the intersection of 5th Street and Walnut Avenue. Resident recommends placing yellow crosswalks will enhance the pedestrian crossing at the current implied crosswalk locations.*

DISCUSSION:

Chair Patel introduced item and asked Ms. Laars if it would be fine with her for her item request to be heard after since it has similar characteristics as the Allen Avenue Elementary agenda item. After conclusion of Allen Avenue item Chair Patel shared that this intersection was previously studied by traffic engineer in 2003 and did not meet the warrants for a marked crosswalk at that time and since then nothing has changed in terms of traffic patterns, therefore merits no further review. He also hoped that Mrs. Laars now understands the unsafe conditions it may create upon hearing the findings and recommendations to be implemented at Allen Avenue Elementary School.

Mrs. Laars thanked committee and Ruth Smith, Willdan Engineering consultant for the Allen Avenue Elementary Parking, Circulation and Crosswalk Study report. She remarked it was very enlightening and also pointed out her husband submitted the traffic investigation request form to inquire of adding in an additional marked crosswalk on 5th Street. She stated further that the field review in the morning would be very different once school starts in August. She is aware of the speed feedback sign but feels it doesn't really help with the crossing at 5th Street as they have witnessed a few accidents and parents who send their kids across the street.

Chair Patel pointed out we have learned that education is the key. The safety begins with the partnership between the parents and school. He reaffirmed upon review this intersection did not meet the warrants for a marked crosswalk at this time. He also stated the marked crosswalk at Juanita Avenue/Walnut provides for a safer crossing. Staff will also ask

Ekstrand Elementary to educate their parents/students for crossing safety. Additionally the red curbs on Walnut are meant as loading/unloading zones.

RECOMMENDATION:

Request does not meet the warrants to install a marked crosswalk on 5th Street at this time.

#07-14-03 KITTERING ROAD/OAKENGATE DRIVE/WINDERMERE DRIVE

REQUEST FROM J. VAN UNEN, RESIDENT, *to review and consider installation of 25mph signage at four points within HOA to remind vehicular travelers of speed limit.*

DISCUSSION:

Committee reviewed item onsite during field inspection. Committee determined the area could be enhanced by the addition of 2 speed limit signs at the entrance to the HOA to remind residents of the speed limit within a residential neighborhood.

RECOMMENDATION:

Install 2 speed limit signs at each entrance to HOA, south of Cypress Street: one near property line at 809 Windermere Drive and one near property line at 807 Kittering Road.

#07-14-04 TERREBONNE AVENUE

REQUEST FROM G. GARGIA GONZALEZ*, RESIDENT, *to review perceived speeding on Terrebonne Avenue and tailgating from Foothill Blvd to Golf Course entrance.*

DISCUSSION:

Please see discussion for continued item #05-14-10.

RECOMMENDATION:

To be continued. This item to be included with traffic engineering study of Terrebonne Avenue from San Dimas Golf Club exit southbound to San Dimas Avenue including Whitebluff Drive intersection, TSC item #05-14-10.

*CORRECTION

#07-14-05 SAN DIMAS AVENUE/AVENIDA FERNANDO

REQUEST FROM J. MARGIS, RESIDENT, *to review request to remove Right Lane Must Turn sign at the corner of San Dimas Avenue and Avenida Fernando.*

DISCUSSION:

Committee reviewed item during field inspection. Committee determined the area could be enhanced by the removing one of the Right Lane Must Turn signs altogether and reinstalling the remaining sign on the existing light post therefore streamlining the signage at this intersection and clearing any line of sight concerns or congestion.

RECOMMENDATION:

Consolidate the signage – remove both signs on poles and install one to the existing street light post.

#07-14-06 VALLEY CENTER S/O CIENEGA AVE

REQUEST FROM K. WARD, RESIDENT, *to review and consider request to install additional No Church Parking signs along east side of Valley Center south of Cienega Ave up to train tracks (Tudor Street) to discourage St. John's church patrons from parking along Valley Center.*

DISCUSSION:

Committee reviewed item onsite during field inspection. It was established the existing No Church Parking signs were installed as a courtesy (non-enforceable) for the CCV church in partnership with their continued request for their patrons to be mindful of residents within the area. It was noted the agenda notification to St John's Church was returned. Staff will re-notify the church of the concern with respect to parking and request their assistance in requesting their parishioners to be considerate of the residents on Valley Center when parking. It was also discussed to request feedback from the other neighbors along this location for their input as well.

RECOMMENDATION:

1. Staff to re-notify St. John's church regarding TSC concern & request their assistance to be good neighbors
2. Contact residents on Valley Center to request their input for No Church Parking signage

#07-14-07 ALLEN AVENUE ELEMENTARY (BAYFIELD DRIVE)

REQUEST FROM STAFF, to review consultant's *Allen Avenue Elementary Parking, Circulation and Crosswalk Study* in regards to previous TSC Item #01-14-01–Allen Avenue at Bayfield Drive (Allen Avenue Elementary) which requested installation of painted crosswalk extending from the south side of Allen Ave to northeast corner at Bayfield Drive across the street from Allen Avenue Elementary. Outside consultant review approved by City Council at the March 25, 2014 meeting.

DISCUSSION:

Chair Patel provided the history of this item for new Traffic Engineer Mark Miller. He advised this item was a request to reinstall a marked crosswalk at the Allen Avenue/Bayfield Drive intersection which was reviewed several times 2013 and was brought before the Council in January 2014 to appeal the Traffic Safety Committee's decision by a resident. In March 2014, the Council upheld the TSC decision, but appropriated funds to have an independent traffic engineer consultant study circulation, parking and the crosswalk for possible enhancements. Chair Patel stated the crosswalk at Allen Avenue/Bayfield had been removed approximately 25 years ago and relocated to Lyford Drive based on a review of this area at that time and due to the proximity of San Dimas Canyon Road and congestion it caused which probably prompted the review and relocation at that time. He then turned the discussion over to Ruth Smith from Willdan Engineering for presentation of the *Allen Avenue Elementary Parking, Circulation and Crosswalk Study*.

Ms. Smith said one of the first things they did were the traffic counts at the 4 intersections and only counted the students crossing. (See Exhibits 4 and 5 of the Study for the volume counts). She also commented that mid-block crossing were also counted. The data was collected through cameras pointing to the intersection and also via hand counts. The cameras did show parents guiding students to cross at the mid-block crossing. Ms. Smith stated the collision history was studied for the last 5 years using SWITRS from the Highway Patrol's state wide database. There were a total of six traffic accidents during this period, and only 1 occurred within the study area (an apparent rear-end collision). The study also showed conflicts with the traffic crossing at the unmarked crosswalk and revealed the vehicle traffic usually stopped at the marked crosswalk at Lyford. Further, Bayfield/Allen Avenue is kind of an oddball, offset intersection which does not make for a good situation for anyone to cross the street because there are people coming from different directions and because it is offset, the drivers have more things to grab their attention and not focus on anyone crossing the (unmarked) street crosswalk.

Ms. Smith pointed out the difference between jaywalking and mid-block crossing. The study also summarizes crosswalks, (marked or unmarked) and confirmed they exist at every intersection unless otherwise prohibited, and pedestrians have the right-of-way when within a crosswalk; and pedestrians do not have the right-of-way when outside of a crosswalk, and it is illegal to cross between adjacent signalized intersections.

In summary, Willdan Engineering does not recommend the crosswalk to be reinstalled at Bayfield Drive. The crossing at this location was deemed as a matter of convenience. Painting the crosswalk back in would not solve any of the issues brought forward. It is apparent the Bayfield intersection was moved because there were problems with it many years ago. The recommendations are detailed in Exhibits 6 & 7 of the Study. In short they are as follows:

- Install No Pedestrian Crossing sign with Use Crosswalk sign on Allen Avenue at Bayfield Drive (facing north and south). This is to discourage parents from guiding their children to cross at these locations. These are not good locations to cross Allen Avenue due to their close proximity to San Dimas Canyon Road.
- Install red curb on the east/west sides on Bayfield Drive from Allen Avenue to the first driveways for intersection clearance.
- Convert existing red curb on the south side of Allen Avenue between San Dimas Canyon Road and 1st school driveway to a combined "No Parking, 8:30am to 2:00pm/Passenger Loading 7:30 to 8:30am & 2:00 to 3:30pm School Days Only" zone and retain red curb at both ends of the section for intersection and driveway clearance. This would provide an additional drop-off area to be used instead of parking on Bayfield Drive. Crossing a street would not be necessary. This would be installed on a trial basis.
- Convert existing "No Parking, 7:30am to 3:30pm School Days" zone on the south side Allen Avenue in between the school's driveways to a combined "No Parking, 8:30am to 2:00pm/Passenger Loading 7:30 to 8:30am & 2:00 to 3:30pm School Days Only" zone and install red curb at both ends for driveway clearance. This would allow the section to be legally used for school drop-off and pick-up. This would be installed on a trial basis.
- Install a "Passenger Loading, 7:30 to 8:30am & 2:00 to 3:30pm School Days Only" zone on the east side of San Dimas Canyon Road from Allen Avenue to school maintenance driveway, with red curb at each end for intersection and driveway clearance. The addition of

marked and signed parking zone would encourage parents more to drop off and pick up at this location instead of parking on Bayfield Drive. Parents and students could use the school pedestrian gate on San Dimas Canyon Road with no need to cross a street.

- Install No U-turn signs with “This Block” plates on the south side of Allen Avenue to discourage those from making mid-block U-turns on Allen Avenue.
- Reduce vehicle encroachment into the existing marked crosswalk on the east leg of Allen Avenue at Lyford Drive by installing a stop bar 4 feet in advance of the crosswalk.

Resident Miller advised he came to the meeting only so he could get a copy of the report and then come back at a later date to speak on the report. Resident Miller indicated he received the Agenda notice late due to the error on the address label.

Chair Patel stated Resident Miller could receive a copy of the report, but noted going forward the report and its recommendations will be presented to Council on August 12th for their review with anticipation of implementing said recommendations before 1st day of school. Additionally, Resident Miller, Resident Ryba, Allen Avenue Elementary's Principal and the approximate 109 residents who signed the Allen Avenue petition will receive a notification of the recommendation which will be reviewed at the Council Meeting.

Ms. Ruth stated that traffic safety cannot be improved by engineering alone. It takes a partnership, represented by the “4 E’s” of engineering, enforcement, education and encouragement. Everyone can play a part in education and encouragement, but it’s most likely to come from home and school. If parents are crossing the students at mid-block this is an example of parents not being good role models.

Chair Patel recapped the Willdan Engineering traffic engineering study confirms the request to reinstall the marked crosswalk did not meet the required warrants. He also stated he appreciated the recommendations, some of which are for a trial period to give parents/students/Staff an opportunity to see if they will make an impact during the first few months of the upcoming school year and will allow Staff to make any changes during the school winter recess. Staff will work towards encouraging the school to give their parents the necessary information about these recommendations for their own education.

RECOMMENDATION:

1. To accept and approve Willdan Engineering’s recommendations as outlined in the July 24, 2014 *Allen Avenue Elementary Parking, Circulation & Crosswalk Study Report* as submitted.
2. Staff will present the recommendations to City Council at the August 12, 2014 meeting for final approval & implementation. (See attached report)

CONTINUED ITEM(S):

#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.* Note: BUSD confirmed there are no alternatives for this request and this item is considered closed.

DISCUSSION:

Chair Patel opened item for discussion indicating the school district did not have any alternative findings for this item. Resident Hoynes stated she believes this is not a school issue and she sees the principal and teachers directing traffic on a daily basis. She has damaged her vehicle entering the school parking lot & believes many other parents have as well. She believes that it is a “simple fix” to cut into the curb. She believes it’s a City issue and not the school as the issue is within sidewalk/driveway. Parents, who are in line to enter the drop-off zone, veer to the left and into the southbound Amelia through lane, in order to give themselves enough clearance of this corner to pull into the driveway. She believes it will not cost very much to Band-Aid this situation. She stated the staff at Shull is amazing and what they have done with the pick-up/drop-off zones is amazing.

Chair Patel pointed out the current circulation zones for the school were created by the City’s engineering staff. Staff has also previously proposed the creation of a pick-up/drop-off zone at the north end of the ball field.

Resident Hoynes repeated her belief it is a very minor construction and feels is doable by the school start date of August 18th.

Chair Patel asked Committee if they recalled measuring the area during the previous field inspection and stated further to make it an effective Band-Aid the pole would have to be moved. SE Garwick confirmed it had been measured and the field inspection van also made the right turn into the parking lot. She further noted it is already a very wide driveway, but not wide enough for 2 cars to enter at the same time.

Resident Hoynes suggested if 2 cars entering the Amelia driveway from the north and south at the same time it could create a collision. She also said she has seen Sheriffs presence out there, but feels they could be directing the heavy traffic instead. She believes the concern at this corner can be resolved by the City.

Chair Patel suggested revisiting this item during the upcoming school session and reviewing if there is a solution. The review period should be after the first few weeks of the school year.

RECOMMENDATION:

Continue this item for further review.

#05-14-03 COVINA BLVD W/O SAINTS COURT

REQUEST FROM STAFF, *to re-evaluate the current posted restriction signage in front of school to reflect 8:30am start time.* **To review restriction signage in front of school.**

DISCUSSION:

No discussion required.

RECOMMENDATION:

No change to signage recommended as construction is complete.

#05-14-06 SAN DIMAS AVENUE AND BASELINE ROAD

REQUEST FROM T. HAJJAR, RESIDENT, *to evaluate this intersection for possible installation of 4-way stop signs and/or signal light as resident believes the westbound/eastbound Baseline Road vehicle traffic impedes the north/southbound San Dimas Avenue traffic causing near miss accidents.* **To be continued – will need to review Traffic Engineer's study/findings at the November TSC meeting.**

#05-14-07 SAN DIMAS AVENUE NORTH OF BASELINE ROAD

REQUEST FROM T. HAJJAR, RESIDENT, *to evaluate and consider installation of red curb on San Dimas Avenue north of Baseline Road on eastside. Resident believes there are line of sight issues when vehicles are parked on east side of San Dimas Avenue for the vehicles traveling west on Baseline Road making a left turn and cannot adequately estimate the San Dimas southbound traffic when making a left turn.* **To be continued – this study to be completed with the above item.**

#05-14-10 TERREBONNE AVENUE (BETWEEN SAN DIMAS GOLF COURSE & SAN DIMAS CANYON RD)

REQUEST FROM I. CRUZ, RESIDENT, *to review and consider installation of stop sign near the exit of Golf Course and/or near intersection of Terrebonne Avenue & Whitebluff Drive to slow north/southbound traffic.* **To be continued – will need to review Traffic Engineer's study/findings at the September TSC meeting.**

DISCUSSION:

Chair Patel opened discussion to Terrebonne residents. Resident Jack stated he wanted to advise the winding road on Terrebonne is the concern he has as there is only about 4 seconds to review and back out of the driveways. He believes there have been many accidents in the last few months; probably 6 accidents and they may be alcohol related from the golf course. In his opinion he knows about 58 people who have expressed interest in wanting something done with the speeding on Terrebonne. Chair Patel asked what do you think the solution is?

Resident Jack said he does not believe the speed humps will work due to Safety personnel's (fire/police) requirements in the event of an emergency. He knows the police are monitoring due to the speed feedback machine currently located on Terrebonne. He believes if there is a police unit with a radar gun that would definitely work on the speeders. He believes

there are too many accidents and they are due to negotiating the hill which is not meant for fast speeds. He stated he goes no faster than 35mph because he saw a cop once. Driving the speed limit is what is creating the tailgating which he knows nothing can be done about the tailgating. Deputy Alaniz suggested he will put in another patrol request and include radar. SE Garwick asked what time of day is this speeding generally happening. Resident Jack indicated mostly evenings, but it is random.

Resident Gonzalez remarked he wanted to start at the end. He suggests the all the golf course traffic should be removed from Terrebonne as it seems they (golfers) are always in a hurry. His ultimate goal would be to remove them permanently from Terrebonne and create a road via the utility road at the bottom of golf course. Per Resident Gonzalez people do not understand it's a neighborhood. He confirmed the recent speed feedback sign was on Terrebonne, but inquired where is the follow up information? What were the results? He believes the speed feedback sign was a warning to speeders, but now the follow up is required before someone gets hurt.

Chair Patel confirmed the access route Resident Gonzalez mentioned is outside the jurisdiction of the (TSC) committee. What can be reviewed is the accident history for Terrebonne and we will have the Sheriff's department collect the data for review. Chair Patel has given the new Traffic Engineer (Mark Miller) direction to see what additional measures can be used to enhance the safety on Terrebonne Avenue. Additionally, speeding is the responsibility of the driver. There are those few who do not adhere to the driving rules. We will have TE Miller report on his investigation at the September TSC meeting. Resident Jack suggested stop signs are helpful to which Chair Patel responded stop signs are not always the answer as they can create a false sense of security.

RECOMMENDATION:

Item to be reviewed by Traffic Engineer for feasibility of traffic control measures on Terrebonne from the golf club exit to San Dimas Avenue with a review of Terrebonne/Whitebluff intersection (TSC item #05-14-10).

Meeting adjourned at 10:58 a.m.

Attachment: Willdan Engineering - Allen Avenue Elementary Parking, Circulation & Crosswalk Study Report