

**CITY OF SAN MARINO
TRAFFIC COMMISSION
NORTHWEST AREA INITIAL TRAFFIC
CALMING PLAN MINUTES**

June 20, 2011

7:00 p.m.

Crowell Public Library, Barth Room
San Marino, CA 91108

I. CALL TO ORDER: Vice Chairperson Coupe called the meeting to order at 7:00 p.m.

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL:

Commissioners Present: Eileen Hale, James Coupe, David Swarts, Alan Lin, Tony Fung, and Alternate Hunter Chang

Commissioners Absent: None

City Officials Present: Assistant City Manager Collins, City Traffic Engineer Erik Zandvliet, Police Chief Schaefer, and Council Liaison Richard Ward

IV. PRESENTATION AND DISCUSSION RE NORTHWEST AREA INITIAL TRAFFIC CALMING PLAN – EL MOLINO AND LOS ROBLES

Assistant City Manager Collins (ACM Collins) thanked everyone for attending the meeting. She gave some brief background information on how the traffic calming plan has developed since July 2010. She stated that the purpose of the meeting was to review El Molino and Los Robles in terms of the Northwest Traffic Calming Plan. She stated that the idea of the study started about one year ago when the Traffic Commission heard concerns of residents regarding traffic in the northwest part of the City, including Garfield, Oak Knoll, El Molino and Los Robles. She gave an overview of the workshop held on February 28, 2011, where residents generated lists of goals, concerns and solutions regarding traffic on the four streets. She stated that the lists were given to Erik Zandvliet, Traffic Engineer, who developed a draft traffic calming plan which he would present this evening. She added that the plan was also reviewed by an independent traffic engineer who made suggestions and comments which were incorporated into the draft plan.

ACM Collins reviewed the future steps in the plan. She stated that City staff would take input from the residents present at this evening's meeting and the June 13, 2011 meeting

and develop a final plan, and present the final plan to the Traffic Commission in September 2011. She stated that the Traffic Commission would either accept or reject the plan, make a recommendation regarding the initial traffic calming plan to the City Council for their October 12, 2011 meeting. She stated that if the plan is approved, the content of the plan would be implemented using \$98,000 of restricted funds which have been budgeted for the traffic calming plan. She stated that once the measures are implemented, there will be a three to six month review of how well they are working or not working, and if more advanced measures need to be implemented, they would be considered at that time. She added that the Traffic Commission's long term plan is to recommend to the City Council a citywide goal of traffic management to move traffic to the appropriate streets. She concluded by introducing Traffic Engineer Zandvliet.

Traffic Engineer Zandvliet presented the draft traffic calming plan with the aid of a PowerPoint presentation. He stated the goals of the plan as addressing traffic issues on all streets without moving traffic from one street to another, not redistributing traffic evenly among all four streets, and developing a master plan that addresses traffic reduction, speed safety and beautification. He reviewed the background of the process and stated that they are on Step 6 of the plan, which is "Neighborhood meeting to develop test measures." He continued by listing steps in the future.

Traffic Engineer Zandvliet showed a slide of a feedback loop. The slide is included on page 3 of the "Northwest Area Initial Traffic Calming Plan," a printed report which was made available to all who attended the June 13, 2011 and June 20, 2011 meetings. He reviewed steps one through five, discussed the current step six, and briefly highlighted the future steps.

Traffic Engineer Zandvliet reviewed the plan elements, discussing measures that can be taken to calm traffic. He explained general calming measures which are used for dampening down the speed or recklessness of drivers at all hours. He discussed peak hour measures which are for problems occurring only during peak traffic hours. He explained independent measures for individual streets versus combined measures used throughout an entire neighborhood. He described the plan as "progressive" because it is dynamic and will continually change as more information is received. He stated that once the initial measures are implemented, an evaluation of them will take place and a decision will be made as to whether or not to make the measure permanent, move it, modify it, or add to it. He described advanced measures and stated that the plan would start with initial measures that are less expensive and easily changed. He stated that once the measures are implemented, there would be a three to six month evaluation period, where measures can be left along, changed or removed depending on effectiveness.

At 7:15 p.m. Chairperson Hale entered the meeting.

Traffic Engineer Zandvliet stated that the second phase of the plan would be advanced measures. He explained that advanced measures are more costly to implement and become a capital project which require bids, designing, and engineering.

Traffic Engineer Zandvliet reviewed the workshop results for El Molino Avenue from the February 28, 2011 workshop. He showed the chart outlining Primary Concerns and Primary Goals. He went on to outline the Initial Traffic Calming Measures. The slide was also made available to the residents attending in the printed report under the section entitled "El Molino."

Traffic Engineer Zandvliet described the first traffic calming measure as placing "4-way stop signs at Plymouth." He explained the objective of the calming measure and the potential consequences. He asked if there were any questions regarding the 4-way stop signs at Plymouth. A resident had a question regarding whether or not a 4-way stop was "warranted" at Plymouth according to CalTrans standards. Traffic Engineer Zandvliet responded that, according to the City of San Marino warrants, the stop is justified.

Traffic Engineer Zandvliet stated the next initial calming measure for El Molino as "2 Hour Parking and Resident parking permits north of Mission." He discussed the objective, consequences and estimated cost associated with the measure. A resident asked about ticketing employees parking on El Molino. He also discussed the danger of cars and delivery trucks entering the alley and finding it blocked and having to back out. The resident stated that he is in favor of resident parking permits. Another resident commented that it might be helpful to have limited hours of delivery to the Mission businesses. Traffic Engineer Zandvliet commented that an area of the alley might be designated for deliveries. A resident commented that the delivery trucks park on the north side of the alley but if they parked on the south side, it would be helpful. Another resident commented that parking permits should be issued to residents on Los Robles and South Euclid if they are issued to residents on El Molino.

Traffic Engineer Zandvliet explained the next measure as a "No Left Turn restriction 6-9 a.m., 3-7 p.m. for northbound traffic at Old Mill." He explained that another would be placed on Los Robles in the opposite direction during the same hours. He explained the objective, consequences and cost as outlined on the chart in the printed report. A resident asked if a speed bump might work well there instead of the no left turn sign. Traffic Engineer Zandvliet responded that the movement the City observed were left turns onto Old Mill and moving on to El Molino. He stated that it was the best way to address the problem. He added that the hassle of a speed hump midway on Old Mill might discourage drivers from taking that route. A resident asked if the City has had success with turn restrictions on other streets. Traffic Engineer Zandvliet responded that he has had success and it is fairly easy to implement. The resident asked if the Traffic Commission had discussed blocking off the street. Traffic Engineer Zandvliet commented that it had not been discussed but it would take a change in the City Circulation Plan.

Traffic Engineer Zandvliet described the next measure as "Mobile electronic speed awareness sign at Winthrop Rd. (Northbound)." Following his explanation of the measure, there were no questions from the residents.

The next measure described was “Stop sign enforcement.” A resident commented on the lack of enforcement of the 5 mph in the alley. He suggested speed bumps just after the stop sign and in the middle of the alley.

Traffic Engineer Zandvliet explained the next calming measure for El Molino as “High visibility crosswalks at Mission.” Following his explanation of the objective, consequences and cost of the measure, there were no questions from the residents.

The last measure for El Molino explained was “Install street lighting (on wood poles between Mission and Wilson).” A resident asked if the City had considered solar powered lights. Traffic Engineer Zandvliet responded that solar would be more expensive due to maintenance and batteries but that LED lighting would be a good option.

The PowerPoint presentation continued with a graphic of a map showing the initial measures, followed by a slide showing an aerial photo of Old Mill with the no left turn signs. A resident who lives at Winthrop and El Molino commented that two of the measures affect her driveway. She stated that her concern was getting out of her driveway if a stop sign is installed at the intersection. She commented that the timing of the light at Granada works to give people time to get out of their driveways. A resident highlighted a past study conducted by a traffic engineer. He mentioned the issues of traffic shifting and diverting traffic to Los Robles. He discussed Measure R and other taxes residents have paid that should be available for traffic calming projects. Traffic Engineer Zandvliet thanked the resident for his comments and closed discussion of El Molino.

Traffic Engineer Zandvliet continued with his PowerPoint presentation with a chart outlining the initial traffic calming measures for Los Robles. The chart was also made available to residents in the printed report in the section entitled “Los Robles.” He discussed the primary concerns and goals which were generated at the February 28, 2011 workshop.

The first initial calming measure explained was “Install solar-powered red beacons on stop signs at Ashborne/Winthrop.” A resident commented that she did not think the sign with red beacons was called for according to the issues raised. Another resident who lives at the intersection stated that she believes it is a good idea to have the flashing red beacons because she sees a lot of people rolling through the stop sign or skidding because they see it at the last minute. The Traffic Engineer commented that if residents are not in favor of the red beacons, a larger stop sign might be a good solution. Another resident commented that an officer parked there for a couple of weeks might deter drivers from running the stop sign. Another resident commented that he would be in favor of a larger stop sign.

The next calming measure highlighted by Traffic Engineer Zandvliet was “Directional signs at Huntington/Atlantic/Garfield.” A resident commented that signs directing

drivers to the 210 freeway would be a good idea in order to cut down on traffic in the residential neighborhoods. A resident asked if the City of San Marino needs the permission of other cities to put up such signs. Traffic Engineer Zandvliet responded that Alhambra is supportive of the City putting up the directional signs at that intersection. Another resident commented about balancing the timing of the signals to control the inflow of traffic into Los Robles. A resident discussed the three lanes merging and the need to reverse that, along with eliminating the second lane in order to slow down traffic coming into Los Robles. She also commented on Alhambra controlling traffic on Atlantic before it gets to the intersection at Huntington. There was discussion between a resident and the Traffic Engineer about traffic being diverted to Los Robles. Traffic Engineer Zandvliet commented that the goal is to keep traffic on the main streets and off of residential streets. There was discussion about the effect of road construction on Fair Oaks on San Marino residential streets. Traffic Engineer Zandvliet commented that the City meets with neighboring cities every six months to discuss traffic issues. A resident mentioned the future traffic calming plans for Fremont, and commented that the City needs to develop a defensive plan before construction starts on Fremont.

The next calming measures reviewed was “Electronic speed awareness sign south of Marengo (Southbound)” and “Electronic speed awareness sign north of Plymouth (Northbound).” There were brief comments regarding such signs in Pasadena that never seem to be on.

Traffic Engineer Zandvliet highlighted “Flashing Red traffic signals during off-peak periods at Monterey and Wilson” as the next traffic calming measure on Los Robles. There was discussion about off-peak hours and the Traffic Engineer stated that the hours would depend on what the residents want. A resident commented that she would not want anything that would cause back up. She stated that she would like to get the cars through smoothly and safely.

“Countdown pedestrian signals at Mission St.” was the next initial calming measure discussed for Los Robles. There were no comments by the residents.

Traffic Engineer Zandvliet described the next calming measure, “Prohibit northbound left turn at Marengo Ave. 6-9 am, 4-7 pm.” A resident commented that she felt the traffic should be able to continue up to Marengo. Another resident commented that it would inconvenience him greatly, along with the no left turn restrictions at Old Mill. The resident commented that he would be in favor of cutting Old Mill off at Los Robles and making it a cul-de-sac. A resident commented that there is room for a left turn lane on northbound Los Robles at Marengo. The Traffic Engineer commented that the left turn lane might increase traffic on Los Robles because there would be one less stop which would make it a faster drive.

Traffic Engineer Zandvliet discussed “No Left Turn restriction 6-9 am, 4-7 pm for southbound traffic at Old Mill” as an initial calming measure for Los Robles. There were no comments from the residents. He discussed “Install street trees” as a calming measure

which would slow traffic because drivers feel that they have less visibility. He then reviewed “Targeted enforcement” as a calming measure. There were no comments from the residents.

The final calming measure discussed by Traffic Engineer Zandvliet was “Change codes to allow shared circular driveways in front setback.” A resident commented that one of her neighbors has a circular driveway but the other neighbor was denied a circular driveway by the City Council due to the location of a palm tree. She commented that she felt the City should be more lenient and considerate of the residents on Los Robles in terms of allowing circular driveways. Traffic Engineer Zandvliet commented on “turfcrete” which looks like grass and can be built into a lawn so that one can drive on it and turn around in order to exit the driveway in a forward manner. Another resident commented that she does not like the idea of circular driveways and believes it is lowering the City standards. A resident asked if the City could re-consider dips and speed bumps. The Traffic Engineer responded that it would be brought to City Council when the Citywide Traffic Plan is presented. There was discussion about dips being for drainage but might also be used for traffic calming purposes.

Traffic Engineer Zandvliet showed a graphic of a map with the initial calming measures. A resident asked about the relative percentage of traffic coming up Los Robles from Atlantic or Huntington. The resident commented on the idea of having no left turns along Huntington to keep the traffic moving down to Santa Anita or another main street. The Traffic Engineer responded that Los Robles carries about ten percent of the traffic. The next slide was an aerial photo of the intersection at Huntington Drive. A resident commented that it might be a good idea to add trees to the median and make the opening look smaller at Huntington and Los Robles. Another resident commented on building out and reducing the second lane.

Traffic Engineer Zandvliet explained the follow-up steps as taking the information gained from discussions at the June 13, 2011 and June 20, 2011 meetings and finalizing a plan with the Traffic Commission. He added that the City Council would meet in October 2011, where residents will have another chance to discuss the plan. He stated that they would start pursuing some advanced measures. He stated that the design and engineering would take place in October, November and December, with implementation of the measures at the beginning of the year. He explained that they would be evaluating the measures during the first three to six months of implementation, and change or remove any measures that are not working. He concluded by stating that staff would be working on a more advanced, comprehensive plan for traffic in San Marino.

ACM Collins commented that during the meeting with Alhambra and South Pasadena, the City was told that there would be no lane reductions on Fair Oaks. She added that they plan on meeting again once the three cities’ budgets are passed. She continued, stating that when they met, there was no plan of beginning work on the Fremont project, as they did not have funding for the project.

Traffic Engineer Zandvliet gave copies of correspondence received during the week from K.T. Chua and Charles Stewart Clark. He encouraged the residents to send in emails or letters if they had any further thoughts or comments.

Vice Chairperson Coupe adjourned the meeting at 9:02 p.m.

Respectfully submitted,

JAMIE CORTEZ