

**CITY OF SAN MARINO
TRAFFIC ADVISORY COMMISSION
MINUTES**

September 19, 2011

7:00 p.m.

Crowell Public Library, Barth Room
San Marino, CA 91108

I. CALL TO ORDER: Chairperson Hale called the meeting to order at 7:06 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, Captain Tim Harrigan, and Council Liaisons Richard Ward and Eugene Sun

IV. NEW BUSINESS

1. Approval of Action Minutes from the April 18, 2011 meeting.
2. Approval of Minutes from the June 13, 2011 meeting.
3. Approval of Minutes from the June 20, 2011 meeting.

Commissioner Swarts moved to approve the Action Minutes from the April 18, 2011 meeting, Minutes from the June 13, 2011 meeting, and the Minutes from the June 20, 2011 meeting; second by Commissioner Coupe. The motion carried unanimously.

4. Northwest Calming Plan

Assistant City Manager Collins (ACM Collins) gave the staff report. She stated that the purpose of the meeting was to review the final Northwest Traffic Calming Plan, and for the Traffic Commission to make a recommendation to send to City Council for adoption of the plan. She gave a brief history, highlighting that the Traffic Commission directed staff to begin working on a plan for Garfield, Oak Knoll, Los Robles, and El Molino. She stated that the goal of the plan was to not relocate traffic from one street to the next and to reduce speed and increase safety. She reviewed that the residents had developed the plan during the process of three public workshops, in addition to surveys in the

affected neighborhoods. She explained that the City Traffic Engineer and an independent traffic engineer had reviewed the information which led to the plan being presented at the current meeting. She stated that the City Council had approved \$98,000 in restricted funds to use towards the initial calming measures. She added that the City Manager has given the City Traffic Engineer the go ahead to look at the intersection at Huntington, Garfield, Atlantic, and Los Robles. She stated that the Traffic Commission had approved staff moving forward on developing a citywide traffic management plan. ACM Collins concluded her report and introduced Traffic Engineer, Erik Zandvliet.

Traffic Engineer Zandvliet reported that the plan being presented would be an initial step forward. He presented the initial traffic calming measures with the aid of a PowerPoint presentation. He reviewed the goals of the plan, highlighting that the goal is not to re-direct traffic to other streets. He reviewed the study streets, including El Molino, Garfield, Oak Knoll, and Los Robles. He reviewed the nine steps of the process, stating that seven of the steps had been completed at this point. He highlighted the workshop process and the survey that was sent out to the residents. He stated that if the initial traffic calming plan is approved tonight, it will go to City Council for approval, and the measures will be implemented in the winter.

Traffic Engineer Zandvliet reviewed the feedback loop associated with the process. He stated that by listening to feedback, the plan will be continually improved. He stated that the plan includes taking progressive steps, rather than very large steps initially. He added that the initial measures are easy to implement, with less risk of diverting traffic to different streets and there are less consequences for drivers. Traffic Engineer Zandvliet stated that this evening the Traffic Advisory Commission would be coming up with recommendations to put forward to City Council for approval.

Traffic Engineer Zandvliet reviewed the August resident survey results. He stated that thirty-five possible measures were included in the surveys. He stated that the City received 76 responses from residents; 25 from El Molino, 7 from Garfield, 32 from Los Robles, and 12 from Oak Knoll residents. He added that the surveys included an opportunity for residents to submit their ideas or input in writing.

Traffic Engineer Zandvliet reviewed the survey results for El Molino Avenue. He stated that the traffic calming measures with unfavorable survey results would not be considered because the City does not want to impose unwanted traffic calming measures on the residents. He highlighted the measures that had favorable responses in the El Molino resident survey. He described each measure and its objective, and potential consequences.

A resident asked for clarification about who was surveyed about El Molino. Traffic Engineer Zandvliet responded that only the residents on El Molino were surveyed about El Molino.

A resident asked if Item 2 could be open for discussion, noting that the survey results of the item were 50% - 50%, and might have different results if the residents north of Mission and south of Mission were surveyed separately. Traffic Engineer Zandvliet responded that the item could be considered and discussed.

A resident commented that they did not think that the mobile speed awareness signs and high visibility crosswalks would work. Traffic Engineer Zandvliet responded that past results show that the two calming measures do work.

A resident commented on a good location to place the mobile speed awareness sign on El Molino. Traffic Engineer Zandvliet responded that the sign would only be in one place for about a month, and then moved.

A resident asked about using the sign at night. Traffic Engineer Zandvliet responded that the sign can be used at night and that the lights can be dimmed and that the lights only focus forward so light would not bother residents from the side of the sign.

A resident asked how many mobile signs the City owns. Traffic Engineer Zandvliet responded that the City does not own any but would purchase some with the restricted funds.

Traffic Engineer Zandvliet showed a graphic of a map displaying the initial traffic calming measures.

Traffic Engineer reviewed the resident survey results for the calming measures for Garfield Avenue. He highlighted the calming measures that had favorable survey results. He then showed a graphic of the calming measures for Garfield Avenue on a map. He asked if there were any questions about the Garfield Avenue calming measures. There were no questions from residents.

Traffic Engineer Zandvliet reviewed the survey results and highlighted the favorable calming measures for Los Robles. He showed a graphic of the calming measures on Los Robles.

A resident asked about the funds that have been approved and how much speed awareness signs would be. Assistant City Manager Collins responded that staff had met with a vendor who quoted a price range of \$2,500 to \$5,000.

A resident clarified that the \$98,000 is for all four streets. Traffic Engineer Zandvliet confirmed her clarification.

Traffic Engineer Zandvliet continued by reviewing the resident survey results for Oak Knoll. He stated that nine residents had submitted a petition regarding calming measures 28 and 29, restriping the intersection at Oak Knoll and Monterey Road as two separate stops and adjusting the centerline and alternate curb parking with striping and

delineations. He stated that the responses from the petition contradicted the resident survey results which revealed favorable responses to the two measures. He gave an explanation of the two calming measures and noted that the measures would only be temporary and if they were not working could be removed. He continued reviewing the other calming measures that had favorable survey results. He mentioned that another calming measure being considered, number 36, was striping on Granada Avenue to make it appear narrower. He explained that it was being considered because it feeds one of the four streets. He showed a graphic of the calming measures for Oak Knoll.

A resident asked about discussion at a previous meeting regarding a no left turn at Oak Knoll. Traffic Engineer Zandvliet described the consequences of the measure and explained that it would be considered an advanced measure, to be considered at a later date.

Traffic Engineer Zandvliet explained that the plan is to not stop with these calming measures. He identified other measures the Traffic Advisory Commission might recommend to City Council. He listed items A – F including item A, developing an advanced plan, and B, reviewing our speed bump policy which is now in the general plans as a last resort. He explained that the Fire Department is very leery about putting speed bumps in.

A resident asked about putting in dips rather than speed bumps. Traffic Engineer Zandvliet explained that dips are usually designed for drainage. He described speed cushions as an option.

He discussed item C, redesigning the Huntington/Atlantic/Garfield/Los Robles intersection as another future option. He explained that the measures being discussed are just being looked at to see if they are feasible. There were resident comments regarding their experience at the intersection.

Traffic Engineer Zandvliet stated item D as developing a formal citywide traffic calming policy. He described item E as sending resident surveys regarding time-limit parking in the City. He stated item F as looking at restricting delivery hours to commercial business in the Mission District.

There were resident comments about the alley behind the Mission District businesses. Residents expressed concerns that the delivery trucks block the alley. Assistant City Manager Collins noted that the businesses were not part of the survey and stated that they would need to be part of the discussion regarding solving the problems.

Traffic Engineer Zandvliet concluded his presentation by explaining the future steps. He stated that the Traffic Advisory Commission would make a recommendation to the City Council, who would discuss the recommendation and approve the measures they feel are appropriate, design and engineering would design out striping and get bids together for some items. He explained that once the measures are implemented, there would be a 3 to

6 month time period for people to get accustomed to the new measures. He explained that a follow-up study would be done and brought back to the Traffic Advisory Commission, and they would go from there.

Traffic Engineer Zandvliet showed a graphic of directional signs that could be put up to reinforce routes the City would like people to take. A resident suggested that trucks should be routed to San Gabriel Boulevard rather than Sierra Madre. Traffic Engineer Zandvliet explained that Sierra Madre is the next available street that is appropriate for trucks.

A resident commented on concerns with calming measures on Oak Knoll. The resident did not want the double stop sign or the chicanes. Traffic Engineer Zandvliet explained that the concept behind the double stops is that it would discourage traffic and slow it down, and keeps drivers closer together so that they would be able to see each other. He explained that it would shorten the distance for pedestrians in the crosswalks. A resident asked how they could show their opposition. City Engineer Zandvliet explained that at the current meeting residents were able to voice their opinions and at future City Council meetings.

Traffic Engineer Zandvliet asked the Commissioners if they had any questions. Chairperson Hale thanked him for the presentation and all of his hard work. There was Commission discussion regarding concerns of the residents and the recommendations of staff. Commissioner Coupe expressed concern about approving the portable speed signs without seeing them first. He asked where they would be placed. Traffic Engineer Zandvliet responded that they would be moved around to various locations.

Commissioner Fung asked about a traffic circle on Oak Knoll. Traffic Engineer Zandvliet stated that it could be a possibility. Commissioner Lin commented that residents still have time to turn in comments to staff or the City Council, and also feedback regarding how the measures are working or not working. Chairperson Hale encouraged the residents to try the calming measures as it is a unique opportunity to improve the traffic issues. She asked the residents what their issue was with the chicanes. The residents responded that the inability to park was the problem and the two stops will eliminate some parking. There was brief discussion by a resident that the residents wanted less buses on the Oak Knoll route. Police Chief Schaeffer commented that the City received a letter from the MTA that they are not going to reduce bus routes anymore for this fiscal year.

There was a comment that chicanes might work on Los Robles. There was a comment regarding bus speed down Oak Knoll and perhaps using the mobile speed signs. There was discussion about the price difference between mobile and permanent speed signs. It was concluded that they are about the same price. There was discussion about speed cushions and an inquiry about the price. Staff responded that they cost about \$20,000 each. Traffic Engineer Zandvliet pointed out that speed cushions are an advanced measure. A resident asked if the proposed traffic calming measures could be paid for

with the \$98,000. Traffic Engineer Zandvliet responded that the calming measures total is under \$98,000. A resident asked if his driveway would be blocked by traffic at the two stop signs at the Oak Knoll and Monterey intersection. Traffic Engineer Zandvliet commented that the driveways would not be blocked any longer than they are now. Two residents commented that they were in favor of the two stops because the crosswalks will be shorter and safer for pedestrians.

Chairperson Hale closed public comment and began discussion among the Commissioners. Commissioner Coupe expressed concern over approving the mobile speed signs before seeing how they look. Assistant City Manager suggested that staff would get approval from the Traffic Advisory Commission prior to purchasing the mobile speed signs.

Chairperson Hale moved to recommend to City Council to adopt the staff recommendations for the measures shown to not have a majority opposition from residents on each of the surveyed streets, including measures 5 through 8 on El Molino Avenue, measures 9 through 14 on Garfield Avenue, measures 15 through 21, 23, 24, and 27 on Los Robles Avenue, and measures 30 through 32 and 35 on Oak Knoll Avenue, and measure 36 on Granada Avenue; second by Commissioner Lin. The motion carried unanimously.

Commissioner Swarts moved to resurvey Oak Knoll residents on traffic calming measures 28 and 29; second by Chairperson Hale. The Motion carried unanimously.

Commissioner Fung moved to consider a traffic circle in the design of the intersection at Monterey and Oak Knoll; second by Chairperson Hale. The motion carried unanimously.

Chairperson Hale moved to recommend to City Council that Items A, B, C, D, E, and F be included in the Northwest Traffic Calming Plan; second by Commissioner Swarts.

Chairperson Hale adjourned the meeting at 8:59 p.m.

Respectfully submitted,

JAMIE CORTEZ