

## Possible Oak Knoll Avenue Traffic Calming Measures

We the below signed residents wish to communicate to the Traffic Commission and City that **we collectively support** the following:

1. Reduce left turn green signal time from eastbound Huntington Dr. onto northbound Oak Knoll Avenue.

Specifically we would like to see no left turns allowed onto Oak Knoll from Huntington from 6:30 A.M. until 8:30 A.M. and from 4:30 P.M. until 6:30 P.M.

If for some reason this could not be accomplished we would like to see the signal phase changed dramatically to only allow a few cars to make the left turn with each green cycle of the left turn arrow.

We believe this would reduce the inclination of motorists to use Oak Knoll Avenue as a thoroughfare to Pasadena.

Note: We would like to see the installation of two speed cushions, of a design approved for evaluation by the Traffic Commission and City Council in the portion of Oak Knoll between Huntington Drive and Monterey Road.

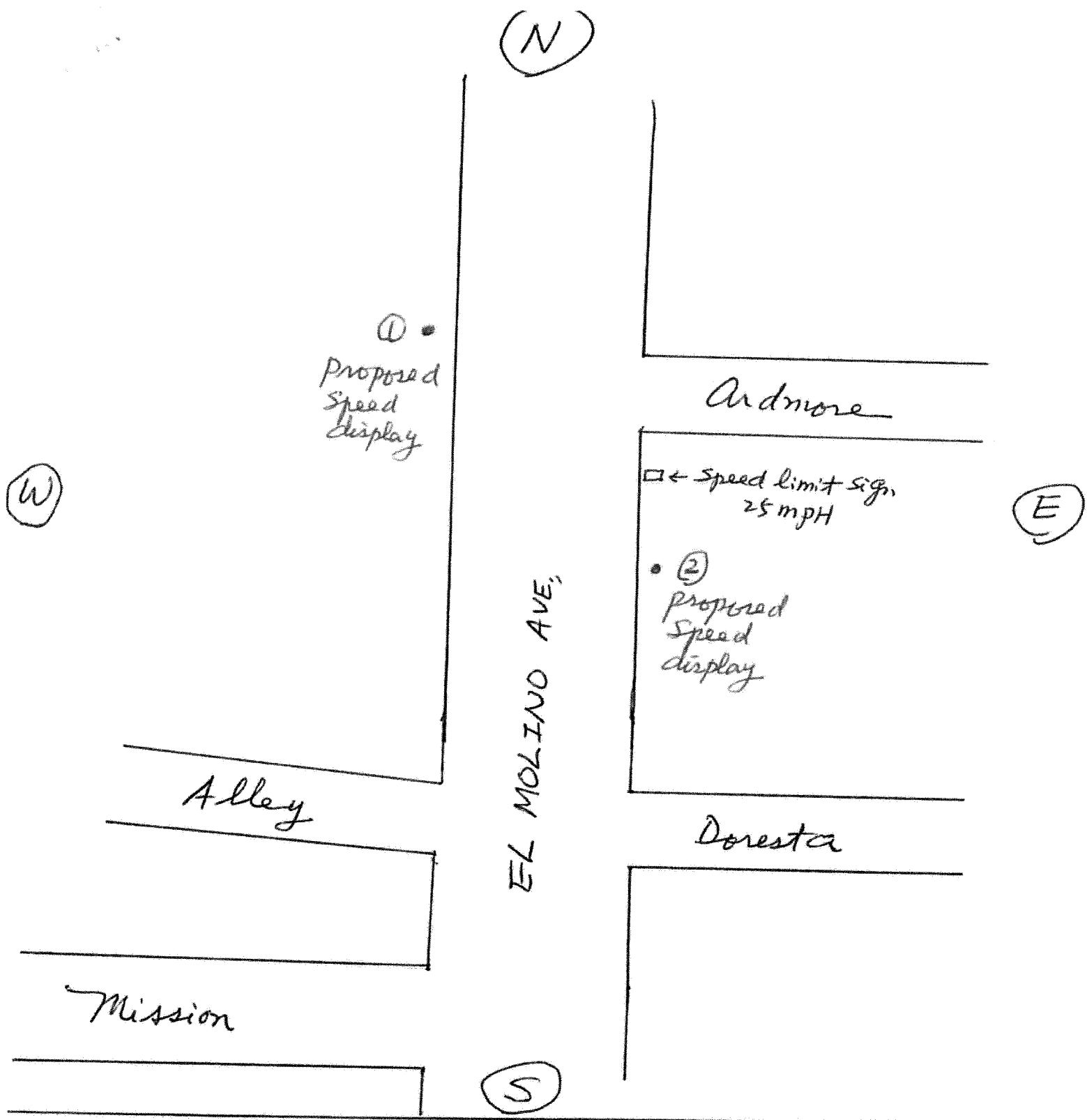
We believe these speed cushions could be designed in such a way that they would not significantly interfere with the response times of emergency vehicles, that they would slow down traffic on the street and thereby deter motorists from using Oak Knoll as a thoroughfare.

We **do not support** the following recommendations:

1. Re striping Oak Knoll Ave. and Monterey
2. Adjusting the center line of Oak Knoll Ave. to create a chicane
1. Installation of additional street lighting
2. Removal of the southbound to westbound right turn lane at Oak Knoll Ave. and Huntington Drive.

Name: C. Raimani Signature: [Signature] Date: 8/30/11

EZ Note: Signed by 9 residents at 8 homes along Oak Knoll



Note: (1) • Location for fixed, speed display for southbound traffic.  
 (2) • Location for fixed speed display for northbound traffic

Survey Attachment



San Marino

Los Robles Av.

Need to merge  
Remove this <sup>car</sup>  
it was ~~isolate~~  
drawn  
a few yrs ago!

Huntington Dr

Pizza  
Hut

Inn's out

Atlantic Blvd.

Alhambra

Survey Attachment

## **POSSIBLE EL MOLINO AVENUE TRAFFIC CALMING MEASURES**

**NOTE: Amendment and additional information & proposal for consideration.**

**Item 5: Install fixed speed displays (solar powered) on El Molino Avenue in the neighborhood 24 hours a day to inform drivers of their speed.**

- 1. Speeding during the night causes a lot of noise, it usually occurs at least several times per night. It significantly disturbs residents, therefore unable to rest.**
- 2 Please see attached drawing for proposed locations of speed displays on North of Mission. Speeding usually occurs shortly after the stop signs. El Molino Ave- down sloping from Pasadena into San Marino. Speeding is worse during the night due to no cars parking on the street and no patrol. Speeding and stop sign enforcement also needed during the night.**
- 3 Good example for reference to install fixed speed display (solar powered) is on Commonwealth Ave (West of Atlantic) in Alhambra City. The speed display is not bulky, with very soft lighting system and attached to night-light pole or free- standing display.**

**Thank you.  
08/30/11**

TO: City of San Marino

FROM: Ann Gray and Peter Shamray

RE: Traffic Calming Proposals

August 18, 2011

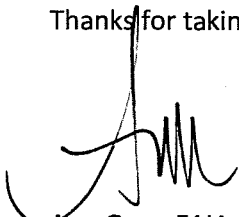
I am enclosing our responses to your excellent survey. I have to elaborate though, because, as an architect, I feel very strongly about certain of the proposed measures. Engineers sometimes become focused on traditional test data and techniques and may not be considering context from an aesthetic and societal point of view.

One of the really great things about San Marino is the lack of visual clutter. The power lines are more or less hidden, there are very few traffic and parking signs, we don't have a lot of traffic lights, and there is an abundance of vegetation in the public way.

I feel it is imperative that we, as a city, make a commitment to protect the beauty of our streets—even the busy ones. I live on Los Robles, yes, and there is a ton of traffic at certain times. However, I still feel like I am living on a RESIDENTIAL street. And I DO think many drivers pick up the visual cues that it is a residential street. Obvious control signage and lighting are part of what make a commercial street commercial. A proliferation of new poles and signs on a residential street indicates to drivers that it is expected that there be a lot of traffic. New lighting and signage, if any, should be limited to Huntington.

There is a psychological component to urban design that guides public behavior. I believe San Marino's low key, well-maintained streetscape commands good behavior. Therefore, my choices for street-calming measures are the least obtrusive, most enforcement-oriented of the options—and by the way, these are probably cheaper. My favorite measure is the tree planting on Los Robles. Let's keep our city beautiful.

Thanks for taking on this difficult topic.



Ann Gray, FAIA  
1735 S. Los Robles

## Erik Zandvliet

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**From:** Cindy Collins [CCollins@SanMarinoCA.gov]  
**Sent:** Tuesday, August 16, 2011 9:00 AM  
**To:** Erik Zandvliet  
**Subject:** FW: Huntington Drive Intersections

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**From:** Judy O'Keefe [<mailto:judyo403@msn.com>]  
**Sent:** Friday, August 05, 2011 2:03 PM  
**To:** Cindy Collins  
**Subject:** Huntington Drive Intersections

Dear Cindy, To whom should we address our concerns about safety & traffic mitigation issues at the LA County level? I believe it is now imperative that the City of San Marino seek help from a higher jurisdiction to resolve the Los Robles situation in which this street takes all northbound traffic from Atlantic, minus those drivers turning right onto Huntington, because left-hand turns are prohibited. There are drivers who, not being able to head west, then make a left onto Oak, which causes another safety issue, in addition to those drivers merging into Los Robles traffic, plus the others trying to get onto Los Robles from westbound Huntington Drive! Secondly, the intersection at Garfield where eastbound cars are prohibited from turning onto Garfield sends all that traffic to turn left onto Los Robles. Aside from this being unfair to our street, because we are forced to accept all this traffic, it causes the unsafe situation of drivers trying to make left turns at Oak, as cited above. Rather than taking possibly years trying to get help from Alhambra & South Pasadena, we should seek assistance from the County. Please advise at your earliest convenience to whom we should bring this multi-faceted issue. Many thanks for your assistance. Judy O'Keefe

## Erik Zandvliet

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**From:** John Schaefer [JSchaefer@SMPD.US]  
**Sent:** Wednesday, August 03, 2011 9:10 AM  
**To:** 'Sharon Lee'  
**Subject:** RE: Sharon Lee

Ms. Lee:

I apologize I did not get back to you sooner. I did talk with Cindy Collins and the Traffic Engineer on the 19<sup>th</sup> and I prepared a response which I did not send. From this conversation I learned that the sign you have requested is not used in this type of situation, however, there is a similar sign that might accomplish the same purpose. Your request, including a suggestion for this alternate sign are being included in the recommendations for the North West Traffic Calming report.

**Chief John T. Schaefer**

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**From:** Sharon Lee [<mailto:sharonlee1@live.com>]  
**Sent:** Tuesday, August 02, 2011 3:54 PM  
**To:** John Schaefer  
**Subject:** Sharon Lee

Hi Chief Schaefer,

Anyword on getting that sign up in front of my house.

"Slow down kids at play". It's important for not only MY kids to feel safe but the kids in the neighborhood as well.

According to Cindy Collins, there just alot of old people on this street, which is further from the truth.

Los Robles may be an OLD problem for you, but it's a NEW problem for me. I'm not going anywhere. Let's change the attitude and fix this residential street to a pleasant one.

Sincerely,

Sharon, Michael, Danica, and Cameron Lee

## Erik Zandvliet

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**From:** John Schaefer [JSchaefer@SMPD.US]  
**Sent:** Friday, July 15, 2011 1:05 PM  
**To:** Erik Zandvliet; Cindy Collins  
**Subject:** RE: Dr. Yang suggestions  
**Attachments:** image001.jpg

Erik / Cindy:

He called me again today with some suggestions to make the resident permit parking more viable. I will share those when next we meet.

He also asked if we might add an additional speed bump in the middle of the alley. Since there are already two speed bumps in this alley, is this something we could just go ahead and do? Doesn't seem like it would hurt anybody, only problem might be people saying, "You put a speed bump in the alley!"

Thoughts?

John

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**From:** Erik Zandvliet [ezandvliet@willdan.com]  
**Sent:** Friday, July 15, 2011 10:34 AM  
**To:** John Schaefer; Cindy Collins  
**Subject:** RE: Dr. Yang suggestions

We can incorporate items 1 and 3 into the discussion, and propose a traffic measure to pursue limited alley delivery hours. This can't be mandated except through Council action. Also, the likely consequence will be that merchants will deliver in front of the buildings on Mission St. and take up parking.

Erik

**From:** John Schaefer [<mailto:JSchaefer@SMPD.US>]  
**Sent:** Thursday, July 14, 2011 10:33 AM  
**To:** Erik Zandvliet; Cindy Collins  
**Subject:** Dr. Yang

Erik / Cindy:

I just spent 20 minutes on the phone with Dr. Yang. He is the fellow who lives behind Juliene's. He spoke at one of the recent Traffic Commission Meetings.

He wanted to again make sure we consider these three ideas in our future plans:

Parking on El Molino and Doreseta should be restricted to 2 hours, except for residents with permits, M-Sat, 0800 - 1600. No such restriction on Sundays and holidays

Alley deliveries should be restricted to between 1300 and 1500 hours and there should be no deliveries before 0700

There should be no parking allowed on the north side of the alley.

Would you please do what you can to make sure we include his ideas in future consideration.

[cid:image001.jpg@01CC42DA.D1F4D910]

Chief John T. Schaefer

Proposed action plans for driving & and / or parking safety on El Molino at the junction of El Molino with Alley and Doresta.

1) Permit parking only on El Molino north of Alley and Doresta up to Ardmere or Old Mill.

- ) ? Other option to consider:

- ) Cars parked on El Molino at the junction of El Molino with Alley and Doresta whole day during business hours for business reason on the expense of public driving and parking safety is obviously not acceptable.

Actions should be taken to prohibit the inappropriate parking and protect the public driving and parking safety on El Molino at the junction with Alley and Doresta.

2) Enforced “No parking “ policy on the alley i.e. any car parked parallel to alley which will block the alley’s two-way traffic.

- ) Temporary parking for loading or unloading or other purposes is allowed only in the South Side of the alley due to the fact that parking on the North side of the alley will totally block the alley. When drivers or passengers open the door, it will hit and damage the wall and electric pole. Drive cars from El Molino into the alley will have to move back into El Molino with poor visibility & narrow Street with cars park on El Molino whole day long.

3) Enforce “5 MPH “ Speeding Limit policy in the alley.

Add additional speed bumps: one at east side of the alley right after the 5 MPH speed limit sign ( from El Molino into alley.) The other one in the middle of alley north of the parking lot in the middle of the alley where the speeding usually occurs and impact on the driving & parking safety in the alley and at the junction of El Molino with alley and Doresta.

- ) Two additional speed bumps will not impact on the fire fighter truck’s or paramedics ambulance’s driving if needed. Because speed bumps on the alley are relatively small compared to other areas. It merely sends a message to all drivers to slow down in the alley to avoid accident.

## Erik Zandvliet

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**From:** hschang@aol.com  
**Sent:** Wednesday, July 13, 2011 8:47 PM  
**To:** [REDACTED]; Erik Zandvliet; [REDACTED]  
**Cc:** JSchaefer@SMPD.US; CCollins@SanMarinoCA.gov  
**Subject:** Navigation signs on Atlantic and Huntington

Dear Erik and Commissioners,

Hope you are all having a wonderful summer.

Regarding the proposed navigation signs on Atlantic and Huntington, I suggest changing the signs to read "***Pasadena - Use San Gabriel Bl.***" instead of "***Pasadena - Use Sierra Madre Bl.***" for the following reasons:

- Sierra Madre Bl has excessive traffic, especially trucks (issue presented to TAC in Jan 2007)
- San Gabriel Bl is a designated truck route, Sierra Madre Bl is ***not*** (issue presented to TAC in April 2010)
- San Gabriel Bl leads directly to the 210 and East Pasadena
- San Gabriel Bl (northbound) is outside San Marino city limits – Sierra Madre Bl is an all residential street in the city of San Marino

An alternative is to use Rosemead Bl.

Do you concur with changing the waypoint signs to read "***Pasadena - Use San Gabriel Bl.***" (or "***Pasadena - Use Rosemead Bl.***") in lieu of "***Pasadena - Use Sierra Madre Bl.***"?

Hunter

## Erik Zandvliet

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**From:** Cindy Collins [CCollins@SanMarinoCA.gov]  
**Sent:** Wednesday, June 22, 2011 4:24 PM  
**To:** Erik Zandvliet  
**Subject:** trees on old mill

Hi Erik,

Had a call from a resident on Old Mill - they liked your suggestion of adding more street trees to calm traffic and they wondered if that could be considered for Old Mill.  
cindy

June 22, 2011

Cindy Collins,  
Assistant City Manager  
Office of the City Manager  
City of San Marino  
Email:ccollins@cityofsanmarino.org

Dear Cindy,

I would like to inform you that we are against the traffic calming plan to put stop sign at Plymouth road.

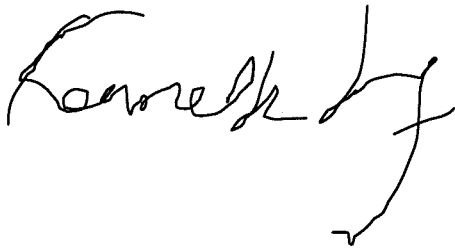
I like the peaceful & quiet environment in the City of San Marino that's why I bought my house & settle the whole family here. Please DO NOT destroy my dream of having a peaceful & pleasant time.

The STOP sign will cause more problem as my wife, my son & I have to use the El Molino Ave to backout from our garage. It will cause more delay & TIME IS MONEY!

The noise & air pollution is another problem. The braking noise & exhaust air from all cars will cause more problem to our sleep & health.

Please think about other solutions instead of putting a STOP sign at Plymouth Road & El Molino Ave.

Thank you for your kind attention in this matter.

A handwritten signature in black ink, appearing to read "Kenneth Fung". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Kenneth Fung  
704 Plymouth Road, San Marino

June 22, 2011

Cindy Collins,  
Assistant City Manager  
Office of the City Manager  
City of San Marino

Dear Madam,

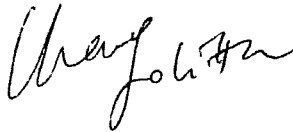
I would like to voice my opposition to the calming measure of setting a 4-way stop signs at Plymouth Road. This will increase noise & air pollution as my house is at the corner lot at 704 Plymouth Road.

I don't think you will like to hear the squeaking noise at night as I need to sleep well. It will affect my performance at work & much more stress problem for not sleeping well at night.

My husband chooses City of San Marino because of its quiet residential zone & more trees around our house. The exhaust air will worsen the environment & cause more asthmatic problem to my son's health.

Please stop putting the STOP at Plymouth Road & El Molino Ave & consider the resident's wishes.

Thank you for your attention in this matter.

A handwritten signature in black ink, appearing to read 'Lolitta Cheung', written in a cursive style.

Lolitta Cheung  
(resident at 704 Plymouth Road)

**Erik Zandvliet**

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**From:** Cindy Collins [CCollins@SanMarinoCA.gov]  
**Sent:** Monday, June 20, 2011 12:01 PM  
**To:** Erik Zandvliet  
**Subject:** FW: Los Robles Traffic Calming

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**From:** KT Chua [mailto:ktchua@gmail.com]  
**Sent:** Monday, June 20, 2011 11:37 AM  
**To:** Cindy Collins  
**Subject:** Re: Los Robles Traffic Calming

Cindy,  
Thank you so much for your prompt reply.

I wanted to add that I believe the Speed Awareness Sign (Initial Measure #3 and #4) are effective and like for the Traffic Engineer and Commissioners to also consider perhaps placing along Los Robles **between Mission and Monterey**.

This will be my add to the Speed Reduction recommendations below.

Again, I sincerely appreciate all that you and the extended team of people are doing to make this happen.

THANK YOU AGAIN!

Best regards,  
KT Chua

On Mon, Jun 20, 2011 at 11:31 AM, Cindy Collins <CCollins@sanmarinoca.gov> wrote:  
Hello,

I have passed your email on to the City Traffic Engineer and the Traffic Commissioners. Thank you for providing more options to consider. Hopefully we will see you at the meeting tonight.  
Cindy Collins

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**From:** KT Chua [mailto:ktchua@gmail.com]  
**Sent:** Monday, June 20, 2011 1:08 AM  
**To:** Cindy Collins  
**Subject:** Los Robles Traffic Calming

Dear Cindy

I appreciate the city's effort in calming traffic along Los Robles Ave, However, I agree with Mr. Clark's email to you that there should be measurable targets, and more advance/drastring actions.

Most commuters drive northbound through San Marino because they believe it is a shorter and faster route to Pasadena and 210 freeway. And by nature, more traffic will flows through any path with least resistance.

To avoid these cut-through commuters from endangering our residents, we really must do more to (1) REDUCE VOLUME, and (2) REDUCE SPEED. Here are some suggestions, which I hope will be implemented:

**To reduce VOLUME:**

A. Implement Advance Measure #6 Remove second Northbound Lane at Huntington Dr (This is the LOWEST COST Advance Measure, and possibly MOST EFFECTIVE).

I'd also add to this suggestion by also removing second northbound Lane at Atlantic Ave.

B. ELIMINATE the Two-to-One lane merge at south end of Los Robles Ave, and simply narrow it into a one-lane entrance. Such single-lane entrance restricts inflow of northbound commuters hoping to cut-through San Marino; the merging is also dangerous, and therefore should be just one lane.

C. Increase red light timing during AM peak hours at key junctions (e.g. southend of Los Robles Ave. so that less northbound cut-through traffic enters San Marino from Atlantic Ave).

D. Prohibit Northbound traffic into Los Robles from Huntington/Atlantic during peak hours (similar to Initial Measure #8 at Marengo Ave). This is more drastic but definitely helps Los Robles residents safely exit from their driveway each morning.

E. Add directional signs that read "LOCAL ACCESS ONLY" at along Atlantic/Huntington/Garfield before Los Robles. This is similar to Initial Measure #2 but more explicit to deter cut-through traffic.

**To reduce SPEED:**

A. Add stop signs along Los Robles Ave (e.g. La Mirada Ave, Plymouth, Oak St). These helps residents living along these streets to be better able to get onto Los Robles Ave.

B. Add dips along Los Robles like the current one along Monterey (at Monterey/Los Robles). Dips help to deter commuters trying to speed through the next traffic light, or pass red lights at night.

C. Consider adding Chicane road to narrow make the straight parts of Los Robles appear more meandering.

Thank you for your consideration, and I look forward to your prompt actions to help the residents.

KT Chua

## Erik Zandvliet

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**From:** Charles Clark [cclarklaw807@pacbell.net]  
**Sent:** Tuesday, August 02, 2011 6:12 AM  
**To:** Erik Zandvliet  
**Cc:** Cindy Collins; John Schaefer; Timothy Harrigan ; Steve Johnson  
**Subject:** Speed Kills

**Importance:** High

Erik:

I see the emergence of a team committed to an important goal. That goal is that speed kills and must be eradicated. It is not an enforcement problem. The men and woman of our very fine police department are as much a victim of speed as our residents. It is a design problem.

Impediments to speed must be erected. We know what works. The design should incorporate radar speed signals, speed cushions (not speed humps), and curb build outs.

You share our commitment. Please design the end of irresponsible speeding now.

Very truly yours,

Charles Clark  
Attorney at Law  
301 E. Colorado Blvd., Suite 807  
Pasadena, California 91101  
Office: 626 795-3640  
Fax: 626 584-9206

## Erik Zandvliet

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**From:** Cindy Collins [CCollins@SanMarinoCA.gov]  
**Sent:** Wednesday, July 13, 2011 11:10 AM  
**To:** Erik Zandvliet; John Schaefer  
**Subject:** FW: Los Robles and Monterey

**Importance:** High

FYI  
Cindy

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**From:** Charles Clark [<mailto:cclarklaw807@pacbell.net>]  
**Sent:** Monday, July 11, 2011 8:55 AM  
**To:** Cindy Collins  
**Cc:** Stephanie Johnson  
**Subject:** Los Robles and Monterey  
**Importance:** High

Cindy:

There was a car accident this morning in the intersection of Los Robles and Monterey; Los Robles is otherwise known as Blood Alley. Yesterday, my newspapers were stolen again, which is a regular occasion. Yes, there are other criminal acts such as graffiti and vandalism.

Speed kills. We must have speed reduction. Radar speed signals and speed cushions are essential.

Very truly yours,

Charles Clark  
Attorney at Law  
301 E. Colorado Blvd., Suite 807  
Pasadena, California 91101  
Office: 626 795-3640  
Fax: 626 584-9206

## Erik Zandvliet

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**From:** Cindy Collins [CCollins@SanMarinoCA.gov]  
**Sent:** Wednesday, July 13, 2011 10:46 AM  
**To:** Erik Zandvliet  
**Subject:** FW: Los Robles  
**Attachments:** Radar Speed Signs \_ Traffic Calming Solutions.pdf; Orange County Fire Department Approval of Speed Cushions.pdf; Speed Cushions \_ Traffic Calming Solutions.pdf

Erik,

Can you please add these into your consideration.  
Thanks  
Cindy

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**From:** Charles Clark [<mailto:cclarklaw807@pacbell.net>]  
**Sent:** Thursday, July 07, 2011 10:49 AM  
**To:** Steven Johnson  
**Cc:** Cindy Collins  
**Subject:** Los Robles

Steve:

Thank you very much for the added patrol today in connection with enforcement.

I have been working with Cindy Collins on traffic issues in western San Marino with an emphasis on excessive speed. I suggested that two sets of radar speed signs be installed on Los Robles which would have the added capacity by next year to have cameras for issuing speeding tickets, an effective way to reduce speed and raise revenue. Speed cushions should also be installed. See attachments from Traffic Logix.

Speed cushions are not speed bumps and have been authorized by the Orange County Fire Department. All studies demonstrate that they significantly reduce speed. In my opinion, this is not an enforcement problem; it is impossible to ask our fine police department for a 24/7 patrol program. It is a function of erecting barriers to stop speeding.

Speed kills, as you know.

Very truly yours,

Charles Clark  
Attorney at Law  
301 E. Colorado Blvd., Suite 807  
Pasadena, California 91101  
Office: 626 795-3640  
Fax: 626 584-9206

## Erik Zandvliet

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**From:** Cindy Collins [CCollins@SanMarinoCA.gov]  
**Sent:** Wednesday, June 22, 2011 9:15 AM  
**To:** Erik Zandvliet  
**Subject:** FW: Traffic Calming Reduces Deaths and Serious Injuries  
**Attachments:** Traffic Calming Statistics - Traffic Logix.pdf

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**From:** Charles Clark [<mailto:cclarklaw807@pacbell.net>]  
**Sent:** Wednesday, June 22, 2011 8:04 AM  
**To:** Cindy Collins  
**Cc:** Dennis Kneier  
**Subject:** Traffic Calming Reduces Deaths and Serious Injuries

Cindy:

See attachment on the statistics for traffic deaths and injuries in the absence of traffic calming. What sticks out to me as a father is the statistic on deaths and injuries to children, very bad.

Very truly yours,

Charles Clark  
Attorney at Law  
301 E. Colorado Blvd., Suite 807  
Pasadena, California 91101  
Office: 626 795-3640  
Fax: 626 584-9206



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**Traffic Calming Statistics**

> **Most pedestrian fatalities occur in urban areas (73%) at non intersection locations (77%) in normal weather conditions (90%) and at night (67%).** (NHTSA, 2007)

> **Road traffic crashes are the leading cause of death among young people (ages 10-24) in the world.** (World Health Organization) **They are also the leading cause of death among children in the United States.** (United States Center for Disease Prevention)

> **Speeding is the single most common traffic rule violation and contributes to one third of all road traffic crashes .** (World Health Organization)

> **Traffic Calming measures are a key intervention to road traffic crashes and deaths.** (World Report on Road Traffic Injury Protection)



> **If current trends continue, the number of people killed and injured on the world's roads will rise by more than 60% between 2000 and 2020.** (World Health Organization)

> **In 2005 there were nearly 3 million people injured on the roads in the United States.** (US Department of Transportation, Federal Highway Administration)

> **There were 43,443 people killed on US roads in 2005 alone** (US Department of Transportation, Federal Highway Administration)

> **There are an average of 117 fatalities per day due to traffic incidents** (US Department of Transportation, Federal Highway Administration)

> **30% of the people killed in traffic accidents each day are under 25** (US Department of Transportation, Federal Highway Administration)

> **Each year, 400,000 people under age 25 die in traffic accidents, averaging more than 1,000 deaths a day.** (World report on Road Traffic Injury Protection)

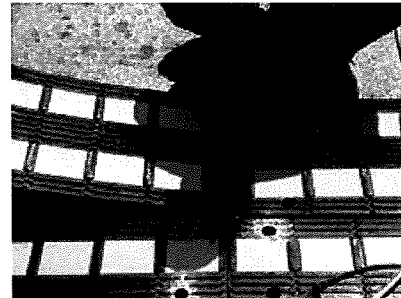
> **In 2005, traffic accidents killed an average of 4 children under the age of 14 each day and injured 556 daily. In total, 203,000 children were injured and 1,451 were killed.** (National Center for Health Statistics 2006 Report)

> **53% of fatal head injuries in an eight year study were to children who were playing in the street when injured** (American Journal of Public Health)

> **A study of 43 international traffic calming programs found that traffic calming solutions decreased traffic accidents by 8-100%** (ITE Traffic Calming: State of the Practice)

> **Two thirds of children who are hurt or killed in traffic accidents are struck and injured within several blocks (.25 miles) of their homes** (American Journal of Public Health)

> **Children who don't live within close proximity of a speed hump\* are twice as likely to be injured in a vehicle collision** (American Journal of Public Health)



> **Speed humps were associated with a 53-60% reduction in the odds of injury or death among children struck by an automobile in their neighborhoods** (American Journal of Public Health)

> **Traffic calming has proven far more effective in preventing child pedestrian injuries than road safety education, which has been "unable to exert meaningful changes in the behavior of children"** (American Journal of Public Health)

**\* While the study shown uses a speed hump to illustrate the benefits of traffic calming, similar results could be expected from a speed table, speed cushion, or similar measure.**

Note: Full attachments  
on file at City Hall.

**CHARLES EDWARD CLARK**

Attorney at Law  
301 East Colorado Boulevard, Suite 807  
Pasadena, California 91101  
(626) 795-3640

June 20, 2011

Cindy Collins  
Assistant City Manager, City of San Marino  
2200 Huntington Drive  
San Marino, CA 91108

Re: Traffic Calming Proposal

Dear Ms. Collins:

**AN ALTERNATIVE PROPOSAL FOR TRAFFIC CALMING  
IN WESTERN SAN MARINO**

**Problem**

Excessive and dangerous speed is common in western San Marino and the traffic volumes, described as vehicles per day (VPD), are unacceptable. For one, Los Robles, which is a collector street in the General Plan, is overwhelmed with road racing and road rage and 14,000 VPD.

**SPEED KILLS.** I saw a teenager die in the late 1960s after crashing against a palm tree on Los Robles near the northern border with Pasadena.

In order to remedy these problems, traffic calming measures have been proposed for this area over the years and none of these measures has reduced dangerous speeds to safe levels or the VPD to less than 7,500.

The proposal which is weak, vague, and disorganized and not a systematic approach, does not solve these problems and lacks adequate measures and milestones by which to determine effectiveness, and for these reasons it is deeply flawed and cannot be adopted as written.

Nearly 20 years of inadequate plans to calm traffic tells us that there is a failure of leadership. Contributing to this is the clumsy, backward approach which pits one neighborhood against another, by which one traffic calming measure is proposed on one street in this area and the neighbors from another street are alarmed at the potential overflow to their street and reject it causing much distrust and lack of consensus.

Instead, there must be speed and VPD reduction targets for western San Marino as a starting point if any plan is to work. Targets are in successful plans used around the country. No successful plan omits targets. Reasonable goals for this could be 25 mph for 90% of the traffic and 7,500 VPD for this area. Once these targets are set forth in the plan, then the next and essential step is to require dates within which to accomplish these goals. Any plan which omits these considerations is doomed to failure with the result that the problem is never solved and there will be continued distrust between the neighborhoods.

### Reduction of Dangerous Speed

Measures to reduce excessive speed have been well known and employed by cities around the country, but the proposal has neither such measures nor milestones. A summary of traffic studies contained in Traffic Calming: Roadway Design to Reduce Traffic Speed and Volumes, TDM Encyclopedia published by Victoria Transport Policy Institute, updated on March 16, 2011 is a comprehensive review of the problem (Attachment 1).

Traffic Logix, a traffic calming company, has used speed radar signs which are not expensive to set up and deploy (Attachment 2). The advantage is that they are for the most part successful and are permanent. San Marino has used the occasional radar sign truck but as soon as it leaves the area speed jumps to the dangerous levels again.

If the fixed signs don't work well enough, Traffic Logix uses other measures to decrease the speed such as street cushions which Orange County Fire Authority has tested and found not to impede emergency vehicles and are useful traffic calming devices (Attachment 3). Traffic Logix describes them on its website (Attachment 4).

But a starting point after design of the plan and its targets should be the installation of fixed radar signs along the residential streets of western San Marino. Once that is done, then specific speed targets set forth in the plan can be measured within periodic deadlines and these data can be evaluated from time to time to rate effectiveness. If these signs don't reduce the speed to the levels required in the plan, then further measures must be employed such as the ones recommended by Traffic Logix or other reputable traffic engineers.

### Reduction of Vehicles Per Day

Cities around the country have used measures which work to reduce VPD. Rockville Maryland has an effective plan with measures which reduce the VPD (Attachment 5). In a systemic approach, it sets forth targets of 30 mph with an appropriate percentile of compliance and 5,000 VPD and then employs such measures as curb bulbs and others to accomplish these goals. In the same way, Monterey California has such an effective approach (Attachment 6).

To work, both plans have speed and VPD targets which are missing from the current proposal for western San Marino. Studies of traffic have proved over and over that these twin evils go hand in hand. It is common sense to suppose that excessive VPD is one of the major causes of road rage which leads to dangerous speed. See The Automobile Association Group Public Policy Road Safety Unit, Matthew Joint, MSc, BSc, MCIT, Head of Behavioral Analysis, March, 1995. In this

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study, one obvious cause of road rage was determined to be overcrowding and 14,000 VPD is overcrowding by any definition.

### **Recommendations**

These are recommendations for a systemic practical approach to solving the problems of dangerous speed and excessive traffic volume in western San Marino.

1. Adopt targets for speed reduction to 25 mph for 90% of the traffic and to VPD of 7,500 with monitoring every 6 months to test whether these milestones have been achieved.
2. Install radar speed signals along the streets of western San Marino as a first step with the same monitoring to determine efficacy within this period of time. Graduated measures such as those recommended by Traffic Logix and other traffic engineers would be the next step, if radar speed signals are insufficient, including speed cushions.
3. Employing VPD reduction devices such as curb bulbs and any others which have been shown in practice from the experience of other cities to be effective with the same monitoring within 6 month periods.

Thank you for your attention to the above. If you have any questions, please do not hesitate to call me.

Sincerely yours,



CHARLES EDWARD CLARK  
CEC: ns

## Erik Zandvliet

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**From:** Cindy Collins [CCollins@SanMarinoCA.gov]  
**Sent:** Monday, June 13, 2011 10:14 AM  
**To:** Erik Zandvliet  
**Subject:** FW: San Marion Traffic Plan for Los Robles

**Importance:** High

Erik,

Can you please respond to his questions?  
Cindy

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**From:** Charles Clark [<mailto:cclarklaw807@pacbell.net>]  
**Sent:** Friday, June 10, 2011 2:20 PM  
**To:** Cindy Collins  
**Cc:** Stephanie Johnson  
**Subject:** San Marion Traffic Plan for Los Robles  
**Importance:** High

Cindy:

This plan keeps the status quo which is unacceptable. Los Robles is dangerous and unsafe.

At the very least, there must be targets for reduction in the traffic volume and dates to verify whether those targets have been met and if not then further measures should be adopted with targets and deadlines.

What measures were set forth to reduce the traffic from the 14,000 p/d to 7,500 per day?

Very truly yours,

Charles Clark  
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