

**COUNTY OF LOS ANGELES
HIGHWAY SAFETY COMMISSION
MINUTES OF OCTOBER 7, 2009**

The meeting was held in Conference Room A at the Department of Public Works (DPW) Headquarters.

1) Call to Order

The meeting of October 7, 2009, was called to order at 9:14 a.m.

2) Pledge of Allegiance

The Pledge of Allegiance was recited.

3) Roll Call

Present: Chair Robert A. Ringler
 Vice-Chair Thurston Reese
 Commissioner Rhett Price
 Commissioner John Watkins
 Commissioner Marvin Estey
 Commissioner Guillermo Villalobos

Also in attendance were the following:

Mr. William Winter, Assistant Deputy Director; Mr. Scott Schales, Assistant Division Engineer; Mr. James Chon, Senior Civil Engineer; Mr. Alan Nino, Associate Civil Engineer; Ms. Jalaine Madrid, Associate Civil Engineer; Ms. Irena Guilmette, Supervising Civil Engineering Assistant and Mr. Omar Ahmed, Civil Engineering Assistant.

4) Approval of September 2, 2009, Minutes

The Minutes of the September 2, 2009, Highway Safety Commission (HSC) meeting was approved as amended.

Chair Ringler stated that since the appellant for Item 5 was held up in traffic, the HSC would hear Item 6 out of order.

6) Report on business other than appeals.

Informational Item: Crossing Guard Program Status

Ms. Madrid summarized the History of the Crossing Guard Program as follows:

History of the program

- Prior to June 1980, the crossing guard program was provided by the CHP to the County, with the County reimbursing the State for the associated costs of the program.
- As of July 1 1980, the BOS designated the County Superintendent of Schools as the agency responsible for employing the crossing guards and assuming administration of the complete program.
- During the summer of 1993 there were issues with LACOE funding the crossing guard program, and at that time it was decided that \$1.8 million was to be restored to the Fiscal Year 93-94 budget to fully fund the Crossing Guard Program.
- In June of 1995 our revised policy and warrants for assigning adult crossing guards was adopted by the Board of Supervisors and this is the policy currently in use.

Crossing Guard Program Information

- Currently there are a total of 214 active crossing guard locations, attached is list of the current active locations.
- After a bidding process at the end of 2006, 2 new contracts for crossing guard service were approved by LACOE. The two contract vendors supplying crossing guards for these locations were:
 - All City Management, Inc.
 - International Services Inc.
- As of May 5, 2009, All City Management took over coverage of all existing locations when International Services filed for bankruptcy. There was no interruption to service.
- New requests for crossing guard service are generated by schools or school districts.
- A crossing guard study is performed, and depending on the type of control at the intersection, a determination is made whether or not the location is warranted for service. All denials are offered the option of appealing our decision to the HSC and are given the necessary appeal information in a letter.

Commissioner Price inquired about the budget for the 2009/10 Fiscal Year. Ms. Madrid informed him that the current budget for the 2009-10 Fiscal Year is set at 2.4 million dollars. Commissioner Watkins asked who oversees attendance of crossing guards to make sure the crossing guards are at their assigned posts. Ms. Madrid stated DPW rely on the schools to inform them if the crossing guards are at their assigned locations.

5) Citizen Appeal of requests denied by Public Works.

- a) Salais Street between Azusa Avenue and Hambledon Avenue
 Speeding
 Appellant: Maria Maldonado

Mr. Alan Nino presented a power point presentation to the HSC. Mr. Nino stated that residents on Salais Street expressed concern over speeding on Salais Street between Azusa Avenue and Hambledon Avenue. They requested multi-way stop controls and/or speed humps on Salais Street between Azusa Avenue and Hambledon Avenue.

Mr. Nino went over the guidelines DPW uses to determine when multi-way stop controls are needed at intersections of Salais Street and Sandalwood Avenue and Salais Street at Winton Avenue. He stated there are 4 warrants that are used to consider multiway stop control for residential neighborhood streets.

1. Minimum Volume Warrant
2. Accident Experience Warrant
3. Visibility Warrant
4. Speed Warrant

Mr. Nino summarized the warrants for Salais Street and Sandalwood Avenue as follows:

1. MINIMUM VOLUME WARRANT

	Minimum	Measured	% Satisfied
Average Vehicle Per Hour + peds per hour entering intersection during 7 highest hours	300	316	100%
Average Vehicle Per Minor street + peds per hour xing major during same 7 highest hours	105	67	64%

2. ACCIDENT EXPERIENCE WARRANT

12-month Period From 6/1/2008 Thru 5/31/2009						
						Required
Right Angle:	0	+ Left Turn:	0	+ Pedestrian:	0	= 0
						3

24-month Period From 6/1/2007 Thru 5/31/2009						
						Required
Right Angle:	0	+ Left Turn:	0	+ Pedestrian:	0	= 0
						4

Warrant	Satisfied	Not Satisfied
Minimum Volume		X
Accident Experience		X
Visibility Warrant		X
Speed Warrant		X

Mr. Nino summarized the warrants for Salais Street and Winton Avenue as follows:

1. MINIMUM VOLUME WARRANT

	Minimum	Measured	% Satisfied
Average Vehicle Per Hour + peds per hour entering intersection during 7 highest hours	270	296	100%
Average Vehicle Per Minor street + peds per hour xing major during same 7 highest hours	99	28	28%

2. ACCIDENT EXPERIENCE WARRANT

12-month Period From 6/1/2008 Thru 5/31/2009					
					Required
Right Angle:	0	+ Left Turn:	0	+ Pedestrian:	0 = 0
					3

24-month Period From 6/1/2007 Thru 5/31/2009					
					Required
Right Angle:	0	+ Left Turn:	0	+ Pedestrian:	0 = 0
					4

Warrant	Satisfied	Not Satisfied
Minimum Volume		X
Accident Experience		X
Visibility Warrant		X
Speed Warrant		X

Mr. Nino stated that multi-way stop controls were not warranted at the intersection of Salais Street and Sandalwood Avenue or Salais Street at Winton Avenue.

Mr. Nino informed the HSC that a speed hump study was completed on Salais Street between Azusa Avenue and Hambledon Avenue. He summarized the results of the speed hump study in the following table:

Guideline	Satisfied	Not Satisfied
1. Road is classified as local?	X	
2. Roadway has between 500 and 2000 vehicles per day		5141 vpd
3. Roadway cannot be a public transit route	X	
4. Roadway cannot be greater than 40 feet	X	
5. 85 th percentile speed is greater than 35 mph		33 mph
6. Grade cannot be greater than 5%		4% – 6% (portion)

Mr. Nino informed the HSC that not all of the speed hump guidelines were satisfied. Therefore, speed humps were not recommended. Mr. Nino summarized the recommendations as follows:

- ◆ Since none of the multi-way stop control warrants were satisfied, multi-way stop controls at the intersections of Salais Street and Sandalwood Avenue or Salais Street and Winton Avenue are not recommended.
- ◆ Since the prevailing speeds were less than required and the volumes were more than twice the maximum required, speed humps are not recommended on Salais Street between Azusa Avenue and Hambleton Avenue.
- ◆ It is recommended to forward the speed results to the CHP for their appropriate enforcement.
- ◆ It is recommended to deploy a radar speed trailer on Salais Street between Azusa Avenue and Sandalwood Avenue for a week.
- ◆ Field observations revealed that motorists and pedestrians can enter or cross the intersections without conflict or undue delay when using normal caution.
- ◆ It is recommended to replace missing speed limit sign on south side of Salais Street east of Azusa Avenue.

Commissioner Price asked if Salais Street was classified as a local street on the Federal Functional Usage Maps but functioning as a collector street. Mr. Nino informed him that between Azusa Avenue and Sandalwood Avenue, Salais Street is classified as a local street and between Sandalwood Avenue and Hambleton Avenue it is classified as a collector. Commissioner Price suggested the section of the roadway classified as a local street be posted at 25 mph. Commissioner Villalobos indicated that Salais Street is being used as a bypass route.

Ms. Maldonado presented her case to the HSC and stated she's lived in the area for 30 years and said it's hard to cross her street or exit her driveway between 7:45 a.m. and 9:00 a.m. as well as 4:00 pm and 6:00 pm. Ms. Maldonado submitted a petition to the HSC requesting speed humps on Salais Street. Chair Ringler asked whether there were any stop signs stopping Salais Street between Azusa Avenue and Hambleton Avenue. Mr. Nino stated there were no stop signs between those limits. Chair Ringler inquired whether the County ever uses edgelines to reduce speeds on roadways. Mr. Nino informed Chair Ringler that this roadway would be too narrow to use edgelines.

At 10:10 a.m., the HSC took a break. At 10:26 a.m., the meeting resumed.

After hearing the testimony of DPW Staff and the appellant, Commissioner Price made the following motion:

- 1) Support DPW's recommendation to deny multi-way stop controls on Salais Street at Sandalwood Avenue and Salais Street at Winton Avenue.
- 2) DPW to conduct a study to lower the speed limit on Salais Street between Sandalwood Avenue and Azusa Avenue. If the study finds that this can be done, install 25 Speed limit signs with accompanying "25" pavement markings for eastbound and westbound traffic on Salais Street between Sandalwood Avenue and Azusa Avenue.
- 3) In the future, DPW to consider installing Driver Feedback signs on Salais Street midway between Azusa Avenue and Sandalwood Avenue.

The motion was carried unanimously.

Commissioner Price made a second motion:

- 1) Support DPW's recommendation to deny speed humps on Salais Street between Azusa Avenue and Hambledon Avenue.

The motion was carried unanimously.

- 7) Public Comments on any matter not on agenda

There were no public comments on any matters not on agenda.

- 8) Reports from special committees.

There were no special committee's announcements.

- 9) Special Orders.

There were no special orders.

- 10) Unfinished Business and general notes

Commissioner Reese asked Mr. Winter if it would be possible to have a copy of the Crossing Guard contract. Mr. Winter informed him that DPW does not have a copy of this contract because the contract is made by Los Angeles County Office of Education.

Ms. Guilmette informed the HSC there was no unfinished business.

11) New Business


Ms. Guilmette informed the HSC there were no new appeal items. Mr. Winter informed the HSC that DPW was planning to work on legislation that does not support the use of Countdown Pedestrian Signals within the County of Los Angeles. Mr. Winter informed the HSC that the County's position on this is that the California Vehicle Code already states that a pedestrian should not step off the curb during a Flashing Don't Walk and that the Countdown Pedestrian Signal may encourage people to violate this warning. Mr. Winter informed the HSC that there are two exceptions in Los Angeles County at the moment. One of these exceptions is on 3rd Street for the Gold Line at a location where pedestrians will be walking between buses and trains. The other exception is in the Florence Avenue area where the County has installed some Countdown Pedestrian Signals to test their effectiveness. Mr. Winter informed the HSC that there has also been some consideration to modify the walk time for pedestrians from 4 feet per second to 3 feet per second to account for disabled pedestrians. Chair Ringler thanked Mr. Winter for sending him a copy of Section 40802b of the California Vehicle Code for his records.

12) Date for next meeting announced and adjournment

Chair Ringler informed the HSC that the next meeting of the HSC is tentatively scheduled for November 4, 2009. The meeting was adjourned at 11:16 a.m.

A recording of the discussions held at this meeting is on file at Public Works.

Respectfully submitted,


IRENA GUILMETTE
Executive Officer
Highway Safety Commission

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