

**COUNTY OF LOS ANGELES
HIGHWAY SAFETY COMMISSION
MINUTES OF OCTOBER 5, 2011**

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

1) Call to Order

The meeting of October 5, 2011, was called to order at 9:08 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 Marvin Estey
Commissioner John Watkins
Commissioner Guillermo Villalobos

Absent: Commissioner Rhett Price (excused)
Commissioner Greg Knapp

Also in attendance were the following:

Scott Schales, Assistant Division Engineer; James Chon, Senior Civil Engineer; Guillermo Gonzalez, Associate Civil Engineer; Alan Niño, Associate Civil Engineer; Irena Guilmette, Supervising Civil Engineering Assistant; and Omar Ahmed, Senior Civil Engineering Assistant.

4) Approval of August 3, 2011, Meeting Minutes

The Minutes of the August 3, 2011, Highway Safety Commission (HSC) meeting were approved.

5) Citizen Appeal of denied request by Public Works (DPW)

- a) Speeding Concerns on 74th Street between Alameda Street and Crockett Boulevard

Appellant: Mr. Victor Cárdenas

Mr. Ahmed provided a power point presentation to the HSC in regard to speeding concerns on 74th Street between Alameda Street and Crockett Boulevard. Mr. Ahmed informed the HSC that Mr. Victor Cárdenas expressed concern over speeding on 74th Street between Alameda Street and Crockett Boulevard and that Mr. Cárdenas had requested speed humps on 74th Street between Alameda Street and Crockett Boulevard.

Mr. Ahmed informed the HSC of the following existing conditions on 74th Street between Alameda Street and Crockett Boulevard:

- ◆ 36 feet-wide east/west local roadway.
- ◆ One travel lane and parking in each direction.
- ◆ Posted Speed Limit – **25 mph.**
- ◆ Prevailing Speed – **28 mph.**
- ◆ Average Daily Traffic – **1,880 vehicles per day (vpd).**

Mr. Ahmed informed the HSC that DPW did the following:

- ◆ Counted the number of vehicles on 74th Street between Alameda Street and Crockett Boulevard.
- ◆ Measured speed of vehicles along 74th Street between Alameda Street and Crockett Boulevard.
- ◆ Reviewed the reported collision data.
- ◆ Observed pedestrian and vehicular traffic.

Mr. Ahmed informed the HSC that DPW considers the following guidelines when considering installation of speed humps:

- ◆ Roadway is classified as Local.
- ◆ Roadway has between 500 and 2,000 vpd.
- ◆ Roadway cannot be a public transit route.

- ◆ Roadway cannot be greater than 40 feet.
- ◆ 85th percentile speed is greater than 35 mph.

Mr. Ahmed provided the HSC with the following table of speed humps guidelines:

Guideline	Satisfied	Not Satisfied
1. Road is classified as local.	X	
2. Roadway has between 500 and 2,000 vpd.	1,880 vpd	
3. Roadway cannot be a public transit route.	X	
4. Roadway cannot be greater than 40 feet.	X	
5. 85th percentile speed is greater than 35 mph.		28 mph

Mr. Ahmed informed the HSC that Alameda Street has been analyzed for speed humps in 2009 and 2010, as well and in all three analyzes; it did not meet the 85th percentile speed for speed hump consideration. He summarized these findings in the table below:

Date Requested	85th percentile Speed	Vehicular Volume (vpd)	Recommendations
7/20/2009	28	1,436	Speed humps not recommended. Speed results forwarded to the California Highway Patrol (CHP).
4/14/2010	28	1,615	Recommended to install 25 mph speed limit signs. Speed humps not recommended. Speed results forwarded to CHP.
5/11/2011	28	1,880	Speed humps not recommended. Speed results forwarded to CHP.

Mr. Ahmed concluded his presentation by providing the following DPW recommendations:

- ◆ Since the prevailing speeds were less than 35 mph, speed humps are not recommended on 74th Street between Alameda Street and Crockett Boulevard.
- ◆ It is recommended to forward the speed results to the CHP for their appropriate enforcement.

Commissioner Estey asked Mr. Ahmed whether the Fire Department had been contacted. Mr. Ahmed informed him the Fire Department is only contacted when speed humps guidelines have been met. Commissioner Reese asked Mr. Ahmed why the CHP was notified about speeding instead of the Sheriff's Department. Mr. Ahmed informed him that the CHP enforces speeding in the unincorporated areas of Los Angeles County. Commissioner Watkins asked whether there was a bridge at Alameda Street and 74th Street and whether it functioned as a bypass to a shopping center. Mr. Ahmed informed him there was a bridge that lead to a shopping center. Commissioner Watkins inquired how long this shopping center had been opened and Mr. Niño responded it had been there since 2008.

Chair Ringler asked Mr. Cárdenas, the appellant, to make his presentation. At this point, Mr. Guillermo Gonzalez, a DPW Staff member, translated a letter from Spanish to English on behalf of Mr. Cárdenas. In this letter, Mr. Cárdenas stated that there were many large trucks driving down 74th Street and that many motorists are speeding during peak hours, particularly noontime. He stated he believed that DPW's study was based on the posted speed limit. Mr. Cárdenas stated that on one occasion, a large truck had stopped so far into the intersection of Alameda Street and 74th Street that the traffic signal turned red before he could proceed. Therefore, Mr. Cárdenas also requested KEEP CLEAR signage be installed on Alameda Street at 74th Street due to motorists blocking the intersection. Commissioner Watkins asked Mr. Ahmed if there were any speeding reports from the CHP yet and Mr. Ahmed responded no reports have been submitted to DPW at this time. Mr. Cárdenas concluded his presentation by stating he would call DPW if there is a speeding collision and thanked the HSC for listening to his testimony.

Commissioner Villalobos informed Mr. Cárdenas in Spanish that DPW had looked at speed hump requests two other times before and based on all three presentations, they are still not warranted.

Commissioner Villalobos also informed Mr. Cárdenas that the Fire Department does not approve of speed humps anyway. Commissioner Watkins mentioned that speed humps could impair emergency vehicle access over the bridge.

Mr. Cárdenas responded speed humps had been installed on Whittset Avenue and Walnut Drive, which were very close to this area. Mr. Cárdenas again stated that he wanted just one speed hump and that even the shopping center had speed humps. Mr. Cárdenas mentioned visibility issues at 74th Street and Alameda Street, as well as problems on trash days and street sweeping days coinciding. Commissioner Ringler informed Mr. Cárdenas that if visibility is his issue DPW could examine this.

After hearing the testimony of both DPW Staff and the appellant, the HSC made the following motion:

- HSC recommends moving to approve DPW's recommendation to deny request for speed humps on 74th Street between Alameda Street and Crocket Boulevard.

After discussion, the HSC voted and the motion was unanimously approved.

6) Unfinished Business and general notes (Taken out of order Item 10)

a) Update on denial of speed humps on Salais Street

Appellant: Ms. Maria Maldonado

Mr. Niño provided an update to the HSC in a power point presentation format. Mr. Niño stated that residents on Salais Street expressed concern regarding speeding on Salais Street and requested multiway stop controls and speed humps on Salais Street. Mr. Niño further stated that Salais Street had the following characteristics:

- ◆ 36 feet-wide east/west local roadway.
- ◆ One travel lane and parking in each direction separated by a broken yellow line.
- ◆ Posted Speed Limit – **30 mph.**
- ◆ Prevailing Speed – **33 mph.**
- ◆ Average Daily Traffic – **5,141 vpd.**

Mr. Niño stated that for the October 9, 2009, meeting, DPW conducted a multiway stop control analysis at the intersection of Salais Street and Sandalwood Avenue and multiway stop control was not warranted; therefore, not recommended. Mr. Niño also informed the HSC that a speed hump analysis was conducted on Salais Street between Azusa Avenue and Hambledon Avenue and that speed humps guidelines were not met and not recommended. Mr. Niño stated that DPW recommended the following:

- ◆ Forward the speed results to the CHP.
- ◆ Deploy a radar speed trailer on Salais Street for a week.
- ◆ Replace missing 30-mph speed limit sign on Salais Street east of Azusa Avenue.

Mr. Niño informed the HSC that at the October 9, 2009, HSC meeting, the following motion was approved:

- ◆ Support for DPW's recommendation to deny multiway stop controls.
- ◆ Lower the speed limit to 25 mph on Salais Street between Sandalwood Avenue and Azusa Avenue.
- ◆ Consider installing driver feedback signs.

Mr. Niño informed the HSC that at the follow up meeting held on February 3, 2010, the HSC approved the following motion:

DPW to conduct a study to discourage cut-through traffic by recommending:

- ◆ One-way street.
- ◆ Consider installing driver feedback signs.
- ◆ Closing Salais Street at its westerly terminus.
- ◆ Post signs on Salais Street prohibiting non-residents during certain hours.

Mr. Niño informed the HSC that at the follow-up meeting held on September 1, 2010, the HSC approved the following motion:

- ◆ Reclassify Salais Street from collector road to residential or local road on the Federal Functional Usage Classification Maps.
- ◆ Survey residents about the suggestion to close Salais Street at Azusa Avenue or install turning restrictions at Azusa Avenue to discourage cut-through traffic.

Mr. Niño informed the HSC that since the time of the September 1, 2010, HSC meeting, community surveys were mailed to 538 residences, as well as the Fire Department and the results were as follows:

- ◆ A majority of residents were opposed to both proposed measures.
- ◆ The Fire Department did not recommend the closure of Salais Street.
- ◆ The Department of Public Works did not recommend either measure.

Mr. Niño stated that the Community had the following recommendations of their own:

- ◆ Adjust timing at Azusa Avenue and Salais Street.
- ◆ Install a left-turn signal at Azusa Avenue and Salais Street.
- ◆ Add a right-turn arrow for Salais Street and Azusa Avenue.

- ◆ Install a traffic signal at Azusa Avenue and Renault Street.

Mr. Niño stated that as a result, DPW completed some of these studies and had the following to report:

- ◆ Additional green time was added for Salais Street /Main Street at Azusa Avenue for the morning peak hour in May 2011.
- ◆ A left-turn and/or right turn arrow is not recommended because delay and collision history were especially below the County's guidelines.
- ◆ A traffic signal is not recommended for the intersection of Azusa Avenue at Renault Street.
- ◆ Multiway stop control is not recommended on Sandalwood Avenue at Renault Street.

Mr. Niño concluded his presentation by informing the HSC that DPW is continuing to work on reclassifying Salais Street to a local road. Commissioner Villalobos stated that he believes increasing the green time may exasperate the issues for Salais Street at Azusa Avenue. Mr. Villalobos asked whether a grade percentage sign was possible. Mr. Niño stated that this type of sign is typically used on roadways with much steeper grades. Commissioner Watkins stated that it would be a good idea if we wait and see what happens first.

Ms. Maldonado, the appellant, stated that having a radar trailer or driver feedback sign would be helpful. She stated she has lived there for more than 30 years and there is more and more traffic. She said there is particularly more traffic on Friday afternoons and that many parents are taking their children to school on those days. Commissioner Estey mentioned the possibility of installing edge line striping and that might force cars to straddle the centerline more. Chair Ringler stated that in the City of Los Angeles' edge lines do not work efficiently. Commissioner Villalobos mentioned the possibility of bike lanes to slow traffic.

After hearing the testimony of DPW staff and Ms. Maldonado, the HSC made a motion for DPW to do the following:

- ◆ DPW to continue working to reclassify Salais Street from a collector roadway to a local street so that 25-mph speed limit signs could be posted.

After discussion, the HSC voted and the motion was unanimously approved.

7) Crossing Guard Update (Back to regular order Item 6)

Ms. Guilmette informed the HSC that during the 2-month period since the August 3, 2011, HSC meeting, DPW had received one new request on the crossing guard program. The total number of locations with crossing guard service is 208. Please note that the total number of crossing guards employed by the Los Angeles County Office of Education for these 208 locations is 213, which is due to some locations being served by more than one crossing guard.

The HSC received and filed this information.

8) Public comments on any matter not on the agenda (Item 7)

There were no comments on matters not on the agenda.

9) Reports from special committees (Item 8)

There were no special committee announcements.

10) Special orders (Item 9)

There were no special orders.

11) New Business (Item 10)

Ms. Guilmette informed the HSC that there were no new items scheduled at this time. The HSC informed Ms. Guilmette that they still needed better directions on how to complete their on-line Ethics training courses. Ms. Guilmette informed them she would follow-up with them on their training classes.

12) Date for next meeting announced and adjournment (Item 11)

The next meeting was tentatively scheduled for November 2, 2011. Commissioner Watkins informed the HSC that he would be out of town that week. The meeting was adjourned at 11:50 a.m.

Respectfully submitted,

A handwritten signature in black ink, reading "Irena Guilmette". The signature is written in a cursive, flowing style.

IRENA GUILMETTE
Executive Officer
Highway Safety Commission

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