

**COUNTY OF LOS ANGELES
HIGHWAY SAFETY COMMISSION
MINUTES OF DECEMBER 2, 2009**

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

1) Call to Order

The meeting of December 2, 2009, was called to order at 9:18 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

Absent: Commissioner Guillermo Villalobos

Also in attendance were the following:

Mr. Patrick DeChellis, Deputy Director; Mr. William Winter, Assistant Deputy Director; Mr. Scott Schales, Assistant Division Engineer; Mr. James Chon, Senior Civil Engineer; Mr. Paul Barbe, Civil Engineer; Ms. Irena Guilmette, Supervising Civil Engineering Assistant and Mr. Sarkis Oganesyanyan, Senior Civil Engineering Assistant.

4) Approval of October 7, 2009, Minutes

The Minutes of the October 7, 2009, Highway Safety Commission (HSC) meeting were approved.

5) Citizen Appeal of requests denied by Public Works.

There were no citizen appeals of requests denied by Public Works.

6) Report on business other than appeals

Informational Item: County radar-enforced routes

Mr. Barbe informed the HSC that when it comes to establishing speed limits on County roadways, DPW follows guidelines set forth by the State of California. He stated that the State of California has written a policy on how speed limits are to be determined within the State of California and that policy is established in the California Manual on Uniform Traffic Control Devices (California MUTCD). Due to many problems occurring in the judicial courts with the interpretation of these speed limits, the California Traffic Control Device Committee has been meeting for several years to discuss the issues that law enforcement is having with justifying their speed tickets with Engineering and Traffic Surveys (E&TS).

Mr. Barbe stated that the purpose of an E&TS is to establish a speed limit. He stated DPW uses the following procedure when conducting an E&TS is the following:

- Collects collision data, speed measurements and vehicular volume measurements.
- Completes written report
- Consults with California Highway Patrol about recommended speed
- Consults with Board of Supervisor's Deputies about recommended speed
- When approved by Board and CHP, DPW sends copy of E&TS to California Highway Patrol (CHP)

Mr. Barbe presented a newspaper article from the City of Santa Clarita that incorrectly described the methodology used in conducting speed surveys. Mr. Barbe informed the HSC that DPW employees involved in completing E&TS's will be attending some Speeding workshops at the California Department of Transportation (CALTRANS) District 7 Headquarters in Los Angeles.

Chair Ringler asked if community groups are involved in the process for selecting speed limits. Mr. Barbe informed him that they are told of the recommendations and sometimes, community groups object when the speed survey recommends increasing a speed limit. Commissioner Price stated that the CHP takes the speed surveys to the Senate for the Assemblyman to authorize.

Mr. Barbe stated that around schools, SCHOOL, 25 mph, When Children Are Present signs are posted. Chair Ringler mentioned that a lot of traffic has been deterred to residential streets in recent years. Commissioner Price stated that due to population and technology, some of the biggest speeding violators have been motorists driving the Toyota Priuses. He stated due to the quietness of the vehicle, motorists' driving them don't realize how fast they are going. Chair Ringler mentioned that there are also many distracted drivers nowadays due to the use of cell phones and vehicular navigation systems in the vehicle.

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

Ms. Guilmette provided an update on the appeal for speed humps on New York Street between Ford Boulevard and McDonnell Avenue for the appellant Mr. Ben Rubalcaba. Ms. Guilmette informed the HSC that recently, Mr. Rubalcaba had contacted Supervisor Molina's Office to determine when the study for the speed humps was going to resume. Supervisor Molina's Office was informed that the HSC had sent a letter to Mr. Rubalcaba explaining the details of the Motion made at the February 4, 2009, HSC meeting. He was informed that the follow-up study for speed cushions (instead of speed humps) would be conducted by DPW after the traffic signal was operational at the intersection of Ford Boulevard and the Ford Boulevard/710 Freeway northbound offramp and the left turn phasing was operational at the intersection of Cesar Chavez Avenue at Ford Boulevard.

Ms. Guilmette also informed the HSC that the follow-up appeal for traffic conditions on Del Mar at Montrose Avenue would be presented at the HSC's January 6, 2009 meeting. She reminded the HSC that DPW was instructed by the HSC to conduct a multi-way stop control study at the intersection of Mayfield Avenue and Briggs Avenue, which is on the other side of the school.

11) New Business

Ms. Guilmette also informed the HSC there would be a new appeal in February 2010, for the removal of a multi-way stop control at the intersection of Kagel Canyon Road and Lopez Canyon Road. She stated that this appeal would involve a community group.

12) Date for next meeting announced and adjournment

Chair Ringler informed the HSC that the next meeting of the HSC is tentatively scheduled for January 6, 2010. The meeting was adjourned at 9:55 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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