

**COUNTY OF LOS ANGELES
HIGHWAY SAFETY COMMISSION
MINUTES OF AUGUST 5, 2009**

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

1) Call to Order

The meeting of August 5, 2009, was called to order at 9:15 a.m.

2) Pledge of Allegiance

The Pledge of Allegiance was recited.

3) Roll Call

Present: Chair Ringler
 Vice-Chair Thurston Reese
 Commissioner Rhett Price
 Commissioner John Watkins

Absent: Commissioner Marvin Estey
 Commissioner Praful Kulkarni
 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 and Ms. Irena Guilmette, Supervising Civil Engineering Assistant.

4) Approval of June 3, 2009, Minutes

The Minutes of the June 3, 2009, Highway Safety Commission (HSC) meeting were approved.

5) Citizen Appeal of requests denied by Public Works.

a) Whittier Boulevard at Keenan Avenue
 Traffic Signal and Crosswalk
 Appellant: Jorge Venzor

Chair Ringler informed the HSC that Jorge Venzor had contacted DPW Staff prior to the scheduled meeting requesting that his item be postponed until the next scheduled HSC meeting. Mr. Ringler stated that he recommends the meeting be rescheduled to the September 2, 2009, HSC meeting date. The Commissioners agreed and the item was rescheduled to September 2, 2009.

6) Report on business other than appeals

There was no business other than appeals.

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 committees announcements.

9) Special Orders.

There were no special orders.

10) Citizen Appeal of Traffic Control Requests denied by Public Works.

a) Update on Citizen appeal for traffic signal on Indiana Street at 5th Street:

Appellant: Eleanor Vasquez

Alan Nino presented an update report on the original appeal by Ms. Eleanor Vasquez. Mr. Nino stated that Ms. Vasquez requested DPW install a traffic signal at the intersection of Indiana Street at 5th Street. He stated that she said pedestrians have difficulty crossing Indiana Street.

Mr. Nino stated that at the March 4, 2009, meeting of the HSC, the HSC made the following motion:

- Deny request to install a traffic signal.
- DPW to complete a study for In-Roadway Warning Lights with Flashing Beacons at the intersection of Indiana Street and 5th Street. This study was supposed to include nighttime pedestrian counts.

- DPW to work concurrently with the City of Los Angeles on this study.
- A letter from the Highway Safety Commission was to be sent to the City of Los Angeles Department of Transportation (LADOT) recommending they review DPW's study to determine the appropriateness of In-Roadway Warning Lights with Flashing Beacons at the intersection of Indiana Street and 5th Street.

Mr. Nino stated that DPW uses the following guidelines to recommend additional traffic control devices at marked uncontrolled crosswalks. These guidelines were prepared with input from the LA County Pedestrian Task Force:

Beacons at Uncontrolled Pedestrian Crossings

- Existing marked crosswalk with all standard accompanying traffic control devices.
- Marked crosswalk is not within 300 ft of signalized or stop-controlled intersection, within 200 feet of a railroad crossing, or within 300 feet of any other flashing yellow warning beacon.
- 40 or more pedestrians during the peak-hour or 30 or more pedestrians per hour during any 2 hours of an average day.
- The average daily traffic volume or vehicular volume during peak pedestrian hours exceeds the amount shown in the following table.

Volume	Speed (MPH)	Number of Lanes
5,000 ADT or 500 Pk Hr	30 or Less	2
7,500 ADT or 750 Pk Hr	30 or Less	3 or More
4,000 ADT or 400 Pk Hr	31 to 40	2
6,000 ADT or 600 Pk Hr	31 to 40	3 or More
3,000 ADT or 300 Pk Hr	41 or Greater	2
5,000 ADT or 500 Pk Hr	41 or Greater	3 to 5
7,500 ADT or 750 Pk Hr	41 or Greater	6 or More

Note: Number of lanes includes through and turn lanes but not parking lanes.

Actuation

Beacons at uncontrolled pedestrian crossings should not be in operation until actuated by the pedestrian before crossing the street.

Mr. Nino stated that In-Roadway Warning Lights may be desirable to use in conjunction with standard flashing beacons when a significant portion of the pedestrian activity occurs during hours of darkness, all of the following conditions are met, and the location scores a rating of 20 points or more on the following Point Guidelines:

- There is an existing marked crosswalk with all standard accompanying traffic control devices.
- The marked crosswalk is not within 300 feet of a signalized intersection or R-1, within 200 feet of a railroad crossing, or within 300 feet of any other flashing yellow warning beacon.
- The number of pedestrians crossing at the crosswalk is 40 or more during the peak-hour or 30 or more per hour during any two hours of an average day.

Mr. Nino presented a summary of the In-Roadway Warning Lights Points allotted for the intersection of Indiana Street at 5th Street.

Mr. Nino summarized the overall findings as follows:

- There were less pedestrians crossing Indiana Street at 5th Street during Thursday afternoon count and Sunday counts than in original study that was conducted on a weekday.
- The smart crosswalk studies along with pedestrian counts were provided to the City of Los Angeles for their review.
- The City of Los Angeles indicated that their guidelines for the installation of an Activated Pedestrian Warning Device were not met.
- LADOT concurs that no other traffic control devices are justified at the present time.

Mr. Nino informed the HSC that since the guidelines for the installation of a smart crosswalk were not met, it is not recommended to supplement the existing marked crosswalk with flashing beacons or In-Roadway Warning Lights.

Ms. Eleanor Vasquez made her presentation to the HSC. Ms. Vasquez stated that she believes that the people who were conducting the count did not stay long enough to see the existing conditions. Ms. Vasquez stated that it is still difficult to cross Indiana Street and that her elderly mother crossing the street concerns her.

Commissioner Ringler informed Ms. Vasquez that In-Roadway Warning Lights are designed more to be installed during nighttime pedestrian activity and that this location had more daytime pedestrian activity.

Commissioner Price stated that the signs and markings have been upgraded. He also stated that although the signs and markings have been upgraded, a pedestrian still has a responsibility to be careful when crossing a roadway. Commissioner Price informed Ms. Vasquez that she should work with the Central Traffic Division with the California Highway Patrol regarding her issues with motorists breaking the law at this intersection.

Mr. Bill Winter suggested that the local law authorities consider conducting "sting" operations for pedestrians to catch motorists who fail to yield to pedestrians in a crosswalk.

After hearing the testimony of those present at the meeting, the HSC made the following motion:

- The HSC supports both the LADOT's and DPW's recommendation to deny the installation of In-Roadway Warning Lights and Flashing Beacons at the intersection of Indiana Street and 5th Street.
 - DPW Staff to assist Ms. Vasquez in working with the appropriate law authorities to provide "Sting" operations for motorists that fail to stop for pedestrians.
- b) Update on Citizen appeal for traffic signal on Valley Boulevard at Alderton Avenue:

Appellant: Hermila Mendoza

Mr. Nino informed the HSC that Ms. Hermila Mendoza requested DPW install a traffic signal at the intersection of Valley Blvd at Alderton Ave because there were many collisions that occurred. She indicated that it is difficult for motorists to make left turns from Alderton Ave onto Valley Blvd. She also mentioned that sight distance was limited due to on-street parking along Valley Blvd.

Mr. Nino reminded the HSC of the Motion that was made at the May 6, 2009, HSC meeting and summarized the motion as follows:

- Deny request for a traffic signal at the intersection of Valley Boulevard and Alderton Avenue.
- DPW to work with the City of Industry for the installation of a smart crosswalk across Valley Boulevard at Alderton Avenue.
- Recommended that Chair Ringler sit in via teleconference with the City of Industry regarding the recommendation to install a smart crosswalk at the intersection of Valley Boulevard and Alderton Avenue.

Mr. Nino also talked about the recommendations made at the June 3, 2009, HSC meeting and listed them as follows:

- A teleconference was held between the City of Industry's Public Works Director and Chair Ringler. Public Works Director stated he was not in favor of installing In-Roadway Warning Lights with Flashing Beacons due to the higher speed of motorists on Valley Boulevard and the fact that pedestrians would be encouraged to cross 3 lanes of travel in each direction.
- METRO reviewed the traffic conditions at the existing bus stop located on the south side of Valley Boulevard just east of Alderton Avenue and recommended to remove this bus stop location.
- Letter was sent from Public Works to residents who attended May 2009 HSC meeting informing them that METRO had removed the bus stop. He then presented a copy of the letter that was sent to the residents.

Mr. Nino informed the HSC that the most recent update is the following:

- In response to this letter, Public Works received three letters from Hermila Mendoza, Carmen Celis, and Vicente Morales, requesting that that the HSC reconsider their decision to install a traffic signal.
- Public Works informed these three residents that since the bus stop was removed, that Public Works was not pursuing the HSC's recommendation to install a smart crosswalk.

Mr. Nino reminded the HSC that DPW had originally conducted a study at the intersection of Valley Boulevard and Alderton Avenue to determine whether In-Roadway Warning Lights or Flashing Beacons and were warranted. He stated DPW used the same guidelines as mentioned previously in the discussion on Indiana Street at 5th Street. Neither Flashing Beacons nor In Roadway Warning Lights are recommended.

Mr. Winter informed the HSC that since the removal of the bus stop on Valley Boulevard at Alderton Avenue, there have been no complaints from the public that he was aware of. Mr. Winter informed the HSC that DPW would contact the City of Industry to let them know that the bus bench and trash receptacle that were adjacent to the former bus stop needed to be removed from the south side of Valley Boulevard east of Alderton Avenue.

After hearing the fact that the bus stop has been removed from the south side of Valley Boulevard east of Alderton Avenue, the HSC determined that the appeal for a marked crosswalk, traffic signal or any additional warning devices was no longer viable due to the fact that pedestrians would have no need to be crossing Valley Boulevard to access a bus stop anymore.

11) New Business

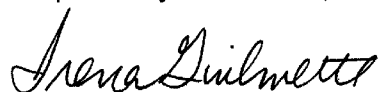
Ms. Guilmette informed the HSC there was no new business.

12) Date for next meeting announced and adjournment

Chair Ringler informed the HSC that the next meeting of the HSC is tentatively scheduled for September 2, 2009. The meeting was adjourned at 10:07 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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