

**COUNTY OF LOS ANGELES  
HIGHWAY SAFETY COMMISSION  
MINUTES OF AUGUST 6, 2014**

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

1. Call to order

The meeting of August 6, 2014, was called to order at 9:13 a.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

3. Roll call

Present:                   Chairperson Thurston T. Reese  
                                  Commissioner Marvin Estey  
                                  Commissioner Robert A. Ringler  
                                  Commissioner John Watkins

Absent but excused: Vice Chair Greg Knapp  
                                  Commissioner Rhett Price  
                                  Commissioner Guillermo Villalobos

Also in attendance were the following:

Dean Lehman, Assistant Deputy Director; Guita Sheik, Principal Engineer; Mary Reyes, Senior Civil Engineer; Guillermo Gonzalez, Associate Civil Engineer; Kristopher Norberg, Associate Civil Engineer; Irena Guilmette, Supervising Civil Engineering Assistant and Leonel Gallegos, Principal Civil Engineering Assistant.

4. Approval of June 4, 2014, meeting Minutes

The Minutes of the June 4, 2014, Highway Safety Commission (HSC) meeting were approved.

5. Citizen appeal of denied request by Public Works

Denial of midblock pedestrian actuated flashing beacon on Cesar Chavez Avenue between Ford Boulevard and McDonnell Avenue.

Appellant: Rosanna Esparza Ahrens

Mr. Leonel Gallegos informed the HSC that Ms. Rosanna Esparza Ahrens requested the County to install a midblock crosswalk with pedestrian actuated flashing beacons on Cesar Chavez Avenue between Ford Boulevard and

McDonnell Avenue. Mr. Gallegos presented a location map, aerial view, and list of existing roadway conditions on Cesar Chavez Avenue between Ford Boulevard and McDonnell Avenue. Mr. Gallegos informed the HSC that Public Works did the following:

- Counted the number of vehicles on Cesar Chavez Avenue and pedestrians crossing midblock.
- Measured the speed of vehicles.
- Observed pedestrian and vehicular traffic.
- Reviewed 5-year collision history

Mr. Gallegos stated the following requirements must be met in order for a midblock crosswalk with flashing beacons to be considered at the subject location:

- 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.
- The number of pedestrians crossing at the crosswalk is 40 or more during the peak hour or 30 pedestrians per hour for 2 or more hours during an average day.

Mr. Gallegos explained that marked uncontrolled crosswalks may be installed at nonsignalized locations where engineering judgment suggests that the number of motor vehicle lanes, pedestrian exposure, average daily traffic, and posted speed limit would make the use of a specially designated crosswalk desirable for traffic/pedestrian safety and mobility. Mr. Gallegos mentioned that a recent Federal Highway Administration study of uncontrolled crosswalks indicated that marked crosswalks alone are insufficient, since pedestrian crash risk may be increased by providing marked crosswalks alone. Mr. Gallegos stated that the study also indicated that multilane roads with traffic volumes greater than 12,000 vehicles per day, having a marked crosswalk was associated with a higher pedestrian crash rate compared to an unmarked crosswalk. Mr. Gallegos stated the following conditions exist for Cesar Chavez Avenue between Ford Boulevard and McDonnell Avenue:

- Cesar Chavez Avenue between the subject limits is 600 feet in length. There are existing marked crosswalks with traffic signals within 300 feet on Cesar Chavez Avenue at Ford Boulevard and at McDonnell Avenue.

- The number of pedestrians crossing midblock on Cesar Chavez Avenue during the peak hour was 16 pedestrians (hand count conducted during the week and on a Sunday).
- Two pedestrian related collisions within a 5 year period (one pedestrian right of way violation and one vehicle crossing double yellow line violation).

Mr. Gallegos stated that based on the guidelines, Cesar Chavez Avenue east of Ford Boulevard does not meet the criteria set by the County to warrant the installation of pedestrian activated flashing beacons. The number of pedestrians crossing Cesar Chavez Avenue between Ford Boulevard and McDonnell Avenue is less than the required amount of pedestrians needed to meet the guidelines. Additionally, there are signalized intersections within 300 feet of the proposed midblock crosswalk.

Mr. Gallegos concluded his presentation by stating that Section 21956 of the California Vehicle Code states "Between adjacent intersections controlled by traffic control signal devices or by police officers, pedestrians shall not cross the roadway at any place except in a crosswalk." Mr. Gallegos stated that Public Works encourages pedestrians to use the signalized intersections on Cesar Chavez Avenue at Ford Boulevard and at McDonnell Avenue. Mr. Gallegos concluded that Public Works does not recommend the installation of an uncontrolled crosswalk with flashing beacons at this location.

Commissioner Estey asked Mr. Gallegos how many people he had observed crossing Cesar Chavez Avenue. Mr. Gallegos responded that he hadn't seen anybody crossing midblock. Commissioner Estey stated that from his observations, it appeared adults crossed this location more than children. Commissioner Estey asked what was the distance between Ford Boulevard and McDonnell Avenue and Mr. Gallegos responded 600 feet.

Ms. Ahrens stated that this area has changed and is now called Old Town Maravilla and that there are three gift shop/boutiques, an art gallery, and five restaurants. She stated that Old Town Maravilla has experienced an influx of people due to the shops and a recent news article. She stated that 95 percent of the patrons are jaywalking. Ms. Ahrens stated that activities such as Day of the Dead have many patrons crossing back and forth across Cesar Chavez Avenue due to the sidewalk sales.

Commissioner Watkins suggested to Ms. Ahrens that the shop owners apply for a permit that would allow for the local business owners from Cesar Chavez Avenue to close the street during special events so that patrons could cross the roadway without encountering any motorists. Commissioner Ringler stated that some signs

should be posted informing pedestrians that they should not cross Cesar Chavez Avenue midblock and that they should use the crosswalks at the traffic signals. Ms. Sheik stated that this jaywalking can be altered by directed law enforcement.

Ms. Olefin Esparza also spoke and indicated that she has an art gallery next to the coffee shop and she acknowledged that it was illegal to cross Cesar Chavez Avenue. She also emphasized that business has increased 200 percent since the USA News Today newspaper article. Commissioner Ringler asked what the fine was for jaywalking and Public Works staff indicated they did not have that information readily available. Mr. Lehman indicated that even if a flashing beacon was installed, it was likely that pedestrians were still going to jaywalk in this area. Commissioner Ringler indicated that after a while, motorists ignore flashing beacons because they are flashing all the time.

Commissioner Watkins asked what kind of parking restrictions there were on Cesar Chavez Avenue. Mr. Gallegos indicated that the north side of the roadway had 1-hour parking restrictions while the south side of the roadway had 2-hour parking restrictions. Ms. Ahrens indicated the shop owners preferred 2-hour parking restrictions. Ms. Ahrens indicated that the church down the street also has a lot of pedestrian activity.

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

Move to approve Public Works' recommendation to deny a request to install a midblock crosswalk with a flashing beacon on Cesar Chavez Avenue between Ford Boulevard and McDonnell Avenue and to install pedestrian crossing prohibition signs on both sides of Cesar Chavez Avenue midblock.

The motion was passed unanimously.

After hearing the motion, Public Works staff encouraged Ms. Ahrens to apply for a permit to close Cesar Chavez Avenue during special events such as Day of the Dead and the Earth Day event.

## 6. Report on business other than appeals

### Crossing Guard Update

Ms. Guilmette stated that during the 2 month period since our June 4, 2014, HSC meeting, Public Works studied two sites for crossing guard services. Of those two sites, one was added for new crossing guard services, and the other was denied due to not meeting the minimum criteria for crossing guard services. Also, Public Works is currently evaluating two new locations for crossing guard services.

The total number of locations with crossing guard service is 207. Please note that the total number of crossing guards employed by the Los Angeles County Office of Education for these 207 locations is 214, which is due to some locations being served by more than one crossing guard.

7. Public comments on any matter not on the agenda

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

8. Reports from special committees

There were no comments from special committees.

9. Special Orders

There were no special orders.

10. Unfinished business and general notes

Update on appeal of denial of speed humps on Salais Street

Appellant: Ms. Maria Maldonado

Mr. Kristopher Norberg presented background information on the original appeal of the denial of speed humps on Salais Street. Mr. Norberg 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. Norberg informed the HSC that Public Works did the following:

- Counted the number of vehicles and pedestrians at the intersections of Salais Street at Sandalwood Drive and Salais Street at Winton Avenue.
- Measured the speed of vehicles along Salais Street.
- Observed pedestrian and vehicular traffic.
- Reviewed reported collision data.

Mr. Norberg stated the results of the study indicated the following:

- None of the multi-way stop control warrants were satisfied. Therefore, Public Works did not recommend multi-way stop control.

- Prevailing speeds lower than 35 mph and traffic volumes exceed 2,000 vehicles per day limit. Public Works did not recommend speed humps/cushions.

Mr. Norberg informed the HSC that at the October 7, 2009, HSC meeting, Public Works was asked to study reducing the speed limit on Salais Street between Sandalwood Avenue and Azusa Avenue. As a result, Public Works determined the following regarding Salais Street:

- Collector Road.
- 85th percentile speed is 33 mph.
- Engineering and traffic survey likely to recommend 30 mph speed limit.

Mr. Norberg informed the HSC that at the February 3, 2010, HSC meeting, Public Works was asked to investigate the feasibility of a westbound one-way street. Public Works' response was that it was not feasible because of the roadway network. Mr. Norberg stated that Public Works was also asked to investigate the feasibility of closing Salais Street at the Azusa Avenue East Frontage Road. Public Works' response was that Salais Street was too long, emergency response time would be increased, and it would divert traffic to Gemini Street. Mr. Norberg stated that Public Works was also asked to prohibit nonresidents from parking between the hours of 6 a.m. and 9 a.m. and 3 p.m. and 6 p.m. weekdays. Public Works' response was that residents are vaguely defined and that it is difficult to implement adequate enforcement and there would be a high probability of intentional violations.

Mr. Norberg informed the HSC that at the September 1, 2010, HSC meeting, Public Works was asked to reclassify Salais Street from a collector to a local road. Public Works' worked on the process and the roadway was reclassified on August 7, 2012. Mr. Norberg stated that the HSC asked Public Works to further consider terminating Salais Street at the westerly end of the collector road for Azusa Avenue by gathering input from the community and the Fire Department. Public Works' response was that residents and the Fire Department were against full closure.

Mr. Norberg informed the HSC that at the November 5, 2011, HSC meeting, Public Works was asked about the status on reclassification and Public Works stated that the 30 mph speed limit was rescinded November 20, 2012, and that 25 mph speed limit and radar enforced signs were posted on Salais Street on December 17, 2012. Additionally, a letter was sent to the California Highway Patrol informing them of the new speed limit.

Mr. Norberg informed the HSC that at the February 6, 2013, HSC? meeting a motion was made to install radar feedback signs. As a result, driver feedback signs were installed on Salais Street in June 2014.

Commissioner Watkins asked about the visibility of the new driver feedback signs. Mr. Norberg informed him the signs are posted close to the crest of the hill. Ms. Maldonado stated you can't see the signs due to branches and suggested the signs be installed on the downhill section of the roadway. Mr. Norberg stated the speed checks indicated that motorists were speeding uphill instead of downhill. Mr. Norberg indicated that Public Works could trim the branches and raise the signs up to 5 feet higher to be more visible. Ms. Maldonado agreed that trimming the branches and raising the sign would help. Therefore, Public Works staff agreed to trim branches and raise sign.

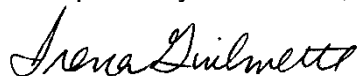
11. New Business

Ms. Guilmette stated there was one appellant interested in having a speed advisory sign placed back on the roadway in front of his house. This appellant was not part of a community group nor was it school related and it was at the discretion of the HSC whether this item could be heard at an upcoming meeting. The HSC recommended that this item be scheduled when another standard appeal item was being heard at the HSC.

12. Date for next meeting announced and adjournment

The next meeting was tentatively scheduled for September 3, 2014. The meeting was adjourned at 11:50 a.m.

Respectfully submitted,



IRENA GUILMETTE  
Executive Officer  
Highway Safety Commission

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