

**COUNTY OF LOS ANGELES
HIGHWAY SAFETY COMMISSION
MINUTES OF FEBRUARY 6, 2013**

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

1) Call to order

The meeting of February 6, 2013, was called to order at 9:11 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 John Watkins
 Commissioner Guillermo Villalobos
 Commissioner Marvin Estey

Absent but excused:

Commissioner Rhett Price
Commissioner Greg Knapp

Also in attendance were the following:

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

4) Approval of June 6, 2012, meeting Minutes

The Minutes of August 1, 2012, Highway Safety Commission (HSC) meeting were approved.

5) Citizen appeal of denied request by Public Works

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

6) Report on business other than appeals

Crossing Guard Update

Ms. Guilmette informed the HSC that during the 6-month period since the August 1, 2012, HSC meeting, Public Works received one new request for the crossing guard program. 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 213, 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 special committee announcements.

9) Special orders

There were no special orders.

10) Unfinished business and general notes

a) Update on appeal of denial of speed humps on Salais Street

Appellant: Ms. Maria Maldonado

Mr. Norberg provided an update on the appeal of the denial of speed humps on Salais Street via a Power Point presentation. In his presentation, Mr. Norberg provided the following background information for Salais Street:

- ◆ 36 feet-wide east/west local roadway
- ◆ 1 travel lane and parking in each direction separated by a broken yellow line
- ◆ Posted Speed Limit – 25 miles per hour (mph)
- ◆ Average Daily Traffic – 5,141 Vehicles/Day

Mr. Norberg informed the HSC that the residents on Salais Street expressed concern over speeding on Salais Street between Azusa Avenue and Hambleton Avenue.

Mr. Norberg stated Ms. Maldonado requested multi-way stop controls and/or speed humps on Salais Street between Azusa Avenue and Hambledon Avenue. As a result, Mr. Norberg stated Public Works did the following:

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

Mr. Norberg stated that the results of the study were the following:

- ◆ None of the multi-way stop control warrants were satisfied. Therefore, Public Works did not recommend multi-way stop control.
- ◆ Prevailing speeds were lower than 35 mph and traffic volumes exceeded the 2,000 vehicles per day limit. Public Works did not recommend speed humps or speed cushions.

Mr. Norberg provided chronological background data on the appeal for Salais Street. Mr. Norberg stated that at the October 7, 2009, HSC meeting, Public Works was to study reducing the speed limit on Salais Street between Sandalwood Avenue and Azusa Avenue. Mr. Norberg stated that after Public Works completed this study, the following was concluded:

- ◆ Salais Street identified as a collector roadway.
- ◆ 85th percentile speed on Salais Street was 33 mph.
- ◆ If an Engineering and Traffic Survey (E&TS) were conducted, a 30 mph speed limit would likely be recommended.

Mr. Norberg stated that at the February 3, 2010, HSC meeting, a motion was made for Public Works to complete some work and Public Works completed this work. The following summarizes conclusions Public Works came up with regarding their investigations:

- ◆ Investigate the feasibility of a westbound one-way street. Public Works concluded this was not feasible because of the roadway network.

- ◆ Investigate the feasibility of closing Salais Street at the Azusa Avenue East Frontage Road. Public Works concluded that Salais Street was too long, that emergency response time would increase and it would divert traffic to Gemini Street.
- ◆ Prohibit non-residents between the hours of 6:00 am and 9:00 am and 3:00 pm and 6:00 pm weekdays. Public Works concluded that “residents” is vaguely defined, it is difficult to implement adequate enforcement and there was a high probability of intentional violations.

Mr. Norberg stated that at the October 11, 2011, HSC meeting, a motion was made for Public Works to continue working on reclassifying Salais Street as a local roadway. As a result Public Works did the following:

- ◆ Reclassification of Salais Street was completed on August 7, 2012.
- ◆ The Board of Supervisor’s Regulation for the 30 mph speed limit was rescinded November 30, 2012.
- ◆ 25 mph speed limit signs and radar enforced plaques were posted on December 17, 2012.
- ◆ A letter was sent to the California Highway Patrol (CHP) informing them of the new speed limit.

After hearing Public Works’ presentation, Ms. Maldonado informed the HSC that there have been two traffic collisions and one of those involved a bicyclist. She said the accident happened during school dismissal hours. She stated she didn’t believe the posting of a 25 speed limit sign would help. Mr. Lehman asked Ms. Maldonado if she’d seen the CHP patrolling and she said she had not seen them. Ms. Sheik asked Ms. Maldonado when these collisions occurred. Ms. Maldonado said that one had happened on Tuesday of last week and the other happened on Thursday of last week. Ms. Maldonado stated she believed only one was reported. She said that one of the collisions happened near Hambledon Avenue and the other occurred near Sandalwood Avenue, where she said a sign was posted shortly afterward. Commissioner Villalobos asked which direction the vehicle was going involving the bicyclist and Ms. Maldonado stated it was eastbound.

Mr. Lehman mentioned that multi-way stop controls and speed hump studies were completed along Salais Street in the past and neither was warranted. Mr. Lehman stated he would make sure the CHP was notified of the recent collisions that had occurred on Salais Street.

Mr. Lehman suggested Driver Feedback speed signs be considered along Salais Street in the future. Commissioner Villalobos agreed that those might be a good idea as well as increasing the CHP speed enforcement. Commissioner Watkins asked Public Works' Staff if the Driver Feedback speed signs would be installed in both directions and he stated that he thought those would be a great idea. Mr. Lehman stated there would be multiple Driver Feedback speed signs posted in both directions. Chair Ringler asked for some clarification on the collisions history at the location. He stated that he noticed there were mostly sideswipe of parked car collisions occurring. Ms. Sheik stated this was occurring due to the narrow roadway and number of vehicles parked on the street. Ms. Sheik stated that the goal of the new recommendations of the Driver Feedback speed signs is to decrease the speeds. Chair Ringler stated the Driver Feedback speed signs would be a good educational tool. Chair Ringler asked if any curve warning signs would be appropriate and Mr. Norberg responded that the curve wasn't sharp enough to warrant a curve sign.

Ms. Maldonado stated that Salais Street is being used as a bypass route and it wasn't fair that the residents had to deal with this. Ms. Sheik stated that with aggressive speed enforcement, this problem should be resolved. Mr. Villalobos stated that the roadway itself also has vertical curvature and he is familiar with the roadway and believes the roadway is indeed being used as a bypass route, weekdays and weekends. Commissioner Villalobos informed Ms. Maldonado Public Works has done a good job studying the options, but that the Fire Department does not want to install speed humps on this roadway. Commissioner Villalobos suggested a neighborhood watch meeting be held in her neighborhood to discuss the speeding issues. Commissioner Watkins stated that he believes this location should be reevaluated after the Driver Feedback speed signs have been in place for a while.

Mr. Lehman informed Ms. Maldonado that she and her neighbors should report all collisions to the CHP so that they do not go unreported. Mr. DeChellis asked Public Works' Staff how long it would take to get the Driver Feedback speed signs installed. Ms. Sheik stated it would take about 6 months. Mr. Dechellis stated that he believed this location should be reevaluated in 10 months to determine whether there have been any changes and whether the Driver Feedback speed signs have been effective.

Commissioner Estey brought up the fact that he noticed there was no CHP officer present at this meeting and it would have been nice to have had their feedback. Commissioner Villalobos asked if downhill speed signs should be installed on Salais Street due to the vertical curvature of the roadway. Ms. Sheik stated that the roadway was not steep enough to warrant this type of signage. Mr. Lehman suggested that there could be sign pollution if too many signs were posted along Salais Street.

Commissioner Villalobos asked where the Driver Feedback speed signs will be posted. Ms. Sheik informed him that Public Works will determine where these signs will go. Ms. Maldonado stated that the recently installed speed limit signs are larger than the old signs and that they all should be the same size, preferably larger, like the new ones. Mr. Lehman stated that oversized signs are typically used on roadways with higher speeds. Ms. Reyes stated that they are installed to overemphasize the speed limit on residential roadways as well.

Chair Ringler stated that he concurs with Public Works' recommendation to install Driver Feedback speed signs along Salais Street. Commissioner Villalobos asked Ms. Maldonado if she understood what these types of signs were like. He then proceeded to explain what the Driver Feedback speed signs were like. Ms. Maldonado emphasized that many of her neighbors agree with her, but that it is difficult for people to come to a meeting during the week when they are working. Commissioner Villalobos commended Ms. Maldonado for all her efforts and for her continual attendance at the HSC meetings.

After hearing Public Works' update, the HSC agreed with Public Works' recommendations to install Driver Feedback speed signs and increase CHP speed enforcement along Salais Street between Azusa Avenue and Hambleton Avenue and to file Public Works' update on the appeal of speed humps on Salais Street.

11) New business

Ms. Guilmette informed the HSC that there were no new items scheduled at this time.

12) Date for next meeting announced and adjournment

The next meeting was tentatively scheduled for March 6, 2013. The meeting was adjourned at 10:06 a.m.

Respectfully submitted,



IRENA GUILMETTE
Executive Officer
Highway Safety Commission

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