

**COUNTY OF LOS ANGELES  
HIGHWAY SAFETY COMMISSION  
MINUTES OF FEBRUARY 4, 2015**

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

1. Call to order

At 9:05 a.m.

2. Pledge of Allegiance

Recited.

3. Roll Call

Present:                   Chairperson Thurston T. Reese  
                                  Commissioner Marvin Estey  
                                  Commissioner Rhett Price  
                                  Commissioner Robert A. Ringler  
                                  Commissioner Guillermo Villalobos  
                                  Commissioner John Watkins

Absent but excused: Vice Chair Greg Knapp

Also in attendance were the following:

Guita Sheik, Principal Engineer; Mary Reyes, Senior Civil Engineer; Arnel Dulay, Senior Civil Engineer; Paul Barbe, Civil Engineer; Pete Flores, Civil Engineer; David Oboza, Associate Civil Engineer; and Irena Guilmette, Supervising Civil Engineering Assistant.

4. Approval of November 5, 2014, Meeting Minutes

The Minutes of the November 5, 2014, Highway Safety Commission (HSC) meeting were approved.

5. Citizen Appeal of Denied Request by Public Works

Denial of speed humps on Elizabeth Street between Allen Avenue and Oxford Avenue.

Appellant: Peter Gragnani, Maria Jatalvachin

Mr. Pete Flores informed the HSC that Mr. Peter Gragnani contacted Public Works requesting the Department re-evaluate the need for speed humps on Elizabeth Street between Allen Avenue and Oxford Avenue. Mr. Flores stated that Elizabeth Street is an east-west roadway and is classified as a local street per the Federal Highway Administration Functional Classification Map. Mr. Flores stated Elizabeth Street is 30 feet wide with one travel lane in each direction and parking is allowed along both sides of Elizabeth Street. Mr. Flores stated Elizabeth Street is fronted by residential developments along both sides of the roadway and the posted speed limit is 25 mph. Mr. Flores indicated a field review of the location was conducted on March 25, 2014, which revealed that there is a demand for on-street parking on both sides of the street. Mr. Flores stated a review of the Department's Maintenance Management System sign inventory compared with the existing field conditions revealed that there were no missing signs. Mr. Flores showed a video clip that was taken on January 6, 2015, at approximately 2:30 p.m. He stated that the conditions shown in the video were typical traffic conditions on Elizabeth Street. Mr. Flores stated that based on California Highway Patrol (CHP) records of collisions from September 1, 2008, to August 31, 2013, there were three midblock traffic collisions on Elizabeth Street between Allen Avenue and Oxford Street with no recurrence of a specific collision pattern. Mr. Flores indicated a 24-hour machine traffic count for speed and vehicular volume collected on April 3, 2014, revealed an average daily traffic of 1,385 vehicles per day and an 85th percentile speed of 30 mph. Mr. Flores stated that in accordance with the County's current guidelines, the installation of speed humps requires:

- Roadway classified "Local".
- Roadway volume between 500 and 2,000 vehicles per day.
- Roadway must not be a public transit route.
- Roadway cannot have a grade greater than 8 percent.
- Roadway width cannot exceed 40 feet.
- Prevailing speed must be greater than 35 mph.

Mr. Flores stated that Elizabeth Street between Allen Avenue and Oxford Avenue does not satisfy all of the County's guidelines. Mr. Flores summarized that due to the prevailing speed under the minimum set by the County, speed humps are not recommended on Elizabeth Street between Allen Avenue and

Oxford Avenue. Mr. Flores stated that since the data did reveal that some motorists are traveling in excess of the posted 25 mph speed limit, the speed data has been forwarded to the CHP for their directed enforcement.

After hearing the testimony of Public Works staff, Commissioner Price asked Mr. Flores what the width of the street was and Mr. Flores responded that it was 30 feet in width and classified as a local street. Commissioner Price asked Mr. Flores if Radar Enforced signs can be posted below the speed limit signs. Mr. Flores stated they could discuss this concept with the CHP Altadena Office.

Commissioner Villalobos asked what kind of sign was placed below the speed limit, and Mr. Flores informed him it was a Bike Route sign. Commissioner Reese mentioned the roadway looked too narrow for motorists to pass one another. Ms. Sheik stated that with cars parked on both sides of the roadway, there have been three parked car collisions within 5 years. Commissioner Estey agreed the roadway looked narrow. Commissioner Estey asked if this roadway was a by-pass route for parents taking their children to school. Mr. Flores stated that Elizabeth Street is a route for residents to get in and out of the neighborhood. Commissioner Ringler stated that if speed humps were installed on this street, motorists would just use another street.

Mr. Gragnani provided his testimony and stated he was at the meeting representing the neighborhood. He then submitted a petition and stated that Elizabeth Street is a main artery for residents to get in and out of this small community. Mr. Gragnani presented photos from a collision that occurred on Elizabeth Street at North Dominion Avenue.

After hearing Mr. Gragnani's testimony, Commissioner Ringler stated that speed humps are not a cure-all and asked Mr. Flores if there were any alternative recommendations. Mr. Flores stated that the 85th percentile on the roadway was 28 mph in one direction and 33 mph in another direction, which averages to 30 mph. Mr. Flores stated that Public Works is not recommending prohibiting parking. Mr. Gragnani stated that Deputy Edel Vizcarra, from Mayor Michael D. Antonovich's office, stated that something needed to be done on Elizabeth Street. Commissioner Watkins stated that Mr. Gragnani's photos seemed to indicate it was one reckless driver speeding that caused the collision. Commissioner Price stated that the photos seemed to show no sign of skid marks which indicates that the driver never appeared to use his brakes. Commissioner Price indicated that to the untrained observer, even 25 mph can look fast on a roadway. Commissioner Estey stated that William Carey

International University is a religious school. He also stated that vehicles parked on both sides of Elizabeth Street make it difficult for motorists to maneuver their vehicles. Commissioner Estey suggested the university be contacted with a suggestion for the school to remind the students they are driving through a residential neighborhood. Commissioner Estey stated that 1,400 vehicles a day on a local street seemed like a lot of cars.

Commissioner Ringler made a motion to deny installation of speed humps or speed cushions on Elizabeth Street. Commissioner Estey asked if anything else could be done to control the speeding. Ms. Sheik informed the HSC that a radar trailer can be deployed and that the CHP could use directed enforcement. Commissioner Estey added a friendly motion requesting that Public Works provide educational pamphlets to the administrators at William Carey International University to remind the students they are speeding on a residential street. Commissioner Estey also requested that Public Works staff work with the CHP Altadena office to use directed speed enforcement. Commissioner Villalobos stated that an additional Stop sign may be needed on Elizabeth Street at Oxford Avenue. Public Works' staff informed Commissioner Villalobos that an additional Stop sign is not necessary because this was an offset intersection and appropriate Stop signs have been installed. Commissioner Price asked Public Works' staff if larger Speed Limit signs should be posted and/or additional speed limit pavement markings could be installed. Mr. Arnel Dulay stated that signs are usually posted at the beginning and end of a roadway. Commissioner Price suggested additional Speed Limit signs with radar enforced plates be double posted at Elizabeth Street and Sinaloa Avenue.

Commissioner Price informed Mr. Gragnani that the HSC has to follow certain guidelines and that he can only remember two locations where speed humps were recommended and that they were eventually removed. He stated there are quality of life issues that occur once speed humps are installed such as the emergency response time being impaired. Mr. Gragnani stated that his original request was for a 4-way stop. Commissioner Price stated it is difficult to meet guidelines for a 4-way stop as well. Commissioner Villalobos informed Mr. Gragnani that Stop signs are not installed to control speeding.

The final motion went as follows:

- Approve Public Works' recommendation to deny installation of speed humps on Elizabeth Street between Allen Avenue and Oxford Avenue.
- Install additional 25 mph Speed Limit signs and 25 pavement markings on Elizabeth Street at Sinaloa Avenue.
- Public Works' staff to work with CHP to have radar speed trailer deployed on Elizabeth Street.
- Public Works' staff to provide educational materials to William Carey International University that informs their students they are speeding along Elizabeth Street.

The vote went as follows:

Chairperson Thurston T. Reese	Yes
Commissioner Marvin Estey	Yes
Commissioner Rhett Price	Yes
Commissioner Robert A. Ringler	Yes
Commissioner Guillermo Villalobos	Yes
Commissioner John Watkins	Yes

The motion passed unanimously.

#### 6. Report on Business Other Than Appeals

##### Crossing Guard Update

Ms. Guilmette stated that during the 3-month period since the November 5, 2014, HSC meeting, Public Works completed four studies for crossing guard services. Of those four sites, two were recommended for new crossing guard services and the remaining two were denied due to not meeting the minimum criteria for crossing guard services. Also, Public Works is still evaluating seven additional locations for crossing guard services.

The total number of locations with crossing guard service is 211. Please note that the total number of crossing guards employed by Los Angeles County Office of Education for these 211 locations is 217, which is due to some locations being served by more than one crossing guard.

7. Public Comments on Any Matter Not on the Agenda

None.

8. Reports from Special Committees

None.

9. Special Orders

None.

10. Unfinished Business and General Notes

Denial of appeal to install a Curve Advisory sign at 24675 Piuma Road.

Appellant: Bill Mercado

Mr. Dulay provided the HSC with an update on Mr. Bill Mercado's appeal for a Speed Advisory Curve Warning sign on Piuma Road. Mr. Dulay informed the HSC that Public Works forwarded a copy of a modified 25 mph Curve Warning sign to the California Department of Transportation (CALTRANS) for their approval. Mr. Dulay showed the HSC a picture of this modified sign and stated that the curve arrow is modified with a driveway symbol and the letters "DWY". Mr. Dulay stated that CALTRANS approved this sign and as a result, Public Works presented this sign to Mr. Mercado. Mr. Dulay stated that Mr. Mercado was happy with the sign and agreed this sign would be appropriate preceding his driveway. Mr. Dulay stated that Public Works installed the sign on Piuma Road approaching Mr. Mercado's driveway. Commissioner Price commended Public Work's staff for their "out of the box" thinking on this issue.

11. New Business

a) Informational Item: Marked Crosswalk Guidelines

Mr. Paul Barbe presented the attached Power Point presentation.

Ms. Mary Reyes stated that Public Works is currently in the process of seeking approval of these guidelines. Commissioner Watkins asked how much did the County communicate with other cities. Ms. Reyes stated that the County will be consistent with the City of Los Angeles, who is already using continental style crosswalks. Commissioner Ringler asked if this is a philosophical shift and that the new idea forces people to look. Ms. Sheik stated that the new guidelines provides Public Works with more tools to use. Ms. Reyes stated that the "False Sense of Security" theory came from a study conducted in San Diego in the 1970's. Ms. Reyes stated that the Zegeer study looked at crosswalks on a national basis and the findings were more complex than the San Diego Study. Commissioner Price asked why thermoplastic material is being considered at crosswalks. Ms. Reyes informed Mr. Price that thermoplastic has a longer life span and that it dries quicker when applied. Chair Reese asked if thermoplastic was reflective and Ms. Sheik stated that it was. Commissioner Villalobos stated he liked continental crosswalks. Ms. Reyes stated that decorative pavers will be evaluated on a case-by-case basis. Mr. Barbe stated that thermoplastic material is as thick as a dime. Commissioner Watkins stated that the elderly could see better if different colors were used. Commissioner Price asked if diagonal crosswalks will be installed in the County. Ms. Sheik stated that diagonal crosswalks will not be installed because of the amount of time needed for this type of signal operation. Commissioner Watkins stated that they work well in Pasadena. Mr. Barbe stated they typically work well in heavily congested pedestrian areas.

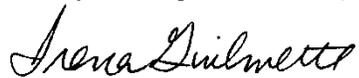
b) Informational Item: Guita Sheik's Retirement

Ms. Sheik informed the HSC that this meeting would be her last meeting and that she is retiring from Public Works. Commissioner Villalobos commended Ms. Sheik and stated she has been a great leader to the HSC and recommends the Board of Supervisors adopt a resolution in her honor.

12. Date for Next Meeting Announced and Adjournment

The next meeting was tentatively scheduled for March 4, 2015. The meeting was adjourned at 11:10 a.m.

Respectfully submitted,



IRENA GUILMETTE  
Executive Officer  
Highway Safety Commission

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Attach.