

**COUNTY OF LOS ANGELES
HIGHWAY SAFETY COMMISSION
MINUTES OF JULY 7, 2010**

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

1) Call to Order

The meeting of July 7, 2010, was called to order at 9:05 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 Marvin Estey Commissioner Guillermo Villalobos Commissioner John Watkins
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Also in attendance were the following:

Ms. Carole Suzuki; County Counsel; Mr. William Winter, Assistant Deputy Director; Mr. Scott Schales, Assistant Division Engineer; Mr. James Chon, Senior Civil Engineer; Mr. Bonito Housen, Associate Civil Engineer; Mr. Guillermo Gonzalez, Associate Civil Engineer; Ms. Irena Guilmette, Supervising Civil Engineering Assistant; Mr. Omar Ahmed, Senior Civil Engineering Assistant

4) Approval of June 2, 2010, Minutes

The Minutes of the June 2, 2010, Highway Safety Commission (HSC) meeting were approved.

Commissioner Price informed the Commission of the Five California Highway Patrol (CHP) Officers who had died recently in the line of duty. He asked for a Moment of Silence at 9:30 a.m. in memory of Officers Tom Coleman, Justin McGrary, Brett Oswald and his personal friend, Phillip Ortiz, who worked with him at the West Los Angeles CHP Office.

5) Citizen Appeal of requests denied by Public Works

a. Denial of Crosswalk at Western Avenue and 110th Street

Appellants:	Mr. Henry Porter, Jr., President Southwest Community Association, Ms. Margie West
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Mr. Housen provided a power point presentation for the HSC. Mr. Housen stated this marked crosswalk was reviewed as part of the Western Avenue from Imperial Highway to 110th Street pavement restoration project, which is expected to occur in summer 2011. Mr. Housen stated that DPW did the following:

- ◆ Conducted 12-hour hand counts of pedestrians and vehicles at the intersection (Friday April 17, 2009).
- ◆ Conducted radar speed checks (March 25, 2009)..
- ◆ Analyze five year intersection collision history.
- ◆ Conducted field observation.
- ◆ Assess existing pedestrian warning signs and pavement markings at the intersection.
- ◆ Conducted a traffic signal warrant analysis.
- ◆ Analysis intersection for a flashing beacon.

Mr. Housen informed the HSC that after conducting the study, it was found neither a traffic signal nor flashing beacons were warranted at the intersection of Western Avenue at 110th Street.

Mr. Housen informed the HSC that marked crosswalks are typically recommended at the following locations:

- Intersections with stop signs or traffic signals
- At non-signalized street crossing locations in designated school zones with adult crossing guards

Mr. Housen informed the HSC that marked crosswalks are typically not recommended for the following :

- Intersections with stop signs or traffic signals
- Roads with four or more lanes and 85th percentile speed > 40 mph and ADT > 12,000 vehicles (without medians) or ADT > 15,000 vehicles (with medians)

Mr. Housen informed the HSC that a crosswalk at an intersection is an extension of the sidewalk or the shoulder across the intersection, regardless of whether it is marked or not. The only way a crosswalk can exist at a midblock location is if it is marked (CVC 275) . Mr. Housen informed the HSC that it will still be legal for pedestrians to cross Western Avenue at 110th Street even after the lines are removed.

Mr. Housen informed the HSC that it is safer to cross at a marked crosswalk versus an unmarked crosswalk. He stated that the FHWA Publication Number : HRT-04-100 concluded that on roads such as Western Avenue a pedestrian related accident is 4-times more likely to occur at a marked crosswalk versus at an unmarked crosswalk.

Mr. Housen concluded his presentation with the following recommendation:

- Remove marked crosswalk on Western Avenue at 110th Street. Pedestrians should be encouraged to cross at the signal at 108th Street.
- Remove bus stops on Western at 110th Street. MTA reported minimal impact on community based on their 2009, 2nd Quarter ridership report.

The appellant, Mr. Porter, then gave his presentation. In summary, Mr. Porter stated he didn't think that DPW should be using this Federal study for pedestrians for this location in Southern California. He stated he didn't think this was a fair comparison because in the other 30 states used in this analysis, people have a different mindset than people in California. He stated he did not believe it was fair for DPW to be considering removing bus stops, which he believes are necessary for some people. Mr. Porter mentioned that he has noticed many other local jurisdictions are upgrading their crosswalks as opposed to removing their crosswalks.

After Mr. Porter's presentation was concluded, Commissioner Price informed the Commission that the Station Commander for the West Los Angeles Office of the California Highway Patrol disagreed with DPW's recommendation and recommends retaining the crosswalk at Western Avenue and 110th Street.

After hearing the testimony of both DPW and the appellant, the HSC made the following motion:

- DPW to retain crosswalk on Western Avenue at 110th Street.

The motion was carried unanimously.

Chair Ringler called for a recess at 10:03 a.m. The meeting resumed at 10:07 a.m.

- b. Denial of requests for traffic signal, multi-way stop and speeding concerns on Union Pacific Avenue at Sunol Drive

Appellants: Mr. Angelo Logan, Mr. Sunny Roque

Mr. Gonzales provided a power point presentation to the HSC. Mr. Gonzalez informed the HSC that Mr. Angelo Logan requested DPW install multi-way stop controls on Sunol Drive at Tuttle Street, and Sunol Drive at Triggs Street. He also requested a traffic signal on Union Pacific Avenue at Sunol Drive, and speed humps on Sunol Drive between Union Pacific Avenue and Triggs Street. Mr. Gonzalez stated that DPW did the following:

- ◆ Counted the number of vehicles.
- ◆ Measured speed of vehicles.
- ◆ Reviewed the reported collision data.
- ◆ Observed pedestrian and vehicular traffic.
- ◆ Conducted a multi-way stop, speed humps, and traffic signal studies.

Mr. Gonzalez stated that multi-way stop control studies at Sunol Drive at Tuttle Street as well as Sunol Drive at Triggs Street indicated that a multi-way stop control was not warranted or recommended at either location. Mr. Gonzalez informed the HSC that DPW considers speed humps based on the following guidelines:

- ◆ Roadway is classified as "local"
- ◆ Roadway has between 500 and 2000 vehicles per day
- ◆ Roadway cannot be a public transit route
- ◆ Roadway cannot be greater than 40 feet
- ◆ 85th percentile speed must be greater than 35 mph

Mr. Gonzalez stated that a speed hump study indicated that these guidelines were not met and that speed humps were not recommended on Sunol Drive between Union Pacific Avenue and Triggs Street. Mr. Gonzalez stated that a traffic signal study was conducted at the intersection of Union Pacific Avenue and Sunol Drive that included DPW gathering the following data:

- ◆ Vehicle & Pedestrian Volumes (12 hour)
- ◆ Collision History (Latest year)
- ◆ Speed of Motorists
- ◆ Existing Field Conditions

Mr. Gonzalez stated that based on the 8 traffic signal warrants DPW used to determine whether a traffic signal is warranted, a traffic signal was not warranted at this time at the intersection of Union Pacific Avenue and Sunol Drive.

Mr. Logan together with the community group the Eastern Traffic Safety Committee made their presentation to the meeting.

Key speakers were Mr. Angelo Logan, Mr. Jorge Ramirez, Mr. Manny Gaona, Ms. Maria Trevino, Ms. Thorton and Mr. Sonny Roque. In summary, the presenters made the following points:

- The 85th percentile speed was still over the posted 25 mph speed limit.
- As for traffic collisions, residents have witnessed collisions that go unreported.
- The study did not consider the new YMCA (Young Women's Christian Association) Center at Union Pacific Avenue and Sunol Drive.
- The study did not consider decreased traffic due to road construction going on.

The presenters also presented over 900 signed petitions requesting the installation of the following traffic measures:

- Traffic signal on Union Pacific Avenue and Sunol Drive
- Multi-way stop signs on Sunol Drive and Triggs Street and Sunol Drive and Tuttle Street.
- speed humps on Sunol Drive between Triggs Street and Union Pacific Avenue.

Chair Ringler thanked everyone for attending the meeting. The Highway Safety Commission agreed with Public Works with the results of their studies of not recommending the installation of a traffic signal at the intersection of Union Pacific Avenue at Sunol Drive, multi-way stop control at the intersections of Sunol Drive at Tuttle Street and Sunol Drive at Triggs Street, nor speed humps on Sunol Drive between Union Pacific Avenue and Triggs Street. However, the HSC made the following motion:

Public Works to conduct a comprehensive traffic study of the area bounded by Marianna Avenue to the East, Olympic Boulevard to the North, Rowan Avenue to the West, and the Union Pacific tracks to the South. We will conduct the traffic study this September/October when schools come back in session. A presentation of the study's findings to the Commission is "tentatively" set for this November.

The motion was carried unanimously.

6) Report on business other than appeals

a. Crossing Guard Update

Ms. Guilmette informed the HSC that for the 1-month period since the June 2, 2010, HSC meeting, the following applies:

- 1 crossing guard requests received
- 0 crossing guard studies completed
- 1 location where service was denied
- 0 locations recommended for service

The total number of locations with crossing guard service remains at 210. Please note that the total number of crossing guards employed by the Los Angeles County Office of Education (LACOE) for these 210 locations is 215 (which are due to some locations being served by more than one crossing guard).

The HSC received and filed this information.

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

There was no unfinished business or general notes

11) New Business

a. Informational Item: Crosswalk removal at Gunn Avenue at Glenn Drive

Mr. Winter informed the HSC that this crosswalk removal was due to an analysis conducted after being informed that a resurfacing project was to be completed at this location.

Ms. Guilmette also offered congratulations to Commissioner Watkins on his recent reappointment to the HSC.

12) Date for next meeting announced and adjournment

Ms. Guilmette informed Chair Ringler there may not be a meeting until September 1, 2010. Commissioner Price requested that he adjourn the meeting in honor of Officer Phillip Ortiz, the CHP officer who died in the line of duty after serving 29 years of service to the public and to the CHP. The meeting was adjourned at 12:03 a.m.

A recording of the discussions held at this meeting is on file at Public Works.

Respectfully submitted,

A handwritten signature in black ink, reading "Irena Guilmette". The signature is written in a cursive, flowing style.

IRENA GUILMETTE
Executive Officer
Highway Safety Commission

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