

AGENDA
CITY OF ALHAMBRA
TRANSPORTATION COMMISSION
REGULAR MEETING

July 9, 2008 7:00pm Alhambra City Hall Conference Room A

1. Call to Order

2. Roll Call

Adele Andrade-Stadler	Luis Arizmendez
Sergio Chavez	Steven Cosci
David Duarte	Denis Kerechuk
Alan Niño	Chuck Reyes
Gabriela Quintana	

3. Approval of the Minutes of November 14, 2007.

4. Approval of the Minutes of March 12, 2008.

5. All way Stop Sign Safety Review: Intersections of Hidalgo Avenue at Grand Avenue and Hidalgo Avenue at Lindaraxa Park

Staff will review the stop sign safety report that was prepared for the intersections of Hidalgo Avenue at Grand Avenue and Hidalgo Avenue at Lindaraxa Park. The installation of stop signs at these intersections are not recommended.

Recommended Action:

It is recommended that the Transportation Commission review the report with the City Engineer, listen to public comment and order the report to be filed.

6. Public Comments

Comments must pertain to the business of the Transportation Commission.
Kindly limit all oral communications to five (5) minutes

7. Comments and concerns from Commission Members and/or Staff.

Comments, concerns or discussion on any item(s) not specified on the agenda. Items discussed must pertain to the business of the Alhambra Transportation Commission.

8. Adjournment

Adjournment to a regular meeting on Wednesday, September 10, 2008 at 7:00 p.m.

Copies of staff reports or other written documentation, if any, relating to each item of business described above are on file in the Alhambra City Hall, Public Works Department, 111 S. First Street, Alhambra California 91801 and are available for public inspection upon request during regular business hours of 8:00am to 5:00pm, Monday through Friday.

Should any person have a question concerning any of the above agenda items prior to the meeting described herein, he or she may contact Mary Swink, Director of Public Works, either in person at the Public Works Department at Alhambra City Hall, 111 South First Street, or by calling via telephone at (626) 570-5067 during regular business hours.

MINUTES

CITY OF ALHAMBRA

TRANSPORTATION COMMISSION

Regular Meeting of November 14, 2007

6. Call to Order
7. Roll Call: The meeting was held in Conference Room A in the Alhambra City Hall, 111 S. First Street, Alhambra California

Present: Adele Andrade-Stadler, Luis Arizmendez, James Bullard, Sergio Chavez, Steven Cosci, David Duarte, Gabriela Quintana and Chuck Reyes.
Absent: Denis Kerechuk

8. Approval of the Minutes of September 12, 2007

It was moved by Commissioner Arizmendez and seconded by Commissioner Cosci to approve the minutes of September 12, 2007. It was passed with Commissioner Andrade-Stadler abstaining.

9. Pine Street Traffic Safety Study

Staff reviewed with the Commission proposed traffic safety measures for Pine Street between Huntington Drive and Atlantic Blvd. Pine Street is an east – west collector with single family residential units on both sides of Pine Street. Pine Street extends from Huntington Drive to Atlantic Boulevard. The north side of Pine Street is partially in the City of South Pasadena while the south side is in the City of Alhambra. Presently, residents living along Pine Street have complained that eastbound traffic from Huntington Drive are using Pine Street as a cut-thru route to avoid the traffic signals at Huntington Drive and Garfield Boulevard, and Atlantic Boulevard and Garfield Boulevard. The cut-thru traffic is speeding along the street unimpeded to get to Atlantic Boulevard. Pine Street has a posted speed limit of 25 mph. In the past, the City of South Pasadena and City of Alhambra have been reluctant to use extreme measures to stem the cut-thru traffic. However, interim measures such as more visible speed limit signs and the use of speed trailers have failed to influence the cut-thru traffic. To discuss these issues the City of Alhambra and the City of South Pasadena engineering staff met on April 25, 2007, and agreed to further study this segment.

In order to see how much of the existing traffic is in fact cut-thru traffic, the City of Alhambra completed several data collection studies.

24 hour tube count on Pine Street between Dos Robles and Marguerita Avenue on Tuesday May 29, 2007.

Speed trailers were set-up on June 27th , 28th , July 2nd and July 3rd , 2007. The number of vehicles as well as the speed of each vehicle was recorded.

The following provides a summary of the data collected from the various surveys:

24-Hour Average Daily Count

May 29, 2007

Location: Pine Street Between Electric Avenue and Dos Robles Place
Eastbound - 5,263

Pine Street at Marguerita Avenue
Eastbound - 4,095

Speed Survey Trailer

June 27, 2007, June 28, 2007, July 2, 2007 and July 3, 2007

Time: between 8:15 a.m. and 3:30 p.m.

Results: Pine Street has a posted speed limit of 25 mph. The radar survey summary shows that 50% of the vehicles are traveling above the posted speed limit, of the 50% - 85 percent of vehicles are traveling above 35 mph with 27-40% traveling at speeds between 30 and 40 MPH and 2-7% of vehicles traveling at speeds greater than 40 mph. It needs to be noted that the survey was taken in the summer months and only between the hours of 8:15 AM and 3:30 PM.

Cut-Thru Vehicle Study

In order to determine how many vehicles entering Pine Street from Huntington Drive and traveling east are considered to be cut-thru, a count was undertaken that tracked the exit point of these vehicles. Observers were stationed around Dos Robles at a spot where they could track each vehicle's progress through Pine Street, and where they turned such as one of the side streets or Atlantic Boulevard. The observations took place on Thursday July 12th from 7:00 to 9:00 AM and 4:00 to 6:00 PM. Vehicles entering Pine Street from Atlantic and traveling west were also tracked in the survey. As shown in the survey tabulations, 86% of eastbound traffic on Pine Street during the AM peak can be considered as cut-thru. These motorists are entering Pine Street from Huntington Drive and traveling to Atlantic Boulevard with 31% making a right turn at Atlantic Boulevard, 48% traveling thru Atlantic Boulevard and 7% making a left turn. During the PM peak, 82% of eastbound traffic can be considered as cut-thru with 37% making a right turn at Atlantic Boulevard, 34% traveling thru the intersection and 10% making a left turn. The observation for westbound traffic indicated that in the AM peak, 61% of vehicles entering Pine Street at Atlantic Boulevard traveled along Pine Street and exited at Huntington Drive making a right turn. During the PM peak 30% of westbound traffic traveled along Pine Street to Huntington Drive. Exhibit 6 presents the findings.

Accident History

There were no accidents in the year 2005 or 2006.

Safety Measures installed

Based on the above studies, it is clear that the majority of the vehicles using Pine Street are not from within Alhambra but are outsiders using the street as a cut-thru to avoid the Huntington Drive/Garfield/Atlantic intersection.

In order to deter the cut thru traffic and to reduce the speed of the motorists, the following measures have been implemented previously

- Electronic Speed Board
- Additional speed limit signage
- PD Speed Trailer
- Additional speed enforcement

Recommended Safety Measures

Since the implementation of these measures, it appears that additional measures should be considered to attempt reduce the effects of Cut-Thru traffic on Pine Street. These measures include:

- Remove the right turn only lane creating one lane for all movements on Pine Street at Atlantic Blvd.
- Post “No-Right Turn on Red” for the EB movement at Atlantic Boulevard.
- Install edge striping on both sides of Pine Street to create the illusion of a more narrow street.
- Install speed limit signs on the street pavement in both directions.
- Install oversized speed limit signs.
- Additional speed enforcement by both cities.

After discussion by both residents, residents of South Pasadena, concern citizens and Transportation Commission members, it was moved by Commissioner Chavez to approve the implementation of additional traffic safety measures as outlined above. The motion passed unanimously.

5. Electric Avenue Traffic Safety Study

Staff reviewed with the Commission proposed traffic safety measures for Electric Avenue between Huntington Drive and Alhambra Road. Electric Avenue is a north south residential street with single family residential units on both sides of the street. In 2000, the City conducted a safety study working with the residents to reduce cut-thru traffic and speed. At that time the following measures were implemented in an effort to reduce the speeding and cut-thru traffic on this segment.

Prohibited westbound left turns from Huntington Drive, allowing “U” turns only. Constructed a raised “pork chop” island further reducing the possibility of westbound traffic entering from Huntington Drive.

Restricted the intersection of Electric Avenue and Huntington Drive to right-turn-in and right-turn-out vehicular movements.

Provided temporary delineators at the intersection of Huntington Drive and Electric Avenue helping to restrict the traffic movement to “right-in and right-out” at this intersection.

Installed raised buttons at mid-block to remind motorists to reduce speed.

Recently, the residents have contacted the City to express their concerns that speed and cut-thru traffic continue to be an issue on Electric Avenue. In an effort to better understand the issues, staff conducted the following studies to determine what is actually taking place.

Traffic Studies conducted.

- A peak hour turning movement count was performed at Huntington Drive and Electric Avenue during the peak hours of 7-9 am and 4-7 pm on a weekday (Thursday, May 24, 2007). This count identified the number of vehicles turning from northbound Electric Avenue or westbound Huntington Drive at the intersection ignoring existing delineators, as well as determined the direction vehicles traveled once they left Electric Avenue.
- 24 hour tube count on Electric Avenue south of Huntington Drive on Tuesday May 29, 2007.
- Speed trailers were set-up on July 10th, 11th, 12th and 13th. The number of vehicles as well as the speed of each vehicle were recorded.

The following provides a summary of the data collected from the various surveys:

- Peak Hour Turning Movement Count

The highest peak (1) hour for the am peak for the north bound is 11 vehicles turning right on to Huntington Drive. 67 vehicles are counted for vehicles turning right from eastbound Huntington Drive. In the PM peak (1) hour 33 vehicles were counted turning right from northbound Electric Avenue and 27 vehicles turning south from eastbound Huntington Drive. It was observed that 1 vehicle made a left turn from westbound Huntington Drive into Electric Avenue at 5:30 PM.

The following is a summary of the total counts during the entire period, of 7-9 AM and 4-7 PM:

Northbound Electric Avenue to Right Turn onto Huntington Drive: 134
Eastbound Huntington Drive to Right Turn onto Electric Avenue: 242

- 24-Hour Average Daily Count

May 29, 2007

Location: South of Huntington Drive
Northbound – 354

Southbound – 845
Total: 1,199

- Speed Survey Trailer

July 10, 2007, July 11, 2007, July 12, 2007, July 13, 2007

Time: between 8:15 AM. and 3:30 PM.

Results: The posted speed limit on Electric Avenue is 25 mph. The radar survey summary showed that 50% of the vehicles were traveling below the speed limit, 85 percent of vehicles were traveling below 30 mph, and 9%-14percent of vehicles were traveling at speeds between 30 MPH and 40 MPH. Less than 1% of vehicles were traveling at speeds greater that 40 mph.

Recommended Safety Measures

Based on the above studies, since the traffic safety measures that were implemented in 2000, a substantial number of vehicles are still using Electric Avenue primarily going southbound to cut through to other collector and arterial streets. It appears that additional safety measures are warranted for the street. These include:

- Volunteer radar enforcement: Senior citizen volunteers in the police department will observe traffic in unmarked cars using radar speed guns at peak periods of high speeds. They will identify speeders by taking license plate number, wherein the police department will send out warning letters educating residents and non-residents about basic speed laws, local speed limits and safety on neighborhood streets.
- Added police enforcement of posted speed limits on Electric Avenue.
- Additional speed limit signage along Electric Avenue. In addition, a flashing speed limit sign may be installed.
- Roadway Narrowing: The lane width of the roadway can be reduced by striping an 8 foot parking lane on each side of Electric Avenue. This would make the roadway appear narrower without physically narrowing the roadway. Electric Avenue is approximately 36 feet wide. With an 8 foot white stripe painted on each side of the roadway, the travel lanes will be reduced to 10 foot in each direction. This measure is comparatively inexpensive and easy to implement, and has been found to reduce speeds in local neighborhoods.

After discussion by residents, concern citizens and Transportation Commission members, it was moved by Commissioner Arizmendez and seconded by Commissioner Chavez to approve the implementation of additional traffic safety measures as outlined above. The motion passed unanimously.

6. Fremont Avenue Improvement Project

Staff reviewed with the Commission traffic safety measures required as a part of the Fremont Avenue Improvement Project. Fremont Avenue Improvement Project

is under construction. The work includes Fremont from Commonwealth to Alhambra Road and from Montezuma to the south City Limits.

As part of the project handicapped ramps are to be installed at all of the intersections within the project limits. Loma Vista intersects Fremont at a skewed angle. In order to install ramps at this location, it is necessary to change the striping.

On the north section of the project, between Commonwealth and Main Street, in order to add a left turn lane, it is necessary to remove on street parking on both sides of Fremont. This is the only section of Fremont Avenue that currently allows on street parking.

It was moved by Commissioner Cosci and seconded to Commissioner Bullard to approve the implementation of the proposed traffic safety measures on Fremont Avenue as part of the Fremont Avenue Improvement Project. The motion passed unanimously.

7. Public Comments

No Comments

8. Comments and concerns from Commission Members and/or Staff.

No Comments

9. Adjournment

It was moved by Commission Arizmendez and Second by Commissioner Cosci to adjourn the meeting to the next regular meeting of the Alhambra Transportation Commission.

MINUTES

CITY OF ALHAMBRA

TRANSPORTATION COMMISSION

Regular Meeting of March 12, 2008

10. Call to Order

11. Roll Call: The meeting was held in Conference Room A in the Alhambra City Hall, 111 S. First Street, Alhambra California

Present: Luis Arizmendez, James Bullard, Sergio Chavez, Steven Cosci, David Duarte, Denis Kerechuk, Alan Nino and Chuck Reyes.

Absent: Adele Andrade-Stadler and Gabriela Quintana.

12. Stop Sign Safety Review: Intersection of Westmont Drive and Keats Street

Staff reviewed the stop sign safety report that was prepared for the installation of a stop sign on Keats Street at Westmont Drive. Keats Street and Westmont Drive is a three way intersection with no stop controls. It was recommended by the City Engineer that a stop sign be place on Keats Street at Westmont Drive.

After considerable discussion, it was moved by Commissioner Kerechuk and seconded by Commissioner Arizmendez to approve and recommend to the City Council installation of a stop sign on Keats Street at Westmont Drive.

The vote was four in favor of the proposal and three in opposition. The motion passed.

13. Stop Sign Safety Review: Meridian Avenue at the intersections of Ross Avenue and La Golondrina Avenue.

Staff reviewed the stop sign safety report that was prepared for the installation of stop signs on Ross Avenue at Meridian and on La Golondrina at Meridian Avenue. Ross Avenue at Meridian Avenue and La Golondrina at Meridian Avenue are three way intersections with no stop controls. It was recommended by the City Engineer that a stop sign be placed on Ross Avenue at Meridian Avenue and on La Golondrina at Meridian Avenue.

After considerable discussion, it was moved by Commissioner Arizmendez and seconded by Commissioner Chavez to approve and recommend to the City Council installation of a stop sign on Ross Avenue at Meridian Avenue and on La Golondrina at Meridian Avenue.

The vote was seven in favor of the proposal and one in opposition. The motion passed.

14. Stop Sign Safety Review: Intersection of Winchester Avenue and Stockbridge Avenue.

Staff reviewed the stop sign safety report that was prepared for the installation of stop sign on Winchester Avenue and Stockbridge Avenue. The intersection of Winchester Avenue and Stockbridge Avenue is three way intersection with no stop control. It was recommended by the City Engineer that a stop sign be placed on Winchester Avenue at Stockbridge Avenue.

After considerable discussion, it was moved by Commissioner Kerechuk and seconded by Commissioner Arizmendez to approve and recommend to the City Council installation of a stop sign on Winchester Avenue at Stockbridge Avenue.

The vote was six in favor of the proposal and two in opposition. The motion passed.

6. Traffic Safety Review: Ethel Avenue south of Valley Blvd.

Staff reviewed the traffic safety review report that was prepared for Ethel Avenue south of Valley Blvd in response to a resident request. The City Engineer recommended the installation of 25 MPH speed limit signs and to recommend to the Police Department continued speed enforcement during peak hours.

It is was moved by Commissioner Arizmendez and seconded by Commissioner Bullard to approve implementation the additional safety measures as outlined in the report.

7. Traffic Safety Review: Ross Avenue north of Hellman Avenue

Staff review the traffic safety review report that was prepared for Ross Avenue north of Hellman Avenue. The City Engineer recommended the installation of 25 MPH speed limit signs and W1-2 curve advisory signs on both sides of the horizontal curve.

It is was moved by Commissioner Chavez and seconded by Commissioner Bullard to approve implementation the additional safety measures as outlined in the report.

8. Traffic Safety Review: Westmont Drive south of Hellman Avenue

Staff reviewed the traffic safety review report that was prepared for Westmont Drive south of Hellman Avenue. The City Engineer recommended the installation of 25 MPH speed limit signs.

It is was moved by Commissioner Arizmendez and seconded by Commissioner Bullard to approve implementation the additional safety measures as outlined in the report.

9. Traffic Safety Review: Pine Avenue between Huntington Drive and Atlantic Blvd.

In December, 2007, the City Engineer presented a traffic safety review for Pine Street between Huntington Drive and Atlantic Blvd. Several recommendations were outlined that would assist with traffic safety in the area. During the months of December, 2007 and January, 2008, these measures were implemented by both the City of Alhambra and the City of South Pasadena. The City Engineer conducted a study to see the effects of the traffic calming measures. A verbal report by the City Engineer was given to the Commission. It appears the traffic mitigation measures are working with a 6% decrease in traffic on Pine Street. Staff is not recommending any additional measures.

Staff was asked to contact the City of South Pasadena to see if they are proceeding with a design to reconfigure the intersection of Pine Street and Huntington Drive. Further, it was requested by the residents to find a solution to the yellow flashing beacon. It was too bright and bothered some of the residents. Staff said they would work with maintenance on a solution.

No Action was taken.

10. Comments and concerns from Commission Members and/or Staff.

No Comments

11. Adjournment

It was moved by Commission Chavez and Second by Commissioner Cosci to adjourn the meeting to the next regular meeting of the Alhambra Transportation Commission.

July 9, 2008

TO: **Alhambra Transportation Commission**

FROM: **Mary K. Swink, Director of Public Works**

PREPARED BY: Ali Cayir, PE, City Engineer
Jana Robbins, Transportation Analyst

SUBJECT: All-way Stop Sign Study Review: Intersections of Hidalgo Avenue at Lindaraxa Park and Hidalgo Avenue at East Grand Avenue

PURPOSE:

In response to a citizen's request for all-way stop sign installation, an all way stop control study was completed for the intersections of Hidalgo Avenue at East Grand Avenue and Hidalgo Avenue at Lindaraxa Park.

The following briefly outlines a summary of installation of All-Way stop warrants.

STOP SIGN WARRANTS:

The California Manual of Traffic Control Devices (MUTCD) mandates when stop signs can or should be installed. Installations are guided by minimum volume and safety thresholds as determined by the California MUTCD. The following provides a brief summary of when All-Way stop control is warranted.

The placement of All-Way stop control is warranted when:

- A. Traffic control signals are justified
- B. A crash problem exists as indicated by 5 or more accidents I a 12-month period
- C. Minimum Volumes are met:
 - 1. Volume entering intersection from the major approach (total of both approaches) averages 300 vehicles per hour for any 8 hours of an average day. And
 - 2. The combined vehicle, pedestrian and bicycle volumes entering the intersection from the minor street approaches averages at least 200 units per hour for the same 8 hours.
 - 3. If the 85th percentile approach speed of the major-street exceeds 40 mph the minimum volumes are 70 percent of the above values.

BACKGROUND/ANALYSIS:

As part of the warrant analysis 24 hour vehicle counts were conducted for each approach to the studied intersections on May 28, 2008. This information was

used in determining whether minimum volume thresholds were met. As seen in Table 1 and 2 neither intersection met the volume thresholds for all-way stop control placement using the California MUTCD. The accident history for each intersection was also researched. There was one accident at the intersection of Hidalgo Avenue and Grand Avenue between January and September of 2007 and no accidents in 2006. There were no accidents at the intersection of Hidalgo Avenue and Lindaraxa Park between January to September of 2007 and all of 2006. The following Figure and table present the 24 hour volume at each approach at the intersection of Hidalgo Avenue and Grand Avenue.



Hidalgo Avenue at Grand Avenue

Date: 28-May-08

Time (With Highest Minor Street Volumes)	Grand Avenue Approach Volume			Minor	Hidalgo Avenue Major Approach Volume			Total Entering Volume	Total Major Street Approach exceeds 300 veh/hour?	Total Minor Street Approach Exceeds 200 veh/hour?
	EB	WB		Total	NB	SB	Total			
07:00-8:00 AM	14	59		73	43	49	92	165	No	No
08:00-9:00 AM	11	38		49	62	49	111	160	No	No
14:00-15:00 PM	20	22		42	56	38	94	136	No	No
15:00-16:00 PM	18	28		46	57	42	99	145	No	No
16:00-17:00 PM	21	22		43	56	54	110	153	No	No
17:00-18:00 PM	15	25		40	64	46	110	150	No	No
18:00-19:00 PM	15	28		43	59	28	87	130	No	No
19:00-20:00 PM	14	24		38	46	20	66	104	No	No
	128	246		374	443	326	769	1143		

Accident History: 2007: January 2007 to September 2007 - 1 accident

- Broadside - NB LT and NB Thru on 06/30/07

2006: January 2006 to December 2007 - 0 accidents

The following figure and table presents the average daily traffic at each approach and the hourly volumes used in determining the thresholds for installation of All-Way stop control.



Hidalgo Avenue at Lindaraxa Park

Date: 28-May-08

Time (With Highest Minor Street Volumes)	Lindaraxa Park north leg and south leg Minor Approach Volume				Hidalgo Avenue Major Approach Volume			Total Entering Volume	Total Major Street Approach exceeds 300 veh/hour?	Total Minor Street Approach Exceeds 200 veh/hour?
	EB	WB North	WB South	Total	NB	SB	Total			
07:00-8:00 AM	21	6	23	50	53	72	125	175	No	No
08:00-9:00 AM	22	7	27	56	71	88	159	215	No	No
12:00-13:00 PM	26	12	28	66	50	31	81	147	No	No
14:00-15:00 PM	24	9	19	52	54	55	109	161	No	No
15:00-16:00 PM	23	5	26	54	61	77	138	192	No	No
16:00-17:00 PM	25	6	27	58	78	70	148	206	No	No
17:00-18:00 PM	36	8	30	74	75	69	144	218	No	No
18:00-19:00 PM	28	8	28	64	66	48	114	178	No	No
19:00-20:00 PM	21	8	23	52	60	42	102	154	No	No
	226	69	231	526	568	552	1120	1646		

Accident History: 2007: January 2007 to September 2007 - 0 accidents

2006: January 2006 to December 2007 - 0 accidents

RECOMMENDATION:

Based on the above analysis the study concludes that that neither intersection meets minimum volume or accident thresholds as determined by the California Manual of Traffic Control Devices (MUTCD) for the installation of All-Way stop control.