

# CITY OF SAN MARINO

## TRAFFIC ADVISORY COMMISSION AGENDA

*James M. Coupe, Chairman*

*Hunter Chang, Vice Chairman*

*Arti Gupta, Commission Member*

*Jon Crowley, Commission Member*

*Wendy Doo, Commission Member*

*Calvin Lo, Alternate*



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City Hall, Council Chambers

2200 Huntington Drive

San Marino, CA 91108

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**MONDAY, SEPTEMBER 19, 2016**  
**7:00 P.M.**  
**CITY HALL**  
**COUNCIL CHAMBERS**  
**2200 HUNTINGTON DRIVE, SAN MARINO, CA**

The City of San Marino appreciates your attendance. Citizens' interest provides the Traffic Advisory Commission (TAC) with valuable information regarding issues of the community.

Regular Meetings are held on the 3rd Monday of every month.

In compliance with the American Disabilities Act, any person with a disability who requires a modification or accommodation in order to participate in a meeting should contact the Administration Department at (626) 300-0700 at least 48 hours prior to the meeting.

### **CALL TO ORDER**

### **PLEDGE OF ALLEGIANCE**

**ROLL CALL:** Chair Coupe, Vice Chair Chang, Commissioners Crowley, Gupta, Doo,  
(Alternate) Lo

### **POSTING OF AGENDA**

The agenda is posted 72 hours prior to each meeting at the following locations: City Hall, 2200 Huntington Drive. As a public service, the agenda is also posted on the City's Website: <http://www.cityofsanmarino.org>

**PUBLIC COMMENTS**

Section 54954.3 of the Brown Act provides an opportunity for members of the public to address the Traffic Advisory Commission on any item of interest to the public, before or during the TAC's consideration of the item, that is within the subject matter jurisdiction of the TAC.

**NEW BUSINESS**

1. **APPROVAL OF MINUTES FROM JULY 18, 2016**
2. **REORGANIZATION OF COMMISSION MEMBERS**
3. **REQUEST TO INSTALL A “STOP SIGN” AND “WHITE LINE” AT ALLEY NORTH OF MISSION BETWEEN LOS ROBLES AND EL MOLINO**
4. **REQUEST TO INSTALL “STOP SIGNS” AT CORNER OF ROANOKE AND WARWICK AS WELL AS ROANOKE AND WINDSOR**
5. **REQUEST TO INSTALL A LIGHTED PEDESTRIAN CROSS WALK ON LOS ROBLES AND OLD MILL ROAD**

**OLD BUSINESS**

6. **TRAFFIC COMMISSION TRAINING - (TRAFFIC CALMING)**
7. **UPDATE ON “STOP” OR “YIELD” SIGNS ON CANTERBURY AND SANTA ANITA ROADS AND OTHER NON-CONTROLLED INTERSECTIONS**
8. **UPDATE ON MONTEREY ROAD TRAFFIC CONCERNS**

**WRITTEN COMMUNICATIONS** This is an opportunity to announce any written communications pertaining to the City received by members of the TAC.

**COMMISSIONER REPORTS** This is an opportunity for members of the TAC to inform the public of any meetings or conferences they may have attended.

**POLICE DEPARTMENT REPORT** This is an opportunity for the Chief of Police to inform the TAC and the public of any upcoming traffic matters of interest to the Community.

**PUBLIC WORKS DEPARTMENT REPORT** This is an opportunity for the Public Works Director / City Engineer to inform the TAC and the public of any upcoming public works projects or matters of interest to the Community.

**TRAFFIC ADVISORY COMMISSION CALENDAR**

**PUBLIC WRITINGS DISTRIBUTED**

All public writings distributed by the City of San Marino to at least a majority of the TAC regarding any item on this agenda will be made available at the Public Counter at City Hall, Council Chambers located at 2200 Huntington Drive, San Marino, California.

**PUBLIC COMMENTS**

The public may at this time speak regarding any city-related issue, provided that no action shall be taken on any item not appearing on the agenda. Any person desiring to speak should complete a Speaker's Form located at the City Hall, Council Chambers entrance and hand it to the Assistant City Manager. The Chairman reserves the right to place limits on duration of comments.

**ADJOURNMENT**

The San Marino Traffic Advisory Commission will adjourn to the next joint meeting with City Council to be held on **MONDAY, OCTOBER 17, 2016 at 7:00 P.M.** at the City Hall, Council Chambers 2200 Huntington Drive, San Marino, California.

JOHN N. INCONTRO

CHIEF OF POLICE

**CITY OF SAN MARINO  
TRAFFIC ADVISORY COMMISSION  
PUBLIC MEETING MINUTES**

July 18, 2016

7:01 p.m.

City Hall

2200 Huntington Drive

San Marino, CA 91108

**CALL TO ORDER:** Chair Coupe called the meeting to order at 7:02 p.m.

**PLEDGE OF ALLEGIANCE:** Led by Chair Coupe

**ROLL CALL:**

**Commissioners Present:** Chair Coupe, Vice Chair Chang, Commissioners Crowley, Doo, Gupta and Alternate Lo

**Commissioners Absent:**

**City Officials Present:** Chief John N. Incontro, Lucy Garcia, Ruth Smith and Dan Wall

**PUBLIC COMMENTS:**

- 1) 2700 Block Monterey Road - Ms. Cordelia Donnelley spoke in regards to the safety concerns she submitted to the City a year ago related to Monterey Road. She spoke of why Monterey Road did not have a double yellow line or speed bumps. In addition, she talked about the 86<sup>th</sup> percentile rule expected of drivers as this underlines our safety. Why doesn't Monterey Road have a 25 MPH speed sign? Ms. Donnelley continued with reading her e-mail correspondence to the Commission members providing a summary of the several findings. She spoke of the ingress and egress being quite dense on Monterey Road. She spoke of Theodore Petritsch's study pertaining to lane widths making it more noticeable to drivers. She concluded that the speed limit signs need to be removed.
- 2) 2800 Block Monterey Road – Tory Collender spoke in regards how population has emerged over the years. Building the 210 freeway to help mediate the flow of traffic. She urged not to install a “Stop” sign.
- 3) 2700 Monterey Road – Fran Bile spoke about the flow of traffic on Monterey Road. Specifically in regards to the Yield sign on Old Mill which significantly slowing traffic down. She inquired why South Western did not consider installing school signs to make people aware as they do have a lot of sporting events, etc.

- 4) 2700 Monterey Road - Mr. Dan Biles spoke in regards to Monterey Road going through its ups and downs. Not sure if we agree with Cordelia on installing the marking to psychologically deter drivers on Monterey Road. Not certain why South Western has not been designated to be in a school zone versus residential.
- 5) Chair Coupe promised to place Monterey Road on our September 19, 2016 Traffic Advisory Commission meeting Agenda.

## **NEW BUSINESS**

1. **APPROVAL OF MINUTES FROM JUNE 20, 2016:** Commissioner Crowley moved to approve the minutes and seconded by Commissioner Chang. Minutes passed unanimously with suggested corrections.
2. **INTRODUCTION OF DAN WALL PUBLIC WORKS DIRECTOR AND CITY ENGINEER:** Asst. City Manager Garcia acknowledged her work with the Commission and community members. Talked about the City's intention to hire a Public Works Director/City Engineer Dan Wall. Assistant City Manager Garcia introduced Dan Wall as the new Public Works Director and City Engineer. Asst. City Manager Garcia highlighted Mr. Wall's biography and background to the Commission Members. Mr. Wall has already commenced with several public works projects.

Mr. Wall indicated that the Traffic Advisory Commission is a great safety source for the community. Mr. Wall stated he looked forward with working together.

Chair Coupe welcomed Mr. Wall and expressed his gratitude for him being a part of the City.

## **OLD BUSINESS**

3. **UPDATE ON "STOP" OR "YIELD" SIGNS ON CANTERBURY AND SANTA ANITA ROADS AND OTHER NON-CONTROLLED INTERSECTIONS:**

Chair Coupe inquired if there were any reports.

Chief Incontro and Ruth Smith indicated no reports were available at this time.

Chair Coupe requested we bring this particular item back to the September 19, 2016 agenda.

## **WRITTEN COMMUNICATIONS**

Chief Incontro indicated that there are few student commuters and very few speeding on Monterey Road. Teachers park on Veronda Place.

Chair Coupe stated he sees speeders on the East side of Monterey Road as well.

Commissioner Doo stated she too takes Monterey Road once a day. Old Mill to Los Robles people drive very slow.

## **COMMISSIONER REPORTS**

There were no Commissioner Reports

## **POLICE DEPARTMENT REPORT**

Chief Incontro stated accidents have stabilized with fewer injury accidents. Pretty much we have the same traffic issues on Huntington / San Gabriel, Huntington / Los Robles and

Chair Coupe inquired if the department had any vacancies.

Chief Incontro indicated we have had five vacancies due to retirements, etc. In addition, we are moving towards increasing our traffic enforcement within the community.

Chief Incontro talked about Dr. Roumani's complaints on Los Robles where trucks were delivering goods. Staff checked on the status of these trucks and they were in compliance.

Chief Incontro discussed / distributed pamphlets regarding gift rules for Public Officials and Employees and Avoiding Financial Conflicts of Interest

## **PUBLIC WORKS DEPARTMENT REPORT**

Public Works Director / City Engineer Wall discussed the paving projects on Winston, Stratford and Virginia which will be completed within the next two weeks. City Council approved the Left Turn Pocket Northbound on San Marino Avenue. Work will commence within the next 10 days or so. Currently working on opening bids for re-paving Huntington Drive between Winston and Virginia Road. We are currently out to bid on Traffic Signal equipment. Public Works is working diligently to resolve the situation in the area of Los Robles and Marengo where the tree fell.

Asst. City Manager talked about the sizeable tree that fell on Los Robles and Marengo. Residents were concerned if this item was a San Marino or Pasadena issue to resolve. Working together with the City of Pasadena on the enhancements / improvements at this time.

Ruth Smith spoke in regards to installing a guard rail in the area where the tree fell on Los Robles and Marengo.

Chair Coupe inquired on the history of accidents in the area.

Ruth Smith stated there have not been significant accidents and Pasadena is inquiring if San Marino wishes to share the cost of installing a guard rail. We are currently looking into alternatives to resolve the issue. There's also an issue of replacing the tree that fell. The tree on the north side is a Eucalyptus tree. We are working in conjunction with the City of Pasadena to see if the tree belongs on our side or Pasadena's side.

**PUBLIC WRITINGS DISTRIBUTED**

There were no public writings distributed.

**PUBLIC COMMENTS**

There were no public comments

**ADJOURNMENT**

Chair Coupe adjourned the meeting at 7:54 p.m. to the next regular meeting to be held at City Hall in Council Chambers on Monday, August 15, 2016, at 7:00 p.m.

Respectfully submitted,

JOHN N. INCONTRO

**City of San Marino**  
**MEMORANDUM**

TO: CHAIR COUPE AND MEMBERS OF THE  
TRAFFIC ADVISORY COMMISSION

FROM: TERRY RODRIGUE, TRAFFIC ENGINEER

DATE: SEPTEMBER 19, 2016

SUBJECT: **UPDATE ON “STOP” OR “YIELD” SIGNS ON CANTERBURY AND  
SANTA ANITA ROADS AND OTHER NON-CONTROLLED  
INTERSECTIONS**

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**BACKGROUND**

The City received a request from Lauren Rubin on March 7, 2016 requesting Stop controls at the intersection of Canterbury Road and Santa Anita Avenue (Attachment 1). She had been involved in a broadside-type near-miss a few days before at this uncontrolled intersection. In response to direction from the Commission at the May 16, 2016 meeting, staff provided a list of all of the uncontrolled 4-way intersections in the City at the June 20, 2016 meeting. The Commissioners indicated an interest in assigning right-of-way at these uncontrolled intersections and also asked that the number of such intersections be confirmed.

**DISCUSSION**

Since there was some question regarding how many uncontrolled 4-way intersections there are in the City of San Marino, staff re-reviewed the City map and Google Earth and did not find any intersections other than the nine intersections, below and on Attachment 2, that were originally identified. The re-review included the identification of the type of existing traffic controls at all 4-way intersections in the City.

- Canterbury Road / Chaucer Road
- Canterbury Road / Santa Anita Avenue
- Chaucer Road / Chester Avenue
- Coniston Place / Kenilworth Avenue
- Duarte Road / Hilliard Drive
- Roanoke Road / Chelsea Road
- Roanoke Road / Old Mill Road
- Roanoke Road / Warwick Road
- Roanoke Road / Windsor Road

In order to assign right-of-way, with Stop or Yield signs, an engineering study should be performed to determine if and what type of signs should be installed. The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides guidance on how to make these determinations. The CA MUTCD, which is based on the federal MUTCD, is used by every city and county in the state, and provides direction for the proper use of traffic control devices on public streets and highways. The CA MUTCD includes a section regarding the installation of Yield and Stop signs at intersections, and makes it clear that less restrictive measures, such as Yield signs, should be considered before installing Stop signs. The guidelines for installing Stop or Yield signs are based on daily traffic volumes (including pedestrians and bicycles), sight distance, and traffic collisions.

The traffic collision data for the last five years was collected for these intersections, and is summarized in the table below.

<b>Intersection</b>	<b>Date</b>	<b>Type</b>	<b>Cause</b>
Canterbury Rd & Chaucer Rd	None reported		
Canterbury Rd & Santa Anita Ave	5/24/2011	Broadside	Unsafe speed
Chaucer Rd & Chester Ave	None reported		
Coniston Pl & Kenilworth Ave	1/29/2014	Broadside	Unknown
	7/26/2013	Broadside	Right-of-way
	7/26/2011	Broadside	Right-of-way
Duarte Rd & Hilliard Dr	7/23/2012	Sideswipe	Improper U-turn
	8/3/2011	Rear End	Improper turn
Roanoke Rd & Chelsea Rd	12/11/2015	Hit Object	DUI/raining
	11/16/2015	Broadside	Unsafe speed
Roanoke Rd & Old Mill Rd	5/31/2012	Broadside	Unsafe speed
Roanoke Rd & Warwick Rd	1/12/2016	Broadside	Right-of-way
Roanoke Rd & Windsor Rd	2/24/2013	Broadside	Right-of-way

The types of traffic collisions that can be corrected by Yield or Stop signs are primarily broadsides, where one motorist fails to yield to the one with the right-of-way (the one that arrives first or is on the right). No collisions were reported at Canterbury Road / Chaucer Road and at Chaucer Road / Chester Road. Two collisions were reported at Duarte Road / Hilliard Drive, however, neither if of a type that could be corrected with a Stop or Yield sign. The intersection of Canterbury Road / Santa Anita Avenue, as well as the four intersections with Roanoke Road, each had one reported broadside collision. The intersection of Coniston Place / Kenilworth Avenue had the most reported broadside collisions, with four.

It should be noted that none of the intersections meet the CA MUTCD guidelines for a Yield or Stop sign based on number of collisions. They could, however, meet other guidelines.

To complete the analysis, staff will need to collect traffic counts, perform field reviews and assess the sight distance at each intersection. With the Commission's approval, staff will proceed to analyze the nine intersections and present our findings and recommendations at the next Traffic Advisory Commission meeting, on October 17, 2016.

The cost of the data collection would be approximately \$600.00 for each intersection, for an estimated total of \$5,400 if traffic counts are necessary at all nine intersections.

### **RECOMMENDATION**

Staff recommends that the nine intersections be analyzed to determine if, and what type of traffic controls should be installed, with the recommendation returned to the Commission at the October 2016 meeting for review and recommendation to the City Council.

### **ATTACHMENTS**

Attachment 1: Email Request from Lauren Rubin

Attachment 2: Exhibit - City of San Marino, Uncontrolled 4-Way Intersections

**ATTACHMENT 1**

From: Lauren [<mailto:laurenrubin10@yahoo.com>]  
Sent: Monday, March 07, 2016 8:26 PM  
To: Lucy Garcia  
Subject: Canterbury Road Stop Sign Needed Please

Dear Ms. Garcia,

I was driving down Canterbury Road last Friday with my 2 kids in the back of the car and came to the intersection of Canterbury and Santa Anita (see pictures below). As I drove through the intersection, a car driving down Santa Anita blew his horn at me. We were close to getting t-boned by the car driving down Santa Anita. It really scared me and my kids. I initially thought I accidentally blew through a stop sign but when I pulled over, because I was so scared, I realized that there is not a stop sign in either direction. I couldn't believe it. It really seems like an accident waiting to happen.

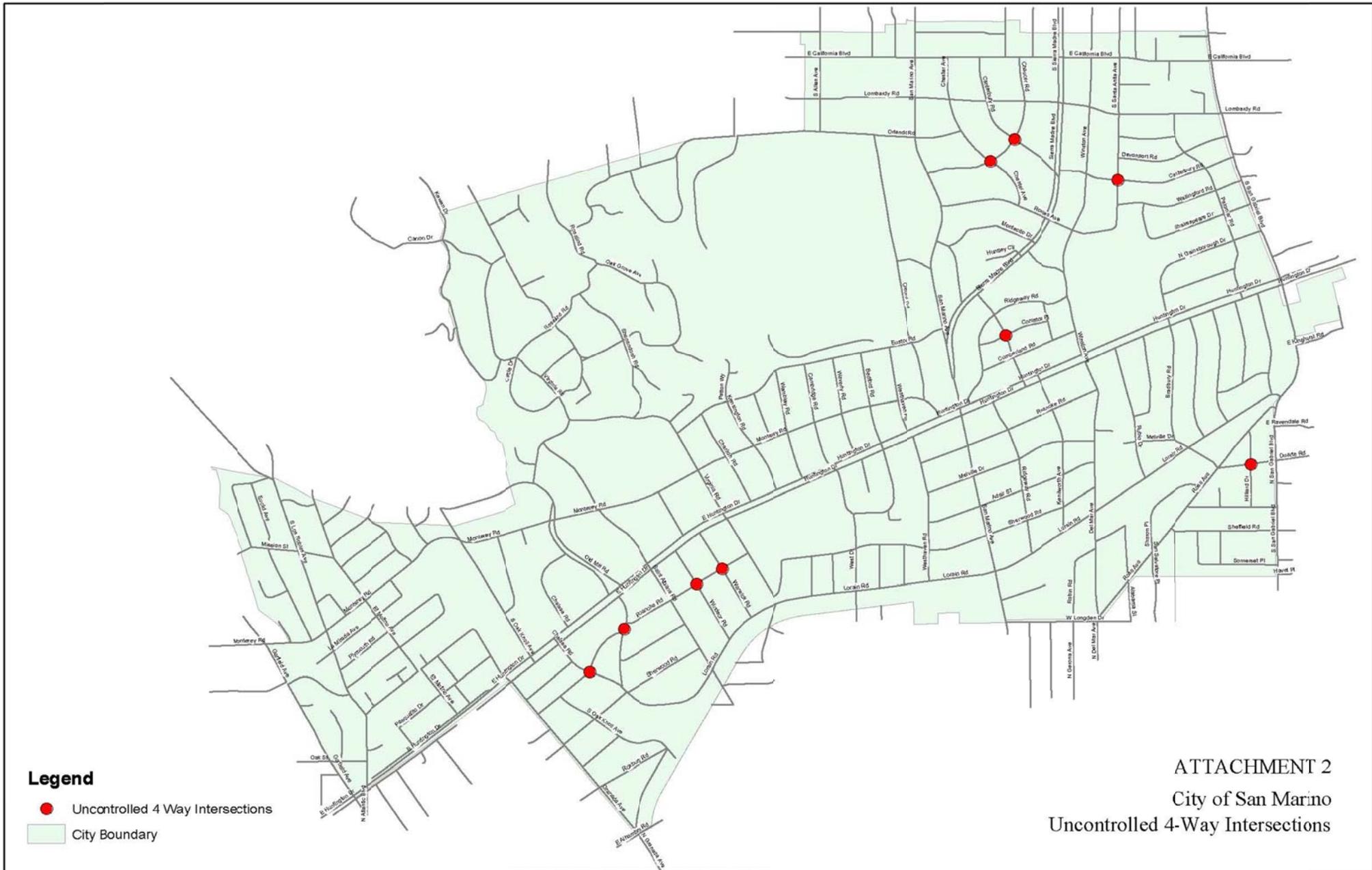
I'm hoping that the City could please look into this and perhaps put a stop sign in.

Thank you for your time,

Lauren Rubin

*(2 photos attached – see next page)*





**City of San Marino**  
**MEMORANDUM**

TO: CHAIR COUPE AND MEMBERS OF THE  
TRAFFIC ADVISORY COMMISSION

FROM: TERRY RODRIGUE, TRAFFIC ENGINEER

DATE: September 19, 2016

SUBJECT: **UPDATE ON MONTEREY ROAD**

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**BACKGROUND**

On October 14, 2015, Cordelia Donnelly, a resident of Monterey Road, spoke at the City Council meeting regarding her concerns about the traffic on a six-block section of Monterey Road, the 2500 through 2900 blocks (from Los Robles Avenue to Oak Knoll Avenue) (see Attachment 1). In response to Ms. Donnelly's concerns, a traffic engineering investigation was performed, including the collection of traffic counts, speed surveys and traffic collision data in the noted area (presented under Discussion). Ms. Donnelly also sent several emails to Police Chief Incontro on June 27, 2016 further expressing her concerns. Another email was received from resident Stephen Antosy on July 8, 2016. Chief Incontro also received an email from Kenneth Veronda, Headmaster of Southwestern Academy, on July 18, 2016, since he was unable to attend the Traffic Advisory Commission meeting. Southwestern Academy is located on the south side of Monterey Road, one block east of El Molino Avenue, at Veronda Place. Copies of all of the emails are included in Attachment 2. At the July 19, 2016 Traffic Advisory Commission meeting, several residents of Monterey Road, including Ms. Donnelly, provided additional details about their concerns for the noted section of Monterey Road.

Four of the residents who spoke and/or sent emails live between El Molino Avenue and Veronda Place, and the fourth resident lives just west of Ramiro Road. The residents are concerned that motorists are speeding and making unsafe maneuvers to pass them as they wait for opposing traffic to clear so they can turn left into their driveways. Ms. Donnelly was rear-ended in 2012 in such a situation. They also report having difficulty backing out of their driveways due to traffic. They reported a dramatic increase in traffic and speeding on Monterey Road since they moved into the neighborhood, particularly by commuters on weekday afternoons. They also hear motorists revving up their engines at night, to race down the "straightaway" between Ramiro Road and Los Robles Avenue. Concern was also expressed about the lack or misplacement of school signs for Southwestern Academy, and the need for a Stop sign at the school crosswalk at Veronda Place.

The residents made suggestions about how to reduce the traffic and speeding, although, they did not necessarily agree on what should be done. The suggestions included the following:

1. Paint double yellow lines for the centerline, to replace the existing raised pavement markers (referred to as “yellow hockey pucks”)
2. Paint “SLOW” on Monterey Road in front of their houses.
3. Add ladder stripes to the painted crosswalks at Monterey Road and El Molino Avenue, and to the existing school crosswalk on Monterey Road at Veronda Place.
4. Change the speed limit to 25 mph, and advocate the “20 is Plenty” movement for motorists to voluntarily drive at 20 mph in neighborhoods.
5. Investigate traffic calming strategies, such as reducing the effective roadway width with striping or “pinch points”, installing speed humps, converting Monterey Road between Oak Knoll Avenue and Garfield Road to one-way operation, and implementing measures to divert traffic from Monterey Road.
6. Post police officers instead of re-engineering Monterey Road (doesn’t hear nearby street racing as before).
7. Provide a speed indicator (speed feedback sign) periodically, instead of installing speed humps, berms, since it would take much longer to get somewhere.

## **DISCUSSION**

Monterey Road is classified as a minor arterial on the California Road System (CRS) functional classification system map and has a posted speed limit of 30 mph. Although it provides direct access to single family homes, it is a busy street. Traffic counts conducted between El Molino Avenue and Veronda Place in December, 2015 found a total (both directions) volume of 6,179 vehicles per day (Attachment 3). Speed samples collected in the same area at the same time found an 85th percentile speed of 35 mph, an average speed of 32 mph (Attachment 4). There were 42 reported collisions along Monterey Road during the four years of 2012 through 2015, of which only three were caused by speeding. All but six of the collisions occurred at intersections.

To provide some perspective on the speed samples, studies performed in southern California have shown that on residential streets with 25 mph speed limits, the 85th percentile speeds typically range from 32 – 37 mph. Although the speed limit on this section of Monterey Road is 30 mph, its 85th percentile speed of 35 mph is similar to that of streets with 25 mph speed limits. The comparatively low 85th percentile speed is likely due to the parked vehicles, school-related traffic and the stop signs at El Molino Avenue. Motorists tend to drive at speeds that they feel are appropriate for the roadway configuration, traffic conditions and surrounding land use. For this reason, speed limits are based on the 85th percentile speed, where 85 percent of the motorists are traveling at that speed or lower. If the speed limit were set based on the speed data collected in December 2015, state law would allow it to be set at 35 mph.

The speed survey showed that 12 of the 100 vehicles surveyed were traveling faster than 35 mph, with three of them traveling faster than 40 mph during the approximately 1-hour survey. Eleven were in the eastbound direction, with one vehicle going 44 mph and two vehicles going 42 mph. The one in the westbound direction was traveling at 40 mph.

The speed survey was performed in compliance with state law, for setting speed limits, that says it must be performed during off-peak traffic times, allowing motorists to travel at speeds that they deem appropriate. To get a more comprehensive picture of what traffic is doing all of the time, another method can be used to collect vehicle speeds over a 24-hour period. It is not quite as accurate as the radar readings, but good enough to provide an overall view, and capture any excessive speeding at night. It is recommended that such a speed survey be performed, to capture all excessive speeding. This would provide a better idea on how to address the residents' concerns about speeding. Enforcement or Police presence is always the best deterrent to speeding, however, the police department may not have the resources to do so. Reducing the speed limit to 25 mph might be possible, however, it would then make scofflaws out of the 95 percent of the motorists going faster than 25 mph. Constant and continuous enforcement would be required to achieve compliance, and is not reasonable nor feasible.. Speed feedback signs, mentioned by one of the residents, provide good results.

The relatively high traffic volume on Monterey Road suggests that the neighborhood impact problem is not speed as much as it is volume. The impact due to the high volume would be indicated by factors such as the number of available gaps long enough to back out of a driveway, the frequency which a motorist waiting to turn left into their driveway feels pressured by other motorists waiting behind them, and even the frequency a pedestrian must wait to cross the street.

There are no easy ways to reduce traffic volumes, however, traffic calming measures to reduce both traffic and speeds are available. Many were mentioned by the residents, such as reducing the street or lane widths with striping and/or bulbouts, and restricting access to streets. These are not necessarily short-term solutions and could be controversial. They also may relocate the problem.

Attachment 5 is a table listing the various solutions proposed by the residents, as well as some proposed by staff. The table describes each potential action and comments on the feasibility and/or further steps that would need to be taken to implement the action.

## **RECOMMENDATION**

There are several potential actions that can be taken to reduce speeding and traffic volumes on Monterey Road. Some could be implemented relatively quickly, most would require further study, and some would require the City to develop and approve policies before being implemented. Staff has prepared a list of potential actions, below, in order of ease of

implementation. It is recommended that the Traffic Advisory Commission consider each action and provide direction as to which ones should be pursued.

1. Conduct a new speed survey using count tubes to collect 24-hour speed data, to provide additional information regarding the nature and extent of speeding on Monterey Road. Report the findings to the Traffic Advisory Commission.
2. Increase Police enforcement of speeding between Los Robles Avenue and Oak Knoll Avenue, particularly east of El Molino Avenue
3. Review the history of using the RPMs on the centerline of Monterey Road, examine the RPMs, and determine if the RPMs should be replaced with new ones or if the centerline should be restriped with paint. Report the findings to the Traffic Advisory Commission and follow up with the appropriate action.
4. The installation of speed feedback signs on Monterey Road in the eastbound just east of El Molino Avenue and in the westbound direction, west of Ramiro Road. This may require placement on the CIP and City Council approval.
5. Study the feasibility of implementing traffic calming measures such as painting edgelines and/or installing bulbouts on Monterey Road, and bring the findings and recommendations back to the Traffic Advisory Commission.

## **ATTACHMENTS**

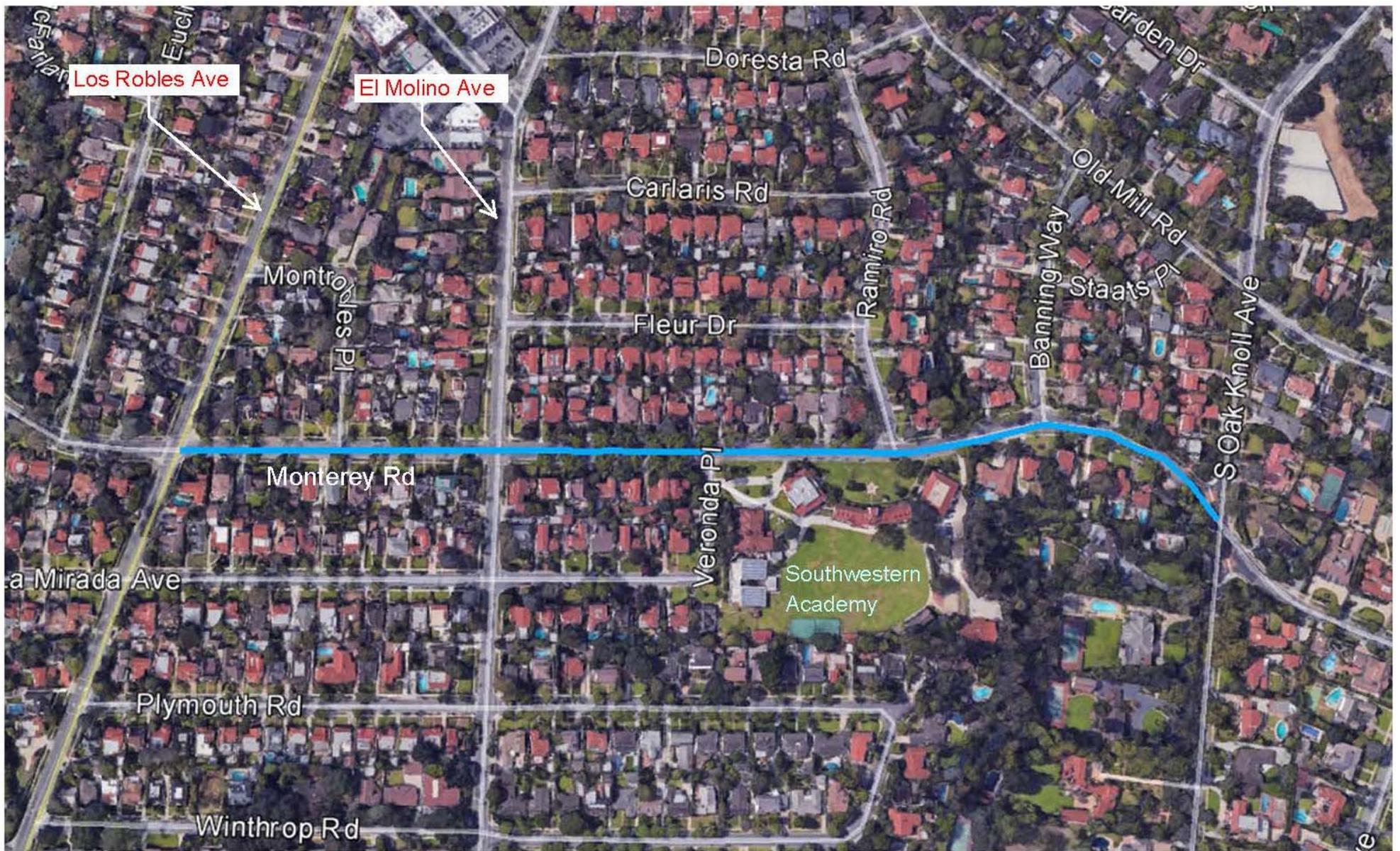
Attachment 1 – Area Map of Monterey Road

Attachment 2 – Emails from Cordelia Donnelly, Stephen Antosy and Kenneth Veronda

Attachment 3 – Monterey Rd traffic count

Attachment 4 – Monterey Rd radar speed survey

Attachment 5 – Summary of Suggested Actions to Address Resident Concerns Regarding Monterey Rd



Source: Google Earth

**LEGEND:**

 = Monterey Road (2500 – 2900 blocks)

**ATTACHMENT 1**  
**Area Map of Monterey Road**

## **ATTACHMENT 2 – Emails from Cordelia Donnelly, Stephen Antosy and Kenneth Veronda**

From: c <[4wildblueberries@gmail.com](mailto:4wildblueberries@gmail.com)>  
Date: Thu, Dec 31, 2015 at 9:59 AM  
Subject: Formal Complaint Against San Marino, Part 5  
To: Steve Dorsey <[sdorsey@rwglaw.com](mailto:sdorsey@rwglaw.com)>

Attn. City Attorney Steve Dorsey,  
Formal Complaint Against San Marino, Part 5  
I read this letter to the City Council and Schaefer, but have not heard any clear outcome, or any decision about what will be done to improve safety for us on this street.  
I believe a double yellow line must be painted down the middle of our part of Monterey Road (it was there in the past, and has faded).  
I think traffic calming measures must be installed somewhere.  
Speed limit should be 25mph, and enforced!  
Is the City waiting for a fatality to occur here, before they institute necessary action?  
This City cannot allow its need for arterial street to Mission District to trump safety for us who live on this street.  
Sincerely,  
Cordelia Donnelly  
2725 Monterey Road  
San Marino, CA 91108

Dear City of San Marino, Chief Incontro, and Members of the Traffic Commission,

Last night, Oct.14, 2015, I spoke at the San Marino City Council meeting because I will be unable to attend the Traffic Commission meeting until the New Year. I live at 2725 Monterey Road and have major concerns about the traffic on a three block section of Monterey Road, specifically the 2500 through 2900 blocks. I believe I am only one of many residents here who have concerns about traffic conditions on these sections of Monterey.

Traffic conditions on Monterey Road affected me in a major way, in August of 2012, at about 8:45 am, when I was hit just behind driver's side door of my Volvo while backing out of my own driveway. I was following traffic rules, and the front part of my car was still on my driveway apron at the time of collision. This collision could have killed me. I sustained a head injury and bleeding cuts. My Volvo was a total loss.

The driver who caused this accident was speeding, and we suspected she did not make a full stop at the stop sign at El Molino, but may have rolled through it to gather speed as she headed east on Monterey. By the massive damage to my car which distorted the front *hood* of my car, Police estimated she was going around 55 mph when she hit me by t-boning my car behind the driver's side door, and she hit me without braking. She hit my car so hard that my car spun around 180 degrees, so that whereas I had been backing out of my driveway--then after she hit me, the hood of my car was facing forward toward Monterey.

This area of a car, including the driver's door and the space behind it, is known as the "death zone," because high speed direct hits to this general area usually result in fatalities. She admitted to looking inside her purse at the time of the collision, and significantly, she also strayed across the midline of yellow dots on road and came over onto the north side of street to cause this collision. She received the only speeding ticket I've ever seen awarded on Monterey Road, since I've lived here (2009) and it is well known here that the speed law of 30mph has never been enforced properly. She received another moving violation ticket for distracted driving.

Apparently, Monterey Road is regarded as an arterial residential road, to the detriment of the quality of life of residents who live in these specific blocks that I described above. It is known that arterial roads are used as through streets. It is known that through streets encourage speeding. New residential developments being planned and built today are being planned with very few or no through streets, in order to discourage speeding, which has been found to be the biggest traffic concern in residential communities nationwide. The Police stated that Monterey must

be used for safety and emergency access through the Mission District, but it does not seem reasonable to allow unsafe traffic conditions to continue under the guise of providing other kinds of "protection."

Monterey Road is a very long road in San Marino. It is not uniform in its street design, width, traffic control and traffic engineering. The sections of Monterey Road that I outlined above have particular safety problems: lack of visibility, noise levels, space/road width, unsafe passing, higher density of tight ingress and egress needed to access residences, speed limits that are too high, and lack of enforcement of speed limits.

There is a partial crosswalk on one side of Monterey Road intersecting with Veronda. However, there are no stop signs at this specific crosswalk. Why? Crosswalks are properly accompanied by stop signs and crosswalk signs. There is a crosswalk sign near the . There are stop signs at Veronda where it intersects with Monterey. There is a gratuitous, unnecessary crosswalk sign on the lamppost outside my house alerting drivers heading west, even though the school is in the *opposite* direction. It seems that the 4 way stop sign at El Molino and Monterey does not need a crosswalk sign alerting drivers in advance. A 4 way stop is a 4 way stop, universally signaled with 4 red stop signs facing in each of 4 directions.

CA traffic law states that a major rule is that people need to drive only as fast as conditions allow. I think drivers on Monterey are unaware of how their speed contributes to the unsafe conditions for people walking in street, accessing their vehicles, or walking on street near their properties for whatever reasons. Police have told me that the speed limit on our section of Monterey Road is 30mph. This speed limit is unenforced and when there is a lot of traffic at rush hour, people tend to go faster than this. Police say they won't ticket for speeding unless speed is 11 miles over the posted speed limit. 41 mph on our section of Monterey is definitely not safe, and drivers do travel at this speed and higher, but there is little to no enforcement. At night it is common to hear drivers in ultra-fancy sports cars "go flat out"--pedal to metal, generating aircraft engine type of high pitched noise, racing down the straightaway stretching from the 2800 to 2500 block of Monterey Road between Ramiro and Los Robles.

How can traffic conditions be improved for increased safety, reduced noise levels, and more peaceful quality of life for residents and others driving on our section of Monterey Road? I have read the 1995 study, Residential Street Standards and Neighborhood Traffic Control, produced by the Institute of Urban Planning at UC Berkeley. This study found in a survey of 56 California cities, that a majority of cities found a 36 foot street width is acceptable for allowing residential two way traffic with parking on both sides of street, assuming a 25mph max speed limit, and <1,000 ADT (average daily trips). Monterey Road outside my house is 39' wide BUT traffic is going faster than 25mph and the traffic volume is probably greater than 1,000 ADT. The UC Berkeley study did not quantify what kinds of engineering, width, etc, constitute a safe "arterial" residential road for California. I was not able to find this information by googling. I perceive that San Marino allows our sections of Monterey Road to be used as a de facto arterial street, though it is hard to believe if current engineering and physical, geometrical characteristics satisfy traffic engineering codes for arterial streets?

Also, I have learned of a growing movement called "20 is Plenty," referring to 20mph as the ideal residential traffic speed. Apparently, San Marino is not allowed to post 25mph speed limit signs due to the 85% speed concept rule, but I thought that 25mph speed limits are the law in residential areas and areas around schools, especially schools without perimeter fencing. Again, I want to remind you of the umbrella concept: that CA traffic law states that a major rule is that people need to drive only as fast as conditions allow--this is the trump card on the lame 85% speed concept. I think the speed limit should become 25 mph max, or on a voluntary basis, 20 mph. Conditions on our sections of Monterey as outlined above only allow Safe driving for people in this community at SLOWER speeds. Police and Fire vehicles still can travel at whatever necessary speeds.

It is very difficult to back out of our driveways or to turn into our driveways when traffic is moving at the 30mph or higher speeds, and I notice frequently that the oncoming traffic will only rarely slow down for a vehicle backing out. Since I bought this house in 2009, as I have traveled both east and west along our sections of Monterey Road, I have been passed on Both sides of my car, in the presence of oncoming traffic. Drivers in a hurry honk a lot too. I have signaled to turn right into my driveway, and had an impatient driver pass me on the Inside as I was preparing to turn!!! This has never happened to me in any of the other residential communities where I have lived.

Aldo Cervantes observed the density of ingress and egress on my section of Monterey Road. He said it would be hard in current conditions to accomplish a 3 point turn needed to back into driveways, so that residents' cars are always facing out (to prepare to face forward in car for their next trip out of their driveway). This would be the only alternative besides backing out of each driveway, which tends to have less visibility. Parked trucks and parked cars, and the size of mature Jacaranda tree trunks can also obscure visibility upon ingress and egress. Traffic conditions are not safe!

Today it can be observed that the street surface of Monterey Road, in our sections, used to have a double yellow line painted on the whole length of the street. This paint has faded, and raised yellow dots now indicate the midline of the street. I observe near other intersections on Monterey Road, there are double yellow lines. I think our whole block sections and intersections of Monterey Road need to have the double yellow lines restored and maintained to discourage dangerous passing! Then also, potentially, people can be ticketed for unsafe passing. I think traffic conditions are made more chaotic and unpredictable because the double yellow lines are Missing from our sections of Monterey Road.

Perhaps our community can raise awareness about voluntarily dropping speed to 20mph, then someday if the stupid 85% speed concept is Re-measured, we might achieve lower readings at the 85% mark, because CA apparently relies on this 85th percentile to provide the "safest" speed for the road?! Here are some statistics about traffic speeds and pedestrians: Hit by a vehicle traveling at 20mph, 9 out of 10 pedestrians survive. Hit by a vehicle traveling at 30 mph, 5 out of 10 pedestrians survive. **Hit by a vehicle traveling at 40 mph, only 1 out of 10 pedestrians survives. Drivers speeding on Monterey Road have almost never gotten ticketed until they exceed 40mph. Can you perceive the inherent conflict between actual safety and the need of drivers to speed along our "through" street? This is a disgusting asymmetry in safety versus supposed rights to travel at self-regulated higher speeds.**

Various other traffic calming strategies have been studied and analyzed by the UC Berkeley paper. Installing more stop signs, by themselves, may not have any slowing effect on traffic. However, stop signs are part of a comprehensive traffic calming approach. Street narrowing, or "pinch points," whether by using physical bollards or by using paint--psychological effect of narrow paint stripes, has been found to help decrease speeding. Speed humps (lower and broader than speed bumps) are used by 42% of California cities in this study to help reduce residential speeding. Traffic diversion is another strategy for traffic calming. One way traffic was found not to be effective in reducing speeding--at one point, I had wondered if our section could become one way in a loop but I guess it does not decrease speeding.

Current traffic conditions do not allow safe driving on our sections of Monterey Road at speeds above 25mph max. I hope that the TrafficCommission can use a variety of strategies to discourage speeding and slow traffic, in order to restore safety and increase quality of life for us in the 2500 to 2900 blocks of Monterey Road. If further measuring traffic speed and volume needs to be done, please make sure that it is done outside my house during rush hour morning and night, and 24 hours in row. No one is more expert in traffic conditions on our sections of Monterey Road than those of us who live here and experience the impossible and unhappy traffic situations unfolding continuously. I suggested to Chief Incontro out of frustration, that if nothing is done to help us, perhaps we will need to resort to a class action lawsuit against this City, due to the impossible traffic conditions here. I hope we do not need to go there and I do not mean to mention this in a threatening way. Traffic conditions on our sections of Monterey Road are unlivable and unacceptable. WE NEED YOUR HELP!

Thank you for listening,  
Cordelia Donnelly  
2725 Monterey Road  
San Marino, CA 91108  
[\(323\)217-7721](tel:(323)217-7721)

\*\*\*\*\*

From: [4wildblueberries@gmail.com](mailto:4wildblueberries@gmail.com) [<mailto:4wildblueberries@gmail.com>]  
Sent: Monday, June 06, 2016 11:01 AM  
To: John Schaefer  
Subject: Re: About my neighbors the Buckleys

John,  
We here on Monterey need to be able to turn into our driveways without being run off the road!  
When are you going to paint street "SLOW School Zone"?  
Thanks,  
Cordelia

\*\*\*\*\*

**From:** c [<mailto:4wildblueberries@gmail.com>]

**Sent:** Sunday, June 26, 2016 3:33 PM

**To:** John Incontro; Steven Huang; Allan Yung; Steve Dorsey

**Subject:** Formal Complaint, Road Safety on Monterey Road, Still Unresolved!

Dear Chief Incontro,

Twice in the past couple of weeks, I was almost rear-ended while traveling east on Monterey when signaling and slowing to turn left into my driveway at 2725 Monterey Road. These drivers laid on their horns--as if I am in their way?! One of these times, a car was accelerating aggressively out of the intersection toward the back of my car as I signaled to go left, and as I began turning left, the car swerved sharply into the opposite lane, continuing to drive forward at me in a T Bone configuration--as if to try pass my car by using the opposite side of street, as I was turning left?!

Even though you had responded promptly twice before, you never honored how to fix the problems we face here and it is long overdue for you to follow through and actually do something meaningful to solve the problems. I am not satisfied with your previous opinion or the City's findings on our situation on Monterey Road, (we never got any formal evidence of any findings, or any response to each of my written concerns, or a report on the City's rationale for doing nothing) and my neighbors and I believe the City measured speeding cars in the wrong location, and not only that, but there are multiple variables involved in traffic engineering . . . not limited to speed and volume.

Also, I see from the City Meeting Minutes, that it looks like our issues on Monterey Road were never discussed in front of the Traffic Commission, even though last year, I had described the problems in depth, in writing to you and all the City Leaders, so that the problems could be examined carefully by that Commission, and the former Mayor Sun had directed you to study the problem.

At the Traffic Commission you appear to discuss much less serious traffic issues, where no serious accidents had occurred, so I think that this is extremely unfair that we did not get any advocacy for what is going on in our sections of Monterey Road. I did not realize I might have to go to the Traffic Commission meeting myself, to demand accountability. I am not the only resident concerned about this, even though I was the one who had the very bad accident in which a distracted driver T-boned and totaled my car a couple of years ago. Road Safety cannot simply be judged or rely solely upon the stupid 86% rule. This road safety on Monterey Road is not just about the speed of cars!

Recent research into traffic safety suggests that narrowing the street to a 28 foot width total curb to curb, by painting stripes for example, can increase safety while having no effect on limiting traffic flow--see study on Lane Width by National Association of City Transportation Officials. The flaw in Monterey Road is that it is too wide, and the cars seek to pass unsafely . . . recent data shows that it is very bad to take highway standards for traffic engineering and apply them to residential situations . . . .

By the way, one of those yellow hockey pucks got dislodged from street, and got tossed up onto my driveway a few months ago . . . that is unacceptable also. Those could hurt people--hockey pucks flying through the air?! How much more do you want us to suffer?

I do not think the traffic bumps contribute to safety at all . . . and I would like to see a double yellow line painted down the middle of Monterey Road. Other sections of Monterey Road in South Pasadena have the double yellow lines . . . so if they can have this form of protection, why can't we? I don't accept any excuses on this issue. There must be a double line painted down the street as a minimum safety.

Also, John Schaefer had said City could paint words "SLOW" on the street in big letters in both directions outside of my house & Mr. Antosy's house . . . but we did not hear if this is actually going to be accomplished.

Also, please read: Theodore Petritsch, ["The Influence of Lane Widths on Safety and Capacity: A Summary of the Latest Findings."](#)

Please do something meaningful immediately to increase SAFETY on Monterey Road in our area, especially the 2700 block. I realize this City can easily go bankrupt. Paint is a cheap solution. The white striping needs to be used to narrow the width of Monterey Road, to be a psychological barrier to traffic. The intersection of Monterey at El Molino should have major painted stripes, the kind that are used at the crosswalk at Garfield Park, as a psychological sign for slowing and safety. (it is a four way stop, but lots of cars blow through the intersection going E or W)--the striping needs to be painted on the crosswalks that are in the N-S axis on both sides of intersection. The crosswalk (N-S) at Veronda Place and Monterey should also have major painted stripes---all paint in bright white to be more visible for safety.

Thank you,  
Cordelia Donnelly  
2725 Monterey Road,  
San Marino, CA 91108

*(The referenced The Influence of Lane Widths on Safety and Capacity: A Summary of the Latest Findings by Theodore Petritsch is provided on the following four pages)*



## The Influence of Lane Widths on Safety and Capacity: A Summary of the Latest Findings

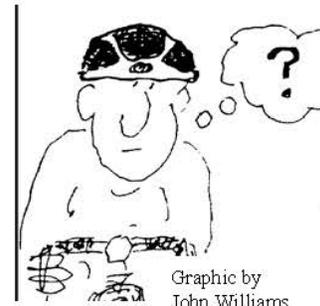
**Theodore Petritsch, P.E. PTOE**  
**Director of Transportation Services**  
**Sprinkle Consulting**

### Problem –

The competition for space within a roadway right-of-way is fierce. It isn't just sidewalks and bike lanes battling "motor vehicle lanes" for the space. Drainage and utilities are also vying for their share of the right-of-way. And money for additional right-of-way is hard to come by. Also, adjacent property owners are not usually "friendly sellers" of land for roadway projects. Often times, something gets squeezed out – usually, it is the bicycle and/or the pedestrian facilities.

### Background -

When faced with having bike lanes, and possibly sidewalks, eliminated from a roadway project, advocates for bike and ped facilities may ask, "Can't we narrow the travel lanes to less than twelve feet?" Very likely, the engineers will list apparently good reasons for not wanting to reduce the travel lane widths: twelve foot lanes are the AASHTO standard; reducing lane widths reduces safety; narrowing lane widths reduces the roadway capacity. Surely, given these well known facts, no one would seriously suggest narrowing lanes.



Graphic by  
John Williams

But what if these well known *facts* aren't true? What if we could narrow the lanes on a roadway without adversely impacting the operations of the roadway? These questions have been asked and, in large part, answered. The following is *The Truth about Lane Widths*.

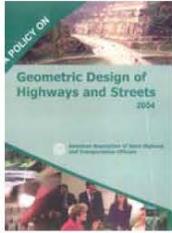
### Solution -

**What is "the Standard"?** The AASHTO *Green Book*<sup>1</sup> is a guide. On the first page of its Foreword it states, "The intent of this policy is to provide guidance..." Many states, however, have adopted the values in AASHTO as "standards." However, when considering using its specified values for design criteria, one must keep in mind two other statements from the *Green Book's* Foreword,

*"Minimum values are either given or implied by the lower value in a given range of values. The larger values ... will normally be used where the social, economic, and environmental impacts are not critical."*

With these fundamentals in mind, let's review the actual lane width guidance for urban arterial streets.

<sup>1</sup> AASHTO. *Geometric Design of Highways and Streets*, pg. xliii, AASHTO, Washington, D.C., 2004.



According to the AASHTO *Green Book*, for rural and urban arterials, lane widths may vary from 10 to 12 feet. It goes on to say that 12-foot lanes should be used where practical on higher speed, free flowing, principal arterials. However, under interrupted-flow (roads with signals) conditions operating at low speeds (45 mph or less) narrower lane widths are normally quite adequate and have some advantages.<sup>2</sup>

Given the above statements from AASHTO, 10-foot lanes should be considered the minimum standard.



**But what about Safety?** Safety is another oft cited reason for maintaining 12-foot lane widths. However, much research has been performed evaluating the crash impacts of narrowing lanes. This research found little to no support for the safety argument (with respect to urban roadways). Some of this research is summarized below:

NCHRP 330 *Effective Utilization of Street Width on Urban Arterials*,<sup>3</sup> in its implementation guidelines states,

*“Narrower lane widths (less than 11 ft) can be used effectively in urban arterial street improvement projects where the additional space can be used to relieve traffic congestion or address specific accident patterns”*

It goes on to note that,

*“all projects evaluated during the study that consisted exclusively of lane widths of 10 feet or more resulted in accident rates that were either reduced or unchanged.”*

And recommends,

*“Where streets cannot be widened, highway agencies should give strong consideration to the use of 10-ft lanes where they are necessary as part of a geometric improvement to improve traffic operations or alleviate specific accident patterns.”*

Most recently, the Midwest Research Center<sup>4</sup> reported,

*“A safety evaluation of lane widths for arterial roadway segments found no indication, except in limited cases, that the use of narrower lanes increases crash frequencies. The lane width effects in the analyses conducted were generally either not statistically significant or indicated that narrower lanes were associated with **lower** rather than higher crash frequencies. There were limited exceptions to this general finding.”*  
[emphasis added]

<sup>2</sup> AASHTO. *Geometric Design of Highways and Streets*, pg. 473, AASHTO, Washington, D.C., 2004.

<sup>3</sup> NCHRP Report 330 *Effective Utilization of Street Width on Urban Arterials*, Transportation Research Board, Washington, D.C., 1990.

<sup>4</sup> Ingrid B. Potts, Harwood, D., Richard, K., *Relationship of Lane Width to Safety for Urban and Suburban Arterials*, Transportation Research Board, 2007 Annual Meeting.

And went on to say,

*The research found three situations in which the observed lane width effect was inconsistent—increasing crash frequency with decreasing lane width in one state and the opposite effect in another state. These three situations are:*

- *lane widths of 3.0 m (10 ft) or less on four-lane undivided arterials.*
- *lane widths of 2.7 m (9 ft) or less on four-lane divided arterials.*
- *lane width of 3.0 m (10 ft) or less on approaches to four-leg STOP-controlled arterial intersections.*

*Because of the inconsistent findings mentioned above, it should not be inferred that the use of narrower lanes must be avoided in these situations. Rather, it is recommended that narrower lane widths be used cautiously in these situations unless local experience indicates otherwise.*

Based upon the above cited research, it appears that narrowing lanes to less than the “standard” 12-ft width does not usually degrade safety.



**Yes, but there’s still the capacity issue.** The *Highway Capacity Manual*<sup>5</sup> (*HCM*) is the primary document used by planners and engineers to determine the capacity of roadways and intersections. In Chapter 16, pages 16-10 and 16-11, the *HCM* describes those factors which impact the capacity of signalized intersections – including an adjustment factor based upon lane widths. Essentially, the *HCM* shows that the saturation flow rate (capacity) of a lane at a signalized intersection is reduced by 3.33 percent for each foot of

lane width less than 12 feet. Consequently, according to the *HCM*, the capacity of a 10-foot lane is only 93 percent of the capacity of a 12-foot lane.

However, in 2007 a literature search was performed as part of the Florida Department of Transportation *Conserve By Bike Program Study*.<sup>6</sup> This literature search was to evaluate findings of recent research from across the United on impacts to urban street capacity resulting States from lane narrowings. The findings are

*“The measured saturation flow rates are similar for lane widths between 10 feet and 12 feet. For lane widths below 10 feet, there is a measurable decrease in saturation flow rate. Thus, so long as all other geometric and traffic signalization conditions remain constant, there is no measurable decrease in urban street capacity when through lane widths are narrowed from 12 feet to 10 feet”.<sup>7</sup> [emphasis added]*

Capacity, therefore, is not degraded until lane widths are reduced to less than 10 feet.

<sup>5</sup> Transportation Research Board, *Highway Capacity Manual*, Transportation Research Board, National Research Council, Washington, D.C., 2000.

<sup>6</sup> Sprinkle Consulting, *Conserve By Bike Program Study Final Report*, FDOT, Tallahassee, FL, 2007.

<sup>7</sup> John Zegeer, P.E., (past Chair, TRB Highway Capacity and Quality of Service Committee) in a memo to Sprinkle Consulting Engineers, March 22, 2007.

**Result –**



1<sup>st</sup> Avenue North at 49<sup>th</sup> Street in St. Petersburg, FL

Photo Credit:  
Michael Frederick, Manager  
Neighborhood Transportation  
& Parking

In general safety and capacity are not adversely impacted by reducing lanes widths to as little as 10 feet. If we refer back to the AASHTO *Green Book's* Foreword and ask, “Are there critical social, environmental and economic reasons that would justify using less than 12-foot lanes?” The answer, in urban areas, is often “yes.” Accommodating pedestrians and bicyclists is a critical social issue: it makes our downtowns more livable, transit more viable, and provides for the mobility of those who cannot – or chose not – to drive. Accommodating more users in less space also addresses critical environmental issues: narrower lanes means less pavement (asphalt or concrete), less runoff, and less land consumed. Narrower (than 12-foot) lane widths reduce costs, a critical issue in times of shrinking budgets: smaller right-of-way costs, reduced costs for utility easements, reduced construction costs, reduced environmental mitigation costs. In addition to these obvious considerations, by reducing lane widths and better providing for the mobility of all transportation system users, we can reduce our dependency on fossil fuels and reduce motor vehicle emissions. Furthermore, increased walking and bicycling resulting from the provision of facilities will promote active lifestyles, help combat the growing obesity epidemic, and contribute to healthier more active communities. Realizing and taking advantage of the Truth about Lane Widths provides benefits for everyone.

**Who to contact for more information -**

Theodore A. Petritsch, P.E., PTOE  
 Senior Transportation Engineer  
 Sprinkle Consulting, Inc.  
 18115 US Hwy 41 N, Suite 600, Lutz, FL, 33549  
 813.949.7449  
 tap@sprinkleconsulting.com

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**From:** c [<mailto:4wildblueberries@gmail.com>]  
**Sent:** Monday, June 27, 2016 7:23 AM  
**To:** John Incontro; Steve Dorsey  
**Subject:** Fwd: Formal Complaint, Road Safety on Monterey Road, Still Unresolved!

Dear Chief Incontro,

I want each and every issue of Safety on Monterey Road addressed by this City as soon as possible.

This tiny City has been unresponsive, a model of INACTION and IRRESPONSIBILITY, and this undermines your message that you exist here to serve and protect us! My neighbors, and a handful of families with kids live on our street, and the conditions for us are intolerable and unsafe for us on Monterey Road. Your rationale of using this road as an arterial road for City emergency services CANNOT be prioritized ahead of our right to a quality of life and safety here. How very dare you!

Monterey Road is not a one way street in either direction . . . the absence of double solid yellow line down middle of street allows aggressive drivers to attempt to use dangerous passing techniques. The bumps down middle of road are not the same as a double solid yellow line.

If this City does not help us ASAP, then I will seek to organize some sort of class action lawsuit against the City because we do not have adequate safety measures for all the many variables related to the use of the road, the engineering of the road with very tight ingress and egress to our home driveways, etc.

Mr. Antosy, The Buckleys, and The Biles, The Hungs, The Yues, and the rest of my neighbors join me in saying that we are displeased and disgusted that you never helped us yet. I, and we, should not have to make multiple requests for help! A few of my neighbors did write in to City to complain on these issues but Schaefer said he never received letters from anyone but me. I believe my neighbors before I believe him.

Cordelia Donnelly  
2725 Monterey Road  
San Marino, CA 91108

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**From:** [4wildblueberries@gmail.com](mailto:4wildblueberries@gmail.com) [<mailto:4wildblueberries@gmail.com>]  
**Sent:** Monday, June 27, 2016 9:18 AM  
**To:** John Incontro  
**Subject:** Make San Marino one way going West?

Chief Incontro,

Because of emergency service need to go West on Monterey---I think a solution for safety is to make Monterey a one way street going West, from Oak Knoll to Garfield?

Too often, aggressive drivers try to defacto turn Monterey Road into a one way road, and this is because passing is apparently allowed. If Monterey was a one way road, this flow of traffic might be safer?

Cordelia Donnelly  
2725 Monterey Road  
San Marino, CA 91108

\*\*\*\*\*

> On Jul 8, 2016, at 18:38, Glenna Goss <[glennapg2@gmail.com](mailto:glennapg2@gmail.com)> wrote:

>

> Dear Chief Incontro,

>

> I'm writing in regards to the traffic concerns on Monterey Road, specifically between El Molino and Oak Knoll. I live two houses from the corner of El Molino, and nearly every day experience challenges when trying to enter or exit my driveway. Moreover, as a 49-year resident of San Marino -- living in this same home -- I've witnessed a dramatic increase in both the volume of vehicles and the speeds in which drivers operate on a daily basis. Weekdays are especially problematic, when commuters appear to use our street as a thoroughfare on their return home from work.

>

> I'm aware of an upcoming Traffic Commission hearing on these very concerns. I also realize these same concerns have been raised by other community residents in the past, with no viable or visible solutions offered by San Marino. I'm hopeful that this upcoming meeting will finally provide action to improve the safety of residents living on Monterey Road and insure the security of the community.

>

> Sincerely,

> Stephen J. Antosy

> 2714 Monterey Road

> San Marino, CA 91108

> (626) 441-1158

\*\*\*\*\*

**From:** Kenneth Veronda [<mailto:kveronda@southwesternacademy.edu>]

**Sent:** Monday, July 18, 2016 11:54 AM

**To:** John Incontro

**Cc:** John Schaefer; Cordelia Donnelly

**Subject:** Traffic Commission Hearing on Monterey Road traffic

Regarding Monterey Road traffic between Garfield and Oak Knoll:

Southwestern Academy's San Marino Campus is on the south side of Monterey, extending approximately two blocks in the area of concern. I am the school head. My office computer screen looks directly at Monterey Road, so I do see much of the passing parade.

I received notice late last week of your hearing on Monday, July 18, but I regret I have a prior commitment and cannot attend.

Permit me an historical note. My father purchased the 180 acre Los Robles Ranch in 1920. All was planted in oranges except one residence and some barns and stables. Monterey Road from the west crossed Garfield, then turned south near today's Los Robles. A dirt path called "Lopez Lane" extended through the oranges from Garfield to the site of our campus. There was nothing but oranges from our campus to Oak Knoll until our school drivers cut through the grove to travel east, curving north around a large magnolia (now long gone) to create today's curve in the east 2900 block and the angled intersection at Monterey and Oak Knoll.

Our school subdivided the area from the Pasadena and South Pasadena city lines south to near Wilson, bounded on the east by the Granada Arroyo. Lots were made intentionally small from Carlaris and Monterey through La Mirada, Plymouth, and Winthrop, priced at \$200 with the thought most investors would buy two. They did not. As a result, when our city was zoned first in 1940, the 1920s homes and many vacant lots are shallow and narrow, requiring back-ups for cars coming out of driveways. Since I received my first driver's license in 1956, I've backed my cars into these streets as taught by my mother. It does require care in looking both ways, but I have rarely waited more than a few seconds to get out.

The stretch between El Molino and Oak Knoll is tempting for speeders. The curve and a very narrow bridge over Granada Arroyo used to be more difficult, and a drunken sailor speeding eastbound in 1943 swerved through the wooden guard rail and was killed in the fall. The city reengineered the curve and replaced the bridge in 1953, when Flood Control diverted the arroyo to pipes. Since then, I know of no serious accidents along this stretch.

Our staff and I have observed occasional speeders past our school zone and school crossing, usually westbound around 8:00 a.m. and eastbound around 5:00 p.m., a few years ago. The police department seems very effective in controlling this with a few citations. From my overlook, I see very few speeders at any hour, and our students report they have experienced no problems in crossing Monterey in recent months.

I see and we hear occasional emergency vehicles passing, with appreciation to our first responders heading to the hospital or a fire. My estimate is this happens two or three times weekly. Our prayers go with these first responders and their patients. I am not aware of any resulting accidents in this section of Monterey.

I see a few school or charter buses passing several times a week, heading eastbound to The Huntington around midmorning and returning westbound around four p.m. Again, I am not aware of any accidents or speeding from these buses.

There are very rare cement trucks - we did repave our east entrance three summers ago, with several cement deliveries timed after morning traffic eased. We also receive a truckload of sand each spring to refill our outdoor volleyball court, and two or three truckloads of furniture or other deliveries around the time of a new school year, but I do not see large trucks passing often.

Our school brings in a food delivery each Wednesday from our main purveyor, SYSCO. This is the same truck that delivers to the Langham Huntington, then comes down Oak Knoll to our campus. We timed this delivery, with the advice of San Marino Police, to between 11:00 a.m. - noon at the quietest traffic hour.

My observations indicate traffic before my eyes is not excessive nor speeding in recent years. However, I see that some drivers may not realize this is a school zone with a school crossing used mornings and evenings.

Kenneth Veronda  
Southwestern Academy

**Kenneth Veronda**, Headmaster, Southwestern Academy  
2800 Monterey Road, San Marino, California 91108

[See Southwestern at: [www.southwesternacademy.edu](http://www.southwesternacademy.edu)]

Voice: **626-799-5010**, extension **202** Fax: **626-799-0407**  
*"You Belong at Southwestern Academy"*

**ATTACHMENT 3**

# WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

## 24-HOUR ADT COUNT SUMMARY

CLIENT: CITY OF SAN MARINO  
 PROJECT: TRAFFIC COUNTS  
 LOCATION: MONTEREY ROAD JUST WEST OF VERONDA PLACE  
 DATE: THURSDAY DECEMBER 10, 2015

DIRECTION:		EB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	4	0	1	1	6	
1:00	2	2	0	1	5	
2:00	0	0	1	0	1	
3:00	0	1	1	0	2	
4:00	0	0	0	1	1	
5:00	1	2	2	4	9	
6:00	0	6	15	21	42	
7:00	27	26	32	76	161	
8:00	48	58	36	38	180	
9:00	28	36	38	43	145	
10:00	31	32	28	40	131	
11:00	40	32	47	46	165	
12:00	46	48	26	54	174	
13:00	35	50	57	41	183	
14:00	57	55	64	74	250	
15:00	92	79	78	84	333	
16:00	85	70	99	98	352	
17:00	106	92	93	92	383	
18:00	84	106	87	75	352	
19:00	54	59	26	36	175	
20:00	38	22	25	22	107	
21:00	23	22	14	15	74	
22:00	20	22	11	10	63	
23:00	9	15	7	11	42	
				<b>TOTAL</b>	<b>3336</b>	
<b>AM PEAK HOUR</b>		0745-0845				
<b>VOLUME</b>		218				
<b>PM PEAK HOUR</b>		1630-1730				
<b>VOLUME</b>		395				

DIRECTION:		WB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	5	0	0	1	6	
1:00	0	0	1	0	1	
2:00	2	0	0	1	3	
3:00	1	0	2	0	3	
4:00	2	0	1	1	4	
5:00	2	7	10	11	30	
6:00	10	17	22	39	88	
7:00	51	60	64	66	241	
8:00	86	80	89	67	322	
9:00	60	36	35	56	187	
10:00	33	40	39	38	150	
11:00	38	36	20	38	132	
12:00	34	38	50	31	153	
13:00	63	38	31	30	162	
14:00	36	46	62	44	188	
15:00	56	52	50	52	210	
16:00	56	58	52	64	230	
17:00	56	58	66	64	244	
18:00	46	42	39	34	161	
19:00	18	20	23	24	85	
20:00	27	20	21	34	102	
21:00	30	34	18	11	93	
22:00	8	8	11	7	34	
23:00	4	4	3	3	14	
				<b>TOTAL</b>	<b>2843</b>	
<b>AM PEAK HOUR</b>		0800-0900				
<b>VOLUME</b>		322				
<b>PM PEAK HOUR</b>		1645-1745				
<b>VOLUME</b>		244				

TOTAL BI-DIRECTIONAL VOLUME	6179
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**ATTACHMENT 5**

**Summary of Suggested Actions to Address Resident Concerns Regarding Monterey Road**

Potential Action <sup>1</sup>	Description	Purpose	Comment
1 25 mph speed limit	Reduce the speed limit from 30 mph to 25 mph	Reduce traffic speeds	Will only work with constant & continuous enforcement - would be beyond available resources. Would make scofflaws of 95% of motorists on Monterey Rd. May not be allowed by state law.
2 Enforcement	Increased PD presence/ enforcement of speed limit	Reduce traffic speeds	Although it's the most effective action, there may not be sufficient PD resources.
3 Speed Humps	Install speed humps (not speed bumps) on Monterey Rd	Reduce traffic speeds. Not a near-term solution.	Not currently a City-recognized option. City would need to develop a speed hump policy first. Since speed humps are not installed on access routes used by emergency vehicles (each hump slows a fire truck by 10 seconds), Monterey Rd would not likely qualify for them. Speed humps can also divert traffic to other nearby streets and typically require outreach to other residents who would be affected by them.
4 Speed Feedback Signs	Signs show motorists how fast they are going (up to speed limit) & warn to slow down if above that. Usually have one in each direction.	Reduce traffic speeds	Signs are mounted on posts, use solar power, effective in reducing speeds & relatively inexpensive. Can be permanent or moved around. Can also be programmed to show school speed limit of 25 mph during school start & release times.
5 Double-yellow centerline	Replace the existing raised pavement markers (RPMs) on the centerline with double-yellow stripes	Restore more visible centerline	Further study required, to find out why painted centerline was replaced with RPMs. RPMs are generally more visible, last longer & alert motorists when they cross the centerline. The RPMs may be past their useful life & should be replaced.
6 Paint SLOW markings	Paint SLOW in front of residents' homes	Reduce traffic speed in front of residents' homes	Painting SLOW in this manner is not allowed by the CA MUTCD, nor would it be effective in slowing traffic.

## ATTACHMENT 5

### Summary of Suggested Actions to Address Resident Concerns Regarding Monterey Road

	Potential Action <sup>1</sup>	Description	Purpose	Comment
7	Ladder-stripe crosswalks at El Molino	Add ladder stripes to existing crosswalks at intersection of El Molino/Monterey	Make intersection (stops) more visible to motorists	Does not appear to meet the CA MUTCD guidelines - further study required.
8	Ladder-stripe school crosswalk at Veronda Pl; paint crosswalk white	Paint existing school crosswalk at Veronda Ln. white & add ladder stripes	Make school crosswalk more visible/slow speeds	The school crosswalk already has ladder stripes. It is also yellow (not white), as mandated by state law for school crosswalks. And, it currently has the appropriate signs and markings for an uncontrolled crosswalk.
9	Stop sign at crosswalk at Veronda Ln.	Install a stop sign at the school crosswalk at Veronda Ln.	To improve the safety of the school pedestrians?	Contrary to the claim made by the resident, crosswalks do not require Stop signs. The CA MUTCD requires that a traffic study be performed before installing Stop signs. This location may or may not meet the guidelines. Stop signs placed at inappropriate locations can cause undesired consequences that can make it less safe, such as drivers speeding into and away from stops, rolling through stops and completely ignoring or not noticing the stop signs.
10	Remove unnecessary crosswalk sign	Remove school crossing sign on westbound Monterey in advance of the Stop at El Molino	Sign does not belong there	A review of the school signs in the vicinity of Southwestern Academy revealed that some need to be updated to be in compliance with the current CA MUTCD. Staff is currently reviewing the signs and markings and will make the necessary changes.
11	Paint white edgelines	Paint white edgelines to reduce roadway width and/or lane widths	Calm traffic by reducing traffic speeds & reducing traffic volumes. A somewhat near-term solution.	This can be effective & might be feasible in this case, but further study would be required, to determine how it could be done, considering its extent, how it would match up at the "ends", how it would be striped, and if it would be acceptable to the other residents it would affect.

**ATTACHMENT 5**

**Summary of Suggested Actions to Address Resident Concerns Regarding Monterey Road**

	<b>Potential Action<sup>1</sup></b>	<b>Description</b>	<b>Purpose</b>	<b>Comment</b>
12	Install bulbouts	Install bulbouts at intersections	Calm traffic by reducing traffic speeds & reducing traffic volumes. Not a near-term solution.	This can be effective, particularly when combined with white edgelines, and might be feasible in this case, but further study would be required, to determine how it could be done and if it would be acceptable to the other residents it would affect.
13	Install traffic diverters	Install traffic diverters that would prevent certain movements at certain intersections	Calm traffic by forcing through traffic to use other routes, thereby reducing traffic volumes. Not a near-term solution.	This can be effective & might be feasible in this case, but further study would be required to identify the traffic patterns, determine the most effective & appropriate measures, and conduct outreach to the other residents it would affect. The City should develop a neighborhood traffic management plan process & a toolkit of effective and acceptable actions prior to pursuing this action.
14	Make Monterey Rd. one-way	Make Monterey Rd. One-way	Reduce traffic volumes	A one-way street would not be appropriate in this case. One-way streets are typically used to enhance traffic flow by increasing capacity (traffic volumes) and allowing higher traffic speeds. Also, they are usually installed as couplets. In this case, however, there isn't a parallel street to be one-way in the opposite direction. Not only would a one-way operation likely result in higher traffic volumes and speeds on Monterey Road, but it could also divert the opposing traffic onto other residential streets.

<sup>1</sup> Includes actions proposed by the residents and by staff.