



City of Santa Fe Springs

AGENDA

FOR THE REGULAR MEETING OF THE:

TRAFFIC COMMISSION

Council Chambers
11710 Telegraph Road
Santa Fe Springs, CA 90670

DECEMBER 15, 2011
7:00 P.M.

Sally Gaitan, Chairperson
Ted Radoumis, Vice Chairperson
Gregory Berg, Traffic Commissioner
Lillian Puentes, Traffic Commissioner
Ruben Madrid, Traffic Commissioner

Public Comment: The public is encouraged to address the Traffic Commission on any matter listed on the agenda or on any other traffic-related matter within its jurisdiction. The Traffic Commission will hear public comment on items listed on the agenda during discussion of the matter and prior to a vote. The Traffic Commission will hear public comment on matters not listed on the agenda during the Oral Communications period.

Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The Traffic Commission may direct staff to investigate and/or schedule certain matters for consideration at a future Traffic Commission meeting.

Americans with Disabilities Act: In compliance with the ADA, if you need special assistance to participate in a City meeting or other services offered by this City, please contact the City Engineer's Office. Notification of at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

Please Note: Staff reports are available for inspection at the office of the City Engineer, City Hall, 11710 E. Telegraph Road during regular business hours 7:30 a.m. – 5:30 p.m., Monday – Friday. City Hall is closed every other Friday. Telephone (562) 868-0511.

1. CALL TO ORDER**2. ROLL CALL**

Gregory Berg, Commissioner
Lillian Puentes, Commissioner
Ruben Madrid, Commissioner
Ted Radoumis, Vice Chairperson
Sally Gaitan, Chairperson

3. ORAL COMMUNICATIONS FROM THE AUDIENCE

This is the time when comments may be made by interested persons on matters not on the agenda having to do with City traffic-related matter.

NEW BUSINESS**4. Traffic Bureau Report – November 2011**

Recommendation: That the Commission receive and file the report for November 2011.

5. Review of California Manual of Uniform Traffic Control Devices' Guidelines for Installation of Stop Signs

Recommendation: This item is for discussion purposes only and does not require any action by the Traffic Commission.

6. City of Santa Fe Springs Online Service Request Form

Recommendation: This item is for discussion purposes only and does not require any action by the Traffic Commission.

7. APPROVAL OF MINUTES

- a. Regular Traffic Commission Meeting of November 17, 2011.

Recommendation: That the Traffic Commission approve the minutes as submitted.

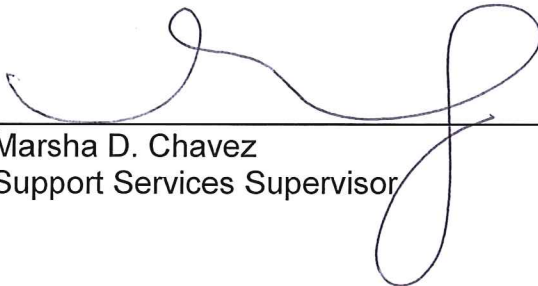
8. COMMUNICATIONS

Commission

Staff

9. **ADJOURNMENT**

I hereby certify under penalty of perjury under the laws of the State of California, that the foregoing agenda was posted at the following locations; Santa Fe Springs City Hall, 11710 Telegraph Road; Santa Fe Springs City Library, 11700 Telegraph Road; and the Town Center Plaza (Kiosk), 11740 Telegraph Road, not less than 72 hours prior to the meeting.



Marsha D. Chavez
Support Services Supervisor

12/12/2011
Date



City of Santa Fe Springs

Traffic Commission Meeting

December 15, 2011

NEW BUSINESS

Traffic Bureau Report – November 2011

RECOMMENDATION

That the Commission receive and file the report for November 2011.

BACKGROUND

The attached Traffic Bureau Report has been prepared that details statistical information for the month of November 2011.

A summary of primary collision factors and special conditions is provided below:

Total Accidents for Month: 46

City Property Damage:	4
Hit and Run:	12
Fatalities:	0
Injuries:	12
Property Damage:	18

Special Conditions

DUI:	1
Bicycle:	1
Pedestrian:	2

A handwritten signature in blue ink, appearing to read "Noe Negrete".

Noe Negrete
Assistant Director of Public Works

Attachment(s):

Traffic Bureau Report
Bicycle/Pedestrian Accident Report

**City of Santa Fe Springs
Served By
Whittier Police Department
Traffic Bureau Report
November 2011**

There were **46** accidents reported during the month of **November 2011**

November 2010

	Accidents	Injuries	Fatalities
City Property Damage	4	3	0
Hit and Run	11	1	0
Fatal	0	0	0
Injury	9	13	0
Prop Damage	24	1	0
Total	48	18	0

Accident To Date

	Accidents	Injuries	Fatalities
City Property Damage	38	4	0
Hit and Run	137	10	0
Fatal	1	0	1
Injury	151	204	0
Prop Damage	236	3	0
Total	563	221	1

Injured persons to date **221**
Persons killed to date **1**

Number of accidents by watch

Morning	8
Day	26
Night	12

November 2011

	Accidents	Injuries	Fatalities
City Property Damage	4	1	0
Hit and Run	12	0	0
Fatal	0	0	0
Injury	12	16	0
Prop Damage	18	0	0
Total	46	17	0

Accident To Date

	Accidents	Injuries	Fatalities
City Property Damage	29	6	0
Hit and Run	137	19	0
Fatal	2	1	2
Injury	162	234	0
Prop Damage	222	5	0
Total	552	265	2

Injured persons to date **265**
Persons killed to date **2**

Number of accidents by day/week

Sunday	4	Thursday	3
Monday	9	Friday	5
Tuesday	10	Saturday	5
Wednesday	10		

Number of accidents by time of day

0001-0059	0	1200-1259	2
0100-0159	1	1300-1359	6
0200-0259	3	1400-1459	2
0300-0359	1	1500-1559	4
0400-0459	0	1600-1659	1
0500-0559	0	1700-1759	3
0600-0659	3	1800-1859	0
0700-0759	1	1900-1959	1
0800-0859	3	2000-2059	2
0900-0959	1	2100-2159	2
1000-1059	4	2200-2259	2
1100-1159	2	2300-2359	2

There were **1** collisions involving persons driving under the influence of alcohol and/or drugs during the month of **November 2011**

There was **1** bicycle and **2** pedestrian accidents reported during the month of **November 2011**

During the month of **November 2011** there were **12** hit and run accidents reported as having occurred on the roadways within the city.

Primary Collision Factors

Right-of-Way	7	21800,21801,21802,21803,21804 VC
Speed	10	22350,22348,22349 VC
Signal Violations	1	21453, 22450 VC
Driving Under the Influence	1	23152,23153 VC

Fatal/Injury count for the month of: **November 2011**

Fatalities	0	Injuries	17
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Citation Statistics for November 2011

November 2010

Moving Citations	415
Moving Violations	582
Parking Violations	235

November 2011

Moving Citations	251
Moving Violations	360
Parking Violations	237

November 2011 Pedestrian/Bike Accident Report

<u>Accident Address</u>	<u>Accident Date and Time</u>	<u>Accident Motor Vehicle Involved With</u>	<u>Accident Number</u>
10551 S GUNN AVE	11/09/2011 11:21:00	B. PEDESTRIAN	11903796
E TELEGRAPH RD / S FREEMAN AVE	11/15/2011 15:57:00	G, BICYCLE	11903873
10112 S NORWALK BLVD	11/17/2011 21:01:00	B. PEDESTRIAN	11903906



City of Santa Fe Springs

Traffic Commission Meeting

December 15, 2011

NEW BUSINESS

Review of California Manual of Uniform Control Devices' Guidelines for Installation of Stop Signs

RECOMMENDATION

This report is for informational purposes only and does not require any action by the Traffic Commission.

DISCUSSION

Traffic signals, stop signs and yield signs were designed to assign rights-of-way at locations where there is a need to assign rights-of-way at conflicting locations. In the overall hierarchy of traffic control devices, the stop sign would rank below a traffic signal and above a yield sign. The California Manual of Uniform Traffic Control Devices (MUTCD) contains applications or warrants which provide minimum conditions to consider the installation of Stop signs on public streets. This report will highlight these guidelines for the installation of Stop signs.

The MUTCD contains applications for a stop sign installation. Stop sign installation should be used if engineering judgment indicates that one or more of the following conditions exist:

- A. The intersection of a less important road with a main road where the application of the normal right of way rule would not be expected to provide reasonable compliance with the law;
- B. A street entering a through highway or street;
- C. Unsignalized intersection in a signalized area; and/or
- D. High speeds, restricted sight distance, or collision history indicate a need for control by the Stop sign.

Conditions B and D above are fairly straightforward and are typically the most used to determine if stop control is warranted. For residential streets, Condition D would involve the establishment that there is a sight distance problem and/or a collision problem at the intersection. Condition B is such that any street that intersects a major or secondary arterial highway would have a Stop sign to control the side street. Depending on existing conditions, Condition B may apply to a side street intersecting a collector street. Condition C would be used as an interim measure until such time as a

signal could be funded at the location. Condition A is used when the normal right of way rule doesn't work. The normal right of way rule at uncontrolled intersections is contained in Section 21800 of the California Vehicle Code. It states the driver of a vehicle approaching an intersection shall yield the right of way to any vehicle which has entered the intersection from a different highway. When two vehicles enter an intersection from different highways at the same time, the driver of the vehicle on the left shall yield the right of way to the vehicle on his or her immediate right, except that the driver of any vehicle on a terminating highway shall yield the right-of-way to any vehicle on the intersecting highway.

Because the potential for conflicting commands could create driver confusion, stop signs shall not be installed at intersections where traffic signals are installed and operating. Portable or part-time Stop signs shall not be used except for emergency and temporary traffic control zone purposes. Stop signs should not be used in an attempt to control the speed of vehicles. Stop signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive control devices such as Yield signs. Once a decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.

There are environmental considerations that result from the installation of Stop signs. The noise level will increase at the point that the Stop sign is installed and this can be either the braking of vehicles and/or the accelerating of vehicles away from the Stop sign. Also due to the fact that all vehicles must stop on one or more approaches to the intersection, there can also be an increase in pollution in the immediate area caused by the vehicles accelerating and decelerating.

There are also enforcement issues that result from the installation of Stop signs. When Stop signs are installed in an attempt to slow traffic which is believed to originate from outside of the neighborhood, it has been demonstrated that many of the locals tend to disregard and run the Stop signs which creates safety issues for opposing traffic and the neighborhood in general. When selective enforcement is performed in the area of the Stop signs, it has been shown that it is the local drivers that are running the Stop signs.

The Traffic Commission may be interested in knowing that the first recorded Stop sign in the United States was installed in Detroit, Michigan in 1915. That first Stop sign was comprised of black letters on a white background on a square-shaped metal sign. Staff has provided an attachment to this report that is a brief history of the evolution of the size, shape and use of the Stop sign.

This report and presentation is for informational and discussion purposes only and does not require any action by the Traffic Commission.



Noe Negrete
Assistant Director of Public Works

Attachment(s):
History of Stop Signs

A BRIEF HISTORY OF THE EVOLUTION OF THE STOP SIGN

The first recorded Stop sign installed in the United States was in Detroit, Michigan in 1915. This sign had black letters on a white background printed on a square-shaped sheet of metal. In 1922, the increased use of the sign led to the development of a committee to establish a common design practice for traffic signs.

The committee recommended the use of distinctive design shapes for signs, and the now familiar octagon shape was selected for the stop sign. It was black on white and set as 24" x 24" in size due to the presses used to manufacture the signs. In 1924, the background color was selected to be yellow.

At the same time, another group, The National Conference on Street and Highway Safety (NCSHS) formed and began to address several issues. The NCSHS developed the "Urban Traffic Control Devices Manual" and in 1930 published the "Manual on Street Control Signs, Signals, and Markings." This manual allowed for 18"x 18" stop signs and called for red letters on a yellow background.

As expected, two committees working on uniform traffic control devices led to numerous conflicts. In 1932, the two formed the Joint Committee on Uniform Traffic Control Devices and in 1935 the group published the first "Manual on Uniform Traffic Control Devices for Streets and Highways" (MUTCD). The MUTCD was originally mimeographed but demand for it was so high that it was typeset and printed in 1937.

Nine revised and updated editions of the manual have been published since 1935. These revisions have made various changes to the stop sign. The following is a brief history:

1. 1935: MUTCD provided the 24" x 24" octagon with red or black letters on a yellow background. Reflectorization was provided by "cat-eyes" in the word "STOP." Another alternative was rear illumination to show through and identify the shape.
2. 1939: MUTCD allowed the use of red "cat-eye" reflectors.
3. 1942: "war time" edition added blackout requirements and encouraged the recycling of signs.
4. 1948: MUTCD was the first to require reflectorization of all regulatory and warning signs. It set the height of signs at 2.5 ft. above the crown of the roadway.
5. 1954: MUTCD made a major change in the STOP sign. The background color was changed to red and the lettering was made white. The height was also changed to 5 ft. in rural areas.

6. 1961: MUTCD was the first to require use of the standards as a requisite for receiving Federal funds. It also recognized the need for the sign to be seen and set higher minimum mounting height of 6 and 7 feet for urban areas. Special emphasis was placed on maintenance and visibility of signs.
7. 1966: Congress mandated all traffic control devices on all roads open to the public were to be in conformance with the MUTCD.
8. 1971: MUTCD is noted by its definition of SHALL, SHOULD, and MAY. It also set the minimum mounting height in urban areas at 7 feet.

The 1978, 1988, and 2000 MUTCD editions did not change the stop sign. The following is what the manual currently states:

"The current minimum requirements for stop signs are 30"x 30" octagon with white lettering and border on a red background. The sign shall be mounted so to be visible for a minimum distance determined by the 85th percentile approach speed; at a minimum height of 5 or 7 feet and offset from the traveled way a distance appropriate for the specific location. Larger sign sizes and different offsets are a part of the engineering study and design process that is required prior to installation. The MUTCD does not require installation of stop signs. It provides warrants which are minimum condition to consider installation."

Stop signs have come a long way since the early days, but their familiar color, shape and size, provide Americans, and the world with a cost-efficient, and reasonably secure and safe means of intersection traffic control.



City of Santa Fe Springs

Traffic Commission Meeting

November 17, 2011

NEW BUSINESS

City of Santa Fe Springs Online Service Request Form

RECOMMENDATION

This item is for discussion purposes only and does not require any action by the Traffic Commission.

BACKGROUND

In keeping pace with current technologies, the City has made available an online service request program where residents can enter requests for various departments.

Staff will provide a presentation on how this system can be accessed and utilized by residents.

A handwritten signature in blue ink, appearing to read "Noe Negrete".

Noe Negrete
Assistant Director of Public Works

Attachment(s):

None.

**MINUTES
REGULAR TRAFFIC COMMISSION MEETING
CITY OF SANTA FE SPRINGS
NOVEMBER 17, 2011**

1. CALL TO ORDER

Commissioner Radoumis called the Traffic Commission meeting to order at 7:07 p.m.

2. ROLL CALL

Present: Traffic Commissioners Gaitan, Radoumis, Puentes and Madrid.

Absent: Traffic Commissioner Berg.

Also present: Noe Negrete, Assistant Director of Public Works, Tom Lopez, Traffic Engineer, Marsha D. Chavez, Support Services Supervisor; Traffic Safety Office Frank Igros, Police Services Center.

3. ELECTIONS

Commissioner Puentes made a motion to recommend Commissioner Gaitan for Chairperson. Commissioner Madrid made a motion to recommend Commissioner Radoumis for Chairperson.

The following role call vote was taken on the recommendation of Commissioner Gaitan for Chairperson as follows:

Puentes: Aye
Madrid: No
Gaitan: Aye
Radoumis: Aye

The following role call vote was taken on the recommendation of Commissioner Radoumis for Chairperson:

Puentes: No
Madrid: Aye
Gaitan: No
Radoumis: No

Commissioner Puentes made a motion to recommend Commissioner Radoumis for Vice-Chairperson. The following role call vote was taken on the recommendation of Commissioner Radoumis for Vice Chairperson:

Puentes: Aye
Madrid: Aye
Gaitan: Aye
Radoumis: Aye

4. **ORAL COMMUNICATIONS FROM THE AUDIENCE**

Chairperson Gaitan announced that this is the time when comments may be made by interested persons on matters not on the agenda having to do with any City traffic-related matter. There being no one who addressed the Commission, Oral Communications were declared closed.

CONTINUED

5. Traffic Bureau Report – September 2011

Mr. Negrete reviewed the Traffic Bureau Report for the month of September. The report reflected that there were 50 accidents reported during the month of September 2011, an increase from September 2010. There were two driving under the influence incidents; two bicycle incidents and no pedestrian incidents. There were nine hit and run accidents reported. Moving Citations and Moving Violations both increased, whereas Parking Violations decreased from September 2010 compared to September 2011.

Commissioner Radoumis made a motion to receive and file the report for September 2011; Chairperson Gaitan seconded the motion which carried unanimously.

NEW BUSINESS

6. Traffic Bureau Report – October 2011

Mr. Negrete reviewed the Traffic Bureau Report for the month of October. The report reflected that there were 59 accidents reported during the month of October 2011, an increase from October 2010. There were four driving under the influence incidents; no bicycle incidents and two pedestrian incidents. There were 16 hit and run accidents reported. Moving Citations and Moving Violations both decreased, whereas Parking Violations increased from October 2010 compared to October 2011. It was noted that there was one fatality during October 2011.

Commissioner Puentes made a motion to receive and file the report for October 2011; Commissioner Radoumis seconded the motion which carried unanimously.

7. Review of 2010 vs. 2009 Traffic Collisions

Mr. Lopez reviewed traffic collision statistics for calendar years 2010 and 2009, providing information related to primary collision factor, primary occurrence (month, time and day of the week), intersection versus midblock, special conditions and location (street).

Commissioner Puentes inquired as to the designation of “unknown” for the primary collision factor. Mr. Lopez responded that this is often due to lack of a

third party witness.

Chairperson Gaitan requested a copy of the PowerPoint presentation. Commissioner Puentes also requested a copy of the PowerPoint presentation.

Commissioner Radoumis made a motion to receive and file the report. Commissioner Puentes seconded the motion and it carried unanimously.

8. Ethics Training – AB 1234

Mr. Negrete reviewed the requirements for Traffic Commissioners based upon adoption of Assembly Bill 1234 in 2005. The Commission generally discussed the law and related upcoming training deadlines.

9. Updated Traffic Commission Procedure Guide

Mr. Negrete reviewed the Traffic Commission Procedure Guide, noting that a revised format had been provided, although the content remained unchanged aside from current laws and regulations.

Traffic Safety Officer Igros arrived at 7:35 p.m.

The Commission generally discussed aspects of the procedure guide. Traffic Safety Officer Igros requested a copy of the guidelines.

10. **APPROVAL OF MINUTES**

Chairperson Gaitan made a motion to approve the minutes of the Regular Traffic Commission meeting of September 15, 2011 and the Special Traffic Commission Meeting of September 19, 2011 and Commissioner Radoumis seconded the motion, which carried unanimously.

11. **COMMUNICATIONS**

Commission

Chairperson Gaitan wished everyone a Happy Thanksgiving.

Commissioner Puentes inquired as to citations issued on road blockages of Florence Avenue for motorists leaving Lake Center Park Lane. Officer Igros responded that not very many citations are issued in this area.

Staff

Mr. Lopez requested that the meeting be adjourned in memory of former Traffic Commissioner Edward Garcia as well as in memory of former City employee Andrew Valenzuela.

Mr. Lopez also wished everyone Happy Holidays.

Mr. Negrete provided an update to the Commission on the temporary on-street basketball courts on Fallon Avenue south of Joslin Street, noting that these types of temporary courts cannot be left on the street in the given areas by

residents. Mr. Negrete noted that the courts south of Joslin Street would be given a notice for removal as of November 19, 2011, while the ones on the east side of Joslin Street were already removed.

Mr. Negrete wished everyone a happy and safe Thanksgiving.

12. **ADJOURNMENT**

There being no further business to come before the Traffic Commission, it was motioned by Commissioner Gaitan and seconded by Commissioner Zevallos that the meeting be adjourned in memory of former Traffic Commissioner Edward Garcia and former City employee Andrew Valenzuela, the time being 8:20 p.m.

CHAIRPERSON

ATTEST:

SUPPORT SERVICES SUPERVISOR