

PUBLIC SAFETY ADVISORY COMMITTEE

AGENDA

Regular Meetings

2nd Tuesday

January, April, July, and October

Date: April 14, 2015

(Regular Meeting)

Time: 6:00 P.M.



COMMITTEE MEMBERS

Chair Vacant

Vice Chair Vacant

Member Richard Amos

Member John Holland

Member James Roberts

Member Sam Thatte

Member Don Webb

◆ - ◆ - ◆ - ◆ - ◆ - ◆ - ◆ - ◆

Council Member Mike Leonard,
Council Liaison

City of Hesperia

Council Chambers
9700 Seventh Avenue
Hesperia, CA 92345

Committee Secretary: (760) 947-1245

**Agendas and Staff Reports are
available on the City Website
www.cityofhesperia.us**

Documents produced by the City, and distributed less than 72 hours prior to the meeting, regarding any item on the agendas, will be made available in the City Clerk's Office located at 9700 Seventh Avenue during normal business hours.



NOTE: In compliance with the Americans with Disability Act, if you need special assistance to participate in this meeting, please contact the City Clerk's Office at (760) 947-1007 or (760) 947-1056. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility.

CITY OF HESPERIA

AGENDA
PUBLIC SAFETY ADVISORY COMMITTEE
April 14, 2015

REGULAR MEETING

CALL TO ORDER

6:00 p.m.

A. Roll Call:

Member Amos
Member Holland
Member Roberts
Member Thatte
Member Webb

B. Invocation

C. Pledge of Allegiance to the Flag

PUBLIC COMMENTS

Please complete a "Comment Card" and give it to the Recording Secretary. Comments are limited to three (3) minutes per individual. State your name for the record before making your presentation. This request is optional, but very helpful for the follow-up process.

Under the provisions of the Brown Act, Members are prohibited from taking action on oral requests. However, Members may respond briefly or refer the communication to staff.

PRESENTATIONS/ANNOUNCEMENTS

1. Introduction/Installation of New Committee Members John Holland and Don Webb.
2. Public Safety Committee Orientation Presentation by Melinda Sayre-Castro, City Clerk.
3. Fire Department Quarterly/Update by Fire Division Chief Gary Bush.
4. Police Department Quarterly/Update by Police Captain Nils Bentsen.
5. Emergency Operations Update by Emergency Services Coordinator Brigit Bennington.

NEW BUSINESS

6. Appointment of Chair and Vice Chair to the Public Safety Advisory Committee.
7. Approval of Minutes from the regular meeting held on January 13, 2015.
8. Proposed All-Way Stop Sign at Seventh and Mauna Loa. Staff Person, John Levellee, City Engineer.

9. Proposed Improvements at the Intersection of Main Street and Balsam. Staff Person, John Leveillee, City Engineer.

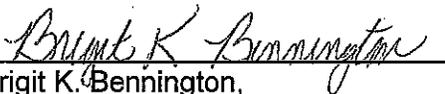
COMMITTEE MEMBER AND STAFF COMMENTS

Committee Members and staff may make comments of general interest to the Committee.

ADJOURNMENT

The Chair will adjourn the meeting of the Committee to the next regularly scheduled meeting of July 14, 2015.

I, Brigit K. Bennington, Recording Secretary of the City of Hesperia, California do hereby certify that I caused to be posted the foregoing agenda on Tuesday, April 7, 2015 at 4:00 p.m. pursuant to California Government Code §54954.2.



Brigit K. Bennington,
Recording Secretary

CITY OF HESPERIA

**Meeting Minutes - Draft
PUBLIC SAFETY ADVISORY COMMITTEE
January 13, 2015**

CALL TO ORDER

6:01 p.m.

A. Roll Call:

Chair Rogers – Present
Member Amos – Present
Member Roberts – Present
Member Thatte – Present

Vice Chair – Vacant

B. Invocation by Captain Nils Bentsen

C. Pledge of Allegiance to the Flag by Committee Member Amos

PUBLIC COMMENTS

Public Comments were opened at **6:04 PM** and closed at **6:21 PM**.

Al Vogler – Welcomed new committee members and suggested the committee review health and public safety issues regarding the Tapestry Project.

Jolene Bell-Hahn – Welcomed new committee members and suggested the committee consider safety plans and water resources for the Tapestry Project.

Carol Griffin – Expressed her concerns with about the Tapestry Project and the fires that occurred in 2003. Ms. Griffin commented that she hadn't received information regarding the Tapestry Project.

Council Member/ Committee Liaison Mike Leonard encouraged Ms. Griffin to visit the City's website regarding the Tapestry Project meetings that have previously taken place and for future meetings regarding this project.

ITEMS FOR CONSIDERSATION

1. Approval of Minutes of regular meeting held on October 14, 2014.

A motion was made by Roberts, seconded by Thatte to approve the minutes from the meeting held October 14, 2014. The motion carried by the following vote:

Aye: 4 Chair Rogers, Committee Member Amos, Committee Member Roberts, Committee Member Thatte

Absent: None

2. Introduction/Installation of New Committee Member – James Roberts

3. Fire Department Quarterly/Update report by Division Chief Gary Bush

Updated the Committee on response time stats.

4. Police Department Quarterly/Update, report by Captain Nils Bentsen

Updated the Committee on quarterly stats, end of year stats and provided a synopsis of 2014 police activities.

5. City of Hesperia Emergency Operations Update by Emergency Services Coordinator, Brigit Bennington

Updated the Committee on Emergency Operations.

COMMITTEE MEMBER AND STAFF COMMENTS

Member Amos – Commented on lighting around Civic Plaza.

Member Roberts – Requested information regarding reservists on patrol.

Member Thatte – Thanked former Committee member Ella Rogers for her leadership while on the Committee

Chair Rogers – Announced her resignation to the Committee.

Council Member/ Committee Liaison Mike Leonard - Commented on "shelter in place" training and emergency water preparations.

Emergency Preparedness Coordinator/ Recording Secretary Brigit Bennington – Commented on topics taught in CERT training.

ADJOURNMENT

7:43 PM

Brigit Bennington
Recording Secretary

City of Hesperia
STAFF REPORT



DATE: April 14, 2015
TO: Chair and Committee Members
Public Safety Advisory Committee
FROM:  John Leveillee, City Engineer

SUBJECT: Installation of an All-Way Stop control at the intersection of 7th Avenue and Mauna Loa Street.

RECOMMENDED ACTION

Staff is requesting the Public Safety Advisory Committee make a recommendation to the City Council regarding the installation of an All-Way Stop control at the intersection of 7th Avenue and Mauna Loa Street.

BACKGROUND

The intersection at 7th Avenue and Mauna Loa Street is currently a two-way stop controlled intersection with 7th Avenue having the right of way. There are no line of site issues associated with the intersection and the vertical and horizontal alignments at the intersection are well within standards. There are no unusual pavement or roadway conditions which deem this a dangerous intersection.

Contrary to what would be expected at this intersection, there have been a large number of traffic collisions at this intersection over the last 5 years. When there are more than 5 correctable collisions at an intersection, it is recommended that steps be taken to improve the safety of the intersection. In calendar 2013 there were 8 reported collisions, with at least 3 to 5 collisions occurring every year since 2009. Only 4 of the reported collisions caused injuries and there have been no fatalities in that period. The City does not have the data whether these collisions were correctable or not, but given the consistency of collisions it is advisable to take some sort of corrective action.

ISSUES/ANALYSIS

Both 7th Avenue and Mauna Loa Street are Arterial Highways as indicated on the City's adopted Traffic Circulation Plan. Once the Lemon/Mauna Loa railroad grade separation project is constructed, traffic will increase tremendously on Mauna Loa Street. At that point it would be expected that a traffic signal would be necessary at the intersection. The grade separation project is still many years in the future, so until that time, another traffic control device is needed to attempt to reduce the number of collisions at the intersection.

The City has upgraded the stop signs to larger signs and has installed Stop Ahead signs for the approaches on Mauna Loa Street to the intersection, however there has been three reported collisions at the intersection since the sign upgrades. The next logical step is the installation of an All-Way stop control at the intersection.

In order to install All-Way Stop control at an intersection, the intersection must meet certain traffic warrants as defined in the Manual of Uniform Traffic Control Devices (MUTCD). The majority of these warrants are volume based, and the intersection does not meet any of these warrants since the traffic volumes along 7th Avenue far exceed those along Mauna Loa Street. The one warrant that the intersection does meet is the number of collisions which occur in a 12 month period.

Staff is proposing that the appropriate traffic control devices be installed at the intersection to create an All-Way Stop control. This would include Stop Ahead signage and legends on the 7th Avenue approaches to the intersection. There would be a 45 day notification period to motorists approaching the intersection to accustom the drivers to the new stop condition on 7th Avenue.

FISCAL IMPACT

The cost for the installation and maintenance of the additional signage and legends is minimal and can be accommodated in the FY 2014/15 Publics Works budget.

ALTERNATIVE(S)

1. Provide alternative direction to staff.

ATTACHMENT(S)

1. Aerial photograph

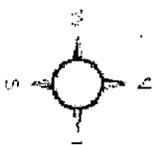
Default Title



1" = 376 ft

Sub Title

04/06/2015



This map represents a visual display of related geographic information. Data provided hereon is not a guarantee of actual field conditions. To be sure of complete accuracy, please contact Hesperia staff for the most up-to-date information.

City of Hesperia
STAFF REPORT



DATE: April 14, 2015
TO: Chair and Committee Members
Public Safety Advisory Committee
FROM:  John Leveillee, City Engineer

SUBJECT: Installation of raised center median on Main Street between Cottonwood Avenue and 11th Avenue.

RECOMMENDED ACTION

Staff is requesting the Public Safety Advisory Committee make a recommendation to the City Council regarding the installation of a raised center median on Main Street between Cottonwood Avenue and 11th Avenue to enhance the safety of Main Street.

BACKGROUND

On May 11, 2014 a traffic collision occurred at the intersection of Main Street and Balsam Avenue. Unfortunately, the collision resulted in several fatalities. Although the incident was deemed "not correctable" by normal traffic control devices, there was a public outcry regarding the perceived safety of the intersection.

Collision reports for the intersection in question over the last 5 years does not indicate an excessive number of collisions, however there was another fatality which occurred at the intersection on March 26, 2013. On average, there are 2 to 4 collisions at this intersection each year.

ISSUES/ANALYSIS

Balsam Avenue is a local roadway, and is not designated as an arterial highway. It creates a three-way intersection at Main Street and as such is not a candidate for a traffic signal. Main Street is a Major Arterial Highway as indicated on the City's adopted Traffic Circulation Plan. The adopted cross section for a Major Arterial Highway includes a raised center median to be constructed between major intersections, primarily for the safe conveyance of the heavy traffic volumes associated with this type of roadway.

There are two other three-way intersections on Main Street between Cottonwood Ave and 11th Avenue which are similar in alignment to the Balsam Avenue intersection. These occur at Locust Avenue, and Hickory Avenue. There is over $\frac{3}{4}$ of a mile between the Cottonwood Ave and 11th Ave intersections on Main Street and the speed limit for this portion of Main Street is 50 mph, with vehicles often exceeding the posted speed limit. Given the higher speeds and heavy traffic volumes along this corridor, executing left turn movements from the side streets or even from the two-way left turn pocket, can be a difficult movement for motorists to execute and requires the utmost in patience.

There is a hierarchy to traffic control measures which control left turn movements. The first is to install signage which prohibits left turn movements from the side streets and driveways onto Main Street. This solution is easily disregarded by motorists, and without additional enforcement this would not enhance the safety of the roadway. The next solution is to construct a two-way left turn pocket in the center median area which allows a safe haven for those vehicles turning left into side streets and driveways. This roadway feature is already in place on Main Street. The third option is to construct a raised center median along the corridor which completely eliminates left turn movements. This is the only improvement which eliminates the conflicting left turn movement and has the potential to greatly enhance the safety of the corridor. The negative effect of the raised center median is the forced right-in, right-out movement to businesses along the corridor and it would force more traffic to utilize the traffic signals at Cottonwood Ave and 11th Avenue.

Staff is proposing three options for consideration:

- 1) Install a raised center median from Cottonwood Ave to 11th Ave per the adopted street section for a Major Arterial Highway. This would improve the safety of all three intersections along the corridor between these major intersections. This option is staff's recommendation.
- 2) Install a raised center median on Main Street at the intersection with Balsam Ave only, based on recent traffic collision history. The raised center median would be constructed approximately 600 feet in each direction of the intersection.
- 3) Do nothing. This would ensure that businesses along the corridor are not inconvenienced, however it does nothing to address the safety concerns.

FISCAL IMPACT

Staff has hired a consultant to assist with the preparation of a Highway Safety Improvement Program (HSIP) Grant to cover the majority of the costs associated with either the first or second option. Staff and the consultant are confident that the grant application will be successful given the collision history along the corridor.

The cost for the first option would be approximately \$350,000 with the second option costing approximately \$100,000. Since the City is planning on reconstructing this section of Main Street in the Summer of 2015, the center median improvements could be incorporated into those improvements.

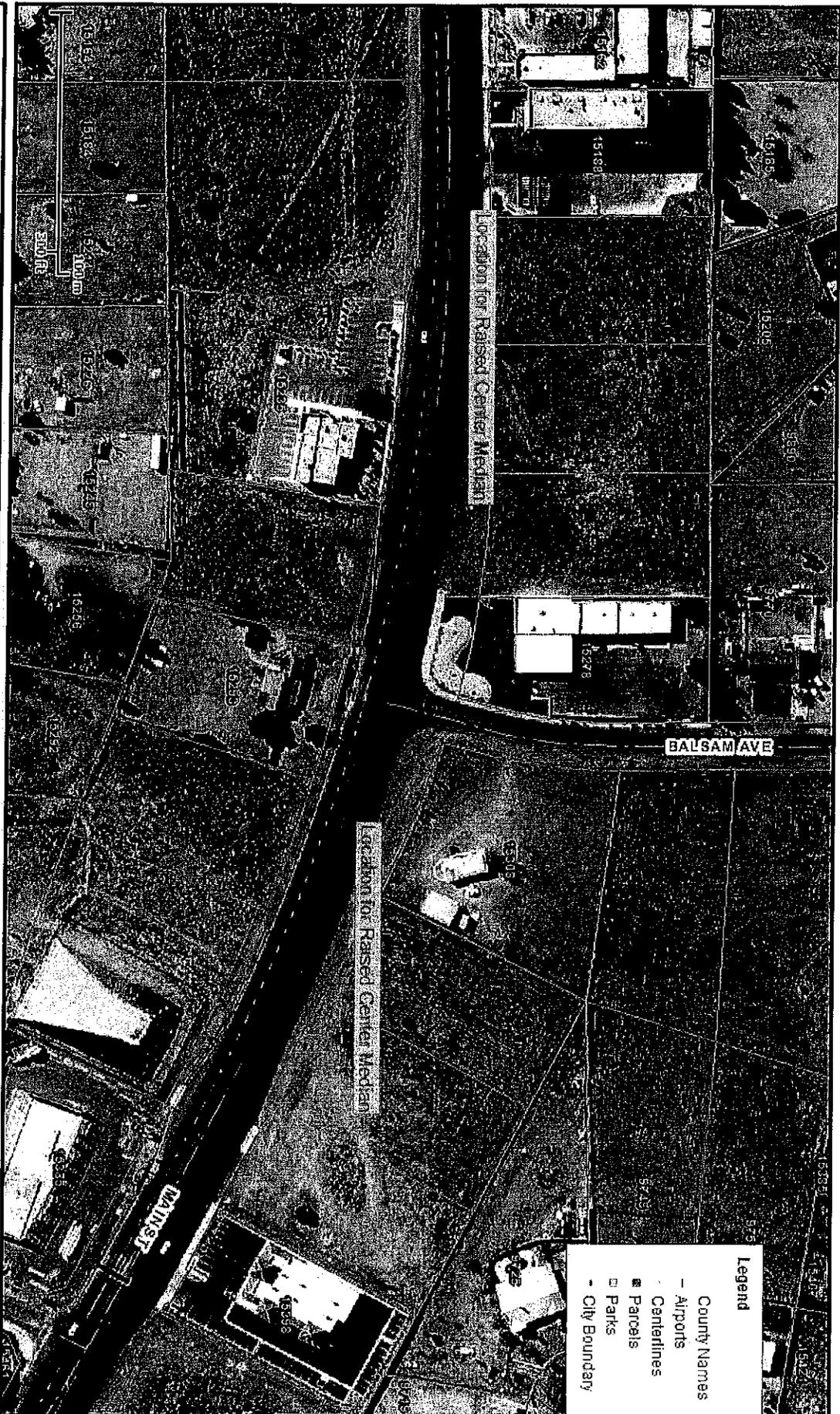
ALTERNATIVE(S)

1. Provide alternate direction to staff.

ATTACHMENT(S)

1. Aerial photographs
2. Typical cross-section

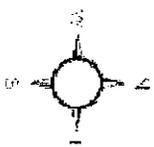
Default Title



1" = 188 ft

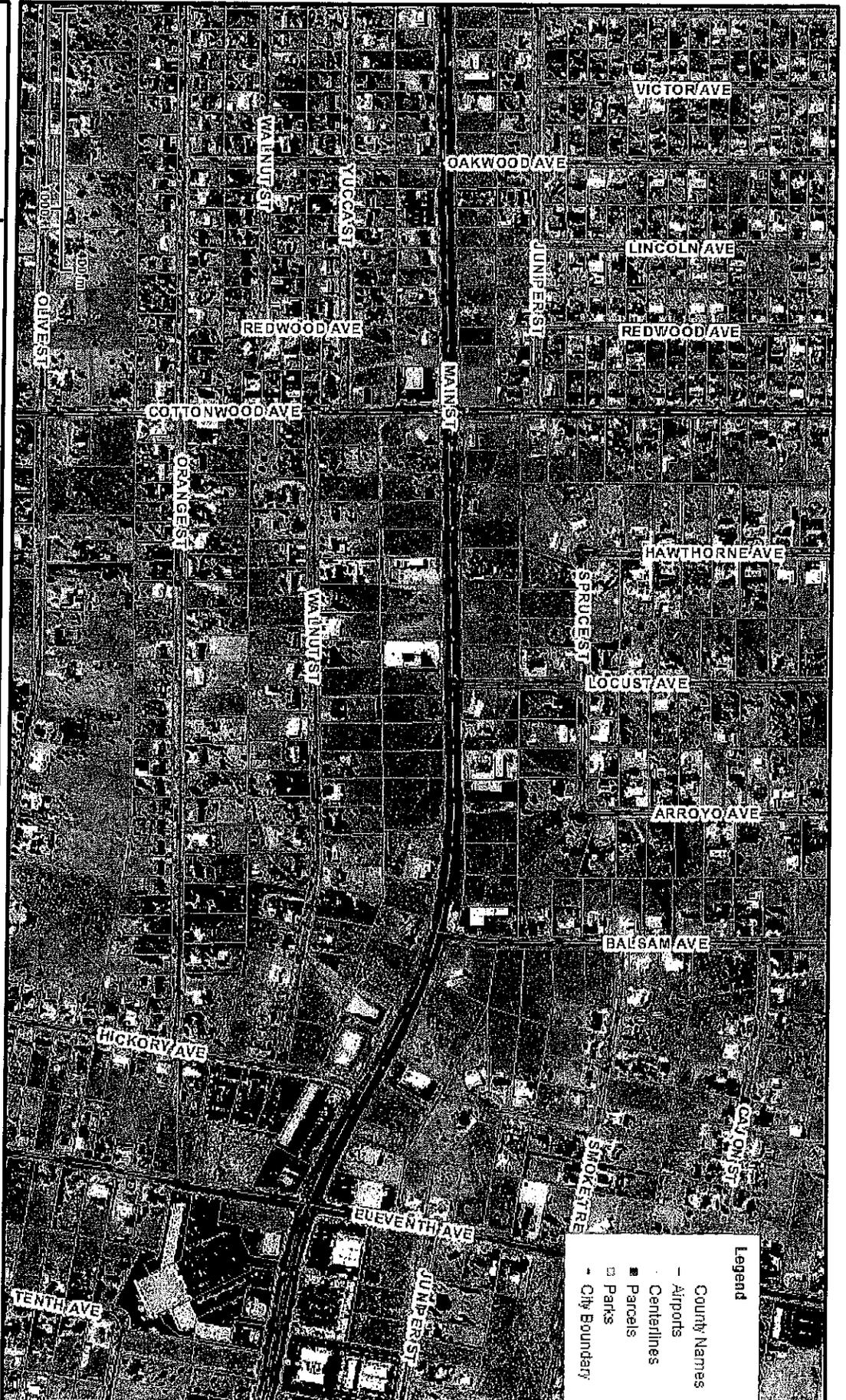
Sub Title

04/06/2015



This map represents a visual display of related geographic information. Data provided hereon is not a guarantee of actual field conditions. To be sure of complete accuracy, please contact Hesperia staff for the most up-to-date information.

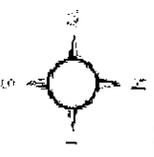
Default Title



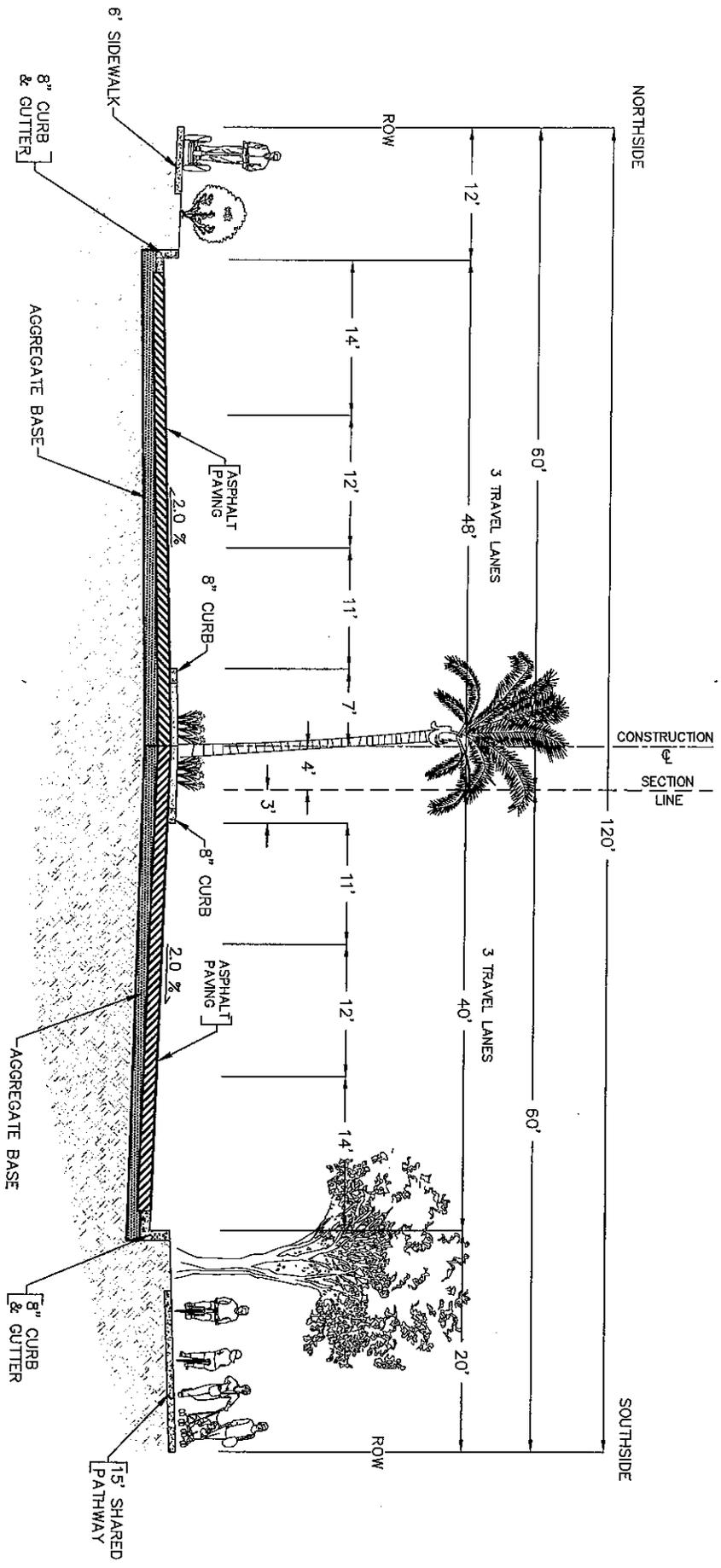
1" = 752 ft

Sub Title

04/06/2015



This map represents a visual display of related geographic information. Data provided hereon is not a guarantee of actual field conditions. To be sure of complete accuracy, please contact Hesperia staff for the most up-to-date information.



NOTES:

- SECTION ABOVE SHALL BE UTILIZED AT MID-BLOCK LOCATIONS FOR THE MAIN STREET CORRIDOR FROM INTERSTATE 15 TO 9TH AVENUE.
- ADDITIONAL WIDENING MAY BE REQUIRED AT INTERSECTIONS TO ACCOMMODATE EXTRA TURNING MOVEMENTS AS DETERMINED BY TRAFFIC STUDIES.
- PAVEMENT SECTION TO BE CALCULATED INCLUDING 0.2 FT. G.E. SAFETY FACTOR, A TRAFFIC INDEX OF 12 AND SOILS "R" VALUE TEST.

DRAWN BY:	N.G.	CITY OF HESPERIA MAIN STREET CORRIDOR INTERSTATE 15 TO 9TH AVENUE	REV. DATE
APPROVED BY:	LEV		
DATE:	8-20-09		



Brigit Bennington - Emergency Services Coordinator

From: John Leveillee - City Engineer
Sent: Monday, April 13, 2015 9:26 AM
To: Brigit Bennington - Emergency Services Coordinator
Subject: FW: Turn Lane 15235 Main St by Balsam

Brigit,

I forgot to give you this prior to the printing of the agenda. This pertains to item 9. Could you please "green sheet" it and hand it out at the meeting.

I may be receiving another letter or email related to this item today or tomorrow.

Thanks.

John

From: Michael Parrish [<mailto:mparrish@hesperiapt.com>]
Sent: Tuesday, March 24, 2015 4:56 PM
To: John Leveillee - City Engineer
Subject: Turn Lane 15235 Main St by Balsam

Hi John,

This is Michael Parrish the owner of Hesperia Physical Therapy. You have been in communication with my landlord about having a turning lane at our location. In the letter it appears you thought the issue was for a "right turn lane" into the place of business. The issue is NOT the right turn into the place of business. The issue is the CENTER lane to turn left into the place of business. As you travel west on Main street you must merge into the center lane to turn left. While sitting in the center lane the opposing traffic does not have the ability to see if there is a car sitting in the center lane. Main street starts to curve to the right just before Balsam. Cars traveling east on Main and trying to make a left turn to go onto Balsam are not able to see if there is a vehicle sitting in the center lane. Often times they will merge onto the center lane far before Balsam. IF there is a car turning left into our place of business and someone decides to merge onto the center lane there is a potential for a head on collision. In fact there have been accidents there. Many times I have been in that lane to turn left when others merge to turn to Balsam. Thank God they had enough reflexes to turn back.

I invite you to turn left onto the property heading west bound when the traffic is busy. You will be able to see for yourself the potential danger.

Thank you for your time,

Michael Parrish
Hesperia Physical Therapy, Inc
15235 Main St.
Hesperia, CA 92345