



**City of San Dimas**  
*Public Works Department*  
*Traffic Safety Committee*

**Meeting Minutes**  
**WEDNESDAY, August 15, 2007 at 9:30 A.M.**  
**COUNCIL CHAMBERS**

Committee Members Present: Steve Barragan (Associate Engineer, San Dimas Public Works), Gary Bishop (Street Maintenance Supervisor, San Dimas Public Works), and Warren Siecke (Traffic Engineer).

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**08-07-01 T-INTERSECTION OF GAINSBOROUGH ROAD AND EDINBURGH ROAD**

REQUEST FROM RICHARD RAUSEO, RESIDENT: Install an additional Stop sign at the terminus of Gainsborough and Edinburgh (at the T-intersection) to create a 3-way stop. The current condition allows for traffic from Gainsborough to turn both right and left onto Edinburgh without stopping.

DISCUSSION: The only issue the Traffic Safety Committee saw at this 3-way stop was the poor visibility from vehicles heading west on Edinburgh Road turning right on to Gainsborough. The visibility could be improved by having the residents at 1734 Gainsborough trim the landscape on the northeast corner of their property. Upon completion, the committee will revisit the visibility to see if it has improved the situation or if additional items need to be implemented.

RECOMMENDATION:

1. Staff to notify the resident at 1734 Gainsborough Road and request trimming back the overgrown landscaping to improve visibility.
2. Post a "Watch for Through Traffic" sign on the north side of Gainsborough Road at the intersection with Edinburgh Road.

**08-07-02 POST CAUTION SIGNS AND/OR YELLOW BLINKING SIGNALS AROUND ALL EQUESTRIAN CENTERS**

REQUEST FROM AMANDA STREET, RESIDENT: Review areas around equestrian centers for public and equine safety. Consider posting caution signs and/or yellow blinking signals on both sides of the street around all equestrian centers to notify drivers of equine activity.

Ms. Street submitted a petition to the City of San Dimas with her Traffic Investigation Request form. The petition was signed by fifty-seven people, eight of which are valid San Dimas signatures.

DISCUSSION: Ms. Street attended the meeting to express her concern for the safety of the horses as well as the riders on the streets of San Dimas. She said she was especially worried about the equestrian center on Foothill since there is construction in front of it which hinders the view of drivers. Ms. Street would like caution and slow down signs.

In addition, Maria Dutton, who attended the meeting to inform the Committee of National Walk to School Day, voiced her concern about speeding vehicles on Horsethief Canyon Road.

Since this is an equestrian issue, the Traffic Safety Committee believes it should initially be reviewed by San Dimas' Equestrian Committee.

**RECOMMENDATION:**

This item will be referred to the San Dimas' Equestrian Committee at the September 04, 2007 meeting for review. After consideration, the Equestrian Committee will forward their discussion and recommendations to the Traffic Safety Committee.

**08-07-03 SAN DIMAS AVENUE SPEED SURVEY BETWEEN VIA VERDE AND PUDDINGSTONE DRIVE**

**REQUEST FROM STAFF:** Review traffic engineer's speed survey results from San Dimas Avenue between Via Verde and the 57 Freeway.

**DISCUSSION:** The Traffic Engineer's findings reported that radar speed surveys were completed on San Dimas Avenue north and south of Avenida Loma Vista to evaluate the effect of the recently completed traffic control modifications. The modifications included, removal of the equestrian fencing south of the equestrian crossing and replacement of the fencing northerly thereof, restriping of the pavement, implementation of rest-in-red traffic signal operation at the Avenida Loma Vista intersection, and the installation of speed feedback signs.

The surveys were made on August 3, 2007. Comparison with similar data from a survey made on October 24, 2006 yielded the following results:

Location	85 <sup>th</sup> Percentile Speed		Highest Speed		Average Speed	
	10/24/06	8/3/07	10/24/06	8/3/07	10/24/06	8/3/07
North of Avenida Loma Vista	53	50	65	60	47	47
South of Avenida Loma Vista	55	49	65	56	48	43

All of the parameters showed a reduction in the "after" scenario except the average speed north of Avenida Loma Vista which remained the same as in the "before" condition. In terms of the potential severity of accidents, the decreases in the highest speed by five and nine miles per hour north and south of Avenida Loma Vista, respectively are the most significant. The reductions in the 85<sup>th</sup> percentile speeds are considered significant as they are three miles per hour north of Avenida Loma Vista and six miles per hour southerly thereof.

The 85<sup>th</sup> percentile speeds generally dictate the speed limits. According to the current guidelines established by Caltrans, speed limits should be established at the five-miles-per-hour increment nearest the 85<sup>th</sup> percentile speed. This is a change from previous practice

when speed limits would typically be established at the five-miles-per-hour increment below the 85<sup>th</sup> percentile speed. The current speed limits are 55 miles per hour north of Avenida Loma Vista and 50 miles per hour southerly thereof. Since the new survey shows the 85<sup>th</sup> percentile speed north of Avenida Loma Vista is now 50 miles per hour, it is appropriate to reduce the speed limit in that segment. The attached traffic and engineering survey provides justification for establishment of the speed limit at 55 miles per hour between Avenida Loma Vista and a point 1100 feet south of Puddingstone Drive.

**RECOMMENDATION:**

1. Approval of the Traffic Engineer's survey to establish the speed limit of 50 mph on San Dimas Avenue between 1,100 feet of Puddingstone Drive at Avenida Loma Vista.
2. Recommend to City Council to adopt an ordinance to lower the speed limit on San Dimas Avenue from 55 mph to 50 mph between 1,100 feet on Puddingstone Drive at Avenida Loma Vista.

**08-07-04 CHARTER OAK MOBILE HOME PARK**

**REQUEST FROM CHARTER OAK RESIDENTS:** Review the traffic flow to the entrance of the Mobile Home Park per residents' request for a "Keep Intersection Clear" marking and a "No U-Turn" sign.

**DISCUSSION:** If a "No U-Turn" sign were installed, drivers wanting to do so would instead pull into the Mobile Home Park to make their U-Turn which would be more problematic. Management could remind tenants to exercise caution when exiting the Mobile Home Park.

**RECOMMENDATION:** The Traffic Engineer to review the intersection during peak school hours (morning and afternoon) and provide a report at the next committee meeting.

**08-07-05 PEARLANNA DRIVE OFF BILLOW DRIVE**

**REQUEST FROM CESAR MARROQUIN, RESIDENT:** Review the traffic flow and speed of vehicles off of Billow Drive around the cul-de-sac. Request to install a "Children at Play" sign.

**DISCUSSION:** Given the loop nature of the street, it is unlikely that it is used by cut-thru traffic, but more likely by local residents. Increasing enforcement on the street would spread the need to drive more safely within the local neighborhood street.

**RECOMMENDATION:** Sheriff to increase enforcement on Pearlanna Drive.

**08-07-06 BASELINE ROAD BETWEEN WALNUT AND SAN DIMAS CANYON**

**REQUEST FROM NATALIE CALCATERRA, RESIDENT:** Review speeding issue on Baseline Road between Walnut and San Dimas Canyon. Resident requests the installation of speed humps, additional stop signs, decrease speed limit and/or increase enforcement in this area.

Ms. Calcaterra submitted a petition to the City of San Dimas with her Traffic Investigation Request form. The petition was signed by twenty-five people, twenty-two of which are valid San Dimas signatures.

**DISCUSSION:**

1. In accordance with the recently adopted speed hump policy, Baseline Road does not fit the policy criteria due to the following:
  - a) Policy applies to residential streets of 25 mph only. Therefore, Baseline's posted limit of 35 mph is not applicable. (Note: Speed limits are established per California vehicle codes).
  - b) Baseline is considered a secondary arterial thoroughfare for local and collection streets.
  - c) Due to the lack of consistency of the curb on both sides of the street, the street does not meet the City's speed hump requirements.
2. Additional Stop signs can not be considered because there are no appropriate places to install them. Also, Stop signs would not meet the warrant requirements.
3. Additional speed limit signs can be posted to improve traffic safety and remind drivers of the correct speed limit.

**RECOMMENDATION:**

1. Install 35 mph signs midway between Walnut and San Dimas Canyon on both the north and south side of the street.
2. Sheriff to increase enforcement on Baseline Road.

**08-07-07 ST. GEORGE DRIVE AND AMERICANA**

**REQUEST FROM CARINA SCIOLINI, RESIDENT:** Review area for resident's request of a street light and stop sign or speed humps to reducing speeding cars on St. George Drive.

**DISCUSSION:** Americana Drive, located off of St. George Drive, is a 100 foot long, dead end street with no houses on it. Because it is so short, a Stop sign would not be warranted. There is already a street light on the northeast corner of Americana and St. George Drive; therefore, no additional street light would be needed. If residents want to consider speed humps, they will need to obtain a copy of the speed hump policies from the Public Works Department and follow the process.

**RECOMMENDATION:** Install two additional 25 mph speed limit signs:

1. One heading east just past Lone Hill on the light pole in front of 1109 St. George
2. One heading west just past Rennell on a unistrut post between 1238 and 1230 St. George Drive.