City of Rolling Hills INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD
ROLLING HILLS, CA 90274
(310) 377-1521

AGENDA
Regular Traffic Commission Meeting

TRAFFIC COMMISSION
Thursday, September 26, 2024

CITY OF ROLLING HILLS
8:30 AM

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. APPROVE ORDER OF THE AGENDA

This is the appropriate time for the Chair or Commissioners to approve the agenda as is or reorder.

5. BLUE FOLDER ITEMS (SUPPLEMENTAL)

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

6. PUBLIC COMMENTS ON NON-AGENDA ITEMS

This section is intended to provide members of the public with the opportunity to comment on any subject thatdoes not appear on this agenda for action. Each speaker will be permitted to speak only once. Writtenrequests, if any, will be considered first under this section.

7. CONSENT CALENDAR

Business items, except those formally noticed for public hearing, or those pulled for discussion are assigned to the Consent Calendar. The Chair or any Commissioner may request that any Consent Calendar item(s) be removed, discussed, and acted upon separately. Items removed from the Consent Calendar will be taken up under the "Excluded Consent Calendar" section below. Those items remaining on the Consent Calendar will be approved in one motion. The Chair will call on anyone wishing to address the Commission on any Consent Calendar item on the agenda, which has not been pulled by Commission for discussion.

7.A. APPROVE AFFIDAVIT OF POSTING FOR THE TRAFFIC COMMISSION REGULAR MEETING OF SEPTEMBER 26, 2024
RECOMMENDATION: Approve as presented.
CL_AGN_240926_TC_AffidavitofPosting.pdf

7.B. APPROVE THE FOLLOWING TRAFFIC COMMISSION MINUTES: JULY 25, 2024
RECOMMENDATION: Approve as presented.
CL_MIN_240725_TC_F.pdf

8. EXCLUDED CONSENT CALENDAR ITEMS

9. PRESENTATION

9.A. RECEIVE AND FILE A REPORT FROM THE LOS ANGELES COUNTY SHERIFF'S DEPARTMENT, LOMITA STATION, ON TRAFFIC STATISTICS FOR THE CITY OF ROLLING HILLS FOR JULY-AUGUST 2024 (VERBAL REPORT)

RECOMMENDATION: Receive and file.

CO_TRC_240926_RH Traffic Stats 07-01-24-08-31-24.pdf
CO_TRC_240926_SupplementalTraffic_0724.pdf
CO_TRC_240926_Email_SgtMcCoy_SupplementalTraffic_0824.pdf

10. OLD BUSINESS

11. NEW BUSINESS

11.A. ZONING CASE NO. 24-073: REQUEST FOR APPROVAL TO ENLARGE AND MOVE A DRIVEWAY APRON APPROXIMATELY 10 FEET ON A PROPERTY LOCATED AT 10 CREST ROAD WEST (LOT 2-CH), ROLLING HILLS, CA 90274 (FRYKMAN), AND DETERMINING THE PROJECT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

RECOMMENDATION: Recommend approval of the driveway and apron to the City Council.

Attachment 1: Memo from City Traffic Engineer - 10 Crest West Dwy 09.18.pdf
Attachment 2: CO_TRC_240926_10CrestRdW_Driveway_Pics.pdf
Attachment 3: PL_ADR_240906_10CrestRdW_ZC24-073_LotCoverageCalcs_240909_Ext.Dwy.pdf
Attachment 4: PL_ADR_240906_10CrestRdW_ZC24-073_Driveway_Closeup.pdf
Attachment 5: PL_ADR_240906_10CrestRdW_ZC24-073_RevisedSitePlan.pdf

11.B. ZONING CASE NO. 24-074: REQUEST FOR APPROVAL FOR A NEW DRIVEWAY THAT LEADS TO A NEW BARN AND CORRAL AT 2 POSSUM RIDGE ROAD (LOT 123-RH), ROLLING HILLS, CA 90274 (WHITCOMBE), AND DETERMINING THE PROJECT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

RECOMMENDATION: Recommend approval of the driveway and apron to the City Council.

Attachment 1: Memo from Traffic Engineer - 2 Possum Ridge Road Dwy 09.18.2024.pdf
Attachment 2: CO_TRC_240926_2PossumRidgeRd_Driveway_Pics.pdf
Attachment 3: PL_ADR_2PossumRidgeRd_ZC24-074_240918_All_Calculations.pdf
Attachment 4: PL_ADR_240904_2PossumRidgeRd_ZC24-074_Plans_TrafficCommission.pdf

12. MATTERS FROM MEMBERS OF THE TRAFFIC COMMISSION

12.A. RE-DISCUSS SIGNAGE AT CREST ROAD EAST AND EASTFIELD DRIVE LEADING TO CREST ROAD EAST GATE AND FINDING THE ACTION CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

RECOMMENDATION: Discuss and provide direction.

Attachement A - CL_AGN_TC_230928_TrafficEngineerMemo_Crest-Eastfield Signage.pdf
Attachment B - CO_TRC_230913_CrestRoadEastSigns.pdf
Attachment C - CO_TRC_240328_SampleEmergencySignsLights.pdf

13. MATTERS FROM STAFF

13.A. UPDATE ON REQUIREMENTS FOR ENGINEERING AND TRAFFIC SURVEY
RECOMMENDATION: Provide direction to staff.
CO_TRC_240926_Email_TrafficSurvey_Redacted.pdf
CO_TRC_240926_Email_SheriffsDept_TrafficSurvey.pdf
Rolling Hills E&T Report 2018.pdf

13.B. CONSIDERATION OF MOVING THE NOVEMBER TRAFFIC COMMISSION MEETING TO THURSDAY, NOVEMBER 21, 2024, OR ANOTHER DAY
RECOMMENDATION: Discuss and provide direction to staff.

14. ADJOURNMENT

Next meeting: Thursday, November 21, 2024 at 8:30 a.m. in the City Council Chamber, Rolling Hills City Hall, 2 Portuguese Bend Road, Rolling Hills, California, 90274.

Notice:

Documents pertaining to an agenda item received after the posting of the agenda are available for review in the City Clerk's office or at the meeting at which the item will be considered.

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance to participate in this meeting due to your disability, please contact the City Clerk at (310) 377-1521 at least 48 hours prior to the meeting to enable the City to make reasonable arrangements to ensure accessibility and accommodation for your review of this agenda and attendance at this meeting.

City of Rolling Hills INCORPORATED JANUARY 24, 1957

Agenda Item No.: 7.A
Mtg. Date: 09/26/2024

TO: **HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION**

FROM: **CHRISTIAN HORVATH, CITY CLERK / EXECUTIVE ASSISTANT TO CITY MANAGER**

THRU: **KARINA BAÑALES, CITY MANAGER**

SUBJECT: **APPROVE AFFIDAVIT OF POSTING FOR THE TRAFFIC COMMISSION REGULAR MEETING OF SEPTEMBER 26, 2024**

DATE: **September 26, 2024**

BACKGROUND:
None.

DISCUSSION:
None.

FISCAL IMPACT:
None.

RECOMMENDATION:
Approve as presented.

ATTACHMENTS:
CL_AGN_240926_TC_AffidavitofPosting.pdf

Administrative Report

7.A., **File #** 2470 **Meeting Date**: 9/26/2024

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) §§
CITY OF ROLLING HILLS)

AFFIDAVIT OF POSTING

In compliance with the Brown Act, the following materials have been posted at the locations below.

Legislative Body	Traffic Commission
Posting Type	Regular Meeting Agenda
Posting Location	2 Portuguese Bend Road, Rolling Hills, CA 90274 City Hall Window City Website: https://www.rolling-hills.org/government/agenda/index.php https://www.rolling-hills.org/government/city_council/city_council_archive_agendas/index.php
Meeting Date & Time	SEPTEMBER 26, 2024 8:30am

As City Clerk of the City of Rolling Hills, I declare under penalty of perjury, the document noted above was posted at the date displayed below.

Christian Horvath, City Clerk

Date: September 20, 2024

Agenda Item No.: 7.B
Mtg. Date: 09/26/2024

TO: **HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION**

FROM: **CHRISTIAN HORVATH, CITY CLERK / EXECUTIVE ASSISTANT TO CITY MANAGER**

THRU: **KARINA BAÑALES, CITY MANAGER**

SUBJECT: **APPROVE THE FOLLOWING TRAFFIC COMMISSION MINUTES: JULY 25, 2024**

DATE: **September 26, 2024**

BACKGROUND:
None.

DISCUSSION:
None.

FISCAL IMPACT:
None.

RECOMMENDATION:
Approve as presented.

ATTACHMENTS:
CL_MIN_240725_TC_F.pdf

Minutes
Rolling Hills Traffic Commission
Thursday, July 25, 2024
Regular Meeting 8:30 a.m.

1. CALL MEETING TO ORDER

The Traffic Commission of the City of Rolling Hills met on the above date at 8:32 a.m. Chair Wilson presiding.

2. ROLL CALL

Commissioners Present:	Margeta, Virtue, Raine, Vice Chair Bobit, Chair Wilson
Commissioners Absent:	None
Staff Present:	John Signo, Planning & Community Services Director Serena Lopez, Administrative Assistant Vanessa Munoz, Traffic Engineer
RHCA Staff Present:	Mark Grindle, RHCA Gate Supervisor

3. PLEDGE OF ALLEGIANCE – Chair Wilson

4. APPROVE ORDER OF THE AGENDA – NONE

5. BLUE FOLDER ITEMS (SUPPLEMENTAL)

Motion by Commissioner Margeta, seconded by Commissioner Virtue to approve to receive and file additional materials for Blue Folder Item 6A. Motion carried unanimously with the following vote:

AYES:	Margeta, Virtue, Raine, Bobit, Chair Wilson
NOES:	None
ABSENT:	None

6. PUBLIC COMMENTS ON NON-AGENDA ITEMS

7. CONSENT CALENDAR

7.A. APPROVE AFFIDAVIT OF POSTING FOR THE TRAFFIC COMMISSION REGULAR MEETING OF JULY 25, 2024

7.B. APPROVE THE FOLLOWING TRAFFIC COMMISSION MINUTES: MAY 30, 2024

7.C. RECEIVE AND FILE TRAFFIC CONCERNS AT EASTFIELD GATE ENTERING FROM PALOS VERDES DRIVE EAST AND FINDING THE ACTION CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Motion by Commissioner Margeta, seconded by Commissioner Bobit to approve consent calendar. Motion carried unanimously with the following vote:

AYES:	Margeta, Virtue, Raine, Bobit, Chair Wilson
NOES:	None
ABSENT:	None

8. EXCLUDED CONSENT CALENDAR ITEMS – NONE

9. PRESENTATION

9.A. RECEIVE AND FILE A REPORT FROM THE LOS ANGELES COUNTY SHERIFF'S DEPARTMENT, LOMITA STATION, ON TRAFFIC STATISTICS FOR THE CITY OF ROLLING HILLS FOR MAY – JUNE 2024 (VERBAL REPORT)

Presented by Los Angeles County Sheriff Deputy Sullivan

Motion by Vice Chair Bobit, seconded by Commissioner Raine to receive and file the report. Motion carried unanimously with the following vote:

AYES: Vice Chair Bobit, Raine, Virtue, Margeta Chair Wilson
NOES: None
ABSENT: None

Chair Wilson directed staff to send a copy of the reports to residents who submitted public comment and to inquire about fine amounts for municipal code violations.

10. OLD BUSINESS

10.A. REVIEW AND APPROVE SUPPLEMENTAL TRAFFIC ENFORCEMENT AGREEMENT WITH LOS ANGELES COUNTY SHERIFF'S DEPARTMENT

Presented by Planning & Community Services Director John Signo

Motion by Commissioner Raine, seconded by Vice Chair Bobit to approve as presented. Motion carried unanimously with the following vote:

AYES: Margeta, Virtue, Raine, Bobit, Chair Wilson
NOES: None
ABSENT: None

Chair Wilson directed staff to track and report time spent for Fiscal Year 24/25 against the adopted budget.

11. NEW BUSINESS

11.A. CONSIDERATION TO PLACE A TEMPORARY SIGN AT PORTUGUESE BEND ROAD AND RANCHERO ROAD

Presentation by Planning & Community Services Director John Signo

Public Comment: Kristen Raig, RHCA Manager

Motion by Chair Wilson, seconded by Vice Chair Bobit to approve the sign with a recommendation to remove the "slide" verbiage and ensure the sign does not exceed seven feet in height. Motion carried with the following vote:

AYES: Chair Wilson, Vice Chair Bobit, Margeta, Virtue
NOES: Commissioner Raine
ABSENT: None

12. MATTERS FROM MEMBERS OF THE TRAFFIC COMMISSION

12.A. DISCUSS SPEED LIMIT AND ROAD CONDITIONS SIGNS THROUGHOUT THE CITY AND TRAFFIC CONDITIONS AND SIGNAGE SPECIFIC TO PORTUGUESE BEND ROAD AND SADDLEBACK ROAD SOUTHERN INTERSECTION

Presentation by Planning & Community Services, Director John Signo

Chair Wilson directed staff to not place the sign due as work would be completed before placement.

13. MATTERS FROM STAFF

13.A. UPDATE ON REQUIREMENTSFOR ENGINEERING AND TRAFFIC SURVEY

Presentation by Traffic Engineer, Vanessa Munoz

Chair Wilson directed staff to inquire with the Torrance Traffic Court regarding enforceability of the municipal code and fee schedule, and requested Traffic Engineer Munoz contact the City of Hidden Hills to learn about similarities or differences compared to the City of Rolling Hills.

Chair Wilson recommend postponing further action on the item until answers to previous direction could be presented. Without objection, so ordered.

Commissioner Raine inquired about an email from resident Alfred Visco regarding the Crest Road East gate and requested agendizing a future item to discuss.

14. ADJOURNMENT: 9:44 A.M.

The meeting was adjourned at 9:44 a.m. to a regular meeting of the Traffic Commission scheduled to be held on Thursday, September 26, 2024, beginning at 8:30 a.m. in the City Council Chamber, Rolling Hills City Hall, 2 Portuguese Bend Road, Rolling Hills, California, 90274.

Respectfully submitted,

_____
Christian Horvath, City Clerk

Approved,

_____
Patrick Wilson, Chair

Agenda Item No.: 9.A
Mtg. Date: 09/26/2024

TO: **HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION**

FROM: **JOHN SIGNO, DIRECTOR OF PLANNING & COMMUNITY SERVICES**

THRU: **KARINA BAÑALES, CITY MANAGER**

SUBJECT: **RECEIVE AND FILE A REPORT FROM THE LOS ANGELES COUNTY SHERIFF'S DEPARTMENT, LOMITA STATION, ON TRAFFIC STATISTICS FOR THE CITY OF ROLLING HILLS FOR JULY-AUGUST 2024 (VERBAL REPORT)**

DATE: **September 26, 2024**

BACKGROUND:
The Los Angeles County Sheriff's Department provides traffic enforcement and other public safety services for the City of Rolling Hills. Hazardous citations are usually moving violations such as speeding, unsafe turning, following too closely, etc. Non-hazardous citations consist of broken taillights, seatbelt violations, no license plates etc. Speeding tickets are usually issued using radar or lidar (light detection and ranging).

The Sheriff's Department provides regular enforcement covered under a contract with two other Peninsula cities. Supplemental enforcement is under a separate fund that covers overtime for officers.

Regular Traffic Enforcement

Regular traffic enforcement for the period between July 1, 2024 and August 31, 2024 are as follows:

- Total Number of Citations: 39
- Total Number of Violations: 40
- Total Number of Hazardous Citations: 32
- Total Number of Hazardous Violations: 32
- Total Number of Radar Citations: 31

Supplemental Traffic Enforcement

Supplemental traffic enforcement for July included the following:

- **July 2024**
  - Speeding Violations: 16
    - Resident Cites: 9
    - Non-Resident Cites: 7
  - Stop Sign Violations: 6
    - Resident Cites: 1
    - Non-Resident Cites: 5

There was no supplemental traffic enforcement for August.

Traffic Collisions (year to date) : None

DUI Arrests (year to date): None

DISCUSSION:
None.

FISCAL IMPACT:
None.

RECOMMENDATION:
Receive and file.

ATTACHMENTS:
CO_TRC_240926_RH Traffic Stats 07-01-24-08-31-24.pdf
CO_TRC_240926_SupplementalTraffic_0724.pdf
CO_TRC_240926_Email_SgtMcCoy_SupplementalTraffic_0824.pdf

Los Angeles County Sheriff's Department
Lomita Sheriff's Station

Citation Summary Report

9/18/2024

From 7/1/2024 to 8/31/2024 City: ROLLING HILLS

Category	Quantity
Total Number of Citations	39
Total Number of Violations	40
Total Number of Hazardous Citations	32
Total Number of Hazardous Violations	32
Total Number of Non-Hazardous Citations	7
Total Number of Non-Hazardous Violations	8
Total Number of DUI Arrests	0
Total Number of DUI Citations	0
Total Actual DUI	0
Total Number of Parking Citations	0
Total Number of Radar Citations	31
Total Number of Pedestrian Citations	0
Total Number of Pedestrian Violations	0
Total Number of Bicycle Citations	0
Total Number of Bicycle Violations	0
Total Number of Safety Belt Citations	0
Total Number of Safety Belt Violations	0
Total Number of Child Restraint Citations	0
Total Number of Child Restraint Violations	0
Total Number of Financial Responsibility Citations	0

Jul-24

ROLLING HILLS TRAFFIC 25RE010129

DATE	LOCATION	VIOLATION	SPEED	RESIDENT CITES	NON-RESIDENT CITES	DEPUTY
7/10/2024	Crest Road/St. John's Canyon Road	Speed	47	1	0	Sullivan
	Crest Road/St. John's Canyon Road	Speed	45	1	0	Sullivan
	Crest Road/Portuguese Bend Road	Stop Sign		0	1	Sullivan
	Crest Road/St. John's Canyon Road	Speed	46	0	1	Sullivan
	Crest Road/St. John's Canyon Road	Speed	45	1	0	Sullivan
7/16/2024	Crest Road/St. John's Canyon Road	Speed	51	0	1	Sullivan
	Crest Road/St. John's Canyon Road	Speed	47	0	1	Sullivan
	Open Brand/Eastfield Drive	Stop Sign		0	1	Sullivan
	Open Brand/Eastfield Drive	Stop Sign		0	1	Sullivan
	Open Brand/Eastfield Drive	Stop Sign		1	0	Sullivan
7/18/2024	Crest Road/St. John's Canyon Road	Speed	50	0	1	Duran
	Crest Road/St. John's Canyon Road	Speed	47	0	1	Duran
	Portuguese Bend Road/Poppy Trail	Speed	51	1	0	Duran
	Portuguese Bend Road/Poppy Trail	Speed	48	0	1	Duran
	Portuguese Bend Road/Poppy Trail	Speed	46	1	0	Duran
7/30/2024	Crest Road/St. John's Canyon Road	Speed	45	1	0	Sullivan
	Crest Road/St. John's Canyon Road	Speed	46	0	1	Sullivan
	Crest Road/Eastfield	Stop Sign		0	1	Sullivan
	Crest Road/St. John's Canyon Road	Speed	49	1	0	Sullivan
	Crest Road/St. John's Canyon Road	Speed	47	1	0	Sullivan
	Open Brand/Eastfield Drive	Stop Sign		0	1	Sullivan
	Crest Road/St. John's Canyon Road	Speed	45	1	0	Sullivan

John Signo

From: McCoy, Tina M. <TMMcCoy@lasd.org>
Sent: Tuesday, September 3, 2024 5:11 PM
To: John Signo
Subject: RH Supplemental

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Hi John,

There were 0 hours utilized for Supplemental Traffic for the month of August. Let me know if you have any questions.

Thank you,
Sgt. McCoy

Sergeant Tina McCoy
Lomita Station
26123 Narbonne Avenue
Lomita CA 90717
310-891-3227



Agenda Item No.: 11.A
Mtg. Date: 09/26/2024

TO: **HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION**

FROM: **JOHN SIGNO, DIRECTOR OF PLANNING & COMMUNITY SERVICES**

THRU: **KARINA BAÑALES, CITY MANAGER**

SUBJECT: **ZONING CASE NO. 24-073: REQUEST FOR APPROVAL TO ENLARGE AND MOVE A DRIVEWAY APRON APPROXIMATELY 10 FEET ON A PROPERTY LOCATED AT 10 CREST ROAD WEST (LOT 2-CH), ROLLING HILLS, CA 90274 (FRYKMAN), AND DETERMINING THE PROJECT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

DATE: **September 26, 2024**

BACKGROUND:

Zoning, Location, and Lot Description

The property is zoned RAS-1 and the gross lot area is 49,658 square feet (SF) (1.14 acres). For development purposes, the net lot area is 40,914 SF (0.94 acres), which excludes the roadway easement and 10 feet around the property. The lot is developed with a 4,385 SF main residence, 750 SF attached garage, 1,104 SF swimming pool, 100 SF pool equipment area, 735 SF stable, 234 SF attached covered porches, 450 SF attached trellises, and other improvements. The total structural coverage excluding exempt structures is 7,848 SF or 19.18% of the lot (Attachment 3).

The existing driveway is 3,340 SF with an additional 480 SF for a motor court and parking. The area of the driveway in the front setback area is 11%. The area of the driveway in the side setback area is 38.4% and the area of the motor court in the side setback is 9.4%, for a total of 48%.

Applicant Request

On September 3, 2024, the applicant, Dan Bolton, on behalf of the property owner, Karl Frykman, submitted an application to repave and move the driveway approximately 10 feet east (8'-7" according to site measurement; see Attachment 2). The maximum width of the

driveway will be 20 feet. According to site measurements, the driveway apron will be approximately 29'-5"; the existing driveway is approximately 24' wide based on aerial photo measurements. The existing asphalt will be removed and replaced with permeable pavers. An increase of 30 SF will be added to the driveway bringing the total to 3,370 SF (Attachment 4 and 5).

Pursuant to Section 17.16.150 of the Rolling Hills Municipal Code (RHMC), the driveway may not cover more than 20% of the setback area in which it is located, and uncovered parking areas and motor courts may not cover more than 10%. The project will increase the front yard setback coverage from 11.0% to 11.3%, which is under the 20% maximum. No change will be made to the side yard setback coverage for the driveway and motor court, which are legal nonconforming at 38.4% and 9.4%, respectively. The project will eliminate 3,820 SF of impervious area and replace it with 4,113 SF of pervious surface.

Approximately 4 cubic yards (CY) of balanced grading is required to level the site. No dirt will be exported or imported to the site and no retaining walls are proposed. The maximum drainage allowed for a driveway is 12%, and the first 20 feet of the driveway cannot exceed 7%. The existing driveway is steeper than 12%, however, the project will improve this condition by being slightly less steep.

DISCUSSION:
Traffic Commission Review

Pursuant to Section 10.08.020(A) of the Rolling Hills Municipal Code (RHMC), the Traffic Commission makes a recommendation to the City Council regarding driveway curb cuts (aprons). Section 15.04.100 of the RHMC states "all new and relocated driveways require approval of the City of Rolling Hills Traffic Commission prior to construction."

The driveway is existing, but the applicant is requesting moving it approximately 10 feet east to improve access as the existing driveway is slightly angled. The existing driveway already encroaches into the Rolling Hills Community Association (RHCA) easement and the proposed project has been forwarded to RHCA for review.

The City's traffic engineer has reviewed the proposal and visited the site and finds the proposal acceptable (Attachment 1).

Other Approvals
The project is subject to Traffic Commission review because it moves and widens the driveway apron. Typically, driveway improvements are approved administratively provided code requirements are met. Approval by RHCA is still required.

Environmental Review

The project has been determined to be categorically exempt pursuant to the California Environmental Quality Act (CEQA) under Class 3, Section 15303. The project is for new construction for accessory structures to a single-family residence.

FISCAL IMPACT:
None.

RECOMMENDATION:
Recommend approval of the driveway and apron to the City Council.

ATTACHMENTS:
Attachment 1: Memo from City Traffic Engineer - 10 Crest West Dwy 09.18.pdf
Attachment 2: CO_TRC_240926_10CrestRdW_Driveway_Pics.pdf
Attachment 3: PL_ADR_240906_10CrestRdW_ZC24-073_LotCoverageCalcs_240909_Ext.Dwy.pdf
Attachment 4: PL_ADR_240906_10CrestRdW_ZC24-073_Driveway_Closeup.pdf
Attachment 5: PL_ADR_240906_10CrestRdW_ZC24-073_RevisedSitePlan.pdf

Memorandum

TO: John Signo, AICP Director of Planning and Community Services

FROM: Vanessa Munoz PE, TE, City Traffic Engineer

DATE: September 18, 2024

SUBJECT: 10 Crest Road West Driveway

This memorandum is in response to the request by the city to review and provide input on the proposed driveway improvements submitted by the residents of 10 Crest Road West. The project is realigning the existing driveway and shifting it to the east approximately 10 feet, the proposed driveway aisle width is 20-feet and permeable pavers will be used for the surface.

A field review of the existing conditions was performed, and the proposed driveway was staked for visual inspection. Based on review of the plans, visual field observations and engineering judgement, the proposed driveway location and width is acceptable.

10 CREST ROAD WEST – DRIVEWAY RELOCATION



TOP: Driveway at 10 Crest Road West viewed from across street

BOTTOM LEFT: Width of driveway apron (approx. 29’-5”)
BOTTOM RIGHT: Movement of eastern edge (approx. 8’7”)





10 CREST ROAD WEST – DRIVEWAY RELOCATION



TOP: View looking eastward.

BOTTOM: View looking westward.



DATE: 8/30/2024 ZONING CASE NO.: 0 ADDRESS: 10 Crest Road West

ALL STRUCTURES MUST BE SHOWN ON THE PLAN

CALCULATION OF LOT COVERAGE

AREA AND STRUCTURES	**EXISTING**	**PROPOSED**	**TOTAL**
NET LOT AREA	40,914 sq.ft	0 sq.ft	40,914
RESIDENCE	4,385 sq.ft	0 sq.ft	4,385 sq.ft
GARAGE	750 sq.ft	0 sq.ft	750 sq.ft
SWIMMING POOL/SPA	1,104 sq.ft	0 sq.ft	1,104 sq.ft
POOL EQUIPMENT	100 sq.ft	0 sq.ft	100 sq.ft
GUEST HOUSE	0 sq.ft	0 sq.ft	0 sq.ft
CABANA	0 sq.ft	0 sq.ft	0 sq.ft
STABLE (dirt volume to be included in grading quantities	735 sq.ft	0 sq.ft	735 sq.ft
RECREATION COURT	0 sq.ft	0 sq.ft	0 sq.ft
ATTACHED COVERED PORCHES	234 sq.ft	0 sq.ft	234 sq.ft
ENTRYWAY/PORTE COCHERE, BREEZEWAYS	0 sq.ft	0 sq.ft	0 sq.ft
ATTACHED TRELLISES	450 sq.ft	0 sq.ft	450 sq.ft
*DETACHED STRUCTURES: (circle all that applies)			
SHEDS, TRELLISES, GAZEBO, BARBEQUE,	32 sq.ft	0 sq.ft	32 sq.ft
OUTDOOR KITCHEN,ROOFED PLAY EQUP.-	227 sq.ft	0 sq.ft	227 sq.ft
over 15 ft. high and over 120 sq.ft. in area,	0 sq.ft	0 sq.ft	0 sq.ft
WATER FEATURES, ETC.	72 sq.ft	0 sq.ft	72 sq.ft
SERVICE YARD	90 sq.ft	0 sq.ft	90 sq.ft
OTHER: _____	0 sq.ft	0 sq.ft	0 sq.ft
BASEMENT AREA: (Volume to be included in grading quantities)	0 sq.ft	0 sq.ft	0 sq.ft
DEPTH OF BASEMENT	0 sq.ft	0 ft	0 ft
TOTAL STRUCTURE	8,179 sq.ft	0 sq.ft	8,179 sq.ft
%STRUCTURAL COVERAGE	19.99% sq.ft	0.00% sq.ft	19.99% sq.ft
TOTAL STRUCTURES			
EXCLUDING UP TO 5 AND UP TO 800 sq.ft. detached structures that are not higher than 12 ft.	7,848 sq.ft	0 sq.ft	7,848 sq.ft
% STRUCTURAL COVERAGE	19.18% sq.ft	0.00% sq.ft	19.18% sq.ft

DATE: 8/30/2024 ZONING CASE NO.: 0 ADDRESS: 10 Crest Road West

ALL FLATWORK MUST BE SHOWN ON THE PLAN

	EXISTING	PROPOSED	TOTAL
PRIMARY DRIVEWAY	3,340 sq.ft	30 sq.ft	3,370
PAVED WALKS, PATIO AREAS, COURTYARDS	2,231 sq.ft	0 sq.ft	2,231 sq.ft
POOL DECKING	230 sq.ft	0 sq.ft	230 sq.ft
OTHER PAVED DRIVEWAYS, ROAD EASEMENTS, PARKING PADS	480 sq.ft	0 sq.ft	480 sq.ft
TOTAL FLATWORK	6,281 sq.ft	30 sq.ft	6,311 sq.ft
%TOTAL FLATWORK COVERAGE	15.35%	0.07%	15.43%
TOTAL STRUCTURAL & FLATWORK COVERAGE	14,460 sq.ft	30 sq.ft	14,490 sq.ft
%TOTAL COVERAGE	35.34%	0.07%	35.42%
TOTAL STRUCTURAL & FLATWORK COVERAGE Excl. the allowance of up to 5- 800 sq.ft. structures from previous page.	14,129 sq.ft	30 sq.ft	14,159 sq.ft
% TOTAL COVERAGE	34.53%	0.07%	34.61%
TOTAL DISTURBED AREA	27,046 sq.ft	0 sq.ft	27,046 sq.ft
% DISTURBED AREA	66.10%	0.00%	66.10%
GRADING QUANTITY (include future stable, corral, and access way; basement and all other areas to be graded)			4 C.Y.

All structures (attached and detached) must be listed.

*Free standing accessory structures such as sheds, trellises, covered patios, gazebo, fountains, barbecue, outdoor fireplace, etc. are not counted towards coverage and disturbed area unless their combined area exceeds 800 sq.ft., or if there are more than 5 such structures on the property.

DATE: 8/30/2024 ZONING CASE NO.: 0 ADDRESS: 10 Crest Road West

CALCULATION OF BUILDING PAD COVERAGE

PAD NO. 1- MAIN RESIDENCE

BUILDABLE PAD AREA AND STRUCTURES	EXISTING	PROPOSED	TOTAL
BUILDING PAD	11,050 sq.ft	0 sq.ft	11,050
RESIDENCE	4,385 sq.ft	0 sq.ft	4,385 sq.ft
GARAGE	750 sq.ft	0 sq.ft	750 sq.ft
SWIMMING POOL/SPA	1,104 sq.ft	0 sq.ft	1,104 sq.ft
POOL EQUIPMENT	100 sq.ft	0 sq.ft	100 sq.ft
GUEST HOUSE	0 sq.ft	0 sq.ft	- sq.ft
CABANA	0 sq.ft	0 sq.ft	0 sq.ft
STABLE	- sq.ft	0 sq.ft	0 sq.ft
SPORTS COURT	0 sq.ft	0 sq.ft	0 sq.ft
SERVICE YARD	90 sq.ft	0 sq.ft	90 sq.ft
ATTACHED COVERED PORCHES			
Primary Residence	0 sq.ft	0 sq.ft	0 sq.ft
Accessory Structures	0 sq.ft	- sq.ft	0 sq.ft
AREA OF ATTACHED COVERED PORCHES THAT EXCEED 10% OF THE SIZE OF RESIDENCE/ACCS. STRUCTURES	0 sq.ft	sq.ft	0 sq.ft
ENTRYWAY/PORTE COCHERE, BREEZEWAYS	0 sq.ft	0 sq.ft	0 sq.ft
ATTACHED TRELLISES	450 sq.ft	0 sq.ft	450 sq.ft
*DETACHED STRUCTURES: (From 1st page)	331 sq.ft	0 sq.ft	331 sq.ft
ALL DETACHED STRUCTURES (From 1st page not including allowed deductions)	72 sq.ft	0 sq.ft	72 sq.ft
OTHER:	0 sq.ft	0 sq.ft	0 sq.ft
TOTAL STRUCTURES ON PAD NO. 1	7,210 sq.ft	0 sq.ft	7,210 sq.ft
%BUILDING PAD COVERAGE	65.25% sq.ft	0.00% sq.ft	65.25% sq.ft
TOTAL STRUCTURES ON PAD NO. 1 Not incl. attached trellises, Not incl. allowed deductions, and incl. the area of covered porches that exceed 10% of the size of the residence / accs structures	6,501 sq.ft	0 sq.ft	6,501 sq.ft
% BUILDING PAD COVERAGE	58.83% sq.ft	0.00% sq.ft	58.83% sq.ft

DATE: 8/30/2024 ZONING CASE NO.: 0 ADDRESS: 10 Crest Road West

CALCULATION OF BUILDING PAD COVERAGE

PAD NO. 2-- STABLE PAD

BUILDABLE PAD AREA AND STRUCTURES	EXISTING	PROPOSED	TOTAL
BUILDING PAD	1,371 sq.ft	0 sq.ft	1,371
RESIDENCE	0 sq.ft	0 sq.ft	0 sq.ft
GARAGE	0 sq.ft	0 sq.ft	0 sq.ft
SWIMMING POOL/SPA	0 sq.ft	0 sq.ft	0 sq.ft
POOL EQUIPMENT	0 sq.ft	0 sq.ft	0 sq.ft
GUEST HOUSE	- sq.ft	0 sq.ft	0 sq.ft
CABANA	0 sq.ft	0 sq.ft	0 sq.ft
STABLE	735 sq.ft	0 sq.ft	735 sq.ft
SPORTS COURT	0 sq.ft	0 sq.ft	0 sq.ft
SERVICE YARD	0 sq.ft	0 sq.ft	0 sq.ft
ATTACHED COVERED PORCHES			
Primary Residence	0 sq.ft	0 sq.ft	0 sq.ft
Accessory Structures	234 sq.ft	0 sq.ft	234 sq.ft
AREA OF ATTACHED COVERED PORCHES THAT EXCEED 10% OF THE SIZE OF RESIDENCE/ACCS. STRUCTURES	161 sq.ft	0 sq.ft	161 sq.ft
ENTRYWAY/PORTE COCHERE, BREEZEWAYS	0 sq.ft	0 sq.ft	0 sq.ft
ATTACHED TRELLISES	0 sq.ft	0 sq.ft	0 sq.ft
*DETACHED STRUCTURES: (From 1st page)	0 sq.ft	0 sq.ft	0 sq.ft
ALL DETACHED STRUCTURES (From 1st page not including allowed deductions)	0 sq.ft	0 sq.ft	0 sq.ft
OTHER:	- sq.ft	- sq.ft	0 sq.ft
TOTAL STRUCTURES ON PAD NO. 2	969 sq.ft	0 sq.ft	969 sq.ft
%BUILDING PAD COVERAGE	70.68% sq.ft	0.00% sq.ft	70.68% sq.ft
TOTAL STRUCTURES ON PAD NO. 2 Not incl. attached trellises, Not incl. allowed deductions, and incl. the area of covered porches that exceed 10% of the size of the residence / accs structures	896 sq.ft	0 sq.ft	896 sq.ft
% BUILDING PAD COVERAGE	65.32% sq.ft	0.00% sq.ft	65.32% sq.ft

DATE: 8/30/2024 ZONING CASE NO.: 0 ADDRESS: 10 Crest Road West

GRADING AND EXCAVATION INFORMATION

PAD 1: HOUSE

Grading Quantities:	Cubic Yds.	Max Depth	Max Depth Location
CUT/EXCAVATION			
For house/addition	0	N/A	
For other structures (i.e. walls)			
List	0	N/A	
For driveway(s)	2	N/A	Widened Driveway
For yard areas	0	N/A	
For basement excavation	0	N/A	
For pool/spa excavation	0	N/A	
Overexcavation	0	N/A	
TOTAL CUT	2	2	
TOTAL **Balanced**		**Export**	0
FILL			
For house/addition	0	N/A	
For other structures (i.e. walls)			
List	0	N/A	
		-	
For driveway(s)	2	N/A	Widened Driveway
For yard areas	0	N/A	
For basement excavation	0	N/A	
For pool/spa excavation	0	N/A	
Recompaction	0	N/A	
TOTAL FILL	2	2	

TOTAL GRADING (Sum of total cut and total fill): 4

PAD/FLOOR ELEVATIONS

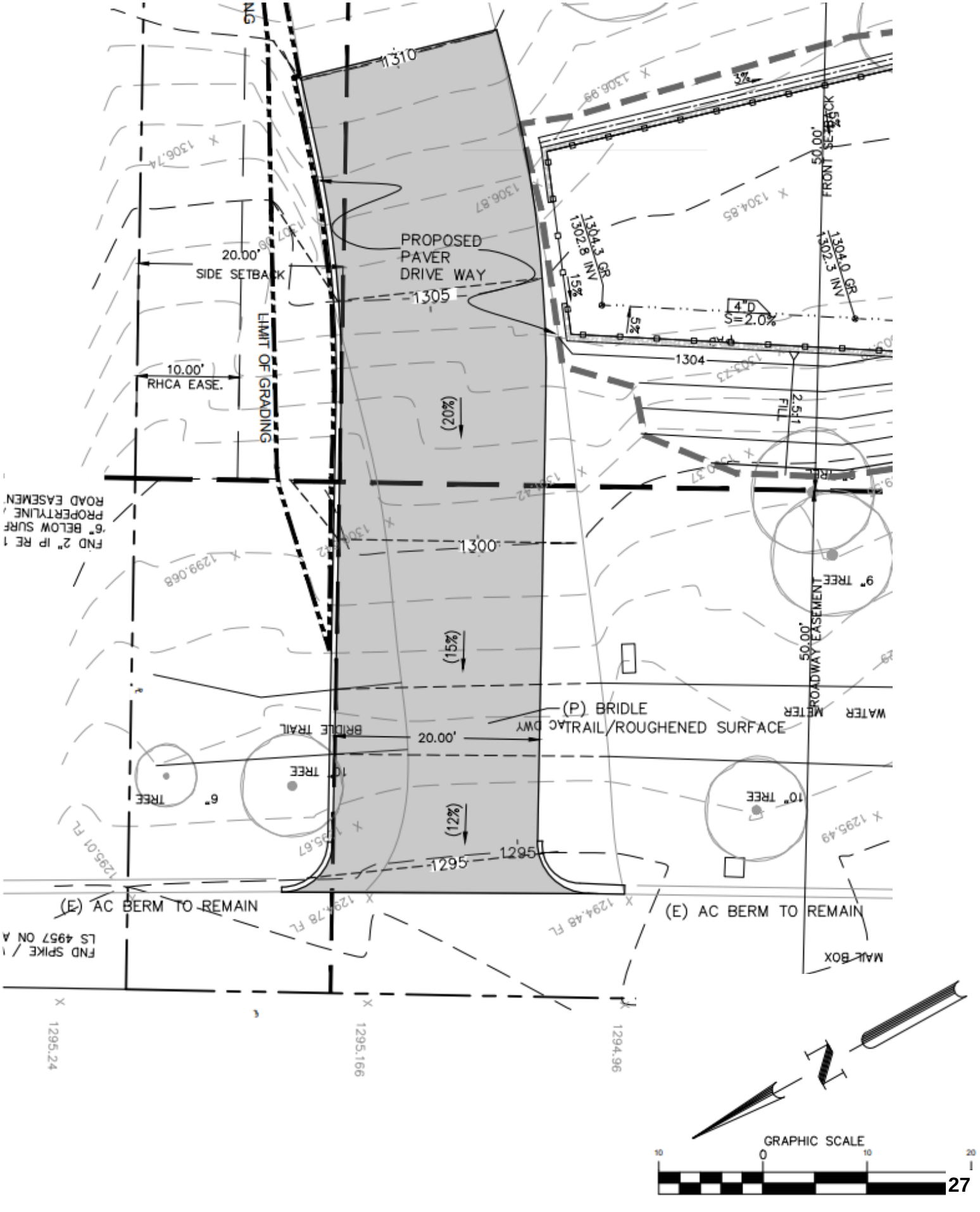
Existing pad elevations	House	Other Pad:	
Finished Floor	799.00		-
Finished Grade	798.00		-
Proposed pad elevations			
Finished floor			
Finished grade			

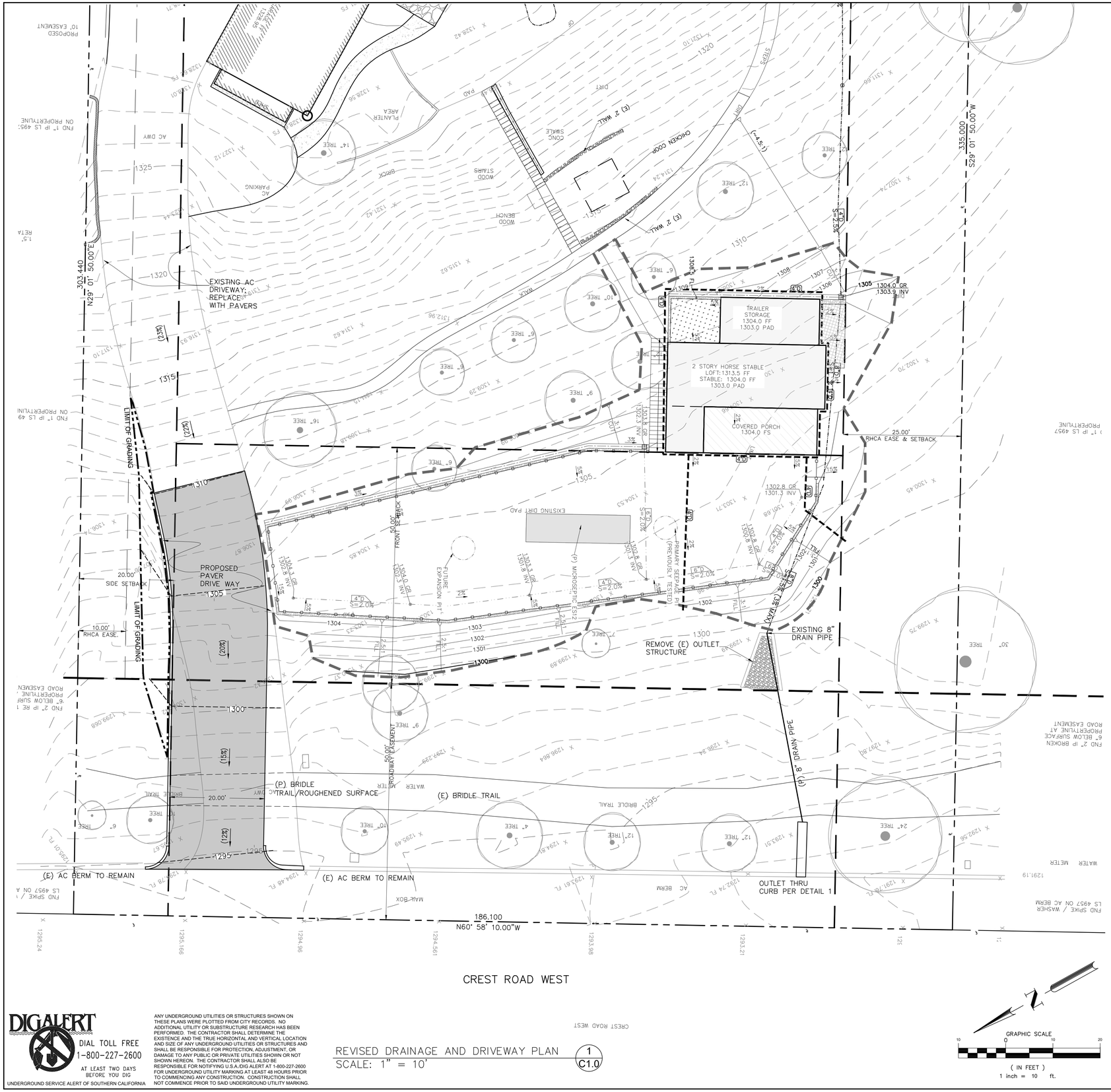
DATE: 9/9/2024 ZONING CASE NO.: 0 ADDRESS: 10 Crest Road West

CALCULATION OF DRIVEWAY(S) AND MOTOR COURT(S) COVERAGE; IMPERVIOUS/PERVIOUS SURFACES AND INCLUDING FIRE DEPARTMENT TURNAROUND, IF REQUIRED

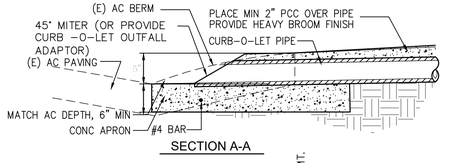
	EXISTING	TOTAL PROPOSED
TOTAL DRIVEWAYS	3340 sf	3370 sf
TOTAL MOTOR COURTS AND PARKING PADS	480 sf	480 sf
AREA OF FRONT SETBACK	9,342 sf	9,342 sf
AREA OF SIDE SETBACK	5,098 sf	5,098 sf
AREA OF DRIVEWAYS IN SIDE SETBACK	1,960 sf	1,960 sf
% OF SIDE SETBACK COVERED	38.4%	38.4%
AREA OF MOTORCOURT IN SIDE SETBACK	480 sf	480 sf
% OF SIDE SETBACK COVERED	9.4%	9.4%
AREA OF DRIVEWAYS IN FRONT SETBACK AREA	1,024 sf	1054 sf
% OF FRONT SETBACK COVERED	11.0%	11.3%
AREA OF MOTORCOURT IN FRONT SETBACK	0 sf	0 sf
% OF FRONT SETBACK COVERED	0.0%	0.0%
IMPERVIOUS SURFACE	3,820 sf	0 sf
PERVIOUS SURFACE	0 sf	4113 sf

10 CREST ROAD WEST

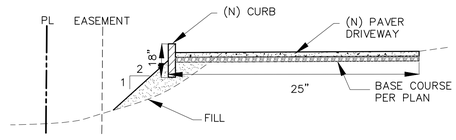




REVISED DRAINAGE AND DRIVEWAY PLAN
SCALE: 1" = 10'
1 / C1.0



DRAIN OUTFALL THROUGH AC BERM
SCALE: NTS
1



TYPICAL DRIVEWAY SECTION
NTS
2 / 0

LEGEND

PROPERTY LINE	
EASEMENT	
SETBACK	
(E) ROADWAY	
(E) CONTOUR	560
(P) CONTOUR	560
LIMIT OF GRADING	
(E) RETAINING WALL	
(P) RETAINING WALL	
(P) SWALE	
(P) LANDSCAPING	
(P) DRAINAGE OUTLET	
(P) FLATWORK	
(P) POOL COPING	
(P) CATCH BASIN	
(P) DRAINLINE	4" PVC S=1.0%
(P) SUBDRAIN	4" PVC

ACROYNMS

A.C.	ACRES
B.W.	BOTTOM OF WALL
(E)	EXISTING
F.F	FINISHED FLOOR
F.G	FINISHED GRADE
F.G.P	FINISHED GRADE OF PLANTER
F.L.	FLOW LINE
F.S.	FINISHED SURFACE
G.R.	GRATE
H.P.	HIGH POINT
INV.	INVERT
L.I.D.	LOW IMPACT DEVELOPMENT
(P)	PROPOSED
P.L.	PROPERTY LINE
S.F.	SQUARE FEET
T.C.	TOP OF CURB
T.W.	TOP OF WALL

GRAPHIC SCALE
10 0 10 20
(IN FEET)
1 inch = 10 ft.

DIGALERT
DIAL TOLL FREE
1-800-227-2600
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS WERE PLOTTED FROM CITY RECORDS. NO ADDITIONAL UTILITY OR SUBSTRUCTURE RESEARCH HAS BEEN PERFORMED. THE CONTRACTOR SHALL DETERMINE THE EXISTENCE AND THE TRUE HORIZONTAL AND VERTICAL LOCATION AND SIZE OF ANY UNDERGROUND UTILITIES OR STRUCTURES AND SHALL BE RESPONSIBLE FOR PROTECTION, ADJUSTMENT, OR DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES SHOWN OR NOT SHOWN HEREON. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR NOTIFYING U.S.A./DIG ALERT AT 1-800-227-2600 FOR UNDERGROUND UTILITY MARKING AT LEAST 48 HOURS PRIOR TO COMMENCING ANY CONSTRUCTION. CONSTRUCTION SHALL NOT COMMENCE PRIOR TO SAID UNDERGROUND UTILITY MARKING.

planning submittal

Revisions	By

Bolton Engineering Corp.
Civil Engineering and Surveying
25834 Narbonne Avenue Suite 210
Lomita, Ca. 90717
Ph: 310-325-5580 Fax: 310-325-5581

CLIENT: KARL & HELEN FRYKMAN
10 CREST ROAD WEST
ROLLING HILLS, CA 90274

TITLE: REVISED DRIVEWAY AND DRAINAGE PLAN
10 CREST ROAD WEST
ROLLING HILLS, CA 90274

Date: 9/9/24
Scale: AS SHOWN
Drawn: FYW
Checked: TMN
Job No. 13042
Sheet C1.0
Of 6 Sheets

J:\13042_FRYKMAN\DWG\C-COUNTY GRADING PLAN_10 Crest West_NEW DWY.dwg 9/9/2024 12:18:45 PM

Agenda Item No.: 11.B
Mtg. Date: 09/26/2024

TO: **HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION**

FROM: **JOHN SIGNO, DIRECTOR OF PLANNING & COMMUNITY SERVICES**

THRU: **KARINA BAÑALES, CITY MANAGER**

SUBJECT: **ZONING CASE NO. 24-074: REQUEST FOR APPROVAL FOR A NEW DRIVEWAY THAT LEADS TO A NEW BARN AND CORRAL AT 2 POSSUM RIDGE ROAD (LOT 123-RH), ROLLING HILLS, CA 90274 (WHITCOMBE), AND DETERMINING THE PROJECT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

DATE: **September 26, 2024**

BACKGROUND:

Zoning, Location, and Lot Description

The property is located in the southern portion of the City at the northwestern intersection of Portuguese Bend Road and Crest Road West. The property is traversed by Possum Ridge Road and is zoned RAS-2. The lot area excluding the roadway easement is 4.2 acres (181,429 square feet (SF)). For development purposes the net lot area is 3.5 acres (151,990 SF). The net lot area is used for calculations throughout this report.

Applicant Request

On September 4, 2024, the applicant, Megan Campbell, on behalf of the property owner, John D. Whitcombe, submitted an application for a new stable with driveway access and other improvements (Zoning Case (ZC) No. 24-074). The new driveway will be located on the eastern side of Possum Ridge Road and made of decomposed granite (DG). The driveway width will be approximately 16' and the apron width will be 23'-2". There is an existing driveway on the western portion of the lot which will not be affected. The new driveway will be across the existing driveway (Attachment 2 and 4).

Pursuant to Section 17.18.030 of the Rolling Hills Municipal Code (RHMC), "No less than a six-foot wide roughened surface or dirt vehicular accessway to the stable and corral area for delivery of feed and removal of waste shall be provided. Such accessway shall not exceed a

slope of twenty-five percent. This accessway shall not be entirely paved." Further, the vehicular approach "shall be subject to approval by the Traffic Commission and shall not be considered a second driveway within the meaning of Section 17.16.040(A)(1) if it provides access exclusively to a stable or corral. For stables of one thousand square feet or larger, access shall comply with the Fire Department requirements."

DISCUSSION:

Traffic Commission Review

Pursuant to Section 10.08.020(A) of the Rolling Hills Municipal Code (RHMC), the Traffic Commission makes a recommendation to the City Council regarding driveway curb cuts (aprons). Section 15.04.100 of the RHMC states "all new and relocated driveways require approval of the City of Rolling Hills Traffic Commission prior to construction."

There is an existing driveway on the western portion of the lot which will not be affected. The proposed driveway will be located on the western portion of the lot for access to a new stable and corral.

The new driveway is part of a larger project to redevelop the site. Approval was already granted for an addition to the residence and other improvements on the western portion of the site. Improvements include redoing the existing driveway on the western portion and replacing much of it with permeable pavers. In total, the applicant will add 2,425 square feet of paver driveway and remove 225 square feet of previously approved paver driveway, for a net increase of 2,200 square feet of permeable pavers. The total pervious surface will be 10,124 square feet and the total impervious surface will be 750 square feet. Driveway area in the front setback covers 4.7% (Attachment 3).

The City Traffic Engineer has reviewed the proposal for a new driveway and finds it acceptable (Attachment 1).

Additional Review

The new driveway is part of a larger project under ZC No. 24-074 that must be approved by the Planning Commission. Approval from the Rolling Hills Community Association (RHCA) is also required prior to submittal for building plan check. Information on the larger project is found in the calculation sheets (Attachment 3).

Environmental Review

The project has been determined to be categorically exempt pursuant to the California Environmental Quality Act (CEQA) under Class 3, Section 15303. The project is for new construction for accessory structures to a single-family residence.

FISCAL IMPACT:
None.

RECOMMENDATION:

Recommend approval of the driveway and apron to the City Council.

ATTACHMENTS:
Attachment 1: Memo from Traffic Engineer - 2 Possum Ridge Road Dwy 09.18.2024.pdf
Attachment 2: CO_TRC_240926_2PossumRidgeRd_Driveway_Pics.pdf
Attachment 3: PL_ADR_2PossumRidgeRd_ZC24-074_240918_All_Calculations.pdf
Attachment 4: PL_ADR_240904_2PossumRidgeRd_ZC24-074_Plans_TrafficCommission.pdf

Memorandum

TO: John Signo, AICP Director of Planning and Community Services

FROM: Vanessa Munoz PE, TE, City Traffic Engineer

DATE: September 18, 2024

SUBJECT: 2 Possum Ridge Road Driveway

This memorandum is in response to the request by the city to review and provide input on the proposed driveway improvements submitted by the residents of 2 Possum Ridge Road. The project is proposing a barn on the undeveloped side of the lot east of Possum Ridge with a decomposed granite (DG) driveway with a proposed driveway aisle width that is 15’-11” and a proposed driveway apron that is 23’-2” wide.

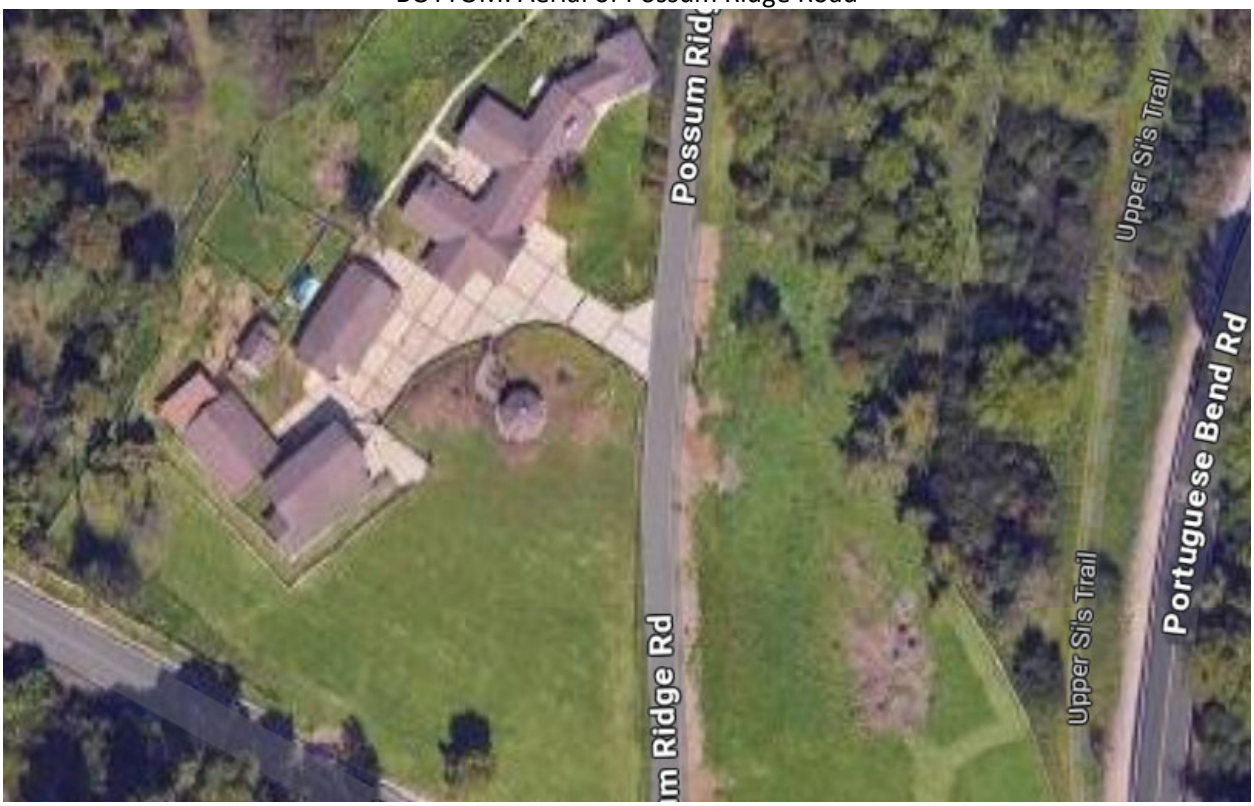
A field review of the existing conditions was performed, and the proposed driveway was staked for visual inspection. Based on review of the plans, visual field observations and engineering judgement, the proposed driveway location and width is acceptable.

2 POSSUM RIDGE ROAD– DRIVEWAY FOR STABLE/CORRAL



TOP: Proposed driveway looking across road from existing driveway.

BOTTOM: Aerial of Possum Ridge Road



2 POSSUM RIDGE ROAD– DRIVEWAY FOR STABLE/CORRAL



TOP: Looking south on Possum Ridge Road.

BOTTOM: Looking north on Possum Ridge Road.



DATE: 8/26/2024 ZONING CASE NO.: 0 ADDRESS: 2 Possum Ridge

ALL STRUCTURES MUST BE SHOWN ON THE PLAN

CALCULATION OF LOT COVERAGE

RECEIVED
City of Rolling Hills
By
9.4.24

	EXISTING		PROPOSED		TOTAL	
NET LOT AREA	151,990	sq.ft	0	sq.ft	151,990	
RESIDENCE	6,230	sq.ft	0	sq.ft	6,230	sq.ft
GARAGE	890	sq.ft	0	sq.ft	890	sq.ft
SWIMMING POOL/SPA	1,200	sq.ft	0	sq.ft	1,200	sq.ft
POOL EQUIPMENT	80	sq.ft	0	sq.ft	80	sq.ft
GUEST HOUSE	0	sq.ft	0	sq.ft	0	sq.ft
CABANA	217	sq.ft	0	sq.ft	217	sq.ft
STABLE (dirt volume to be included in grading quantities	1,075	sq.ft	2,305	sq.ft	3,380	sq.ft
RECREATION COURT	0	sq.ft	6,000	sq.ft	6,000	sq.ft
ATTACHED COVERED PORCHES	980	sq.ft	0	sq.ft	980	sq.ft
ENTRYWAY/PORTE COCHERE, BREEZEWAYS	0	sq.ft	0	sq.ft	0	sq.ft
ATTACHED TRELLISES	0	sq.ft	0	sq.ft	0	sq.ft
*DETACHED STRUCTURES: (circle all that applies)						
SHED 1+2	524	sq.ft	0	sq.ft	524	sq.ft
MIXED USE	0	sq.ft	1,075	sq.ft	1,075	sq.ft
OUTDOOR KITCHEN	170	sq.ft	0	sq.ft	170	sq.ft
FIRE PIT	372	sq.ft	0	sq.ft	372	sq.ft
SHED 3	880	sq.ft	-880	sq.ft	0	sq.ft
SERVICE YARD	90	sq.ft	0	sq.ft	90	sq.ft
OTHER: Remodeled Stable to mixed use	0	sq.ft	1,075	sq.ft	1,075	sq.ft
BASEMENT AREA: (Volume to be included in grading quantities)	3,580	sq.ft	0	sq.ft	3,580	sq.ft
DEPTH OF BASEMENT	0	sq.ft	10	ft	10	ft
TOTAL STRUCTURE	16,288	sq.ft	9,575	sq.ft	25,863	sq.ft
%STRUCTURAL COVERAGE	10.72%	sq.ft	6.30%	sq.ft	17.02%	sq.ft
TOTAL STRUCTURES						
EXCLUDING UP TO 5 AND UP TO 800 sq.ft. detached structures that are not higher than 12 ft.	10,762	sq.ft	8,500	sq.ft	19,262	sq.ft
% STRUCTURAL COVERAGE	7.08%	sq.ft	5.59%	sq.ft	12.67%	sq.ft

DATE: 8/26/2024 ZONING CASE NO.: 0 ADDRESS: 2 Possum Ridge

ALL FLATWORK MUST BE SHOWN ON THE PLAN

	EXISTING	PROPOSED	TOTAL
PRIMARY DRIVEWAY	8,674 sq.ft	2,200 sq.ft	10,874 sq.ft
PAVED WALKS, PATIO AREAS, COURTYARDS	4,013 sq.ft	0 sq.ft	4,013 sq.ft
POOL DECKING	1,810 sq.ft	0 sq.ft	1,810 sq.ft
OTHER PAVED DRIVEWAYS, ROAD EASEMENTS, PARKING PADS	0 sq.ft	0 sq.ft	0 sq.ft
TOTAL FLATWORK	14,497 sq.ft	2,200 sq.ft	16,697 sq.ft
%TOTAL FLATWORK COVERAGE	9.54%	1.45%	10.99%
TOTAL STRUCTURAL & FLATWORK COVERAGE	30,785 sq.ft	11,775 sq.ft	42,560 sq.ft
%TOTAL COVERAGE	20.25%	7.75%	28.00%
TOTAL STRUCTURAL & FLATWORK COVERAGE Excl. the allowance of up to 5- 800 sq.ft. structures from previous page.	25,259 sq.ft	10,700 sq.ft	35,959 sq.ft
% TOTAL COVERAGE	16.62%	7.04%	23.66%
TOTAL DISTURBED AREA	47,500 sq.ft	26,300 sq.ft	73,800 sq.ft
% DISTURBED AREA	31.25%	17.30%	48.56%
GRADING QUANTITY (include future stable, corral, and access way; basement and all other areas to be graded)			4,226 C.Y.

All structures (attached and detached) must be listed.

*Free standing accessory structures such as sheds, trellises, covered patios, gazebo, fountains, barbecue, outdoor fireplace, etc. are not counted towards coverage and disturbed area unless their combined area exceeds 800 sq.ft., or if there are more than 5 such structures on the property.

DATE: 8/26/2024 ZONING CASE NO.: 0 ADDRESS: 2 Possum Ridge

CALCULATION OF BUILDING PAD COVERAGE

PAD NO. 1- MAIN RESIDENCE

BUILDABLE PAD AREA AND STRUCTURES	EXISTING	PROPOSED	TOTAL
BUILDING PAD	46,830 sq.ft	4,900 sq.ft	51,730
RESIDENCE	6,230 sq.ft	0 sq.ft	6,230 sq.ft
GARAGE	890 sq.ft	0 sq.ft	890 sq.ft
SWIMMING POOL/SPA	1,200 sq.ft	0 sq.ft	1,200 sq.ft
POOL EQUIPMENT	80 sq.ft	0 sq.ft	80 sq.ft
GUEST HOUSE	0 sq.ft	0 sq.ft	- sq.ft
CABANA	217 sq.ft	0 sq.ft	217 sq.ft
STABLE	1,075 sq.ft	-1075 sq.ft	0 sq.ft
SPORTS COURT	0 sq.ft	6000 sq.ft	6,000 sq.ft
SERVICE YARD	90 sq.ft	0 sq.ft	90 sq.ft
ATTACHED COVERED PORCHES			
Primary Residence	980 sq.ft	0 sq.ft	980 sq.ft
Accessory Structures	0 sq.ft	0 sq.ft	0 sq.ft
AREA OF ATTACHED COVERED PORCHES THAT EXCEED 10% OF THE SIZE OF RESIDENCE/ACCS. STRUCTURES	357 sq.ft	0 sq.ft	357 sq.ft
ENTRYWAY/PORTE COCHERE, BREEZEWAYS	0 sq.ft	0 sq.ft	0 sq.ft
ATTACHED TRELLISES	0 sq.ft	0 sq.ft	0 sq.ft
*DETACHED STRUCTURES: (From 1st page)	1946 sq.ft	1075 sq.ft	3021 sq.ft
ALL DETACHED STRUCTURES (From 1st page not including allowed deductions)	372 sq.ft	0 sq.ft	372 sq.ft
OTHER:	0 sq.ft	1075 sq.ft	1075 sq.ft
TOTAL STRUCTURES ON PAD NO. 1	12,708 sq.ft	7,075 sq.ft	19,783 sq.ft
%BUILDING PAD COVERAGE	27.14% sq.ft	13.68% sq.ft	38.24% sq.ft
TOTAL STRUCTURES ON PAD NO. 1 Not incl. attached trellises, Not incl. allowed deductions, and incl. the area of covered porches that exceed 10% of the size of the residence / accs structures	10,511 sq.ft	6,000 sq.ft	16,511 sq.ft
% BUILDING PAD COVERAGE	22.45% sq.ft	11.60% sq.ft	31.92% sq.ft

DATE: 8/26/2024 ZONING CASE NO.: 0 ADDRESS: 2 Possum Ridge

CALCULATION OF BUILDING PAD COVERAGE

PAD NO. 2- STABLE

BUILDABLE PAD AREA AND STRUCTURES	EXISTING	PROPOSED	TOTAL
BUILDING PAD	0 sq.ft	8,055 sq.ft	8,055
RESIDENCE	0 sq.ft	0 sq.ft	0 sq.ft
GARAGE	0 sq.ft	0 sq.ft	0 sq.ft
SWIMMING POOL/SPA	0 sq.ft	0 sq.ft	0 sq.ft
POOL EQUIPMENT	0 sq.ft	0 sq.ft	0 sq.ft
GUEST HOUSE	- sq.ft	0 sq.ft	0 sq.ft
CABANA	0 sq.ft	0 sq.ft	0 sq.ft
STABLE	0 sq.ft	3,380 sq.ft	3,380 sq.ft
SPORTS COURT	0 sq.ft	0 sq.ft	0 sq.ft
SERVICE YARD	0 sq.ft	0 sq.ft	0 sq.ft
ATTACHED COVERED PORCHES			
Primary Residence	0 sq.ft	0 sq.ft	0 sq.ft
Accessory Structures	0 sq.ft	0 sq.ft	0 sq.ft
AREA OF ATTACHED COVERED PORCHES THAT EXCEED 10% OF THE SIZE OF RESIDENCE/ACCS. STRUCTURES	0 sq.ft	0 sq.ft	0 sq.ft
ENTRYWAY/PORTE COCHERE, BREEZEWAYS	0 sq.ft	0 sq.ft	0 sq.ft
ATTACHED TRELLISES	0 sq.ft	0 sq.ft	0 sq.ft
*DETACHED STRUCTURES: (From 1st page)	0 sq.ft	0 sq.ft	0 sq.ft
ALL DETACHED STRUCTURES (From 1st page not including allowed deductions)	0 sq.ft	0 sq.ft	0 sq.ft
OTHER:	- sq.ft	- sq.ft	0 sq.ft
TOTAL STRUCTURES ON PAD NO. 2	0 sq.ft	3,380 sq.ft	3,380 sq.ft
%BUILDING PAD COVERAGE	0.00% sq.ft	41.96% sq.ft	41.96% sq.ft
TOTAL STRUCTURES ON PAD NO. 2 Not incl. attached trellises, Not incl. allowed deductions, and incl. the area of covered porches that exceed 10% of the size of the residence / accs structures	0 sq.ft	3,380 sq.ft	3,380 sq.ft
% BUILDING PAD COVERAGE	0.00% sq.ft	41.96% sq.ft	41.96% sq.ft

DATE: 8/26/2024 ZONING CASE NO.: 0 ADDRESS: 2 Possum Ridge

GRADING AND EXCAVATION INFORMATION

	Cubic Yds.	Max Depth (ft)	Max Depth Location
CUT/EXCAVATION			
For house/addition	0	0.00	
For other structures (i.e. walls)			
List Stable	443	3.6	
Sports Court	1,120	7.1	
For driveway(s)	0	0.0	
For yard areas	0		
For basement excavation	0	0	
For pool/spa excavation	0	0	
Overexcavation	550	4.0	
TOTAL CUT	2,113	0.80	
TOTAL **Balanced**		**Export**	0
		Export less exempt:	**0**
FILL			
For house/addition	0	0	
For other structures (i.e. walls)			
List Stable	1,050	11.1	
Sports Court	138	2.8	
For driveway(s)	0	0	
For yard areas	0	0	
For basement excavation	0	0	
For pool/spa excavation	0	0	
Recompaction	925	4.0	
TOTAL FILL	2,113	0.0	

TOTAL GRADING (Sum of total cut and total fill): 4,226

PAD/FLOOR ELEVATIONS

Existing pad elevations	House	Garage	Stable	
Finished Floor	1271.50	1270.64	1273.57	1261.50
Finished Grade	1270.50	1270.00	1272.45	1260.50

Proposed pad elevations	House	Garage		Basement
Finished floor			1259.00	
Finished grade			1258.50	

DATE: 9/17/2024 ZONING CASE NO.: 0 ADDRESS: 2 Possum Ridge

CALCULATION OF DRIVEWAY(S) AND MOTOR COURT(S) COVERAGE; IMPERVIOUS/PERVIOUS SURFACES AND INCLUDING FIRE DEPARTMENT TURNAROUND, IF REQUIRED

	EXISTING	TOTAL PROPOSED
TOTAL DRIVEWAYS	8675 sf	13025 sf
TOTAL MOTOR COURTS AND PARKING PADS	0 sf	0 sf
AREA OF FRONT SETBACK	52,015 sf	52,015 sf
AREA OF SIDE SETBACK	10,345 sf	10,345 sf
AREA OF DRIVEWAYS IN SIDE SETBACK	0 sf	- sf
% OF SIDE SETBACK COVERED	0.0%	0.0%
AREA OF MOTORCOURT IN SIDE SETBACK	0 sf	**0** sf
% OF SIDE SETBACK COVERED	0.0%	0.0%
AREA OF DRIVEWAYS IN FRONT SETBACK AREA	1,345 sf	2,445 sf
% OF FRONT SETBACK COVERED	2.6%	4.7%
AREA OF MOTORCOURT IN FRONT SETBACK	0 sf	0 sf
% OF FRONT SETBACK COVERED	0.0%	0.0%
IMPERVIOUS SURFACE	750 sf	750 sf
PERVIOUS SURFACE	7,925 sf	12,275 sf



RECEIVED

City of Rolling Hills

By

9.4.24

MINOR MODIFICATION TO PH1 RES. # 2024-05
ATTACHED PERGOLA AT OUTDOOR KITCHEN
RELOCATION OF POOL AND FIREPIT
BASEMENT ENLARGEMENT (STILL UNDER BUILDING FOOTPRINT)

PHASE 2 SCOPE
CHANGE OF USE OF EXISTING STABLE TO MIXED USE (REC ROOM GUESTHOUSE)
(INCLUDES REMOVAL OF LOFT)
NEW BARN ON UNDEVELOPED SIDE OF LOT (EAST OF POSSUM RIDGE)
NEW SPORT COURT ON MAIN HOUSE SIDE OF LOT

VARIANCES: BARN & COURT ENCROACHMENT INTO SETBACK
CUP: SPORT COURT
CHANGE OF USE: STABLE TO REC ROOM CONVERSION
CONDITION OF APPROVAL: HEIGHT OF LANDSCAPE ALONG CREST

SCOPING SITE PLAN PHASE 2 01
1" = 20'-0"

WHITCOMBE RESIDENCE
2 POSSUM RIDGE ROAD
ROLLING HILLS, CA 90274

DRAFT PH 2 SCOPING
SITE PLAN
SCALE: 1" = 20'-0"

DESIGNER:
Campbell ARCHITECTS

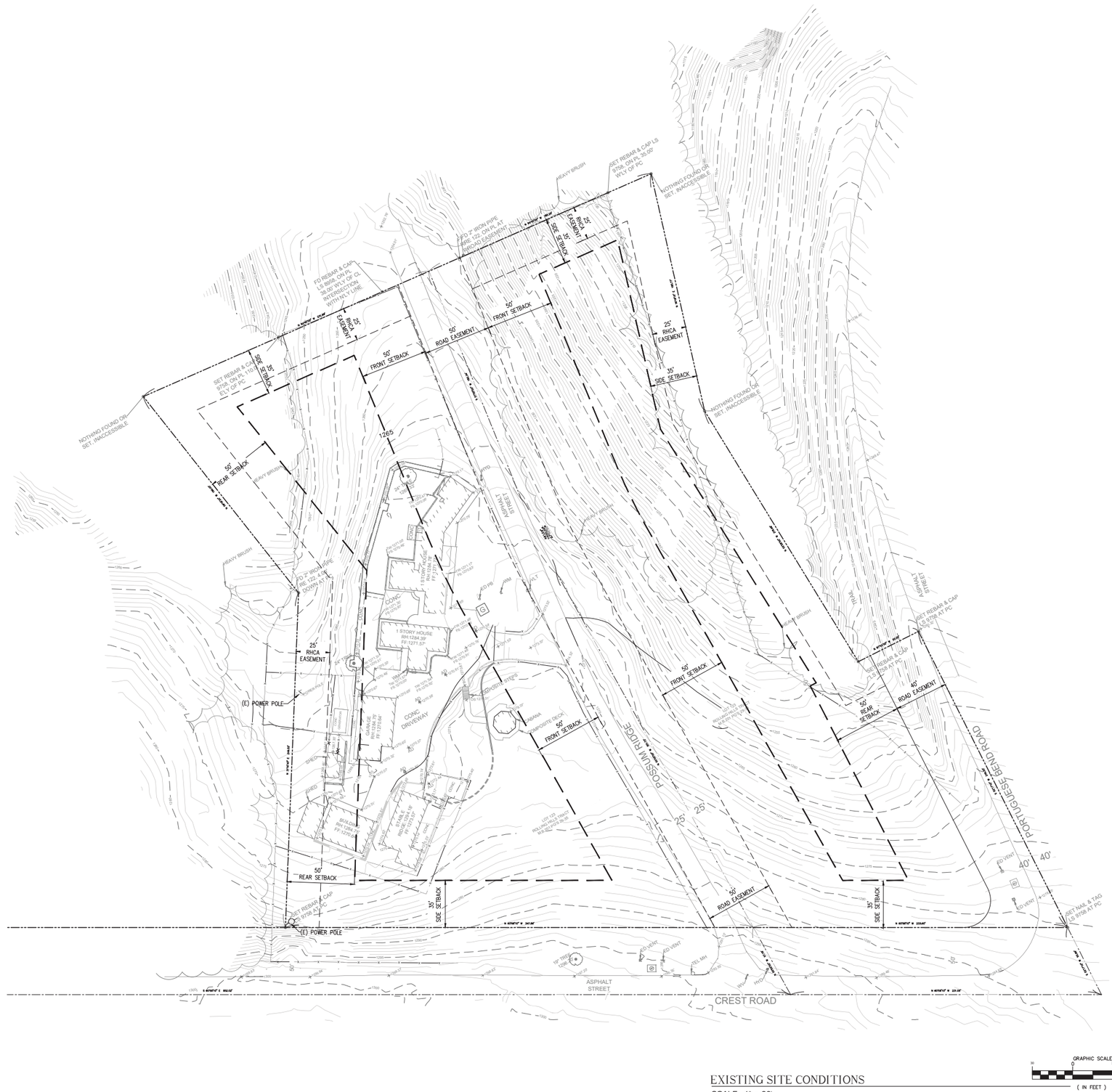
08.05.24 SKETCH

REV. #	DATE	DESCRIPTION

pA1-01

All ideas, designs and plans indicated or represented by these drawings are owned by and are property of the Architect and were created and developed for use in connection with the specified project. None of such ideas, designs or plans shall be used for any purpose whatsoever without the written permission of the Architect.

9/3/2024 10:54:40 AM



EXISTING SITE CONDITIONS
SCALE: 1" = 30'

LEGEND

- PROPERTY LINE
- EASEMENT
- SETBACK
- (E) STRUCTURE
- 1235 (E) MAJOR CONTOUR
- (E) MINOR CONTOUR
- + 1271.53' (E) SPOT ELEVATION
- (E) RETAINING WALL
- (E) FREE-STANDING WALL
- (E) WOOD FENCE
- (E) CHAINLINK FENCE
- DISTURBED AREA.
- PAD AREA

ACRONYMS

CBW	CONCRETE BLOCK WALL
CONC	CONCRETE
ED	SOCAL EDISON
EG	EDGE OF GUTTER
EM	ELECTRIC METER
FF	FINISHED FLOOR
FL	FLOWLINE
FS	FINISHED SURFACE
LTT	LEAD, TACK & TAG
NG	NATURAL GROUND
TOS	TOP OF STEP
BOS	BOTTOM OF STEP
TW	TOP OF WALL
TC	TOP OF CURB
VLT	VAULT
WM	WATER METER

Revisions	By

BOLTON ENGINEERING CORP.

CLIENT: DOUG WHITCOMBE
2 POSSUM RIDGE ROAD
ROLLING HILLS, CALIF.

TITLE: EXISTING SITE CONDITIONS
NEW ADDITIONS & TENNIS COURT
2 POSSUM RIDGE ROAD
ROLLING HILLS, CA 90274

FOR PLANNING PURPOSES ONLY

Date: August 26, 2024
Scale: AS SHOWN
Drawn: JPD
Checked: DJB
Job No. 23318
Sheet C0.1
Of 6 Sheets

J:\23318_Whitcombe-2 Possum Ridge\dwg\Planning\23318_CIVIL 2A.dwg 8/26/2024 12

Revisions	By

BOLTON ENGINEERING CORP.

BEC

CLIENT: DOUG WHITCOMBE

2 POSSUM RIDGE ROAD
ROLLING HILLS, CALIF.

TITLE: PRELIMINARY GRADING PLAN

NEW STABLE & TENNIS COURT

2 POSSUM RIDGE ROAD
ROLLING HILLS, CA 90274

FOR PLANNING PURPOSES ONLY

Date:	August 26, 2024
Scale:	AS SHOWN
Drawn:	JPD
Checked:	DJB
Job No.	23318
Sheet	C1.0
Of	6 Sheets

PRELIMINARY GRADING PLAN
SCALE: 1" = 20'

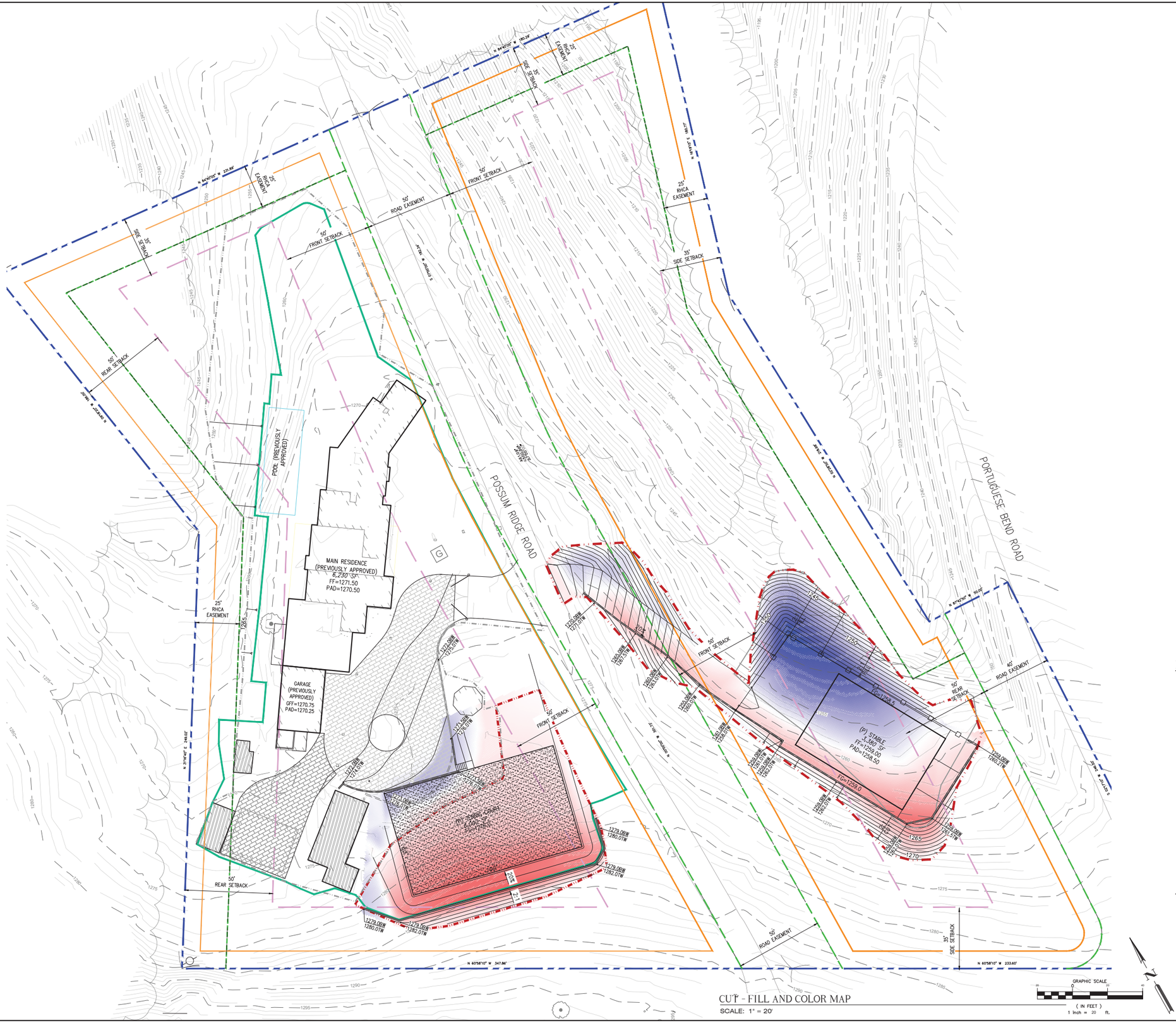
GRAPHIC SCALE
(IN FEET)
1 inch = 20 ft.

LEGEND

- PROPERTY LINE
- EASEMENT
- SETBACK
- LIMIT OF GRADING
- PROPOSED STABLE
- (E) RESIDENCE
- (E) DETACHED STRUCTURE
- 1235 (E) MAJOR CONTOUR
- (E) MINOR CONTOUR
- 1252.0BW 1254.0TW (P) GRADES
- 1265 (P) CONTOURS
- (P) RETAINING WALL
- (P) SPORTS COURT
- (P) PAVERS
- (P) DRAINAGE
- EXISTING PROPOSED DISTURBED AREA.
- PAD 1 AREA
- PAD 2 AREA

ACRONYMS

CBW	CONCRETE BLOCK WALL
CONC	CONCRETE
ED	SOCAL EDISON
EG	EDGE OF GUTTER
EM	ELECTRIC METER
FF	FINISHED FLOOR
FL	FLOWLINE
FS	FINISHED SURFACE
LTT	LEAD, TACK & TAG
NG	NATURAL GROUND
TOS	TOP OF STEP
BOS	BOTTOM OF STEP
TW	TOP OF WALL
TC	TOP OF CURB
VLT	VAULT
WM	WATER METER



CUT - FILL AND COLOR MAP
SCALE: 1" = 20'

LEGEND

- PROPERTY LINE
- EASEMENT
- SETBACK
- LIMIT OF GRADING
- (E) RESIDENCE
- (P) RESIDENTIAL ADDITION
- (E) DETACHED STRUCTURE
- 1235 (E) MAJOR CONTOUR
- (E) MINOR CONTOUR
- 1252.0BW 1254.0TW (P) GRADES
- 1265 (P) CONTOURS
- (P) RETAINING WALL
- (P) POOL
- (P) CONCRETE
- (P) DRAINAGE
- (P) CUT AREA 14,865 S.F.
- (P) FILL AREA 14,175 S.F.
- (P) BUILDING PAD LIMIT
- (P) NET LOT AREA

ACRONYMS

CBW	CONCRETE BLOCK WALL
CONC	CONCRETE
ED	SOCAL EDISON
EG	EDGE OF GUTTER
EM	ELECTRIC METER
FF	FINISHED FLOOR
FL	FLOWLINE
FS	FINISHED SURFACE
LTT	LEAD, TACK & TAG
NG	NATURAL GROUND
TOS	TOP OF STEP
BOS	BOTTOM OF STEP
TW	TOP OF WALL
TC	TOP OF CURB
VLT	VAULT
WM	WATER METER

Revisions	By

BOLTON ENGINEERING CORP.

BEC

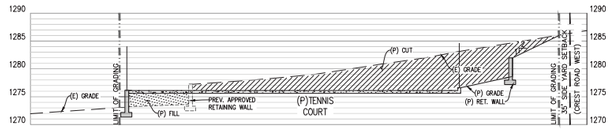
CLIENT: DOUG WHITCOMBE
2 POSSUM RIDGE ROAD
ROLLING HILLS, CALIF.

TITLE: CUT – FILL AND COLOR MAP
NEW ADDITIONS & TENNIS COURT
2 POSSUM RIDGE ROAD
ROLLING HILLS, CA 90274

FOR PLANNING PURPOSES ONLY

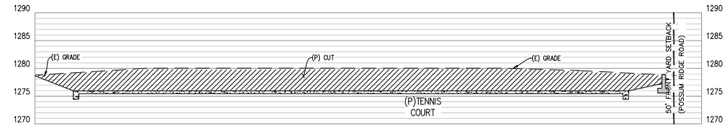
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Drawn:	JPD
Checked:	DJB
Job No.	23318
Sheet	C1.1
Of	6 Sheets

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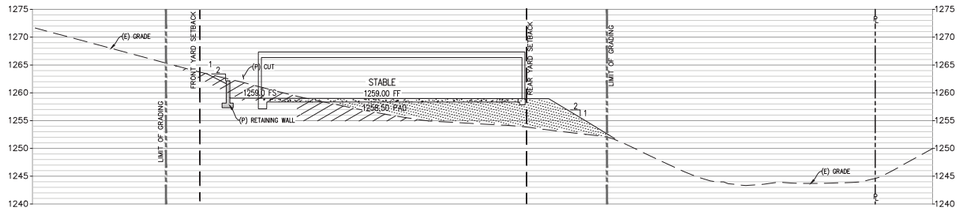
SECTION B- TENNIS COURT

SCALE: 1" = 10'



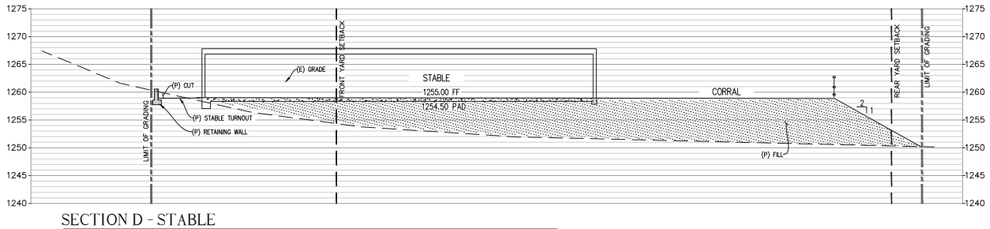
SECTION A- TENNIS COURT

SCALE: 1" = 10'



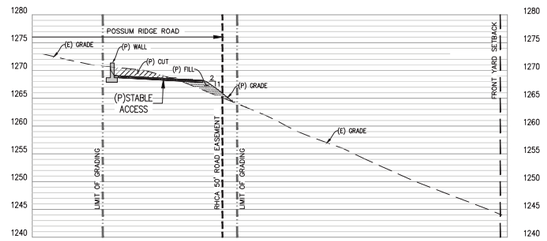
SECTION C - STABLE

SCALE: 1" = 10'



SECTION D - STABLE

SCALE: 1" = 10'



SECTION E - STABLE ACCESS

SCALE: 1" = 10'

ACRONYMS

CBW	CONCRETE BLOCK WALL
CONC	CONCRETE
ED	SOCAL EDISON
EG	EDGE OF GUTTER
EM	ELECTRIC METER
FF	FINISHED FLOOR
FL	FLOWLINE
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NG	NATURAL GROUND
TOS	TOP OF STEP
BOS	BOTTOM OF STEP
TW	TOP OF WALL
TC	TOP OF CURB
VLT	VAULT
WM	WATER METER

Revisions	By

BOLTON ENGINEERING CORP.

BEC

CLIENT: DOUG WHITCOMBE
2 POSSUM RIDGE ROAD
ROLLING HILLS, CALIF.

TITLE: SITE SECTIONS
NEW ADDITIONS & TENNIS COURT
2 POSSUM RIDGE ROAD
ROLLING HILLS, CA 90274

Date:	August 26, 2024
Scale:	AS SHOWN
Drawn:	JPD
Checked:	DJB
Job No.	23318
Sheet	C2.0
Of	6 Sheets

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Agenda Item No.: 12.A
Mtg. Date: 09/26/2024

TO: **HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION**

FROM: **JOHN SIGNO, DIRECTOR OF PLANNING & COMMUNITY SERVICES**

THRU: **KARINA BAÑALES, CITY MANAGER**

SUBJECT: **RE-DISCUSS SIGNAGE AT CREST ROAD EAST AND EASTFIELD DRIVE LEADING TO CREST ROAD EAST GATE AND FINDING THE ACTION CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

DATE: **September 26, 2024**

BACKGROUND:
This item was put on the agenda at the request of Commission Raine at the July 25, 2024, Traffic Commission meeting. The item was previously discussed on May 30, 2024, in which the Traffic Commission unanimously received and filed the item making no changes to signage and keeping the status quo.

Previous Discussions
This item was discussed at the September 28, 2023, Traffic Commission meeting. City Traffic Engineer Vanessa Munoz investigated the issue and recommended signage be replaced with taller signs (see Attachment A). Photos of the existing signs are included as Attachment B. The Commission took no action but indicated the issue involved more than just the City.

On December 11, 2023, the Traffic Commission voted to recommend signage prior to the Crest Road East gate at Eastfield Drive that directs vehicular egress during an emergency. The Traffic Commission also requested the Traffic Engineer to recommend combining existing traffic signs with emergency egress signs.

History
At the September 11, 2023 City Council meeting, the Mayor directed staff to include an item on the Traffic Commission's agenda regarding emergency signage posted on Crest Road East near the egress gate. The direction was given after Alfred Visco provided public comment that the sign at the intersection of Crest Road East and Eastfield Drive that leads to the locked gate at the end of Crest Road East be changed to indicate "emergency evacuation only when green lights flashing" or similar. During an emergency, the gate can be opened and the flashing lights can direct people toward the exit. During non-emergencies, drivers have been known to drive to the end of Crest Road East only to find out the gate is locked and there is no exit. Mr.

Visco brought the issue to the attention of RHCA, but they referred him to the City. He indicated the existing signs were reviewed and approved by the Traffic Commission.

DISCUSSION:
Staff discussed this issue with Kristen Raig of the Rolling Hills Community Association (RHCA) and she indicated no change should be made. Staff contacted Ms. Raig prior to preparing this staff report, and her position has not changed. RHCA already has remote access to the gate and can open it in an emergency. During an emergency, the emergency operations center (EOC) or command center will be able to direct residents to appropriate exits. The Fire Department and Sheriff's Department will also assist with evacuation.

On March 15, 2024, staff met with Mr. Visco at the Crest Road Gate to discuss signage. Mr. Visco recommended to City Manager Banales and Director Signo a sign with lights that lets residents know the Crest Road Gate is open for egress. The lighting should have remote access that can be activated without the need for an attendant. Sample signage and lighting is included as Attachment C.

Staff and the City Traffic Engineer discussed the item and believe new signage is unnecessary. As mentioned by Kristen, emergency personnel will be able to direct residents to appropriate exits. However, to improve visibility the signs could be replaced in kind at a height of seven feet.

Any action has been determined to not have a significant effect on the environment and is categorically exempt from the provisions of CEQA pursuant to Section 15301(g) (Existing Facilities; signs) and 15311(a) (Accessory Structures, on-premise signs) of the CEQA Guidelines, which exempts new copy on existing on and off-premise signs and on-premise signs.

FISCAL IMPACT:
None.

RECOMMENDATION:
Discuss and provide direction.

ATTACHMENTS:
Attachement A - CL_AGN_TC_230928_TrafficEngineerMemo_Crest-Eastfield Signage.pdf
Attachment B - CO_TRC_230913_CrestRoadEastSigns.pdf
Attachment C - CO_TRC_240328_SampleEmergencySignsLights.pdf

WILLDAN Engineering

Memorandum

TO: John Signo, AICP Director of Planning and Community Services

FROM: Vanessa Munoz PE, TE, City Traffic Engineer

DATE: September 21, 2023

SUBJECT: Crest Road and Eastfield Drive – End of Road Signage Review

This memorandum is in response to the request by the city to review the signage for the dead end road on Crest Road east of Eastfield Drive.

Based on my review of the signage in the field, there is no need to supplement the existing signage. However, the signs are not at the recommended height per the California Manual of Uniform Traffic Control Devices and are worn out. Placing the signs at the correct height allows drivers to view the signs at a greater distance and make the necessary decisions prior to reaching the intersection of Crest Road and Eastfield Drive. When signs are lower than recommended, drivers' line of sight may take longer to read the information, therefore, require greater time to react and decide what next steps to take. Furthermore, the signs in the field should be replaced once the retro reflectivity of the sign has worn down since this makes it difficult to see but particularly at night. Since this requires greater analysis and it can be costly, it is a common practice by cities to replace the signs with roadway resurfacing projects or have a sign replacement program.

To improve the compliance with the signs, I recommend the signs be replaced in kind but installed at a height of 7-feet.

CREST ROAD EAST SIGNS



TOP: From intersection of Crest Rd. E. & Eastfield Dr. BOTTOM: View of signs.



CREST ROAD EAST SIGNS





CREST ROAD EAST SIGNS



TOP: Looking east toward locked gate. BOTTOM: Looking west in opposite direction.



SAMPLE EMERGENCY SIGNS AND LIGHTS









Agenda Item No.: 13.A
Mtg. Date: 09/26/2024

TO: **HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION**

FROM: **JOHN SIGNO, DIRECTOR OF PLANNING & COMMUNITY SERVICES**

THRU: **KARINA BAÑALES, CITY MANAGER**

SUBJECT: **UPDATE ON REQUIREMENTS FOR ENGINEERING AND TRAFFIC SURVEY**

DATE: **September 26, 2024**

BACKGROUND:
At the May 30, 2024, Traffic Commission meeting, Traffic Engineer Munoz indicated that the City is due for an Engineering and Traffic (E&T) Survey. These surveys are conducted every seven years and are used to justify and update the posted speed limits along eight street segments in the City of Rolling Hills.
The last two E&T surveys were conducted in 2011 and 2018, respectively, with the latter attached. The E&T Survey is carried out in accordance with applicable provisions of the California Vehicle Code (CVC) and follows procedures outlined in the California Manual on Uniform Traffic Control Devices (MUTCD). The E&T Survey is intended to satisfy CVC requirements to enable the continued use of radar for traffic speed enforcement.

The Traffic Commission directed staff and the City Traffic Engineer to research the topic and provide a report at the next meeting. Based on the research, staff would seek direction from the Traffic Commission on whether the City should continue using the 2018 E&T Survey or consider conducting a new survey.

Prior to the July 25th Traffic Commission meeting, Traffic Engineer Munoz contacted the LA County Sheriff's Department regarding the CVC the station uses to enforce the speed limit in the City. She asked about enforcement on private streets and the use of radar to issue citations. In her conversation with the Sheriff's Department, she indicated that an E&T Survey is needed for enforcement.

Staff also reached out to the City Attorney's office about the issue and were advised that the city does not need an E&T Survey because of the private roads.

- Setting speed limits. Speed limits on private roads are generally not set or enforced by government authorities like they are on public roads. Private roads are typically owned and maintained by individuals, homeowners' associations, businesses, or other private entities. The speed limits on private roads are usually determined by the owner of the road or the organization that manages it. In most cases, the property's owner or governing body will set the speed limit on a private road.

- Local street exemption for E&T Survey. The speed limit for local streets is exempt from the radar study and, therefore, does not require an E&T Survey (CVC § 40802(b)(1)). Local streets primarily provide access to abutting residential property that meets the following three conditions: (1) roadway width of not more than 40 feet, (2) not more than one-half mile of un-interrupted length, and (3) not more than one traffic lane in each direction.

- Speed limit enforcement. Law enforcement officers can enforce speed limits on private roads that primarily provide access to non-commercial buildings in unincorporated areas of the City if certain procedures are followed by the road owners and the City.

    - CVC § 21107.5 addresses the necessary procedures setting up enforcement on private roads open for public use which connect with highways such that the public cannot determine that the roads are not highways.

    - CVC § 21107.7 discusses the required procedures for enactment of enforcement on privately-owned and maintained roads not generally held open for public vehicular travel (which by reason of their proximity to or connection with highways are best served by enforcement of the CVC). CVC enforcement in the unincorporated areas of the City is the responsibility of the California Highway Patrol (“CHP”). Approval of the resolution by the City Council does not constitute a commitment by the CHP or Sheriff’s Department to provide enforcement patrols on a regular basis.

At the July 25, 2024, Traffic Commission meeting, staff was directed to do further research and report back.

DISCUSSION:
Since the July 25th Traffic Commission meeting, staff has done additional research and found the following:

- LA County Sheriff's indicated they do not need current speed surveys to issue citations behind the gates. Speed surveys are needed for any road that isn't a "local road." All roads behind the gates are "local roads" per California law.
- LA County Traffic Court indicated they would enforce traffic tickets in the City of Rolling Hills in the same way as any other community.
- Traffic Engineer indicated local streets are 25 miles per hour (MPH) per prima facie.

Crest Road and Portuguese Bend Road have speed limits above 25 MPH.

While an E&T Survey is not necessary for private roads, speed limits cannot be reduced or set, and the Sheriff's Department cannot enforce speeds without support from an E&T Survey. If the current speed limits remain unchanged and the Sheriff agrees to enforce them without the survey, then it is not needed. However, it is advisable for cities to review speed limits every seven years.

Since the City already has the 2018 E&T Survey on file, it will continue being used for enforcement purposes.

Updated Engineering and Traffic Survey

If the Traffic Commission considers recommending an updated E&T Survey, Willdan can conduct the survey at a cost of $6,400.

Conclusion

Based on the provided information, the City has the current 2018 E&T Survey and does not require a new study if the current one is still valid and enforced by the Sheriffs. However, if the Traffic Commission decides to change speed limits in the future, it is recommended that these changes align with a new E&T survey. Therefore, staff seeks direction from the Traffic Commission on whether to continue using the 2018 E&T Survey or recommend that the City Council conduct a new E&T Survey.

FISCAL IMPACT:
Willdan can conduct a survey at a cost of $6,400. This survey is not part of the Fiscal Year (FY) 2024-25 adopted budget. A budget amendment is necessary to cover additional costs.

RECOMMENDATION:
Provide direction to staff.

ATTACHMENTS:
CO_TRC_240926_Email_TrafficSurvey_Redacted.pdf
CO_TRC_240926_Email_SheriffsDept_TrafficSurvey.pdf
Rolling Hills E&T Report 2018.pdf

John Signo

From: Vanessa Munoz <vmunoz@willdan.com>
Sent: Thursday, September 19, 2024 5:54 AM
To: John Signo
Subject: RE: Traffic Commission Information Requested.

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Hi John,

I think the clarification from the court would be if they would require and engineering and traffic survey to consider the ticket valid.

Regarding the street classification it's not as simple as just stating your streets are local, because they were surveyed in the past and local streets are 25 mph per prima facie. I don't dare recommend that Portuguese bend, Crest and Eastfield be 25 mph. We would need to check a Federal map to see how they are classified and make sure funding is not tied to these streets not being local.
Thanks,

Vanessa Munoz PE, TE
Willdan Engineering | ***Comprehensive. Innovative. Trusted.***
13191 Crossroads Parkway N. Ste 405
Industry CA 91746
T. 562.368.4848 | C. 562.447.6844

From: John Signo <jsigno@cityofrh.net>
Sent: Wednesday, September 18, 2024 5:01 PM
To: Vanessa Munoz <vmunoz@willdan.com>
Subject: RE: Traffic Commission Information Requested.

CAUTION: This email originated from outside of Willdan. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Vanessa,

I reached out to the traffic court. They said they would still process the way any other ticket is processed in any other City.

We did get a response from the Sheriff's Department and they said they do not need a current speed survey to issue citations behind the gates. Speed surveys are needed for any road that isn't a "local road" and all ours are local.

Traffic Commission directed us to do further research and report back, but not sure this is ready. We could do in November.

John F. Signo, AICP
Director of Planning and Community Services

City of Rolling Hills
2 Portuguese Bend Road, Rolling Hills CA 90274
310.377.1521
jsigno@cityofrh.net

From: Vanessa Munoz <vmunoz@willdan.com>
Sent: Friday, August 2, 2024 6:51 AM
To: John Signo <jsigno@cityofrh.net>
Subject: RE: Traffic Commission Information Requested.

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Yes we need discuss with them how they would handle a ticket if they did not have an engineering and traffic survey that was updated within the 7 year period. Would the ticket be dismissed?

Vanessa Munoz PE, TE

Willdan | ***Comprehensive. Innovative. Trusted.***
13191 Crossroads Parkway N. Ste 405
Industry CA 91746
T. 562.368.4848 | C. 562.447.6844

From: John Signo <jsigno@cityofrh.net>
Sent: Thursday, August 1, 2024 12:50 PM
To: Vanessa Munoz <vmunoz@willdan.com>
Subject: FW: Traffic Commission Information Requested.

CAUTION: This email originated from outside of Willdan. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Vanessa,

See below. Is there anything else we need to ask the Torrance Traffic Court?

John F. Signo, AICP
Director of Planning and Community Services

City of Rolling Hills
2 Portuguese Bend Road, Rolling Hills CA 90274
310.377.1521
jsigno@cityofrh.net

From: Serena Lopez <slopez@cityofrh.net>
Sent: Thursday, August 1, 2024 11:40 AM
To: John Signo <jsigno@cityofrh.net>
Cc: Stephanie Grant <sgrant@cityofrh.net>
Subject: Traffic Commission Information Requested.

John,
I have taken the liberty of finding the information that was directed to you from Councilmember Wilson.

Speeding citation fees in Rolling Hills (as of 10/2006):
$150.00 for exceeding speed limit up to 15 MPH
$200.00 for exceeding the speed limit over 16 MPH

Traffic Enforcement Penalties / traffic violations / traffic fees

[redacted] Traffic (LA County Court) and Judicial Bail Committee ph: [redacted] to Judicial Bail Committee [redacted]

Torrance Superior Court

This was found in the Rolodex.

Thank You,
Serena Lopez
Administrative Assistant

City of Rolling Hills
2 Portuguese Bend Road, Rolling Hills CA 90274
o: 310.377.1521 ext. 101
e:Slopez@cityofrh.net

John Signo

From: Karina Banales
Sent: Monday, July 29, 2024 6:12 PM
To: John Signo; Christian Horvath; Samantha Crew
Subject: Fw: Traffic Study - Is a NEW one REQUIRED to issue Speeding Citations

FYI...

Sincerely,
Karina

Karina Bañales
City Manager

City of Rolling Hills
2 Portuguese Bend Road, Rolling Hills, CA 90274
o: 310.377.1521 | f: 310.377.7288
e: kbanales@cityofrh.net

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From: Duran, Patrick C. <PCDuran@lasd.org>
Sent: Monday, July 22, 2024 5:13 PM
To: Karina Banales <kbanales@cityofrh.net>
Cc: Cervantes, Paul S. <PSCervan@lasd.org>; Schloegl, Johann A. <JASchloe@lasd.org>; Sullivan, Kyle A. <kasulliv@lasd.org>; Guerrero, Kimberly <KGuerre@lasd.org>
Subject: Re: Traffic Study - Is a NEW one REQUIRED to issue Speeding Citations

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Good afternoon Karina! Didn't realize when you left RPV you were going to RH!

This is going to be long, so bear with me. Part of the purpose of this e-mail is for future reference because I've done a deep dive in the past and promptly forgotten why we don't need an E&TS for the city of Rolling Hills.

The short version is: My understanding is we do not need current speed surveys to issues cites behind the gates. Speed surveys are needed for any road that isn't a "local road." All roads behind the gates are "local roads" per California law. We also enforce RHMC, not CVC (except those CVCs that apply to private or public property). If we wanted to enforce CVCs, the provisions of 21107.7 VC would have to be met.

The technical details are as follows:

40802 defines a speed trap. As part of that definition, it says a speed trap is:

"(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. ***This paragraph does not apply to a local street, road****, school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8."* (40802(a)(2) VC)

It further says:

"(b) (1) For purposes of this section, ***a local street or road is one that is functionally classified as "local" on the "California Road System Maps,"*** *that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:*

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction" (40802(b)(1) VC)

All roads behind the gates are considered "Local" per the California Road System Maps (https://www.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538), meaning the speed trap definition does not apply.

If there's anything else I can help with, please let me know!

Deputy Patrick Duran
Los Angeles County Sheriff's Department
Lomita Sheriff's Station

From: Karina Banales <kbanales@cityofrh.net>
Sent: Tuesday, July 16, 2024 12:16 PM
To: Guerrero, Kimberly <KGuerre@lasd.org>
Subject: Traffic Study - Is a NEW one REQUIRED to issue Speeding Citations
Importance: High

This message is from an EXTERNAL SENDER - be CAUTIOUS, particularly with links and attachments

Good afternoon Cpt. Guerrero,

Our traffic engineer contacted the Lomita station (not sure who exactly), inquiring about E&T surveys. Below is what we have in our report to the Traffic Commission:

"Traffic Engineer Munoz contacted the LA County Sheriff's Department regarding the CVC the station uses to enforce the speed limit in the City. She asked about enforcement on private streets and the use of radar to issue citations. In her conversation with the Sheriff's Department, she indicated that the E&T Survey is needed for enforcement."

The City of Rolling Hills has not had a traffic study performed since 2018. Because we have private roads, we are not required to have a new one done (even if it's customary to do so every seven years).

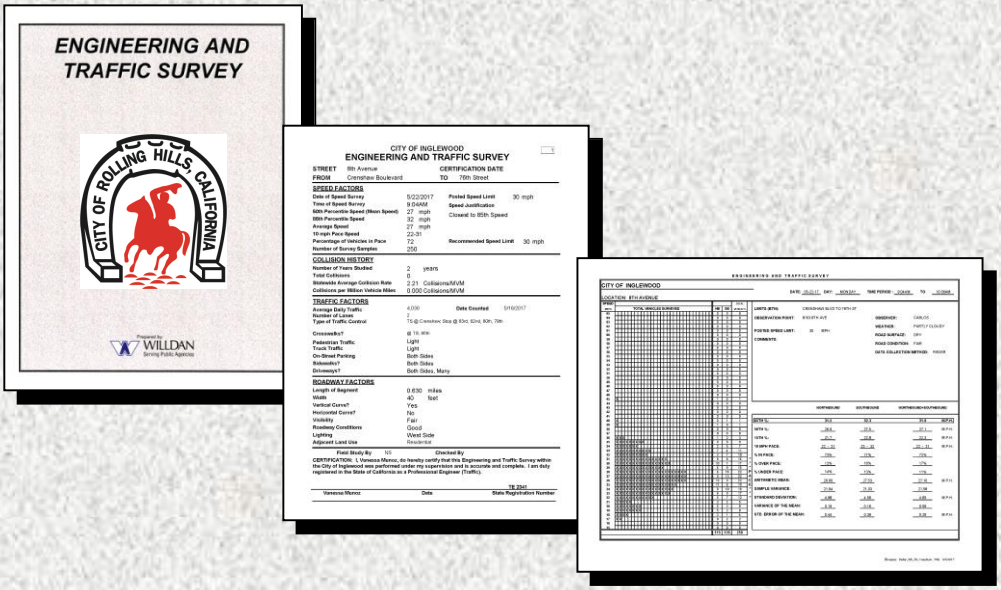
My question is... do we have to have a current one on file in order for the deputies to issue speeding tickets?

Also, a very important question: We need a deputy present at our next meeting to discuss statistics. I am not sure who will come, but we need them present. It is on July 25 at 8:30am.

Thanks,
K

Engineering and Traffic Survey

March 2018



FOR THE CITY OF

ROLLING HILLS

Prepared by:

WILLDAN Engineering

WILLDAN Engineering | extending your reach

March 14, 2018

Mr. Raymond R. Cruz
City Manager
City of Rolling Hills
No. 2 Portuguese Bend Road
Rolling Hills, CA 90274

Subject: 2018 Engineering and Traffic Survey

Dear Mr. Cruz:

As requested, Willdan has completed an Engineering and Traffic (E&T) Survey to justify and update the posted speed limits along 8 street segments in the City of Rolling Hills. These segments were last surveyed in 2011, and require an update to comply with the 7-year limitation set forth in the California Vehicle Code (CVC).

We are pleased to submit the enclosed Report that describes the E&T survey procedures and contains recommendations for posted speed limits on the City's arterial and collector street system. A summary of these recommendations is included in the Analysis. Supporting documentation for each speed zone recommendation is provided in the Appendices.

The Report was conducted in accordance with applicable provisions of the CVC, following procedures outlined in the California Manual on Uniform Traffic Control Devices (California MUTCD) dated April 2017, and as required by Section 627 of the CVC. The Report is intended to satisfy the requirements of Section 40802 of the CVC to enable the continued use of radar for traffic speed enforcement.

We appreciate the opportunity to serve the City of Rolling Hills and the assistance and cooperation afforded to us during the course of this study.

Very truly yours,

WILLDAN



Vanessa Munoz, P.E., T.E.
Traffic Engineer





Enclosure

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INTRODUCTION

This Engineering and Traffic (E&T) Survey is intended to be the basis for the establishment, revision, and enforcement of speed limits for selected streets within the City of Rolling Hills. This E&T Survey presents recommended speed limits for 8 street segments in the City of Rolling Hills. E&T Surveys are required by the State of California to establish intermediate speed limits on local streets and to enforce those limits using radar or other speed measuring devices. These surveys must be updated every 5 or 7 years to ensure the speeds reflect current conditions as dictated by the California Vehicle Code (CVC). The CVC also requires that the surveys be conducted based on the methodology required by The California Manual on Uniform Traffic Control Devices (California MUTCD) dated April 2017.

The survey was requested by the City for the proper posting of speed limits and to enable the Sheriff's Department to utilize radar or other electronic speed measuring devices for speed enforcement. CVC Sections 40801 and 40802 require E&T Surveys that verify the prima facie speed limit before enforcement by such a device is legal. The law further specifies that these surveys be conducted every 5 years. The surveys can be extended to 7 years provided the City's police officer(s) have completed a 24-hour radar operator course [CVC 40802(c)(2)(B)(i)(I)]. Additionally, some surveys may be extended to 10 years if a traffic engineer certifies that no changes in roadway or traffic conditions have occurred [CVC 40802 (c)(2)(B)(i)(II)]. These provisions assure that posted speed limits are kept reasonably current.

The E&T Surveys for the City were conducted in accordance with procedures outlined in the California MUTCD dated April 2017 and as required by Section 627 of the CVC. The Code further describes three elements of an engineering and traffic survey:

1. Measurement of prevailing speed;
2. Accident history; and
3. Roadway characteristics not readily apparent to the motorist.

Posted speed limits are established primarily to protect the general public from the reckless and unpredictable behavior of dangerous drivers. They provide law enforcement with a clearly understood method to identify and apprehend violators of the basic speed law (CVC Section 22350). This law states that "No person shall drive a vehicle on a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property." The posted speed limit gives motorists a clear warning of the basic speed that is reasonable and prudent under typical driving conditions.

The basic fundamentals for establishing speed limits recognize that the majority of drivers behave in a safe and reasonable manner, and therefore, the normally careful and competent actions of a reasonable driver should be considered legal. Speed limits established on these fundamentals conform to the consensus that those who drive the highway determine what speed is reasonable and safe, not on the judgment of one or a few individuals. A radar speed study is usually used to record the prevailing speed of reasonable drivers.

Speed limits are also established to advise drivers of conditions which may not be readily apparent to a reasonable driver. For this reason, accident history, roadway conditions, traffic characteristics, and land use must also be analyzed before determining speed limits. Speed limit changes are usually made in coordination with physical changes in roadway conditions or roadside developments. Unusually short zones of less than one-half mile in length should be avoided to reduce driver confusion.

Additionally, it is generally accepted that speed limits cannot be successfully enforced without voluntary compliance by a majority of drivers. Consequently, only the driver whose behavior is clearly out of line with the normal flow of traffic is usually targeted for enforcement.

ELEMENTS OF THE ENGINEERING AND TRAFFIC SURVEY

The California MUTCD dated April 2017 specifies the methodology to be used for completing E&T Surveys. This methodology includes an evaluation of current vehicle speeds, accident history and conditions not readily apparent to motorists. The basic elements of the Engineering and Traffic Survey are discussed in more detail as follows:

Speed Sampling

Existing vehicle speeds are surveyed by a certified radar operator with a calibrated radar unit in an unmarked vehicle. Speed samples are taken for each segment representing a statistically significant sample of current traffic. This data is then evaluated to identify the distribution of speeds. A key element in the evaluation is the identification of the 85th percentile speed. The 85th percentile speed is the speed at or below which 85 percent of the traffic travels. This threshold represents what is historically found to be a safe and reasonable speed for most drivers based on common roadway conditions. Therefore, a speed limit is established at the nearest 5-mile per hour (mph) increment to the 85th percentile speed, except as shown in the two options below.

Options:

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Section 627 and 22358.5.
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b).

If the speed limit to be posted has had the 5 mph reduction applied, then an E&T Survey shall document in writing the conditions and justification for the lower speed limit. The reasons for the lower speed limit shall be in compliance with CVC Section 627 and 22358.5

The following examples are provided to explain the application of these speed limit criteria:

A. Using Option 1 above and first step is to round down: If the 85th percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. As indicated by the option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if conditions and justification for using this lower speed limit are documented in the E&T Survey.
B. Using Option 1 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. As indicated by the option, this 35 mph speed limit could be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&T Survey.
C. Using Option 2 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, instead of rounding up to 35 mph, the speed limit can be established at 30 mph, but no further reduction can be applied.

Collision History

Reported collisions are reviewed for each street segment to determine if there is a higher than average rate of collisions. A segment that has an above-average collision rate typically suggests conditions that are not readily apparent to motorists.

A summary of the collision rates for the 8 surveyed street segments is provided in Table 2.

Conditions Not Readily Apparent To Motorists

Each street segment is field inspected to identify roadway conditions that may not be readily apparent to motorists. A determination is made whether any conditions are significant and warrant the recommendation of the speed limit 5 mph or more below the basic speed limit. It is important to note that the California MUTCD dated April 2017 recommends exercising great care when establishing speed limits 5 mph or more below the basic speed limit.

SURVEY CONDITIONS

SURVEY LOCATIONS

The procedures described below describe the criteria and methods used to survey selected streets within the City of Rolling Hills. The specific location of the radar speed survey for each street segment was selected after considering the following:

1. Minimum stop sign and traffic signal influence.
2. Minimum visibility restrictions.
3. Non-congested traffic flow away from intersections and driveways.
4. Minimum influence from curves or other roadway conditions that would affect the normal operation of a vehicle.

DATA COLLECTION

Data of existing conditions was obtained including prevailing speed of vehicles, traffic collisions, visibility restrictions, and roadway conditions within the community. Speed data and field reviews were conducted at 8 locations during the month of November 2017.

Speed Data

Radar speed measurements were conducted at 8 locations during the month of November 2017. The radar speed distribution forms are in Appendix B. All surveys were conducted in good weather conditions, during off-peak hours on weekdays. The radar unit was operated from an unmarked vehicle to minimize any influence on driver behavior. Typically, a minimum sample size of 100 vehicles or the total samples during a maximum period of 2 hours were obtained for each segment. Traffic speeds in both directions were recorded for individual segments.

Collision Data

Collision data was obtained from Los Angeles County's Sheriff's Department's Collision Summary Report. For this study, collision data was used from the latest 4 years of reported accidents from January 1, 2013 to December 31, 2016. The collision rates for the 8 segments are expressed in accidents per million vehicle miles (A/MVM). To calculate these rates, 24-hour traffic volumes were collected for each street segment. This information was then entered into the following formula to determine the collision rate:

$$R = \frac{Ax1{,}000{,}000}{tx365\frac{days}{year}xlxv}$$

A = Number of midblock collisions over time period
R = Collision Rate (accidents/million vehicle miles)
t = Time Period Covered (in years)
l = Length of Segment (miles)
v = Traffic Volume (average daily traffic)

The segment collision rate was then compared to the average statewide collision rate. The average statewide collision rates were obtained from 2014 Collision Data on California State Highways published by Caltrans.

Field Review Data

A field review was conducted for each of the selected street segments in the City with consideration for the following factors:

1. Street width and alignment (design speed);
2. Pedestrian activity and traffic flow characteristics;
3. Number of lanes and other channelization and striping patterns;
4. Frequency of intersections, driveways, and on-street parking;
5. Location of stop signs and other regulatory traffic control devices;
6. Visibility obstructions;
7. Land use and proximity to schools;
8. Pedestrian and bicycle usage;
9. Uniformity with existing speed zones and those in adjacent jurisdictions; and
10. Any other unusual condition not readily apparent to the driver.

ANALYSIS

CRITERIA

Survey data was compiled and analyzed to determine the recommended speed limit in accordance with several criteria contained in the California MUTCD dated April 2017. Some of the criteria used are:

A. The critical speed or 85th percentile speed is that speed at or below which 85 percent of the traffic is moving. This speed is the baseline value in determining what the majority of drivers believe is safe and reasonable. Speed limits set higher than the critical speed are not considered reasonable and safe. Speed limits set lower than the critical speed make a large number of reasonable drivers "unlawful," and do not facilitate the orderly flow of traffic. The “basic speed limit” is the nearest 5 mph increment to the 85^{th} percentile speed.

B. The 10 mile per hour (mph) pace speed is the 10 mph increment that contains the highest percentage of vehicles. It is a measure of the dispersion of speeds across the range of the samples surveyed. An accepted practice is to keep the speed limit within the 10 mph pace while considering the critical speed and other factors that might require a speed lower than the critical speed.

C. The collision rate for each street segment is compared to average collision rates that can be reasonably expected to occur on streets and highways in other jurisdictions, in proportion to the volume of traffic per lane mile. These average collision rates have been developed by the State of California and are considered reasonable for use in the City of Rolling Hills.

RESULTS AND RECOMMENDATIONS

The E&T Survey Forms, presented in Appendix A, illustrate results of a thorough evaluation of the available data and recommend a speed limit for each street segment surveyed. A complete summary of all recommendations is shown in Table 2. In each case, the recommended speed limit was consistent with the prevailing behavior as demonstrated by the radar speed measurements. Typically, a speed limit in the upper range of the 10-mile pace was selected unless a collision rate significantly higher than expected was discovered or roadway conditions not readily apparent to the driver were identified. Any segments with recommended speed limits 5 mph or more below the basic speed limit are fully explained later in this report.

The Legislature, in adopting Section 22358.5 of the CVC, has made it clear that physical conditions, such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not be the basis for special downward speed zoning. In these cases, the basic speed law (CVC Section 22350) is sufficient to regulate such conditions.

The recommendations contained in this Report are intended to establish prima facie speed limits. They are not intended to be absolute for all prevailing conditions. All prima facie

speed violations are actually violations of the basic speed law (CVC Section 22350). This statute states that a person shall not drive a vehicle at a speed greater than is safe having regard for traffic, roadway, and weather conditions. A prima facie limit is intended to establish a maximum safe speed under normal conditions.

Table 1 identifies the street segments with recommended changes in posted speed limits and Table 2 summarizes the recommendations for all surveyed segments.

TABLE 1 STREET SEGMENTS WITH RECOMMENDED SPEED CHANGES						
No.	Street	From	To	Existing	New	Change
4	Eastfield Drive	Chuckwagon Road	Palos Verdes Drive East	25	30	+ 5
7	Saddleback Road	Poppy Trail	Portuguese Bend Road	25	30	+ 5

NP= Not Posted
PL= Post Limit

TABLE 2												
SUMMARY OF RECOMMENDATIONS												
No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments
1	Crest Road West	West City Limit	Portuguese Bend Road	1.03	1,938	1.14	0.00	30	37	27-36	74%	30	*
2	Crest Road East	Portuguese Bend Road	Eastfield Drive	1	1,825	1.14	0.50	30	37	28-37	75%	30	*
3	Eastfield Drive	Crest Road East	Chuckwagon Road	1	1,008	1.41	0.00	25	32	23-32	82%	25	*
4	Eastfield Drive	Chuckwagon Road	Palos Verdes Drive East	0.75	1,364	1.41	2.68	25	33	25-34	79%	30	California MUTCD Option 2
5	Portuguese Bend Road	Crest Road E/W	Poppy Trail	1	1,728	1.41	0.53	30	35	25-34	76%	30	*
6	Portuguese Bend Road	Poppy Trail	Saddleback Road	0.65	1,978	1.41	0.00	30	36	27-36	81%	30	*
7	Saddleback Road	Poppy Trail	Portuguese Bend Road	1.34	408	1.41	0.00	25	33	23-32	73%	30	California MUTCD Option 2
8	Southfield Drive	Crest Road East	Packsaddle Road	0.47	314	1.41	0.00	25	29	20-29	82%	25	California MUTCD Option 2

* See "Segments with Special Conditions" Section for Comments
** 25 mph when children are present

*** Accident rate units: Collisions per One Million Vehicle Miles
ADT = Average Daily Traffic

Exp.= Expected Collision Rate
Act.= Actual Collision Rate

SEGMENTS WITH SPECIAL CONDITIONS

The following segments surveyed had recommended speed limits that were 5 miles per hour (mph) or more below the critical speed due to conditions not readily apparent to the driver. Each segment is discussed below.

Segment #1 – Crest Road West – West City Limit to Portuguese Bend Road

This segment is currently posted at 30 mph and has 1 through lane in each direction with an ADT of 1,938 vehicles per day. The adjacent land use is rural residential and equestrian nature in a flat to rolling terrain. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to vertical and horizontal curves, various hidden driveways, and equestrian traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment #2 – Crest Road East –Portuguese Bend Road to Eastfield Drive

This segment is currently posted at 30 mph and has 1 through lane in each direction with an ADT of 1,825 vehicles per day. The adjacent land use is rural residential and equestrian nature in a flat to rolling terrain. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to vertical and horizontal curves, various hidden driveways, and equestrian traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment #3 – Eastfield Drive – Crest Road to Chuckwagon Road

This segment is currently posted at 25 mph and has 1 through lane in each direction with an ADT of 1,008 vehicles per day. The adjacent land use is rural residential and equestrian in a mountainous terrain. The critical speed is 32 mph and would normally justify a 30 mph posted speed limit. However, due to vertical and horizontal curves, various hidden driveways, and equestrian traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 25 mph for the above reasons.

Segment #5 – Portuguese Bend Road – Crest Road E/W to Poppy Trail

This segment is currently posted at 30 mph and has 1 through lane in each direction with an ADT of 1,728 vehicles per day. The adjacent land use is rural residential and equestrian nature in a mountainous terrain. The critical speed is 35 mph and would normally justify a 35 mph posted speed limit. However, due to vertical and horizontal curves, various hidden driveways, and equestrian traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment #6 – Portuguese Bend Road – Poppy Trail to Saddleback Road

This segment is currently posted at 30 mph and has 1 through lane in each direction with an ADT of 1,978 vehicles per day. The adjacent land use is rural residential and equestrian nature in a mountainous terrain. The critical speed is 36 mph and would normally justify a 35 mph posted speed limit. However, due to vertical and horizontal curves, various hidden driveways, and equestrian traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

LEGISLATIVE REFERENCES

APPLICABLE SECTIONS OF CALIFORNIA VEHICLE CODE

SECTION 1. Section 627 of the Vehicle Code:

Section 627.

(a) *"Engineering and traffic survey,"* as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

(1) Prevailing speeds as determined by traffic engineering measurements.
(2) Accident records.
(3) Highway, traffic, and roadside conditions not readily apparent to the driver.

(c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:

(1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
   a. Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses of business structures.
   b. Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
   c. The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).
(2) Pedestrian and bicyclist safety.

Section 21400.

(b) The Department of Transportation shall revise the California Manual on Uniform Traffic Control Devices, as it read on January 1, 2012, to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment, but then the Department of Transportation or a local authority shall not reduce the speed limit any further for any reason.

Basic Speed Law

22350. No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

Speed Law Violations

Section 22351.

(a) The speed of any vehicle upon a highway not in excess of the limits specified in Section 22352 or established as authorized in this code is lawful unless clearly proved to be in violation of the basic speed law.

(b) The speed of any vehicle upon a highway in excess of the prima facie speed limits in Section 22352 or established as authorized in this code is prima facie unlawful unless the defendant establishes by competent evidence that the speed in excess of said limits did not constitute a violation of the basic speed law at the time, place and under the conditions then existing.

Prima Facie Speed Limits

Section 22352.

The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along such railway. This subdivision does not apply in the case of any railway grade crossing where a human flagman is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways, if during the last 100 feet of the driver's approach to the intersection, the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Pedestrian Safety Account pursuant to Section 894.7 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

Increase of Local Speed Limits to 65 Miles Per Hour

Section 22357.

(a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55 or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25 mile per hour prima facie limit, which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

Downward Speed Zoning

Section 22358.5.

It is the intent of the Legislature that physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning, as the basic rule of Section 22350 is sufficient regulation as to such conditions.

Boundary Line Streets

Section 22359.

With respect to boundary line streets and highways where portions thereof are within different jurisdictions, no ordinance adopted under Sections 22357 and 22358 shall be effective as to any such portion until all authorities having jurisdiction of the portions of the street concerned have approved the same. This section shall not apply in the case of boundary line streets consisting of separate roadways within different jurisdictions.

Speed Trap Prohibition

Section 40801.

No peace officer or other person shall use a speedtrap in arresting, or participating or assisting in the arrest of, any person for any alleged violation of this code nor shall any speed trap be used in securing evidence as to the speed of any vehicle for the purpose of an arrest or prosecution under this code.

Speed Trap

Section 40802.

(a) A "speed trap" is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving object. This paragraph does not apply to a local street, road, or school zone.

(b)(1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.

(2) For purposes of this section "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign.

(c)(1) When all the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C)(i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A "speed trap" is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(B)(i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 10 years.

(ii) This subparagraph does not apply to a local street, road, or school zone.

Speed Trap Evidence

Section 40803.

(a) No evidence as to the speed of a vehicle upon a highway shall be admitted in any court upon the trial of any person in any prosecution under this code upon a charge involving the speed

of a vehicle when the evidence is based upon or obtained from or by the maintenance or use of a speed trap.

(b) In any prosecution under this code of a charge involving the speed of a vehicle, where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects, the prosecution shall establish, as part of its prima facie case, that the evidence or testimony presented is not based upon a speed trap as defined in paragraph (2) of subdivision (a) of Section 40802.

(c) When a traffic and engineering survey is required pursuant to paragraph (2) of subdivision (a) of Section 40802, evidence that a traffic and engineering survey has been conducted within five years of the date of the alleged violation or evidence that the offense was committed on a local street or road as defined in paragraph (2) of subdivision (a) of Section 40802 shall constitute a prima facie case that the evidence or testimony is not based upon a speed trap as defined in paragraph (2) subdivision (a) of Section 40802.

APPENDIX A
Street Segment Data

CITY OF ROLLING HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET Crest Road West **CERTIFICATION DATE**

FROM West City Limit **TO** Portuguese Bend Road

SPEED FACTORS

Date of Speed Survey	11/8/2017	**Posted Speed Limit**	30 mph
Time of Speed Survey	10:25AM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	32 mph	VERT & HORIZ CURVES, EQUESTRIAN, HIDDEN DWYS	
85th Percentile Speed	37 mph		
Average Speed	32 mph		
10 mph Pace Speed	27-36		
Percentage of Vehicles in Pace	74	**Recommended Speed Limit**	30 mph
Number of Survey Samples	215		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	0
Statewide Average Collision Rate	1.14 Collisions/MVM
Collisions per Million Vehicle Miles	0.00 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	1,938	**Date Counted**	11/8/2017
Number of Lanes	2, DYCL, BROKEN YCL		
Type of Traffic Control	STOP @ WEST CITY LIMIT, PORTUGUESE BEND RD		
Crosswalks?	NONE		
Pedestrian Traffic	OCCASIONAL, EQUINE		
Truck Traffic	LIGHT		
On-Street Parking	OFF-STREET ON SHOULDERS		
Sidewalks?	DIRT SHOULDERS, ROLLED CURB		
Driveways?	YES, SOME HIDDEN		

ROADWAY FACTORS

Length of Segment	1.030 miles
Width	21 feet
Vertical Curve?	SLIGHTLY ROLLING
Horizontal Curve?	SLIGHTLY WINDING CURVE
Visibility	LIMITED AT CURVES
Roadway Conditions	GOOD
Lighting	NONE
Adjacent Land Use	RURAL RESIDENTIAL, EQUESTRIAN

Field Study By NS **Checked By** VM

CERTIFICATION: I, Vanessa Munoz, do hereby certify that this Engineering and Traffic Survey within the City of Rolling Hills was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Vanessa Munoz	**Date**	**TE 2341** **State Registration Number**

CITY OF ROLLING HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET Crest Road East **CERTIFICATION DATE**

FROM Portuguese Bend Road **TO** Eastfield Drive

SPEED FACTORS

Date of Speed Survey	11/30/2017	**Posted Speed Limit**	30 mph
Time of Speed Survey	9:07AM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	32 mph	VERT & HORIZ CURVES, EQUESTRIAN, HIDDEN DWYS	
85th Percentile Speed	37 mph		
Average Speed	32 mph		
10 mph Pace Speed	28-37		
Percentage of Vehicles in Pace	75	**Recommended Speed Limit**	30 mph
Number of Survey Samples	208		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	1
Statewide Average Collision Rate	1.14 Collisions/MVM
Collisions per Million Vehicle Miles	0.50 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	1,825	**Date Counted**	11/8/2017
Number of Lanes	2, DYCL, BROKEN YCL		
Type of Traffic Control	STOP @ PORTUGUESE BEND RD, SOUTHFIELD DR, EASTFIELD		
Crosswalks?	@ CABALLEROS RD; HORSE XING @ GEORGEFF RD		
Pedestrian Traffic	OCCASIONAL, EQUINE		
Truck Traffic	LIGHT		
On-Street Parking	OFF-STREET ON SHOULDERS		
Sidewalks?	DIRT SHOULDERS, ROLLED CURB		
Driveways?	YES, SOME HIDDEN		

ROADWAY FACTORS

Length of Segment	1.000 miles
Width	22 feet
Vertical Curve?	SLIGHTLY ROLLING
Horizontal Curve?	MODERATLY WINDING CURVE
Visibility	LIMITED AT CURVES
Roadway Conditions	GOOD
Lighting	NONE
Adjacent Land Use	RURAL RESIDENTIAL, EQUESTRIAN

Field Study By NS **Checked By** VM

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CITY OF ROLLING HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET Eastfield Drive **CERTIFICATION DATE**

FROM Crest Road East **TO** Chuckwagon Road

SPEED FACTORS

Date of Speed Survey	11/9/2017	**Posted Speed Limit**	25 mph
Time of Speed Survey	11:15AM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	28 mph	VERT & HORIZ CURVES, EQUESTRIAN, HIDDEN DWYS	
85th Percentile Speed	32 mph		
Average Speed	28 mph		
10 mph Pace Speed	23-32		
Percentage of Vehicles in Pace	82	**Recommended Speed Limit**	25 mph
Number of Survey Samples	149		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	0
Statewide Average Collision Rate	1.41 Collisions/MVM
Collisions per Million Vehicle Miles	0.00 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	1,008	**Date Counted**	11/8/2017
Number of Lanes	2, DYCL		
Type of Traffic Control	STOP @ CREST RD, OPEN BRAND RD, HACKAMORE RD, CHUC		
Crosswalks?	@ OPEN BRAND; HORSE XING N/O HACKAMORE RD		
Pedestrian Traffic	OCCASIONAL, EQUINE		
Truck Traffic	LIGHT		
On-Street Parking	OFF-STREET ON SHOULDERS		
Sidewalks?	DIRT SHOULDERS, ROLLED CURB		
Driveways?	YES, SOME HIDDEN		

ROADWAY FACTORS

Length of Segment	1.000 miles
Width	21 feet
Vertical Curve?	DOWNHILL N/B, MOUNTAINOUS
Horizontal Curve?	TIGHTLY WINDING CURVES
Visibility	BLIND CURVES, HIDDEN DRIVEWAYS
Roadway Conditions	GOOD
Lighting	NONE
Adjacent Land Use	RURAL RESIDENTIAL, EQUESTRIAN

Field Study By NS **Checked By** VM

CERTIFICATION: I, Vanessa Munoz, do hereby certify that this Engineering and Traffic Survey within the City of Rolling Hills was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Vanessa Munoz	**Date**	**TE 2341** **State Registration Number**

CITY OF ROLLING HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET Eastfield Drive **CERTIFICATION DATE**

FROM Chuckwagon Road **TO** Palos Verdes Drive East

SPEED FACTORS

Date of Speed Survey	11/9/2017	**Posted Speed Limit**	25 mph
Time of Speed Survey	1:21PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	28 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	33 mph		
Average Speed	28 mph		
10 mph Pace Speed	25-34		
Percentage of Vehicles in Pace	79	**Recommended Speed Limit**	30 mph
Number of Survey Samples	141		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	3
Statewide Average Collision Rate	1.41 Collisions/MVM
Collisions per Million Vehicle Miles	2.68 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	1,364	**Date Counted**	11/8/2017
Number of Lanes	2, DYCL		
Type of Traffic Control	STOP @ CHUCKWAGON RD, OUTRIDER RD, PVDE		
Crosswalks?	HORSE XING SOUTH OF OUTRIDER RD		
Pedestrian Traffic	OCCASIONAL, EQUINE		
Truck Traffic	LIGHT		
On-Street Parking	OFF-STREET ON SHOULDERS		
Sidewalks?	DIRT SHOULDERS, ROLLED CURB		
Driveways?	YES, SOME HIDDEN		

ROADWAY FACTORS

Length of Segment	0.750 miles
Width	21 feet
Vertical Curve?	DOWNHILL N/B, MOUNTAINOUS
Horizontal Curve?	TIGHTLY WINDING CURVES
Visibility	BLIND CURVES, HIDDEN DRIVEWAYS
Roadway Conditions	GOOD
Lighting	NONE
Adjacent Land Use	RURAL RESIDENTIAL, EQUESTRIAN

Field Study By NS **Checked By** VM

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Vanessa Munoz	**Date**	**TE 2341** **State Registration Number**

CITY OF ROLLING HILLS
ENGINEERING AND TRAFFIC SURVEY

5

STREET Portuguese Bend Road **CERTIFICATION DATE**

FROM Crest Road E/W **TO** Poppy Trail

SPEED FACTORS

Date of Speed Survey	11/8/2017	**Posted Speed Limit**	30 mph
Time of Speed Survey	2:10PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	30 mph	VERT & HORIZ CURVES, EQUESTRIAN, HIDDEN DWYS	
85th Percentile Speed	35 mph		
Average Speed	30 mph		
10 mph Pace Speed	25-34		
Percentage of Vehicles in Pace	76	**Recommended Speed Limit**	30 mph
Number of Survey Samples	212		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	1
Statewide Average Collision Rate	1.41 Collisions/MVM
Collisions per Million Vehicle Miles	0.53 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	1,728	**Date Counted**	11/8/2017
Number of Lanes	2, DYCL		
Type of Traffic Control	STOP @ CREST RD		
Crosswalks?	HORSE XING: S/O POPPY TR, PHESANT LN, N/O WAGON		
Pedestrian Traffic	OCCASIONAL, EQUINE		
Truck Traffic	LIGHT		
On-Street Parking	OFF-STREET ON SHOULDERS		
Sidewalks?	DIRT SHOULDERS, ROLLED CURB		
Driveways?	YES, SOME HIDDEN		

ROADWAY FACTORS

Length of Segment	1.000 miles
Width	24 feet
Vertical Curve?	STEEP DOWNHILL N/B, MTN.
Horizontal Curve?	TIGHTLY WINDING CURVES
Visibility	BLIND CURVES, HIDDEN DRIVEWAYS
Roadway Conditions	GOOD
Lighting	NONE
Adjacent Land Use	RURAL RESIDENTIAL, EQUESTRIAN

Field Study By NS **Checked By** VM

CERTIFICATION: I, Vanessa Munoz, do hereby certify that this Engineering and Traffic Survey within the City of Rolling Hills was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Vanessa Munoz	**Date**	**TE 2341** **State Registration Number**

CITY OF ROLLING HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET Portuguese Bend Road **CERTIFICATION DATE**

FROM Poppy Trail **TO** Saddleback Road

SPEED FACTORS

Date of Speed Survey	11/9/2017	**Posted Speed Limit**	30 mph
Time of Speed Survey	9:06AM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	32 mph	VERT & HORIZ CURVES, EQUESTRIAN, HIDDEN DWYS	
85th Percentile Speed	36 mph		
Average Speed	32 mph		
10 mph Pace Speed	27-36		
Percentage of Vehicles in Pace	81	**Recommended Speed Limit**	30 mph
Number of Survey Samples	190		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	0
Statewide Average Collision Rate	1.41 Collisions/MVM
Collisions per Million Vehicle Miles	0.00 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	1,978	**Date Counted**	11/8/2017
Number of Lanes	2, DYCL		
Type of Traffic Control	STOP @ SADDLEBACK RD		
Crosswalks?	NONE		
Pedestrian Traffic	OCCASIONAL, EQUINE		
Truck Traffic	LIGHT		
On-Street Parking	OFF-STREET ON SHOULDERS		
Sidewalks?	DIRT SHOULDERS, ROLLED CURB		
Driveways?	YES, SOME HIDDEN		

ROADWAY FACTORS

Length of Segment	0.650 miles
Width	24 feet
Vertical Curve?	STEEP DOWNHILL N/B, MTN.
Horizontal Curve?	MODERATELY WINDING CURVES
Visibility	BLIND CURVES, HIDDEN DRIVEWAYS
Roadway Conditions	GOOD
Lighting	NONE
Adjacent Land Use	RURAL RESIDENTIAL, EQUESTRIAN

Field Study By NS **Checked By** VM

CERTIFICATION: I, Vanessa Munoz, do hereby certify that this Engineering and Traffic Survey within the City of Rolling Hills was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

		TE 2341
Vanessa Munoz	**Date**	**State Registration Number**

CITY OF ROLLING HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET Saddleback Road **CERTIFICATION DATE**

FROM Poppy Trail **TO** Portuguese Bend Road

SPEED FACTORS

Date of Speed Survey	11/9/2017	**Posted Speed Limit**	25 mph
Time of Speed Survey	7:00AM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	27 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	33 mph		
Average Speed	27 mph		
10 mph Pace Speed	23-32		
Percentage of Vehicles in Pace	73	**Recommended Speed Limit**	30 mph
Number of Survey Samples	63		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	0
Statewide Average Collision Rate	1.41 Collisions/MVM
Collisions per Million Vehicle Miles	0.00 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	408	**Date Counted**	11/8/2017
Number of Lanes	2, DYCL, BROKEN YCL		
Type of Traffic Control	STOP @ PORTUGUESE BEND RD (BOTH ENDS)		
Crosswalks?	HORSE XING WEST OF POPPY TR		
Pedestrian Traffic	OCCASIONAL, EQUINE		
Truck Traffic	LIGHT		
On-Street Parking	OFF-STREET ON SHOULDERS		
Sidewalks?	DIRT SHOULDERS, ROLLED CURB		
Driveways?	YES, SOME HIDDEN		

ROADWAY FACTORS

Length of Segment	1.340 miles
Width	24 feet
Vertical Curve?	STEEP DOWNHILL W/B, MTN.
Horizontal Curve?	TIGHTLY WINDING CURVES
Visibility	BLIND CURVES, HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	NONE
Adjacent Land Use	RURAL RESIDENTIAL, EQUESTRIAN

Field Study By NS **Checked By** VM

CERTIFICATION: I, Vanessa Munoz, do hereby certify that this Engineering and Traffic Survey within the City of Rolling Hills was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

		TE 2341
Vanessa Munoz	**Date**	**State Registration Number**

CITY OF ROLLING HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET Southfield Drive **CERTIFICATION DATE**

FROM Crest Road East **TO** Packsaddle Road

SPEED FACTORS

Date of Speed Survey	11/8/2017	**Posted Speed Limit**	25 mph
Time of Speed Survey	4:00PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	24 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	29 mph		
Average Speed	24 mph		
10 mph Pace Speed	20-29		
Percentage of Vehicles in Pace	82	**Recommended Speed Limit**	25 mph
Number of Survey Samples	44		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	0
Statewide Average Collision Rate	1.41 Collisions/MVM
Collisions per Million Vehicle Miles	0.00 Collisions/MVM

TRAFFIC FACTORS

Average Daily Traffic	314	**Date Counted**	11/8/2017
Number of Lanes	2, DYCL		
Type of Traffic Control	STOP @ PACKSADDLE RD, RINGBIT RD, CREST RD		
Crosswalks?	NONE		
Pedestrian Traffic	OCCASIONAL, EQUINE		
Truck Traffic	LIGHT		
On-Street Parking	OFF-STREET ON SHOULDER, WEST SIDE		
Sidewalks?	DIRT SHOULDERS, ROLLED CURB		
Driveways?	YES, SOME HIDDEN		

ROADWAY FACTORS

Length of Segment	0.470 miles
Width	24 feet
Vertical Curve?	STEEP DOWNHILL S/B, MTN.
Horizontal Curve?	MODERATELY WINDING CURVES
Visibility	BLIND CURVES, HIDDEN DRIVEWAYS
Roadway Conditions	FAIR
Lighting	NONE
Adjacent Land Use	RURAL RESIDENTIAL, EQUESTRIAN

Field Study By NS **Checked By** VM

CERTIFICATION: I, Vanessa Munoz, do hereby certify that this Engineering and Traffic Survey within the City of Rolling Hills was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Vanessa Munoz	**Date**	**TE 2341** **State Registration Number**

APPENDIX B

Radar Speed Distribution Forms

Spot Speed Study

Prepared by: National Data & Surveying Services

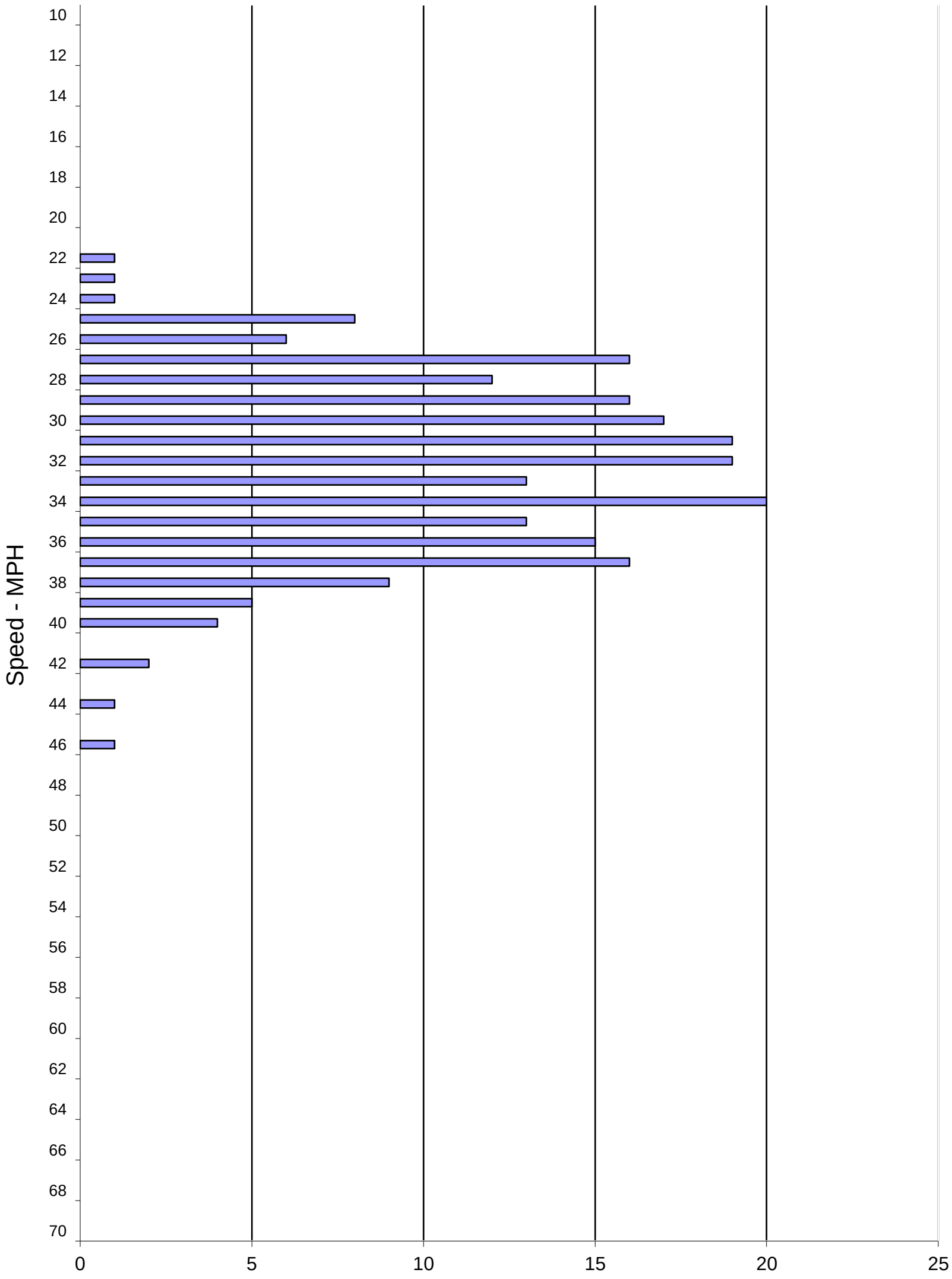
City of Rolling Hills

DATE: 11/8/2017 **Location:** Crest Rd W Bet. W City Limit & Portuguese Bend Rd

TIME: 10:25-12:05 **Posted Speed:** 30 MPH Clear/Dry **Radar Location:** 16 Crest Road West

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	**1**
23	**1**
24	**1**
25	**8**
26	**6**
27	**16**
28	**12**
29	**16**
30	**17**
31	**19**
32	**19**
33	**13**
34	**20**
35	**13**
36	**15**
37	**16**
38	**9**
39	**5**
40	**4**
41	
42	**2**
43	
44	**1**
45	
46	**1**
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	215	22 - 46	32 mph	37 mph	27 - 36	160	74%	7% / 17	18% / 38

Spot Speed Study

Prepared by: National Data & Surveying Services

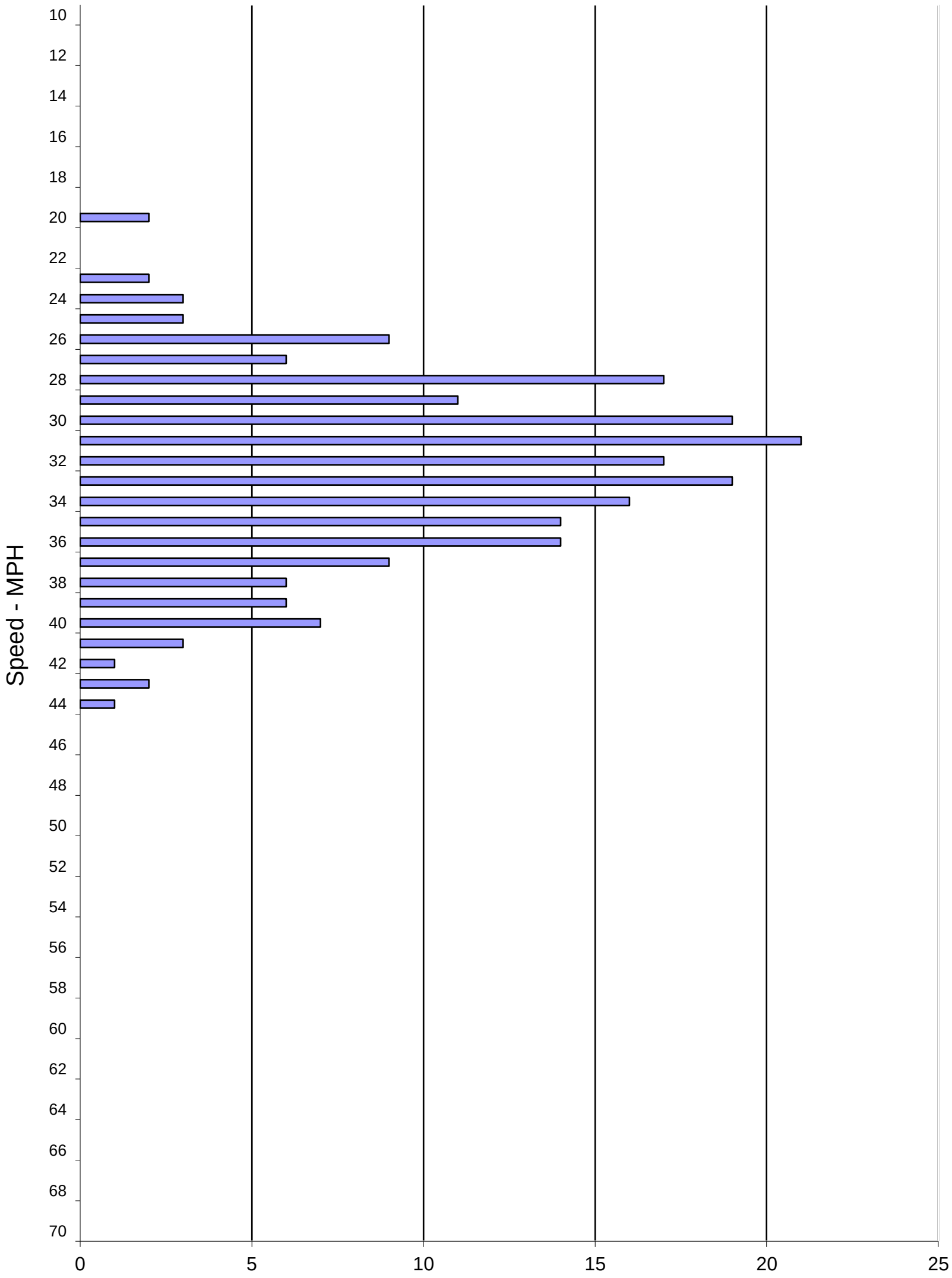
City of Rolling Hills Estates

DATE: 11/30/2017 **Location:** Crest Rd E Bet. Portuguese Bend Rd & Eastfield Dr

TIME: 09:07-10:48 **Posted Speed:** 30 MPH Clear/Dry **Radar Location:** 30 Crest Road East

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	**2**
21	
22	
23	**2**
24	**3**
25	**3**
26	**9**
27	**6**
28	**17**
29	**11**
30	**19**
31	**21**
32	**17**
33	**19**
34	**16**
35	**14**
36	**14**
37	**9**
38	**6**
39	**6**
40	**7**
41	**3**
42	**1**
43	**2**
44	**1**
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	208	20 - 44	32 mph	37 mph	28 - 37	157	75%	12% / 25	13% / 26

Spot Speed Study

Prepared by: National Data & Surveying Services

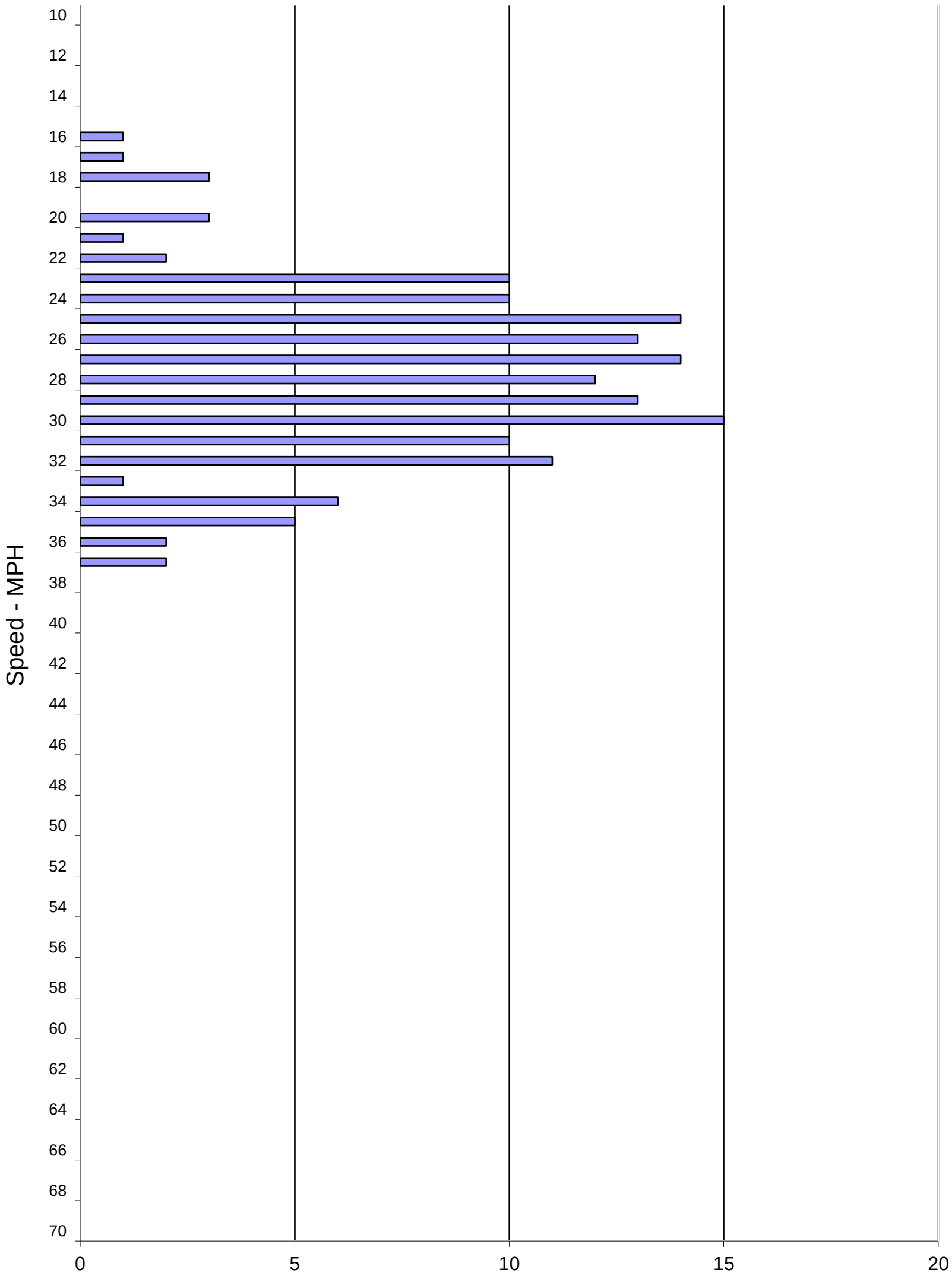
City of Rolling Hills

DATE: 11/9/2017 **Location:** Eastfield Dr Bet. Crest Rd E & Chuckwagon Rd

TIME: 11:15-13:15 **Posted Speed:** 25 MPH Clear/Dry **Radar Location:** 52 Eastfield Drive

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	**1**
17	**1**
18	**3**
19	
20	**3**
21	**1**
22	**2**
23	**10**
24	**10**
25	**14**
26	**13**
27	**14**
28	**12**
29	**13**
30	**15**
31	**10**
32	**11**
33	**1**
34	**6**
35	**5**
36	**2**
37	**2**
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	**Count**	**Range**	**50th Percentile**	**85th Percentile**	**10 MPH Pace**	**# in Pace**	**Percent in Pace**	**% / # Below Pace**	**% / # Above Pace**
ALL	149	16 - 37	28 mph	32 mph	23 - 32	122	82%	7% / 11	11% / 16

Spot Speed Study

Prepared by: National Data & Surveying Services

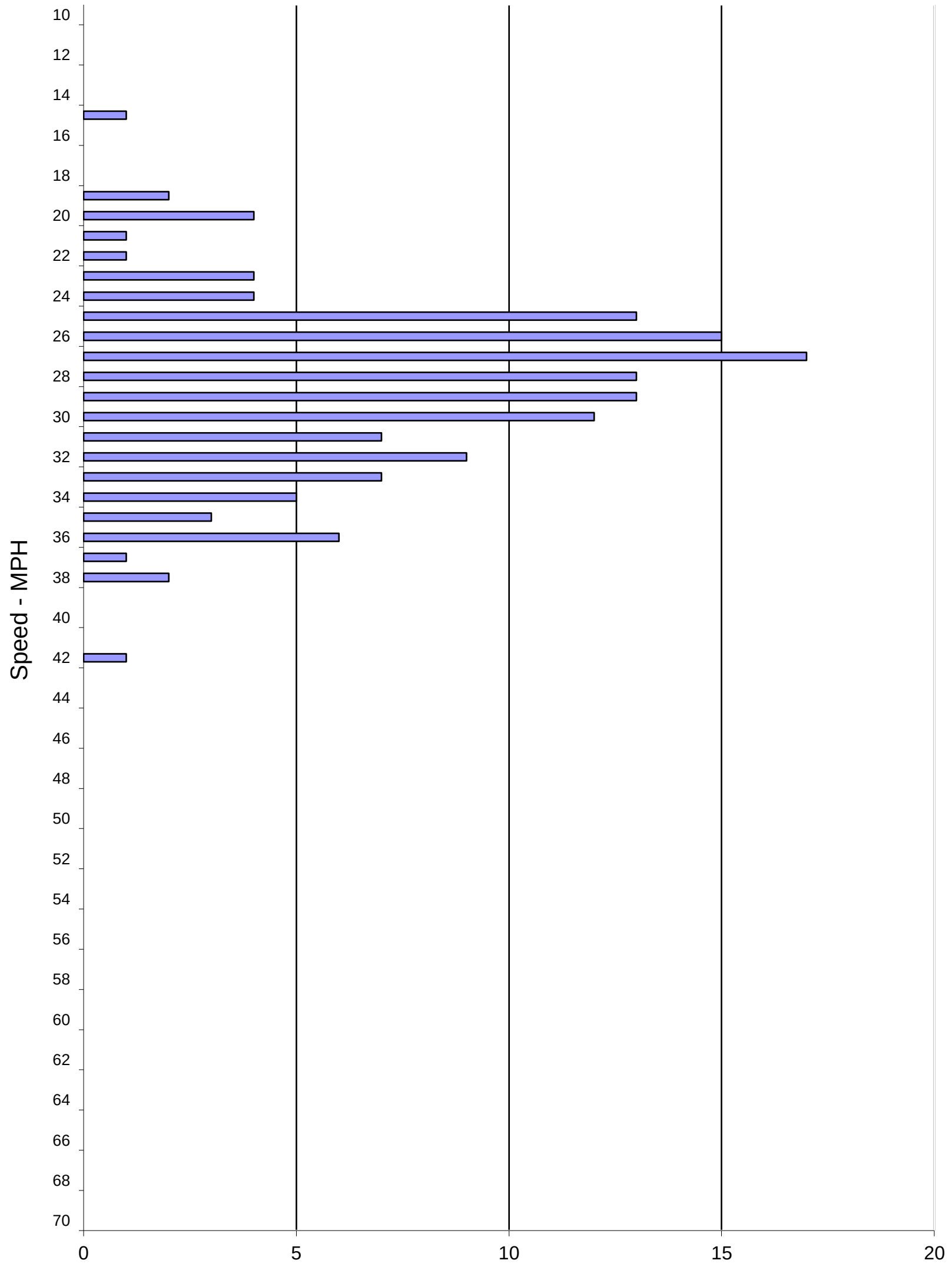
City of Rolling Hills

DATE: 11/9/2017 **Location:** Eastfield Dr Bet. Chuckwagon Rd & Palos Verdes Dr E

TIME: 13:21-15:21 **Posted Speed:** 25 MPH Clear/Dry **Radar Location:** 15 Eastfield Drive

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	1
16	
17	
18	
19	2
20	4
21	1
22	1
23	4
24	4
25	13
26	15
27	17
28	13
29	13
30	12
31	7
32	9
33	7
34	5
35	3
36	6
37	1
38	2
39	
40	
41	
42	1
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	141	15 - 42	28 mph	33 mph	25 - 34	111	79%	12% / 17	10% / 13

Spot Speed Study

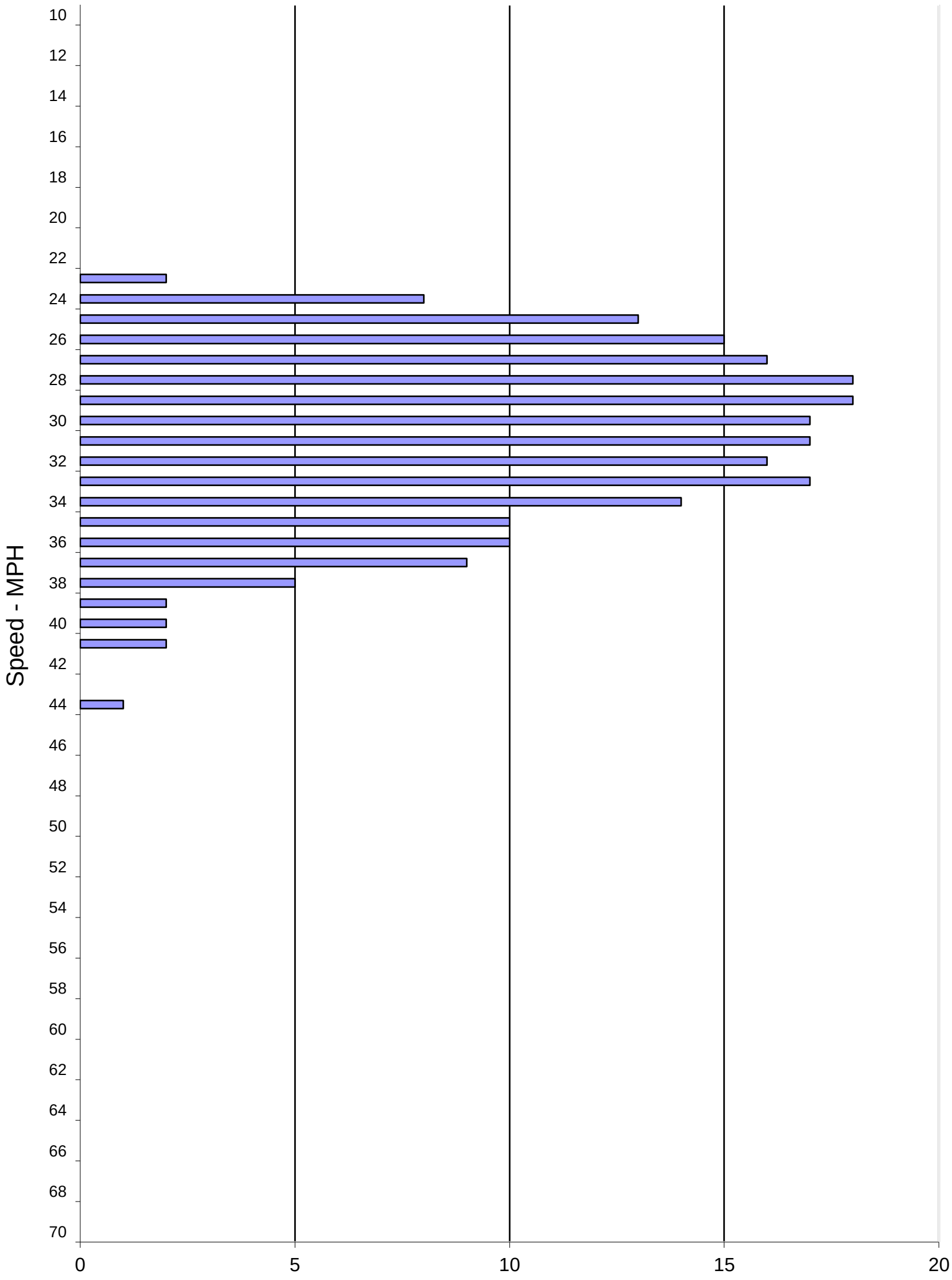
Prepared by: National Data & Surveying Services

City of Rolling Hills

DATE: 11/8/2017 **Location:** Portuguese Bend Rd Bet. Creest Rd & Poppy Trail
TIME: 14:10-15:55 **Posted Speed:** 30 MPH Clear/Dry **Radar Location:** N/O Wagon Lane

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	**2**
24	**8**
25	**13**
26	**15**
27	**16**
28	**18**
29	**18**
30	**17**
31	**17**
32	**16**
33	**17**
34	**14**
35	**10**
36	**10**
37	**9**
38	**5**
39	**2**
40	**2**
41	**2**
42	
43	
44	**1**
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	212	23 - 44	30 mph	35 mph	25 - 34	161	76%	4% / 10	20% / 41

Spot Speed Study

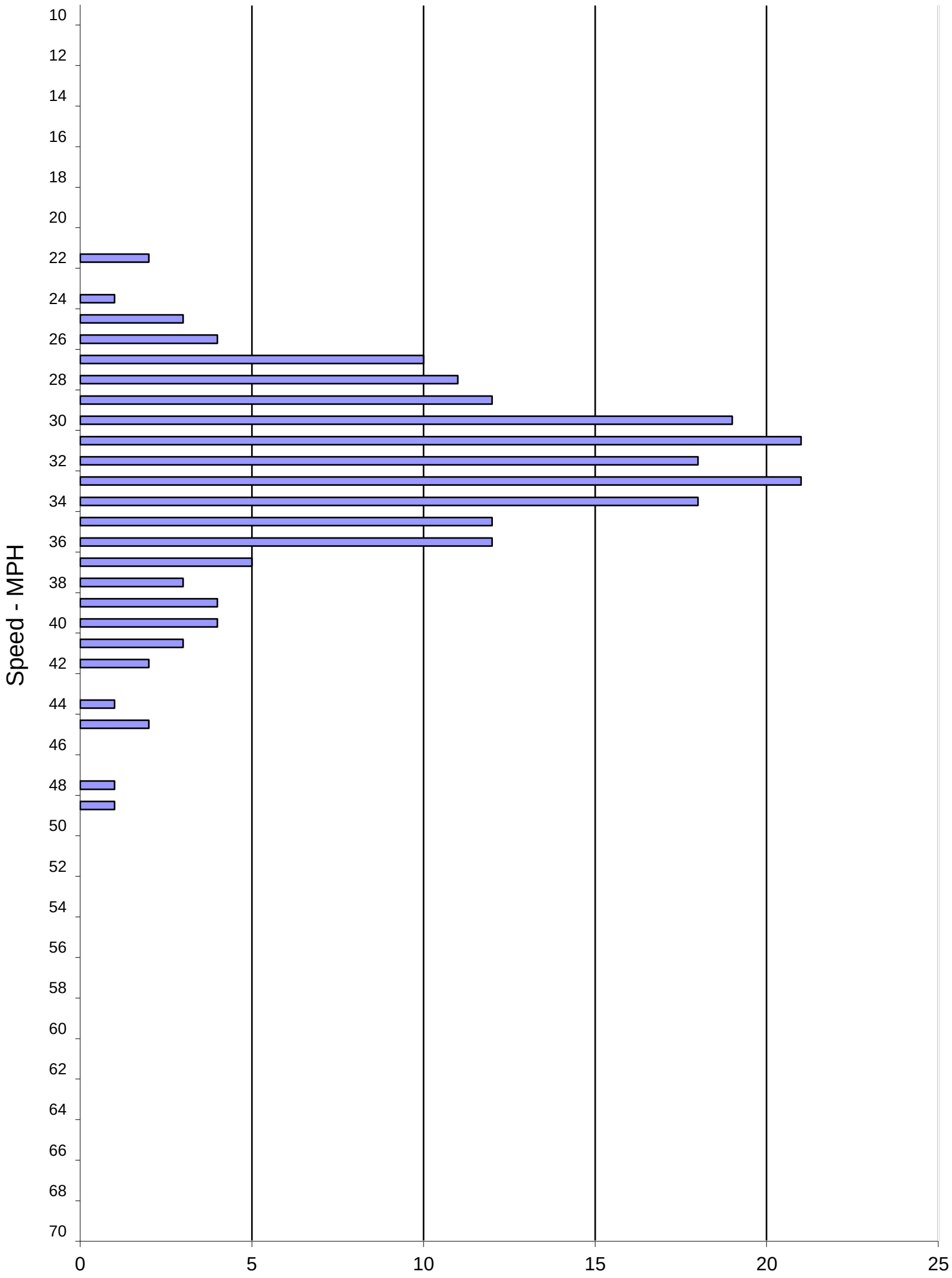
Prepared by: National Data & Surveying Services

City of Rolling Hills

DATE: 11/9/2017 **Location:** Portuguese Bend Rd Bet. Poppy Trail & Saddleback Rd
TIME: 09:06-11:06 **Posted Speed:** 30 MPH Clear/Dry **Radar Location:** 19 Portuguese Bend Rd

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	**2**
23	
24	**1**
25	**3**
26	**4**
27	**10**
28	**11**
29	**12**
30	**19**
31	**21**
32	**18**
33	**21**
34	**18**
35	**12**
36	**12**
37	**5**
38	**3**
39	**4**
40	**4**
41	**3**
42	**2**
43	
44	**1**
45	**2**
46	
47	
48	**1**
49	**1**
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	**Count**	**Range**	**50th Percentile**	**85th Percentile**	**10 MPH Pace**	**# in Pace**	**Percent in Pace**	**% / # Below Pace**	**% / # Above Pace**
ALL	190	22 - 49	32 mph	36 mph	27 - 36	154	81%	5% / 10	14% / 26

Spot Speed Study

Prepared by: National Data & Surveying Services

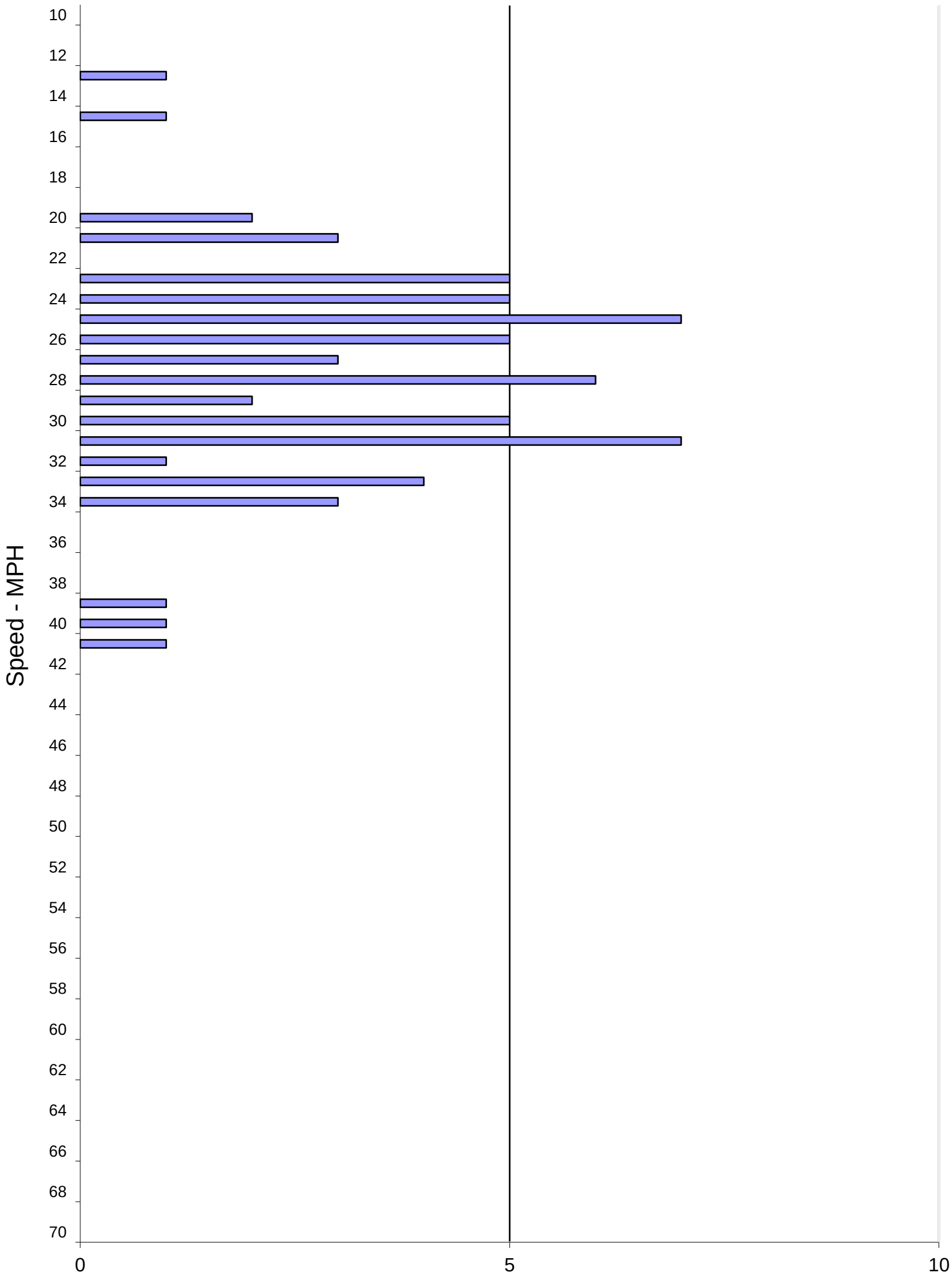
City of Rolling Hills

DATE: 11/9/2017 **Location:** Saddleback Rd Bet. Poppy Trail & Portuguese Bend Rd

TIME: 07:00-09:00 **Posted Speed:** 25 MPH Clear/Dry **Radar Location:** 35 Saddleback Road

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	1
14	
15	1
16	
17	
18	
19	
20	2
21	3
22	
23	5
24	5
25	7
26	5
27	3
28	6
29	2
30	5
31	7
32	1
33	4
34	3
35	
36	
37	
38	
39	1
40	1
41	1
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	63	13 - 41	27 mph	33 mph	23 - 32	46	73%	11% / 7	16% / 10

Spot Speed Study

Prepared by: National Data & Surveying Services

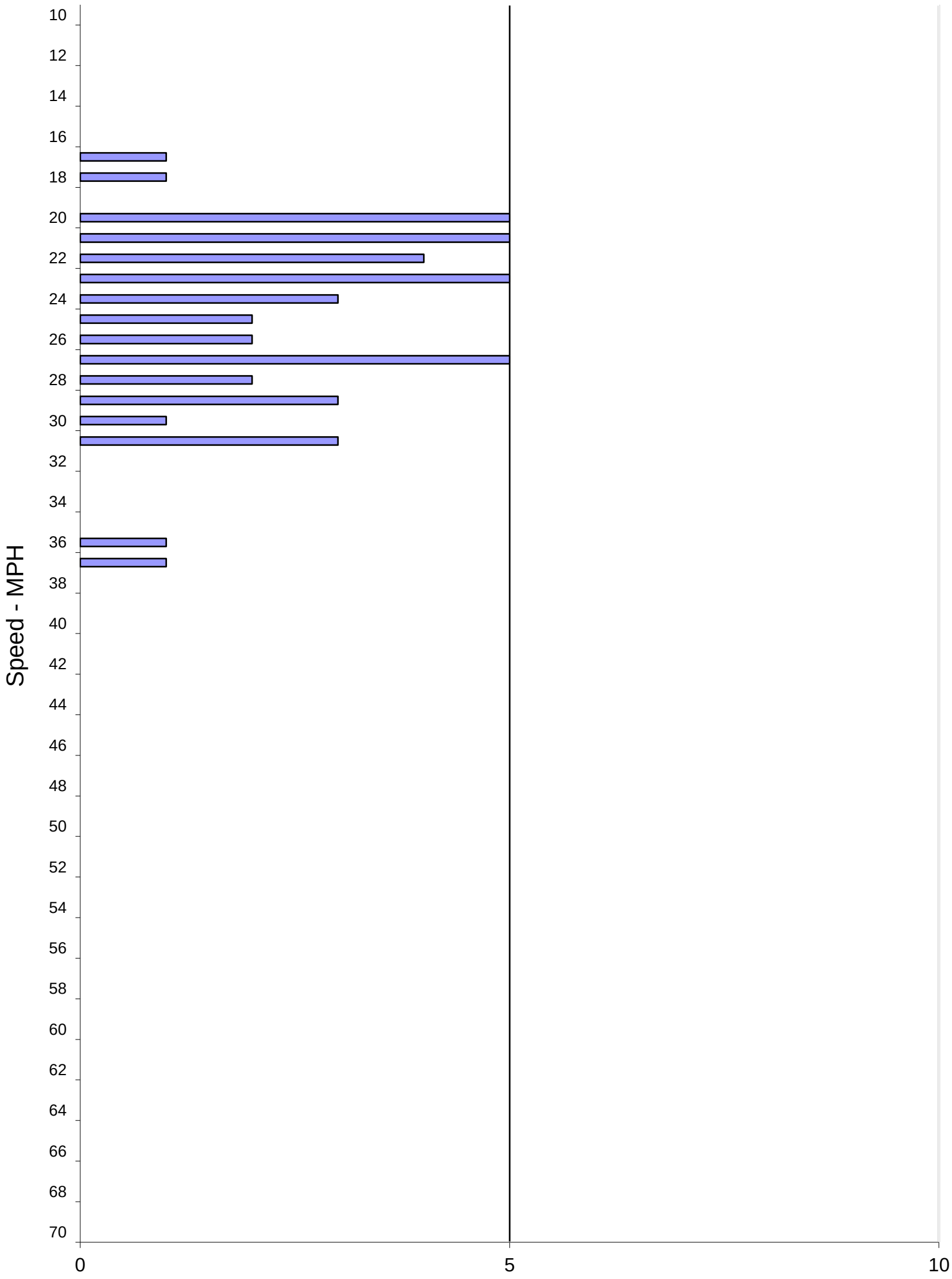
City of Rolling Hills

DATE: 11/8/2017 **Location:** Southfield Dr Bet. Crest Rd E & Packsaddle Rd

TIME: 16:00-18:00 **Posted Speed:** 25 Clear/Dry **Radar Location:** 3 Southfield Drive

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	1
18	1
19	
20	5
21	5
22	4
23	5
24	3
25	2
26	2
27	5
28	2
29	3
30	1
31	3
32	
33	
34	
35	
36	1
37	1
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	44	17 - 37	24 mph	29 mph	20 - 29	36	82%	4% / 2	14% / 6

Raw Radar Speed Distribution Forms

Job# 17-5707-001 | Date 11-8-17 | POSTED SPEED

Location: Crest Rd BTWN Buggy Whip Dr + Quail Ridge Rd | 30

Direction EB-WB | Conditions: Good - Dry - Clear

Counter: BobC

Start Time: 10:25 AM | End Time: 12:05 PM

Speed mph	NB or EB	Speed mph	NB or EB
<=10		55	
11		56	
12		57	
13		58	
14		59	
15		60	
16		61	
17		62	
18		63	
19		64	
20		65	
21		66	
22	1	67	
23		68	
24		69	
25	3	70	
26	4	71	
27	5	72	
28	4	73	
29	5	74	
30	5	75	
31	5	76	
32	5	77	
33	5	78	
34	5	79	
35	4	80	
36	4	81	
37	4	82	
38	3	83	
39	2	84	
40	2	85	
41		86	
42	1	87	
43		88	
44		89	
45		90	
46		91	
47		92	
48		93	
49		94	
50		95	
51		96	
52		97	
53		98	
54		>=99	

Speed mph	SB or WB	Speed mph	SB or WB
<=10		55	
11		56	
12		57	
13		58	
14		59	
15		60	
16		61	
17		62	
18		63	
19		64	
20		65	
21		66	
22		67	
23	1	68	
24	1	69	
25	3	70	
26	3	71	
27	4	72	
28	5	73	
29	5	74	
30	4	75	
31	5	76	
32	5	77	
33	4	78	
34	5	79	
35	4	80	
36	4	81	
37	4	82	
38	3	83	
39	2	84	
40	2	85	
41		86	
42	1	87	
43		88	
44	1	89	
45		90	
46	1	91	
47		92	
48		93	
49		94	
50		95	
51		96	
52		97	
53		98	
54		>=99	

Job# 17-5785-002 | Date 11-30-17 | POSTED SPEED

Location: Crest Rd W- W/o Caballeros Rd | 30

Direction EB-WB

Counter: Bob C.

Start Time: 9:07 Am | End Time: 10:48 Am | Conditions: Good-Dry-clear

Speed mph	NB or EB	Speed mph	NB or EB
<=10		55	
11		56	
12		57	
13		58	
14		59	
15		60	
16		61	
17		62	
18		63	
19		64	
20	1	65	
21		66	
22		67	
23	1	68	
24	111	69	
25	11	70	
26	1111	71	
27	111	72	
28	1111 11	73	
29	111	74	
30	1111 1	75	
31	1111 11	76	
32	1111 111	77	
33	1111 1111	78	
34	1111 1111	79	
35	1111 111	80	
36	1111	81	
37	1111	82	
38	1111	83	
39	1111	84	
40	1111	85	
41		86	
42		87	
43	1	88	
44	1	89	
45		90	
46		91	
47		92	
48		93	
49		94	
50		95	
51		96	
52		97	
53		98	
54		>=99	

Speed mph	SB or WB	Speed mph	SB or WB
<=10		55	
11		56	
12		57	
13		58	
14		59	
15		60	
16		61	
17		62	
18		63	
19		64	
20	1	65	
21		66	
22		67	
23	1	68	
24		69	
25	1	70	
26	1111	71	
27	1111	72	
28	1111 111	73	
29	1111 1	74	
30	1111 111	75	
31	1111 1111	76	
32	1111 1111	77	
33	1111 1111	78	
34	1111 1111	79	
35	1111 11	80	
36	1111 1111	81	
37	1111 1	82	
38	1111	83	
39	1111	84	
40	1111 1	85	
41	1111	86	
42	1	87	
43	1	88	
44		89	
45		90	
46		91	
47		92	
48		93	
49		94	
50		95	
51		96	
52		97	
53		98	
54		>=99	

Job# 17-5707-003 | Date 11-9-17

Location: EastField Dr E/O Hackamore Rd

Direction EB-WB

Counter: Bob C

Start Time: 11:15AM | End Time: 1:15PM

POSTED SPEED: 25/20 Curve

Conditions: Good-Dry-Clear

Speed mph	NB or EB	Speed mph	NB or EB
<=10		55	
11		56	
12		57	
13		58	
14		59	
15		60	
16		61	
17	I	62	
18	II	63	
19		64	
20	II	65	
21	I	66	
22	I	67	
23	IIII	68	
24	IIII	69	
25	IIII III	70	
26	IIII I	71	
27	IIII II	72	
28	IIII III	73	
29	IIII	74	
30	IIII II	75	
31	IIII	76	
32	IIII I	77	
33	I	78	
34	IIII	79	
35	II	80	
36	I	81	
37		82	
38		83	
39		84	
40		85	
41		86	
42		87	
43		88	
44		89	
45		90	
46		91	
47		92	
48		93	
49		94	
50		95	
51		96	
52		97	
53		98	
54		>=99	

87

Speed mph	SB or WB	Speed mph	SB or WB
<=10		55	
11		56	
12		57	
13		58	
14		59	
15		60	
16	I	61	
17		62	
18	I	63	
19		64	
20	I	65	
21		66	
22	I	67	
23	IIII	68	
24	IIII I	69	
25	IIII	70	
26	IIII	71	
27	IIII	72	
28	II	73	
29	IIII I	74	
30	IIII	75	
31	IIII	76	
32	IIII	77	
33		78	
34	II	79	
35	III	80	
36	I	81	
37	II	82	
38		83	
39		84	
40		85	
41		86	
42		87	
43		88	
44		89	
45		90	
46		91	
47		92	
48		93	
49		94	
50		95	
51		96	
52		97	
53		98	
54		>=99	

62

Job# 175707-004 Date 11-9-17

Location: Eastfield Dr N/O Roundup Rd

Direction NB-SB

Counter: Bob C.

Start Time: 1:21 PM End Time: 3:22 PM

POSTED SPEED

15 curve

Conditions: Good - Dry - Clear

Speed mph	NB or EB	Speed mph	NB or EB
<=10		55	
11		56	
12		57	
13		58	
14		59	
15	|	60	
16		61	
17		62	
18		63	
19	|	64	
20	||	65	
21	|	66	
22		67	
23	||	68	
24	|	69	
25	||||	70	
26	|||||	71	
27	|||||	72	
28	||||	73	
29	||||	74	
30	|||	75	
31	|	76	
32	|||	77	
33	|||	78	
34	|||	79	
35	|	80	
36	||	81	
37		82	
38	||	83	
39		84	
40		85	
41		86	
42	|	87	
43		88	
44		89	
45		90	
46		91	
47		92	
48		93	
49		94	
50		95	
51		96	
52		97	
53		98	
54		>=99	

85

Speed mph	SB or WB	Speed mph	SB or WB
<=10		55	
11		56	
12		57	
13		58	
14		59	
15		60	
16		61	
17		62	
18		63	
19	|	64	
20	|	65	
21		66	
22	|	67	
23	|	68	
24	||	69	
25	|||	70	
26	|||	71	
27	|||	72	
28	|||	73	
29	|||	74	
30	|||	75	
31	|||	76	
32	|||	77	
33	||	78	
34	|	79	
35	||	80	
36	||	81	
37	|	82	
38		83	
39		84	
40		85	
41		86	
42		87	
43		88	
44		89	
45		90	
46		91	
47		92	
48		93	
49		94	
50		95	
51		96	
52		97	
53		98	
54		>=99	

52

Job# 17-5707-005	Date 11-8-17
Location: Portuguese Bend Rd Btwn Upper Waterbuck Canyon + Wagon Ln	POSTED SPEED 30 = 25 Curve SB NB
Direction NB-SB	
Counter: Bob C	Conditions: Good - Dry - Clear
Start Time: 2:10 PM	End Time: 3:55 PM

Speed mph	NB or EB	Speed mph	NB or EB
<=10		55	
11		56	
12		57	
13		58	
14		59	
15		60	
16		61	
17		62	
18		63	
19		64	
20		65	
21		66	
22		67	
23	1	68	
24	1	69	
25	3	70	
26	4	71	
27	5	72	
28	6	73	
29	7	74	
30	8	75	
31	8	76	
32	8	77	
33	9	78	
34	7	79	
35	5	80	
36	6	81	
37	5	82	
38	4	83	
39	1	84	
40	1	85	
41	1	86	
42		87	
43		88	
44	1	89	
45		90	
46		91	
47		92	
48		93	
49		94	
50		95	
51		96	
52		97	
53		98	
54		>=99	

Speed mph	SB or WB	Speed mph	SB or WB
<=10		55	
11		56	
12		57	
13		58	
14		59	
15		60	
16		61	
17		62	
18		63	
19		64	
20		65	
21		66	
22		67	
23	1	68	
24	3	69	
25	5	70	
26	7	71	
27	8	72	
28	7	73	
29	6	74	
30	7	75	
31	7	76	
32	6	77	
33	5	78	
34	5	79	
35	4	80	
36	3	81	
37	3	82	
38	1	83	
39	1	84	
40		85	
41		86	
42		87	
43		88	
44		89	
45		90	
46		91	
47		92	
48		93	
49		94	
50		95	
51		96	
52		97	
53		98	
54		>=99	

12

Job# 17-5767-006	Date 11-9-17
Location: Portuguese Bend Rd N/O Tally-hand Rd	POSTED SPEED 30
Direction NB-SB	
Counter: Bob C	Conditions: Good-Dry-Clear
Start Time: 9:06 AM	End Time: 11:06 AM

Speed mph	NB or EB	Speed mph	NB or EB
<=10		55	
11		56	
12		57	
13		58	
14		59	
15		60	
16		61	
17		62	
18		63	
19		64	
20		65	
21		66	
22	11	67	
23		68	
24		69	
25	1	70	
26		71	
27	111	72	
28	1111	73	
29	111	74	
30	1111	75	
31	1111	76	
32	1111	77	
33	1111	78	
34	1111	79	
35	1111	80	
36	1111	81	
37	111	82	
38	11	83	
39	1111	84	
40	111	85	
41	1	86	
42	111	87	
43		88	
44		89	
45	11	90	
46		91	
47		92	
48		93	
49	1	94	
50		95	
51		96	
52		97	
53		98	
54		>=99	

100

Speed mph	SB or WB	Speed mph	SB or WB
<=10		55	
11		56	
12		57	
13		58	
14		59	
15		60	
16		61	
17		62	
18		63	
19		64	
20		65	
21		66	
22		67	
23		68	
24	1	69	
25	11	70	
26	1111	71	
27	1111	72	
28	1111	73	
29	1111	74	
30	1111	75	
31	1111	76	
32	1111	77	
33	1111	78	
34	1111	79	
35	1111	80	
36	1111	81	
37		82	
38	1	83	
39	1	84	
40	11	85	
41	11	86	
42		87	
43		88	
44	1	89	
45		90	
46		91	
47		92	
48	1	93	
49		94	
50		95	
51		96	
52		97	
53		98	
54		>=99	

87

Job# 17-5707-007 Date 11-9-17

Location: SAddleback Rd N/O Hillside LN

Direction NB-SB

Counter: Bob

Start Time: 7:00 AM End Time: 9:00 AM

POSTED SPEED

15 curve

Conditions: Good-Dry-Clear

Speed mph	NB or EB	Speed mph	NB or EB
<=10		55	
11		56	
12		57	
13		58	
14		59	
15		60	
16		61	
17		62	
18		63	
19		64	
20	1	65	
21	1	66	
22		67	
23	1	68	
24	11	69	
25	11	70	
26	1	71	
27	1	72	
28	11	73	
29	1	74	
30	1	75	
31	1111	76	
32	1	77	
33	111	78	
34	11	79	
35		80	
36		81	
37		82	
38		83	
39	1	84	
40	1	85	
41		86	
42		87	
43		88	
44		89	
45		90	
46		91	
47		92	
48		93	
49		94	
50		95	
51		96	
52		97	
53		98	
54		>=99	

Speed mph	SB or WB	Speed mph	SB or WB
<=10		55	
11		56	
12		57	
13	1	58	
14		59	
15	1	60	
16		61	
17		62	
18		63	
19		64	
20	1	65	
21	11	66	
22		67	
23	1111	68	
24	111	69	
25	1111	70	
26	1111	71	
27	111	72	
28	1111	73	
29	1	74	
30	1111	75	
31	1111	76	
32		77	
33	1	78	
34	1	79	
35		80	
36		81	
37		82	
38		83	
39		84	
40	1	85	
41	1	86	
42		87	
43		88	
44		89	
45		90	
46		91	
47		92	
48		93	
49		94	
50		95	
51		96	
52		97	
53		98	
54		>=99	

Job# 17-5707-008	Date 11-8-17	POSTED SPEED	
Location: South Field Dr S/O Flying Mane Rd		NONE Posted.	
Direction NB-SB			
Counter: Bob C		Conditions: Good-Dry-Clear	
Start Time: 4:02 PM	End Time: 6:02 PM		

Speed mph	NB or EB	Speed mph	NB or EB
<=10		55	
11		56	
12		57	
13		58	
14		59	
15		60	
16		61	
17		62	
18		63	
19		64	
20	||	65	
21		66	
22	||	67	
23	||	68	
24	||	69	
25	|	70	
26	||	71	
27	||||	72	
28	||	73	
29	||	74	
30	|	75	
31	||	76	
32		77	
33		78	
34		79	
35		80	
36		81	
37		82	
38		83	
39		84	
40		85	
41		86	
42		87	
43		88	
44		89	
45		90	
46		91	
47		92	
48		93	
49		94	
50		95	
51		96	
52		97	
53		98	
54		>=99	

Speed mph	SB or WB	Speed mph	SB or WB
<=10		55	
11		56	
12		57	
13		58	
14		59	
15		60	
16		61	
17	|	62	
18	|	63	
19		64	
20	|||	65	
21	|||\	66	
22	||	67	
23	||\	68	
24	|	69	
25	|	70	
26		71	
27	|	72	
28		73	
29	|	74	
30		75	
31	|	76	
32		77	
33		78	
34		79	
35		80	
36	|	81	
37	|	82	
38		83	
39		84	
40		85	
41		86	
42		87	
43		88	
44		89	
45		90	
46		91	
47		92	
48		93	
49		94	
50		95	
51		96	
52		97	
53		98	
54		>=99	

APPENDIX C
Survey Equipment Used

SURVEY EQUIPMENT USED

The radar equipment used to collect speed measurements for this survey was a K-55 Model Hand-Held Traffic Radar manufactured by MPH Industries of Owensboro, KY. The calibration of the units was checked before each series of measurements were taken. Tests of the unit were conducted in accordance with the manufacturer's specifications. The K-55 Traffic Radar was last calibrated on March 14, 2016 by PB Electronics Inc.

PB Electronics Inc.

248 W Peaceful Ct., Shepherdsville, KY 40165
502 543-7032 www.pbelectronics.com
Factory Authorized Calibration Center for Stalker, MPH, Kustom, and LTI

Certificate of Calibration

Manufacturer: MPH	Model: K-55	Serial Number: 45821

I hereby certify that this Speed Measuring Device has been checked for accuracy and correctness of operation under my supervision. This Speed Measuring Device is certified accurately within +/- 0.5 mph in stationary mode and +/- 1 mph in moving mode using equipment traceable to National Institute of Standards and technology.

The transmitter of this device has been tested and found to be within specified range for Radar Devices as established by the Federal Communications Commission and IACP.

FCC License number PG-18-12552 Technician Signature _____

PB ELECTRONICS
Factory Authorized Service Center
STALKER Radar
MPH INDUSTRIES
LASER TECHNOLOGY
KUSTOM SIGNALS, INC.

Certified Tuning Fork Serial Number: n/a	Date: March 14, 2016

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PB Electronics Inc.

248 W Peaceful Ct., Shepherdsville, KY 40165
502 543-7032 www.pbelectronics.com
Factory Authorized Calibration Center for Stalker, MPH, Kustom, and LTI

Certificate of Calibration

Manufacturer: MPH	Model: K-55	Serial Number: 17488

I hereby certify that this Speed Measuring Device has been checked for accuracy and correctness of operation under my supervision. This Speed Measuring Device is certified accurately within +/- 0.5 mph in stationary mode and +/- 1 mph in moving mode using equipment traceable to National Institute of Standards and technology.

The transmitter of this device has been tested and found to be within specified range for Radar Devices as established by the Federal Communications Commission and IACP.

FCC License number PG-18-12552 Technician Signature _____

PB ELECTRONICS
Factory Authorized Service Center
STALKER Radar
MPH INDUSTRIES
LASER TECHNOLOGY INC
KUSTOM SIGNALS, INC.

Certified Tuning Fork Serial Number: n/a	Date: March 14, 2016

112

PB Electronics Inc.

248 W Peaceful Ct., Shepherdsville, KY 40165
502 543-7032 www.pbelectronics.com
Factory Authorized Calibration Center for Stalker, MPH, Kustom, and LTI

Certificate of Calibration

Manufacturer: MPH	Model: K-55	Serial Number: 17806

I hereby certify that this Speed Measuring Device has been checked for accuracy and correctness of operation under my supervision. This Speed Measuring Device is certified accurately within +/- 0.5 mph in stationary mode and +/- 1 mph in moving mode using equipment traceable to National Institute of Standards and technology.

The transmitter of this device has been tested and found to be within specified range for Radar Devices as established by the Federal Communications Commission and IACP.

FCC License number PG-18-12552 Technician Signature _____

PB ELECTRONICS
Factory Authorized Service Center
STALKER Radar
MPH INDUSTRIES
LASER TECHNOLOGY
KUSTOM SIGNALS, INC.

Certified Tuning Fork Serial Number: n/a	Date: March 14, 2016


WILLDAN
Engineering

City of Rolling Hills INCORPORATED JANUARY 24, 1957

Agenda Item No.: 13.B
Mtg. Date: 09/26/2024

TO: **HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION**

FROM: **CHRISTIAN HORVATH, CITY CLERK / EXECUTIVE ASSISTANT TO CITY MANAGER**

THRU: **KARINA BAÑALES, CITY MANAGER**

SUBJECT: **CONSIDERATION OF MOVING THE NOVEMBER TRAFFIC COMMISSION MEETING TO THURSDAY, NOVEMBER 21, 2024, OR ANOTHER DAY**

DATE: **September 26, 2024**

BACKGROUND:
The regularly scheduled Traffic Commission meeting on November 28, 2024, falls on Thanksgiving holiday. Staff requests the Commission consider moving the meeting to the previous Thursday, November 21, 2024, or to another date and time suitable for all commissioners.

DISCUSSION:
None.

FISCAL IMPACT:
None.

RECOMMENDATION:
Discuss and provide direction to staff.

ATTACHMENTS: