



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

NO. 2 PORTUGUESE BEND ROAD
ROLLING HILLS, CA 90274
(310) 377-1521
FAX (310) 377-7288

AGENDA SPECIAL MEETING

**TRAFFIC COMMISSION
THURSDAY, OCTOBER 03, 2019**

**CITY OF ROLLING HILLS
8:30 A.M.**

1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF MINUTES

- A. MAY 23, 2019 MINUTES OF A REGULAR MEETING OF THE TRAFFIC COMMISSION.

4. PRESENTATION

- A. PRESENTATION BY REPRESENTATIVES OF THE LOS ANGELES COUNTY SHERIFF'S DEPARTMENT, LOMITA STATION, ON TRAFFIC STATISTICS FOR THE CITY OF ROLLING HILLS.

5. OLD BUSINESS

NONE.

6. NEW BUSINESS

- A. CONSIDER THE SCOPE OF WORK FOR THE FY 2019-2020 SIGNAGE AND STRIPING PROJECT AND RECOMMEND TO THE CITY COUNCIL TO APPROVE THE PROJECT FOR CONSTRUCTION.
- B. CONSIDER A NEW DRIVEWAY AT 23 CHUCKWAGON ROAD AS A PART OF A DEVELOPMENT APPLICATION.
- C. CONSIDER CHANGING NOVEMBER 28, 2019 TRAFFIC COMMISSION MEETING TO NOVEMBER 21, 2019 DUE TO THE THANKSGIVING HOLIDAY.

7. OPEN AGENDA - COMMENTS FROM PUBLIC ON ITEMS NOT ON THE AGENDA

NONE.

8. MATTERS FROM MEMBERS OF THE TRAFFIC COMMISSION

NONE.

9. MATTERS FROM STAFF

NONE.

10. ADJOURNMENT

Next meeting scheduled for Thursday, November 28, 2019 at 8:30 a.m.

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.

MINUTES OF
A REGULAR MEETING
OF THE
TRAFFIC COMMISSION OF THE
CITY OF ROLLING HILLS
THURSDAY, MAY 23, 2019

1. CALL TO ORDER

A regular meeting of the Traffic Commission of the City of Rolling Hills was called to order by Chair Wilson at 8:30 a.m. on Thursday, May 23, 2019 in the City Council Chamber, at City Hall, 2 Portuguese Bend Road, Rolling Hills, California.

2. ROLL CALL

Commissioners Present: Hawkins, Margeta, Virtue and Chair Wilson.

Commissioners Absent: Raine

Others Present: Elaine Jeng, City Manager.
Yolanta Schwartz, Planning Director
Vanessa Munoz, Traffic Engineer.
Arty Beckler, RHCA Maintenance Supervisor.
Deputy Tami Bouse
Deputy Johann Schloegl
Clint Patterson, 22 Georgeff Road

3. APPROVAL OF MINUTES

SEPTEMBER 27, 2018 MINUTES OF A REGULAR MEETING OF THE TRAFFIC COMMISSION.

Vice Chairwoman Virtue moved that the Traffic Commission approve the minutes of the regular meeting of the Traffic Commission held on September 27, 2018. Commissioner Hawkins seconded the motion, which carried without objection by a voice vote.

OCTOBER 18, 2018 MINUTES OF AN ADJOURNED REGULAR MEETING OF THE TRAFFIC COMMISSION.

Commissioner Margeta moved that the Traffic Commission approve the minutes of the adjourned regular meeting of the Traffic Commission held on October 18, 2018. Commissioner Hawkins seconded the motion, which carried without objection by a voice vote.

4. PRESENTATION

NONE.

5. OLD BUSINESS

CONSIDERATION OF A REVISED DRIVEWAY AT 8 MIDDLELIDGE LANE SOUTH.

Planning Director Schwartz stated that this report is to memorialize the events at the filed trip on October 18, 2018. She reviewed the request and the history of the Traffic Commission consideration of a new driveway at 8 Middleridge Lane South. She stated that the Traffic Commission visited the site to view the proposed and staked driveway on October 18, 2018. During the field trip, the residents opposed to the location of the proposed driveway and members of the Traffic Commission concurred. A different location was suggested, approximately 40' south of the northerly property line of the property, near where the access to the stable was staked. The Traffic Engineer stated that that location would be acceptable.

Planning Director Schwartz stated that at the field trip Commissioner Raine made a motion to recommend approval of the driveway in the location near the northerly property line and to place a condition that it be screened from Middleridge Lane. Commissioner Virtue seconded the motion.

She stated that this report is to memorialize this action and to restate the motion for the record. The motion was restated by Commissioner Hawkins, since Commissioner Raine was absent, seconded by Commissioner Virtue, and it carried without objection by a voice vote.

Planning Director Schwartz stated that the Traffic Commission's recommendation will be forwarded to the City Council when the project is presented to them following Planning Commission decision on the development.

6. NEW BUSINESS

A. RECOMMEND TO THE CITY COUNCIL FOR APPROVAL THE FY 2019-20 SUPPLEMENTAL TRAFFIC ENFORCEMENT CONTRACT WITH THE LOS ANGELES SHERIFF'S DEPARTMENT.

City Manager Elaine Jeng reviewed the supplemental agreement and stated that the current supplemental agreement mimics the one from last year with no changes. She also pointed out that representatives from the Los Angeles Sheriff's Department were present to answer any questions that may come forward. City Manager Elaine apologized to the Commissioners for not having a presentation ready for the meeting. The reason behind it was because the statistics for traffic enforcement were not available.

City Manager Elaine Jeng stated staff recommends keeping the agreement.

Chairman Wilson asked how it was possible that the City was able to attain the same fee as last year.

Deputy Tami Bouse answered the City requested the Fiscal price now but also noted that the Sheriff's fiscal year does not start until July and therefore the new pricing was not available. She did point out that when the new fiscal year starts the City might see an increase of three dollars per hour.

Commissioner Hawkins moved that the Traffic Commission recommend to the City Council to accept the supplemental traffic enforcement plan, Commissioner Virtue seconded the motion, which carried without objection by a voice vote.

B. RECOMMEND TO THE CITY COUNCIL TO EVALUATE ALL EQUESTRIAN CROSSINGS IN THE CITY OF ROLLING HILLS, INSTALL SIGNAGE AND STRIPING IF WARRANTED, AND ADOPT A MAINTENANCE SCHEDULE FOR SIGNED/STRIPED CROSSING.

City Manager Elaine Jeng reported to have received a request from the Rolling Hills Community Association (RHCA) asking for an evaluation of equestrian crossings. According to the RHCA findings, there are a number of crossings that are currently striped. City Manager Elaine Jeng took a look at past practices of how the City addressed these issues. Typically the request for striping was far and few in between but when it did occur, the request would be brought before the Traffic Commission and a decision would be made among the Commissioners.

City Manager Elaine Jeng stated she felt this process was not efficient and proceeded to ask the Commissioners to look at the topic more broadly and requested the Traffic Commission to set policy for a schedule of maintenance.

Chairman Wilson opened the item to public comment.

Clint Patterson, 22 Georgeff Road, stated there are several striped crossings that are so faded you cannot see them. He mentioned a letter he submitted describing other striped crossings along with photos he took. Mr. Paterson also suggested adding signage to crossings because he along with other residents has experienced hazardous drivers.

Chairman Wilson inquired whether there is signage at horse crossings.

City Manager Elaine Jeng answered yes and proceeded to inform the Commissioner that in the past, individual locations are taken before the Traffic Commission. The commission body would direct staff to evaluate along with the input of the traffic engineer, and then decide based on stripage and signage need, pointing out that there are variations on conditions.

Chairman Wilson inquired whether there is a policy of when a sign is needed and/or not needed.

City Manager Elaine Jeng answered that is a recommendation of the Traffic Commission depending on the sight condition.

Commissioner Hawkins pointed out that according to the municipal ordinance, one must yield the right of way to designate horse crossing, and you must be code compliant with the Department of Transportation Signage in order to designate a horse crossing. He also recognized that the community of Rolling Hills does not like signage and stated that if there is going to be a horse crossing area, proper signage should be posted, to enforce the municipal ordinance. Signage also reminds drivers to slow down.

Chairman Wilson inquired if a sign is required for a driver to yield, as oppose to striping only.

Vanessa Munoz, Traffic Engineer answered yes because signs are what designate a crossing, otherwise you are not aware of the violation.

Chairman Wilson asked if there was an inventory of how many crossings call for signage.

City Manager Elaine Jeng answered no, what was presented to the Traffic Commission was just a small sample of crossings within the city. There is currently no citywide inventory of equestrian crossings.

Chairman Wilson inquired on how the presented list was acquired.

Arty Beckler, RHCA Maintenance Supervisor, stated he and RHCA staff put the list together by driving through the city and determining what crossings needed to be roughed, painted, and/or does it need a sign. They also added sites they felt needed a crossing.

Commissioner Hawkins stated that when he was assigned to Rolling Hills, he wrote many tickets having to do with drivers and horse crossings. Stressing that without proper signage he could not have been able to do so.

Chairman Wilson asked if the horse crossing signs are approved by the State Department of Transportation.

Vanessa Munoz Traffic Engineer answered yes, but pointed out they are warning signs and not regulatory.

Commissioner Virtue asked if paper warnings are valid.

Vanessa Munoz, Traffic Engineer answered no, it is not. She pointed out that even at a stop, what regulates is the sign not the legend.

Chairman Wilson inquired about the fees. He asked if the fees include striping, roughing, and signage of all the listed crossings.

City Manager Elaine Jeng answered no, and clarified that what was presented to the Traffic Commission is the budget that has been dedicated for next years budget for overall striping and signage for the entire city. She stated she was not sure if the Traffic Commission wanted to take action on this item now or wait and set a policy and take inventory on what crossings in the city need work. If the Traffic Commission decides on the latter, monies needs to be set aside for next fiscal year. City Manager Elaine Jeng expressed it is more efficient to have a company come into the city and do all the striping, roughing and signage all at once as oppose to piece by piece.

Chairman Wilson stated that not knowing the fiscal impact this project may have and the Traffic Commission not meeting again soon makes it difficult to take action and therefore wondered what options there were for the Traffic Commission.

City Manager Elaine Jeng recommended setting aside a budget and if approved and incorporated into next year's program, then staff can continue to "spend down that bucket". She would then report out at the end of the year, state how much is left and at that point Commissioner Wilson can recommend to Council to allocate additional money. She also recommends conducting a survey of all city's crossings and suggest the Rolling Hills Community Association could do it on the City's behalf. Once that is completed, an estimate of cost per unit can be done and allocating monies can be easily done. She also suggested splitting the project into a two-year program if need be.

Clint Patterson, 22 Georgeff Road felt identifying the crossings that need immediate attention should be easy and suggested looking for those that are not near Stop signs. He pointed out a particular one he has come across with no stop sign and no signage located on a relatively blind curve.

Chairman Wilson asked what could be done now prior to the City Council considering the budget.

City Manger Elaine Jeng recommended using only half of the dedicated budget for this phase of the project.

Chairman Wilson asked if the Caballeros Club and/or the Rolling Hills Community Association to prioritize some of the crossings. He does not feel the City Council should dictate which crossings take priority but instead feels the Caballeros Club is more suited for this decision.

Chairman Wilson asked for the City Managers recommendation of how to best package the presentation to the City Council.

City Manager Elaine Jeng pointed out four streets that the RHCA paved and completed in late-March and stated that they were not striped yet, so she was hoping to get a pricing from Civic Center Striping and lump it together with the work the city will be doing. She also stated she would prioritize whatever crossing comes out of this discussion. The other option is having on-call qualified stripers come out as an as needed basis. Once the Traffic Commission approves the process there will be no need to bring back new trails crossings for approval but rather go through the process outlined earlier.

Chairman Wilson asked if the Traffic Commission should recommend a dollar amount to the City Council along with approving a maintenance schedule for signage and striping.

City Manager Elaine Jeng answered yes.

Chairman Wilson moved that the Traffic Commission recommend to the City Council to evaluate all equestrian crossings in the City of Rolling Hills, install signage and striping if warranted, and adopt a maintenance schedule for signed/striped crossings, and request that the City Council consider a \$10,000 budget for the first year, Commissioner Hawkins seconded the motion, which carried without objection by a voice vote.

7. OPEN AGENDA - COMMENTS FROM PUBLIC ON ITEMS NOT ON THE AGENDA

Clint Patterson, commented he would like to support the efforts to increase the safety for animals.

8. MATTERS FROM MEMBERS OF THE TRAFFIC COMMISSION

A. UPDATE: CONSIDERATION OF A REQUEST FROM COMMISSIONER ROGER HAWKINS TO AMEND CHAPTER 10.36 REGARDING RIGHT OF WAY OF HORSEBACK RIDERS AND SAFETY OF ANIMALS. (ORAL)

Commissioner Hawkins pointed out some oddities he found in the municipal code he felt are in need of revisions. He stated municipal code 10.36.050, which talks about equestrian crossing, designated signs and what one must do, talks about yielding to horseback riders. He felt the subsection C of the equestrian crossing ordinance should be amended to read “this section does not relieve any horse drawn vehicle, any ridden animal or any live stock from the duty of using due care” because he felt that way it imposes a burden on the people that are riding or driving a horse drawn cart. He also stated that Section 21055 of the California Vehicle Code which allows emergency vehicles to ignore traffic laws when making an emergency call and Sections 21056 says 21055 read that yes, you can roll code 3 but you must still pay attention to the people, equestrians, and horse drawn carts. Commissioner Hawkins feels this is inconsistent to one another and section 10.32.170 should be amended to take out “authorize emergency vehicle” language in order to be consistent with the California Vehicle Code.

Chairman Wilson asked if adding the section of the California Vehicle Code would be better.

Commissioner Hawkins answered that could be another option and stressed that he felt this is something that should be looked at.

City Manager Elaine Jeng pointed out that item 8A had more to do with giving the Commissioners an update of past conversations staff has had with Commissioner Hawkins’s proposal to change Chapter 10.36 regarding the right of way of horseback riders and safety of animals. She stated that in previous meetings in September the Traffic Commission drafted/revised language that talks about animal crossings. However, in conversations with Commissioner Hawkins it was decided that the changes made by the Commissioners were no longer warranted.

Commissioner Hawkins asked if his recommendations can be reviewed during another meeting.

City Manager Elaine Jeng suggested agendizing Commissioner Hawkins recommendations.

Commissioner Hawkins motioned that the Traffic Commission reconsider possible amendments to municipal code ordinance 10.36.050 and 10.32.170, Commissioner Virtue seconded the motion, which carried without objection by a voice vote.

B. UPDATE: COMMISSIONER HAWKINS QUESTIONED THE REASON FOR TWO CONFLICTING SIGNS; ONE SIGN REFERENCED THE CALIFORNIA VEHICLE CODE PLACED AT THE SERVICE ROAD LEADING TO THE SCHOOL DISTRICT

PROPERTY AND ONE SIGN REFERENCED THE ROLLING HILLS MUNICIPAL CODE PLACED AT THE CREST ROAD WEST GATE ENTRANCE. (ORAL)

City Manager Elaine Jeng gave a summary of the discussions held with Commissioner Hawkins regarding the two conflicting signs. Commissioner Hawkins submitted two photos of the signs found on the service road on the school districts property, at the Crest West Gate. One sign refers to the California Vehicle Code, the other signs refers to the Rolling Hills Municipal Code, so Commissioner Hawkins inquired about which one was the correct one to use. City Manager Elaine Jeng reached out the school district and spoke to Superintendent Terry Kobayashi, who noted that this is a private road and that the California Vehicle Code signage should not be posted and therefore he removed it. City Manager Elaine Jeng confirm that the sign was eliminated and now the Rolling Hills Municipal Code will be the one to reference.

9. MATTERS FROM STAFF

NONE.

ADJOURNMENT

Hearing no further business before the Traffic Commission, Chair Wilson adjourned the meeting at 9:55 a.m. to the next meeting of the Traffic Commission scheduled to be held on Thursday, July 25, 2019 beginning at 8:30 a.m. in the Rolling Hills City Council Chamber at City Hall, 2 Portuguese Bend Rd., Rolling Hills, CA.

Respectfully submitted,

Yohana Coronel,
City Clerk

Approved,

Patrick Wilson
Chair

Minutes
05-23-19 Traffic Commission Meeting Minutes
05-23-19 Traffic Commission Meeting Minutes

Agenda Item 4A
Mtg. Date: 10/03/19

Agenda Item 4A
Mtg. Date: 10/03/19

Agenda Item 4A
Mtg. Date: 10/03/19

20RE010051

Inventory List

9/26/19

JUNE 2019 ROLLING HILLS TRAFFIC ENFORCEMENT

19RE011537

DATE	TIME	HOURS WORKED	LOCATION	VIOLATION	SPEED	RESIDENT CITES	NON-RESIDENT CITES	DEPUTY
6/12/19	2:55pm	12:00-6:00pm	Eastfield/Outrider	Stop		0	1	Despot
6/12/19	3:10pm	"	Eastfield/Chuckwagon	Stop		0	1	Despot
6/12/19	3:33pm	"	Eastfield/Chuckwagon	Stop		0	1	Despot
6/12/19	4:31pm	"	Crest Rd W/Buggy Whip	Speed	52	0	1	Despot
6/13/19	11:21am	11:00-3:00pm	26 Portuguese Bend Rd	Speed	43	0	1	Bouse
6/13/19	12:33pm	"	26 Portuguese Bend Rd	Speed	47	0	1	Bouse
6/13/19	1:51pm	"	26 Portuguese Bend Rd	Speed	52	0	1	Bouse
6/13/19	2:24pm	"	26 Portuguese Bend Rd	Speed	43	0	1	Bouse
6/14/19	9:46am	9:00-1:00pm	Crest Rd W/Johns Canyon	Speed	44	1	0	Bouse
6/14/19	10:58am	"	26 Portuguese Bend Rd	Speed	43	0	1	Bouse
6/14/19	11:24am	"	26 Portuguese Bend Rd	Speed	45	0	1	Bouse
6/14/19	12:55pm	"	Crest Rd W/Johns Canyon	Speed	45	0	1	Bouse
6/19/19	8:30am	7:00-3:00pm	26 Portuguese Bend Rd	Speed	44	1	0	Bouse
6/19/19	9:41am	"	26 Portuguese Bend Rd	Speed	46	1	0	Bouse
6/19/19	11:31am	"	26 Portuguese Bend Rd	Speed	43	1	0	Bouse
6/19/19	11:46am	"	26 Portuguese Bend Rd	Speed	42	1	0	Bouse
6/19/19	12:34pm	"	26 Portuguese Bend Rd (SB)	Speed	48	1	0	Bouse
6/19/19	1:03pm	"	26 Portuguese Bend Rd	Speed	42	1	0	Bouse
6/19/19	1:56pm	"	Crest Rd W/Johns Canyon	Speed	46	0	1	Bouse
6/19/19	2:34pm	"	Crest Rd W/Johns Canyon	Speed	44	0	1	Bouse
6/20/19	3:04PM	3:00-6:00PM	Eastfield/Outrider	Stop		0	1	Despot
6/20/19	4:41pm	"	Eastfield/Outrider	Stop		1	0	Despot
6/20/19	5:05pm	"	Eastfield/Outrider	Stop		0	1	Despot
6/24/19	4:23pm	3:00-5:00pm	26 Portuguese Bend Rd	Speed	43	0	1	Bouse
6/26/19	11:14am	11:00-1:00pm	26 Portuguese Bend Rd	Speed	44	1	0	Bouse

Inventory List

9/26/19

[illegible]

MAY 2019 ROLLING HILLS TRAFFIC ENFORCEMENT

19RE011367

DATE	TIME	HOURS WORKED	LOCATION	VIOLATION	SPEED	RESIDENT CITES	NON-RESIDENT CITES	DEPUTY
5/10/19	7:50am	7:30-9:30am	26 Portuguese Bend Rd	Speed	49	1	0	Bouse
5/10/19	8:25am	"	26 Portuguese Bend Rd	Speed	46	1	0	Bouse
5/13/19	3:23pm	2:00-9:00pm	Eastfield/Outrider	Stop		1	0	Despot
5/13/19	3:50pm	"	Eastfield/Outrider	Stop		1	0	Despot
5/13/19	4:32pm	"	Eastfield/Outrider	Stop		0	1	Despot
5/13/19	5:02pm	"	Eastfield/Outrider	Stop		0	1	Despot
5/13/19	6:17pm	"	Eastfield/Outrider	Stop		0	1	Despot
5/13/19	6:46pm	"	Eastfield/Outrider	Stop		0	1	Despot
5/13/19	7:31pm	"	Crest Rd W/Johns Canyon	Speed	45	1	0	Despot
5/15/19	9:32am	9:00-12:00	26 Portuguese Bend Rd	Speed	46	1	0	Bouse
5/15/19	10:37am	"	26 Portuguese Bend Rd	Speed	43	0	1	Bouse
5/15/19	11:20am	"	26 Portuguese Bend Rd	Speed	44	0	1	Bouse
5/21/19	10:46am	10:30-12:30pm	Eastfield/Chuckwagon	Stop		1	0	Despot
5/21/19	12:34pm	"	Eastfield/Outrider	Stop		0	1	Despot
5/21/19	2:39pm	2:30-5:30pm	Eastfield/Chuckwagon	Stop		0	1	Despot
5/21/19	3:08pm	"	28 Crest Rd W	Speed (Juvi)	44	0	1	Despot
5/21/19	5:23pm	"	48 Crest Rd W	Speed	48	0	1	Despot
5/23/19	9:00AM	9:00-3:00PM	26 Portuguese Bend Rd	Speed	46	1	0	Bouse
5/23/19	10:08am	"	26 Portuguese Bend Rd	Speed	45	1	0	Bouse
5/23/19	10:59am	"	26 Portuguese Bend Rd	Speed	47	1	0	Bouse
5/23/19	12:28pm	"	26 Portuguese Bend Rd	Speed	46	1	0	Bouse
5/23/19	1:24pm	"	26 Portuguese Bend Rd	Speed	51	0	1	Bouse
5/23/19	2:15pm	"	26 Portuguese Bend Rd	Speed	42	0	1	Bouse
5/28/19	9:32am	9:00-1:00pm	26 Portuguese Bend Rd	Speed	44	0	1	Bouse
5/28/19	10:41am	"	26 Portuguese Bend Rd	Speed	43	1	0	Bouse

Inventory List

9/26/19

[illegible]



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

NO. 2 PORTUGUESE BEND ROAD
ROLLING HILLS, CA 90274
(310) 377-1521
FAX (310) 377-7288

Agenda Item No: 6A
Mtg. Date: 10/03/2019

TO: HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION

FROM: ELAINE JENG, P.E., CITY MANAGER

SUBJECT: CONSIDER THE SCOPE OF WORK FOR THE FY 2019-2020 SIGNAGE AND STRIPING PROJECT AND RECOMMEND TO THE CITY COUNCIL TO APPROVE THE PROJECT FOR CONSTRUCTION.

DATE: OCTOBER 3, 2019

ATTACHMENT:

- 1. SIGNAGE AND STRIPING BID SCHEDULE FOR WILLIAMSBURG LANE, UPPER BLACKWATER CANYON ROAD, MIDDLE RIDGE LANE NORTH, AND MIDDLE RIDGE LANE SOUTH.**
- 2. CAA SIGNAGE AND STRIPING RECOMMENDATIONS FOR HORSE CROSSINGS.**
- 3. SIGNAGE AND STRIPING BID SCHEDULE FOR CREST ROAD EAST.**
- 4. CAA RECOMMENDATION FOR AN ALL-WAY STOP CONTROL AT WILLIAMSBURG LANE AND UPPER BLACKWATER CANYON ROAD.**

BACKGROUND

Roads in Rolling Hills are under the control of the Rolling Hills Community Association (RHCA). Property owners gave the RHCA control over the roadways through easements. The City is responsible for the safety element including signing and striping

of roadways. In March 2019, RHCA repaved four streets: Williamsburg Lane, Lower Blackwater Canyon Road, Middleridge Lane North and Middleridge Lane South.

In anticipation of the pavement work, the City conducted an inventory of the signage and striping for the four streets. The inventory was taken to the City Council for approval. In January 2019, the City Council directed staff to remove the replacement of signs as a part of the project and instructed staff to advertise for construction bids to implement the striping. In February and March 2019, City Hall experienced loss of staff and the striping of the four streets was delayed.

In July 2019, the City hired a Project Manager Alan Palermo Consulting to assist with capital improvement projects including the Fiscal Year 2019-2020 Signing and Striping Project. The Fiscal Year 2019-2020 Signing and Striping Project will include the proposed signing and striping of horse crossings, the signing and striping of Crest Road East, and the signage and striping of the proposed all-way stop control at Williamsburg Lane and Lower Blackwater Canyon Road. The signing and striping of the four streets are proposed to be added to the Fiscal Year 2019-2020 Signing and Striping Project.

DISCUSSION

Alan Palermo Consulting reviewed the bid-schedule for the four streets and is recommending adjustments to the signage. The revised bid schedule for the four streets is included as Attachment 1 to this report.

In May 2019, the Traffic Commission recommended to the City Council to have staff conduct an inventory of horse crossings for the City and establish a maintenance schedule. In September 2019, Charles Abbot & Associates (CAA) conducted an inventory and provided recommendations for signing and striping horse crossings within the City. CAA's recommendation for the horse crossing is included as Attachment 2 to this report.

In late August 2019, RHCA Manager informed City staff that they are planning to repave Crest Road East on October 2019. City staff worked with CAA to inventory the signage and striping and completed a bid schedule for Crest Road East between Portuguese Bend Road and the eastern limits. CAA's inventory and bid schedule is included as Attachment 3 to this report.

In mid-September 2019, a resident on Williamsburg Lane requested City staff to review the intersection of Williamsburg Lane and Lower Blackwater Canyon Road. The resident noted the inability to see the on-coming traffic along Upper Blackwater Canyon Road from Williamsburg Lane. CAA reviewed the intersection and recommended to install an ALL-WAY stop control at the subject intersection. CAA's recommendation is included as Attachment 4 to this report.

FISCAL IMPACT

In the FY 19/20, approximately \$40,000 is programmed for signing and striping. Based on staff's estimates, there is sufficient funds for the Fiscal Year 2019-2020 Signing and Striping Project.

NOTIFICATION

The Rolling Hills Community Association (RHCA), President of Caballeros, and residents along Williamsburg Lane have been advised that the Traffic Commission will consider the scope of the FY 19-20 Signing and Striping Project.

RECOMMENDATION

Staff recommends that the Traffic Commission make a recommendation to the City Council to approve the scope of work for the Fiscal Year 2019-2020 Signage and Striping Project.

Attachment C

BID SCHEDULE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Sign	2	EA	\$	\$
2	Install R1-1 Sign	1	EA	\$	\$
3	Repost Existing Sign	5	EA	\$	\$
4	Install R28 (CA) Sign with Arrow	2	EA	\$	\$
5	Install W14-1 Sign	2	EA	\$	\$
6	Install W5-1 Sign	0	EA	\$	\$
7	Install Type 2 Object Marker	1	EA	\$	\$
8	Install OM1-3 Object Marker	0	EA	\$	\$
9	Install W3-1 Sign	0	EA	\$	\$
10	Install OM4-3 Object Marker	1	EA	\$	\$
11	Install W1-1 Sign	0	EA	\$	\$
12	Install W13-1P (15) Sign	0	EA	\$	\$
13	Install 8" edgeline per Caltrans Standard Plan A20B, Detail 27B	14,050	LF	\$	\$
14	Install Two-Direction No Passing Zone per Caltrans Standard Plan A20A, Detail 22	465	LF	\$	\$
15	Install Skip Yellow Centerline per Caltrans Standard Plan A20A, Detail 2	2,800	LF	\$	\$
16	Install Ladder Crosswalk per Caltrans Standard Plan A24F	1	EA	\$	\$
17	Install White Limit Line per Caltrans Standard Plan A24E	3	EA	\$	\$
18	Install "STOP" Pavement Marking per Caltrans Standard Plan A24D	3	EA	\$	\$
19	Install "STOP AHEAD" Pavement Marking per Caltrans Standard Plan A24D	1	EA	\$	\$
20	Install Blue Raised Reflective Pavement Marker	13	EA	\$	\$
TOTAL BASE BID (In Figures)					\$
TOTAL BASE BID (In Words)					

NOTES:

1. All amounts and totals given in the Bid Schedule will be subject to verification by the Contractor. In case of variation between the unit cost and amount shown by bidder, the unit cost will be considered to be his/her bid.
2. Quantities shown in the above Bid Schedule are estimated quantities for bidding purposes only. Actual quantities shall be determined from field measurements.



PROFESSIONAL BUILDING & SAFETY/ENGINEERING/INFRASTRUCTURE MANAGEMENT

September 24, 2019

Elaine Jeng, P.E.
City Manager
City of Rolling Hills
No. 2 Portuguese Bend Road
Rolling Hills, CA 90274

EQUESTRIAN CROSSING EVALUATION CITY OF ROLLING HILLS

Dear Ms. Jeng:

As requested, we have performed an evaluation of 29 existing and proposed equestrian crossing locations within the City of Rolling Hills. The crossing locations, as indicated in Attachment A, were provided by City representatives. Maps identifying the 12 proposed locations and 17 existing locations are illustrated in Attachment B. The included recommendations for modifications are intended to comply with requirements and guidelines in the California Vehicle Code (CVC), Caltrans Standard Plans and the current edition of the California Manual on Uniform Traffic Control Devices (CA MUTCD). The recommendations are based on an understanding that the City prefers to limit the number of traffic control signs to an appropriate degree for the semi-rural nature of the community.

The general approach to determining equestrian crossing recommendations includes the following:

- Crossing locations will be identified by the use of standard crosswalk markings, consisting of two transverse white stripes, 12 inches each in width, spaced at 10 feet on-center.
- Crossings that are controlled by stop signs will have no additional advance signage or pavement markings to identify the crossing, other than the crosswalk lines. This includes those few crossings that, due to geometrics and equestrian path locations, are situated slightly in advance of the stop sign.
- Advance pavement markings ("HORSE XING") will be used in advance of all crossings that are not controlled by stop signs. The pavement markings will generally be placed with the top of the "XING" marking located 100 feet in advance of the crosswalk. Pavement word marking size and spacing should be installed per current Caltrans Standard Plan A24D (adjust for "HORSE" marking).




- For crossings where visibility is limited to less than the stopping sight distance for the roadway speed limit (200 feet for 30 mph, 150 feet for 25 mph), equestrian symbol signs (W11-7) and "AHEAD" plaques (W16-9P) will be used. Advance signs are recommended instead of signs at the crossing to reduce the potential for conflict between the signs and the horses and their riders.

Recommendations for the 29 proposed and existing equestrian crossing locations are illustrated in Attachment C. Also included is Location 30, on Poppy Trail, which is an existing crossing that was not included in the City-provided list.

Please feel free to contact me at (562) 252-2511 or jackrydell@caaprofessionals.com if you have any questions regarding these recommendations. It has been a pleasure to provide you with this traffic engineering service.

Sincerely,

Charles Abbott Associates


Jack Rydell, P.E., T.E.
Senior Traffic Engineer

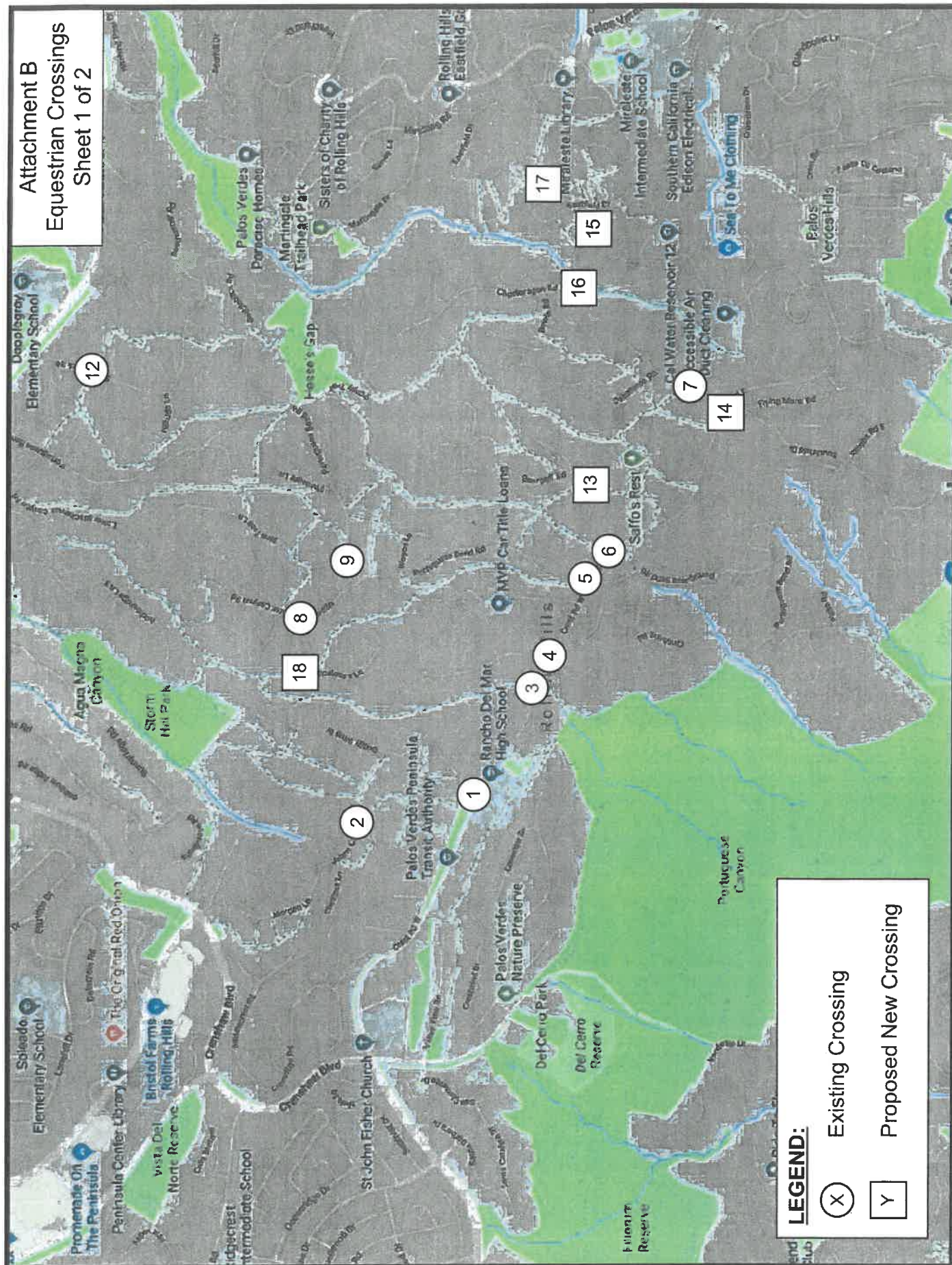
JR: Equestrian Crossing Evaluation Report - 9-24-19

Attach.

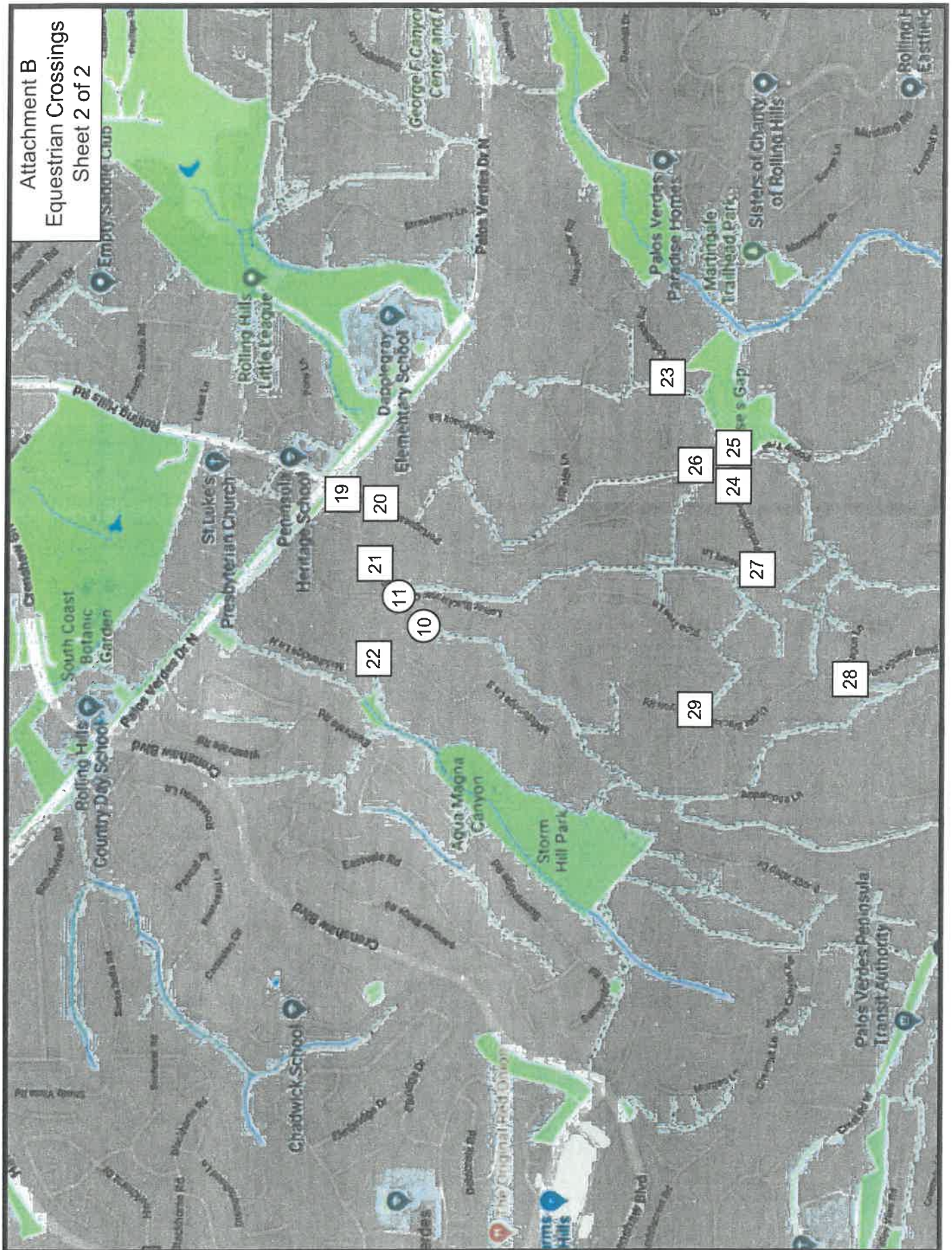


NO.	ADDRESS/ INTERSECTION	New Crossing	Existing Crossing	GOOD	NEEDS TO BE ROUGHED	NEEDS TO BE PAINTED	Priority (2019)	NOTES / COMMENTS / QUESTIONS
	PRIORITY							
1	Entrance to Buggy Whip Dr (Crest Rd. West)	X			✓	✓	Yes	Confirm Crossing location is in Buggy Whip Dr
2	#5 Johns Canyon	X			✓	✓	Yes	There are 4 Bridle Trails in the Vicinity of #5 Johns Canyon. Confirm location for this crossing
3	Crest Road West at #5 (Entrance to Glory Trail)	X			✓	✓	Yes	Confirming location is just west of #5 Crest Road West Crossing in Crest Road West
4	Entrance to Quail Ridge South (Portuguese Bend Road)	X			✓	✓	Yes	Confirm Crossing location is in Quail Ridge South
5	Portuguese Bend/ Crest Rd. West crosswalks on all streets	X			✓	✓	Yes	May be in area that will receive pavement improvement in 2019 Confirming 4 Crossings being requested
6	Entrance to Georoff Rd. (Crest Rd. East)	X			✓	✓	Yes	May be in area that will receive pavement improvement in 2019 Confirm Crossing location is in Georoff Rd
7	Caballeros Rd./ Purple Canyon to Willow Springs	X			✓	✓	Yes	Verify Location for Crossing - Just south of #6 Caballeros Rd?
8	Upper Blackwater Road/ Appaloosa Rd.	X				✓	Yes	Blackwater Lane (not Road)? There is an existing fence crossing approximately 150' West of the south of Upper Blackwater Road/Appaloosa Lane intersection. Confirming the location for another crossing
9	Entrance to Pine Tree Lane @ Portuguese Bend Rd. street entrance	X			✓	✓	Yes	Confirm Crossing location is in Pine Tree Lane
10	Middleridge Lane (at entrance to Sis trail)	X	X		✓		Yes	Need location confirmed (Middleridge Road at Lower Si's Trail?) at the bend in road? There is an existing crossing at this location?
11	Entrance to Williamsburg Lane/ Middleridge Lane	X			✓	✓	Yes	Confirm Crossing location is in Williamsburg Lane
12	Saddleback/ Parnelli Trail at #26	X			✓	✓	Yes	Need location confirmed, is this for the trail crossing just south of 26 Saddleback Road?
13	Georoff Road / Pulds Furlong Crossing (Existing)		X		✓	✓	Yes	
14	Entrance to Caballeros Rd. (Crest Rd. East) (Existing)	??	??		✓		Yes	May be in area that will receive pavement improvement in 2019 New Crossing in Caballeros Rd or Roughing existing Crossing across Crest Road East?
15	Eastfield Trail #49 (Existing)		X		✓		Yes	Confirming this is crossing just west of 49 Eastfield Drive?
16	Chuckwagon/ Upper Lower Willow (Existing)		X		✓		Yes	Existing Crossing
17	#20 Eastfield (Existing)		X		✓		Yes	Existing crossing just west of 20 Eastfield Drive
18	Appaloosa Road (Existing)		??		✓	✓	Yes	Blackwater Lane (not Road)? There is an existing fence crossing at Appaloosa Lane
19	Association Entrance (existing)		X	✓			No	Confirming existing crossing at Gatehouse?
20	Acacia/ Portuguese Bend Road (existing)				✓		Yes	Confirming Acacia Lane (Acacia Road does not cross PB Road), Crossing just south of Gatehouse, North of Acacia Lane
21	Middleridge Lane/ Blackwater Trail (existing)		X		✓	✓	Yes	Shouldn't this be Lower Blackwater Canyon Road / Blackwater Trail?
22	Middleridge Lane South & North (existing)				✓		Yes	Is this the crossing on Middleridge Lane South or to the north for this crossing to cross Middleridge Lane North?
23	Davidson Trail/ Saddleback (existing)					✓	Yes	Is this location for Crossing - I would see this in Crossing Saddleback Road, connecting Davidson Trail to Saddleback Trail?
24	Saddleback/ Poppy Trail (existing)		X	✓			No	
25	Poppy Trail (existing) (fine)		X	✓			No	
26	Portuguese Bend Above Poppy Trail (existing)		X	✓			No	
27	Portuguese Bend/ Pheasant Trail		X	✓			No	
28	Wagon Lane/ Portuguese Bend Road (Fine)		X	✓			No	
29	Upper Blackwater/ Sagebrush Lane (Fine)		X	✓			No	

Attachment B
Equestrian Crossings
Sheet 1 of 2



Attachment B
Equestrian Crossings
Sheet 2 of 2



Attachment C
Recommendation Sketches

Loc 1

Retain existing "STOP"
pavement marking

Buggy Whip Dr

Remove existing
stop limit line

Install 12" crosswalk lines,
spaced at 10 ft on-center,
between existing edgelines

Crest Rd W

Notes:

1. Crosswalk is approximately 60 ft long.
2. Place back edge of crosswalk approximately 2 ft from Crest Rd W edgeline extension.

Loc 2

Install "HORSE XING" pavement
marking in southbound lane,
approximately 100 ft n/o crosswalk

Install 12" crosswalk lines,
spaced at 10 ft on-center,
between existing west
edgeline and driveway pavers

Install "HORSE
XING" pavement
marking in
northbound lane,
approximately 150
ft s/o crosswalk

#5 Johns Canyon Rd

HORSE
XING

Rancho Elastico Trail

Johns Canyon Rd

Install W11-7 sign and W16-9P
plaque for northbound traffic,
approximately 150 ft s/o crosswalk



Notes:

1. Crosswalk is approximately 18 ft long.
2. Place crosswalk at the extension of Rancho Elastico Trail, s/o the driveway for #5 Johns Canyon Rd.

Attachment C Recommendation Sketches

Loc 3

#5 Crest Rd W

Crest Rd W

Install "HORSE XING" pavement marking in eastbound lane, approximately 100 ft w/o crosswalk

Install "HORSE XING" pavement marking in westbound lane, approximately 100 ft e/o crosswalk

Glory Trail

Quail Ridge Rd N

Install 12" crosswalk lines, spaced at 10 ft on-center, between existing edgelines

Notes:

1. Crosswalk is approximately 22 ft long.
2. Place crosswalk at the extension of Glory Trail, e/o the driveway for #5 Crest Rd W.

Loc 4

Notes:

1. Crosswalk is approximately 40 ft long.
2. Place back edge of crosswalk approximately 2 ft from Crest Rd W edgeline extension.

Crest Rd W

Install 12" crosswalk lines, spaced at 10 ft on-center, between existing east edgeline and fire station driveway

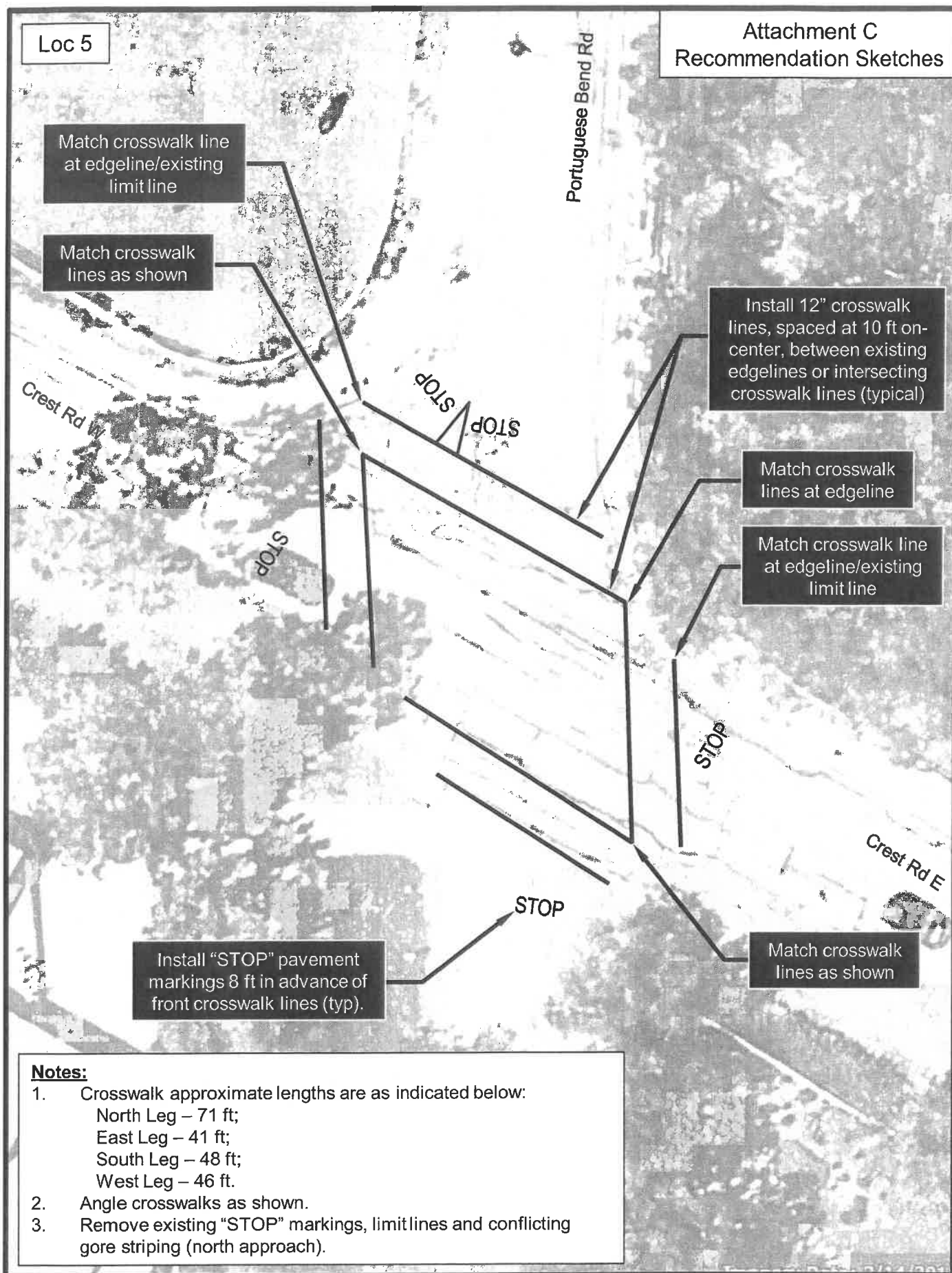
Quail Ridge Rd S

Remove existing stop limit line

Relocate "STOP" pavement marking to 8 ft in advance of front crosswalk line

Loc 5

Attachment C
Recommendation Sketches



Notes:

1. Crosswalk approximate lengths are as indicated below:
North Leg – 71 ft;
East Leg – 41 ft;
South Leg – 48 ft;
West Leg – 46 ft.
2. Angle crosswalks as shown.
3. Remove existing "STOP" markings, limit lines and conflicting gore striping (north approach).

Attachment C Recommendation Sketches

Loc 6

Remove existing
stop limit line

Retain existing "STOP"
pavement marking

Install 12" crosswalk lines,
spaced at 10 ft on-center,
between existing edgelines

Notes:

1. Crosswalk is approximately 49 ft long.
2. Place front edge of crosswalk at the existing stop limit line.

Loc 7

Install "HORSE XING"
pavement marking in
southbound lane,
approximately 100 ft
n/o crosswalk

Install 12" crosswalk
lines, spaced at 10 ft
on-center, between
existing edgelines

Install "HORSE XING"
pavement marking in
northbound lane,
approximately 100 ft
s/o crosswalk

Notes:

1. Crosswalk is approximately 27 ft long.
2. Angle crosswalk between Caballeros Trail on the east and Purple Canyon Trail on the west. The west end of the crosswalk should be placed between the fire hydrant and the storm drain inlet.

Loc 8

Attachment C
Recommendation Sketches

Install 12" crosswalk lines,
spaced at 10 ft on-center,
between existing edgelines

Install "STOP" pavement
marking 8 ft in advance
of front crosswalk line.

STOP

Upper Blackwater Canyon Rd

Appaloosa Ln

Notes:

1. Crosswalk is approximately 45 ft long.
2. Place back edge of crosswalk approximately 2 ft from Upper Blackwater Canyon Rd edgeline.

Loc 9

Trim vegetation on the
northwest corner of the
intersection to provide
adequate equestrian clearance.

Pine Tree Ln

Install 12" crosswalk lines,
spaced at 10 ft on-center,
between existing edgelines

Blackwater Canyon Trail

Relocate stop sign
approximately 4 ft southerly.

Portuguese Bend Rd

Notes:

1. Crosswalk is approximately 25 ft long.
2. Angle crosswalk between Blackwater Canyon Trail on the east and the existing stop sign location on the west. The crosswalk will be located in advance of the "STOP" pavement marking.

Attachment C
Recommendation Sketches

Loc 10

Notes:

1. Crosswalk is approximately 19 ft long.
2. Place crosswalk at the extension of Si's Trail.

Install 12" crosswalk lines, spaced at 10 ft on-center, between existing edges of rolled curb

Trim vegetation on inside of the curve, approximately 200 ft e/o crosswalk, that restricts visibility of the crosswalk for westbound traffic.

Install "HORSE XING" pavement marking in eastbound lane, approximately 150 ft w/o crosswalk.

Install "HORSE XING" pavement marking in westbound lane, approximately 150 ft e/o crosswalk.

Loc 11

Install 12" crosswalk lines, spaced at 10 ft on-center, between existing edges of rolled curb

Install "STOP" pavement marking 8 ft in advance of front crosswalk line.

Notes:

1. Crosswalk is approximately 50 ft long.
2. Place back edge of crosswalk approximately 2 ft from Middleridge Ln edge of pavement.

Attachment C
Recommendation Sketches

Loc 12

Install 12" crosswalk lines, spaced at 10 ft on-center, between existing edgelines

Install "HORSE XING" pavement marking in southbound lane, approximately 100 ft n/o crosswalk.

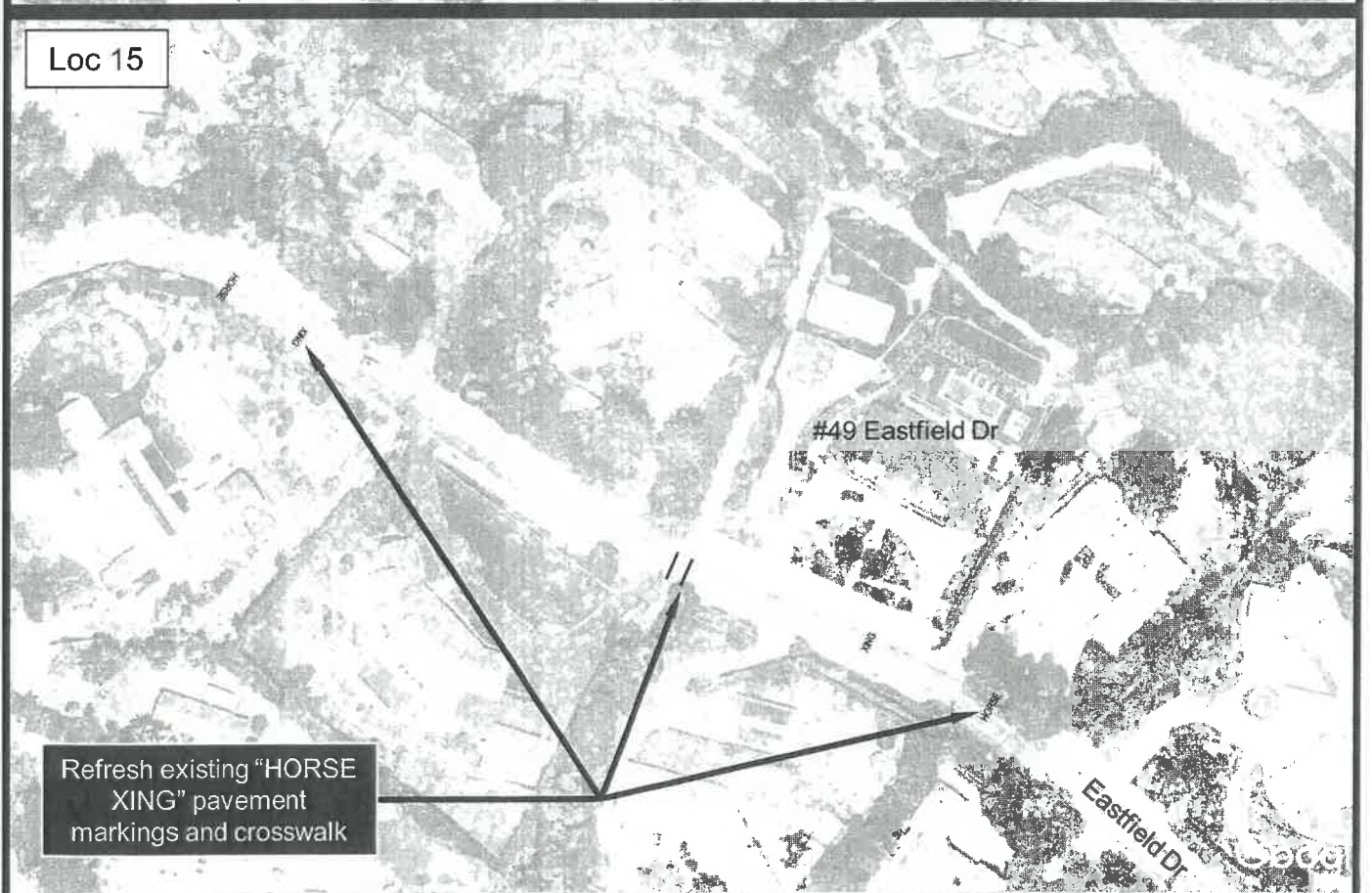
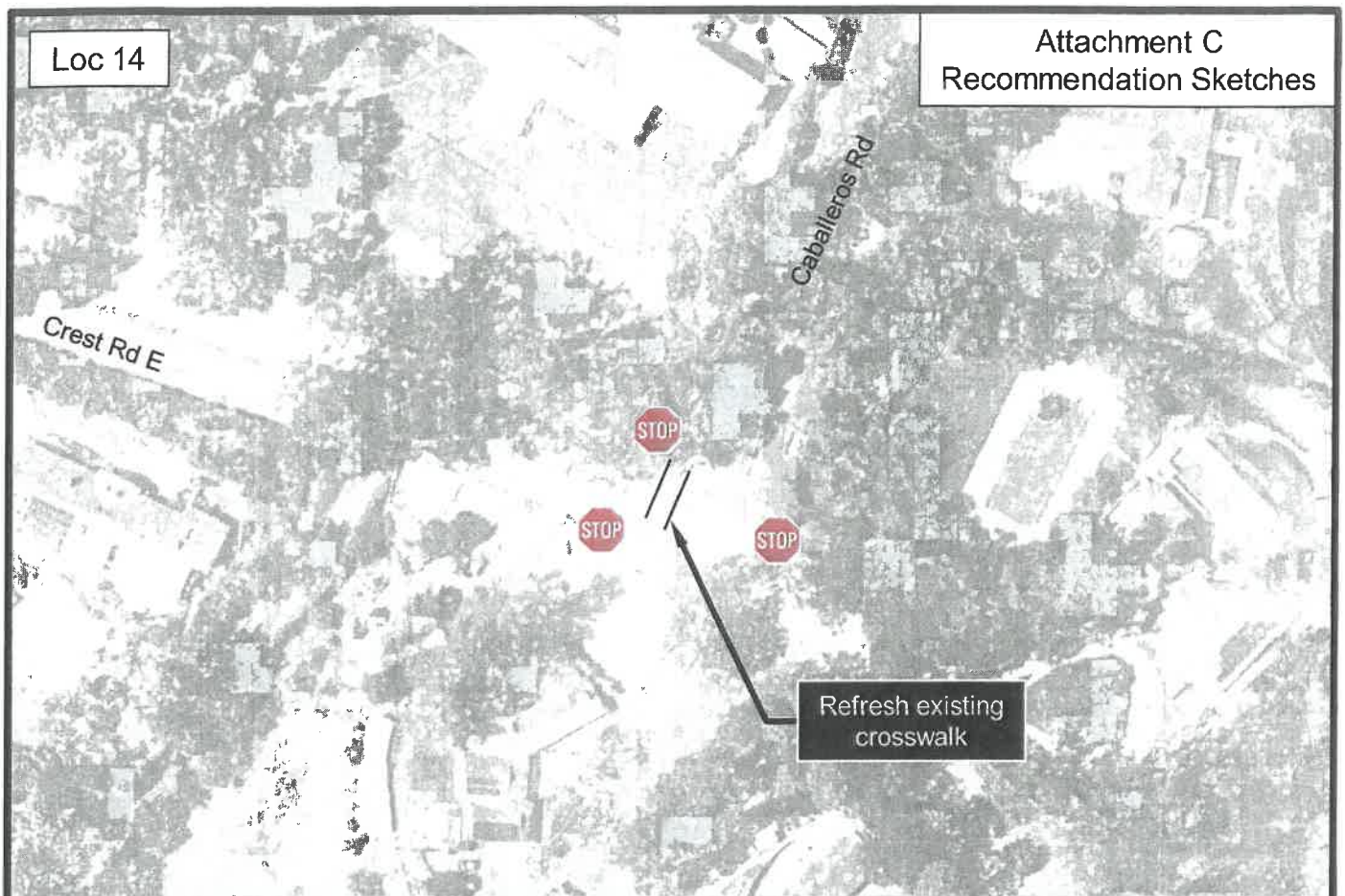
Install "HORSE XING" pavement marking in northbound lane, approximately 100 ft s/o crosswalk. Remove or relocate existing "SLOW CURVE" pavement marking

Notes:

1. Crosswalk is approximately 25 ft long.
2. Angle crosswalk between the east and west extensions of Saddleback Trail, south of the driveway to 26 Saddleback Rd.

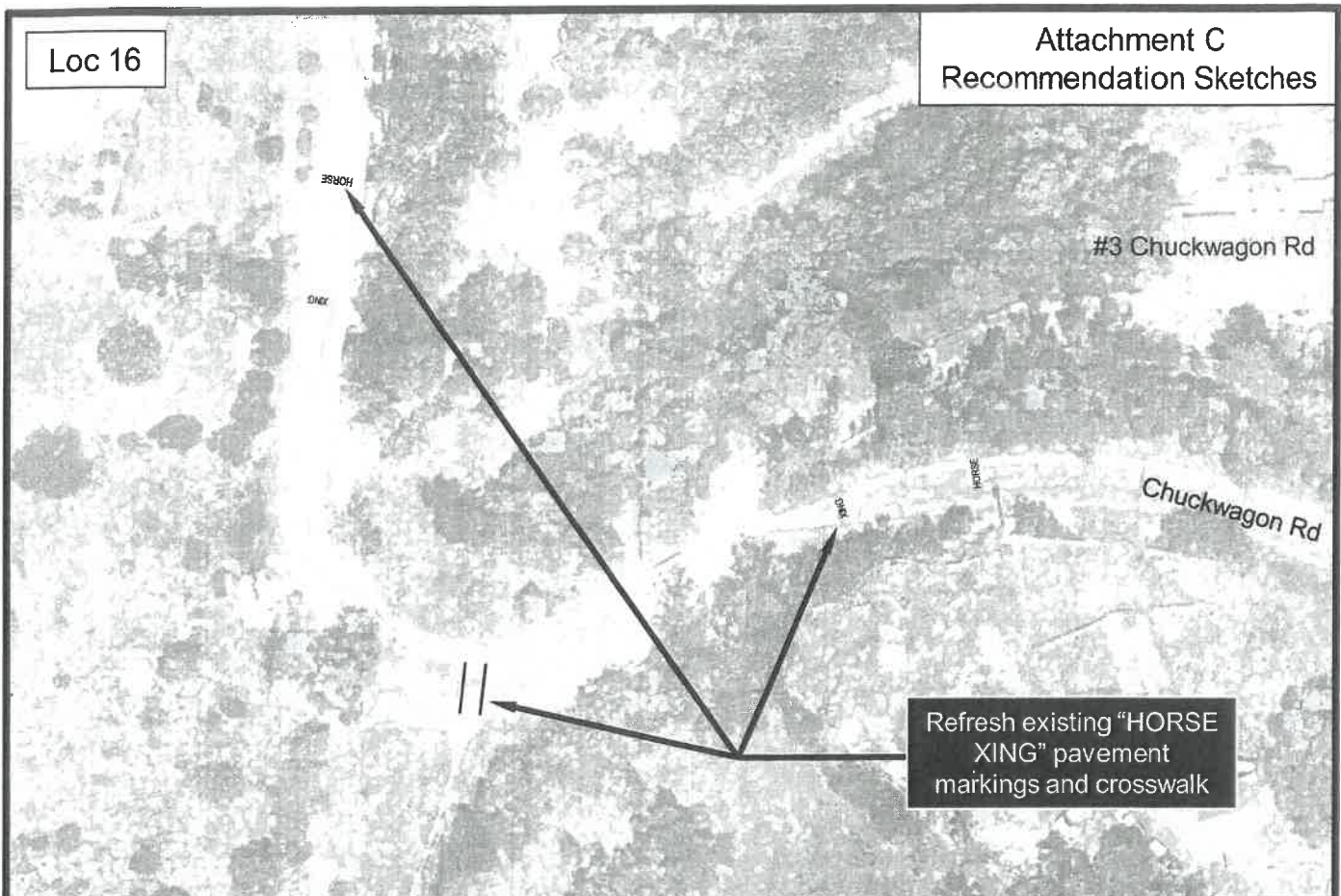
Loc 13

Refresh existing "HORSE XING" pavement markings and crosswalk

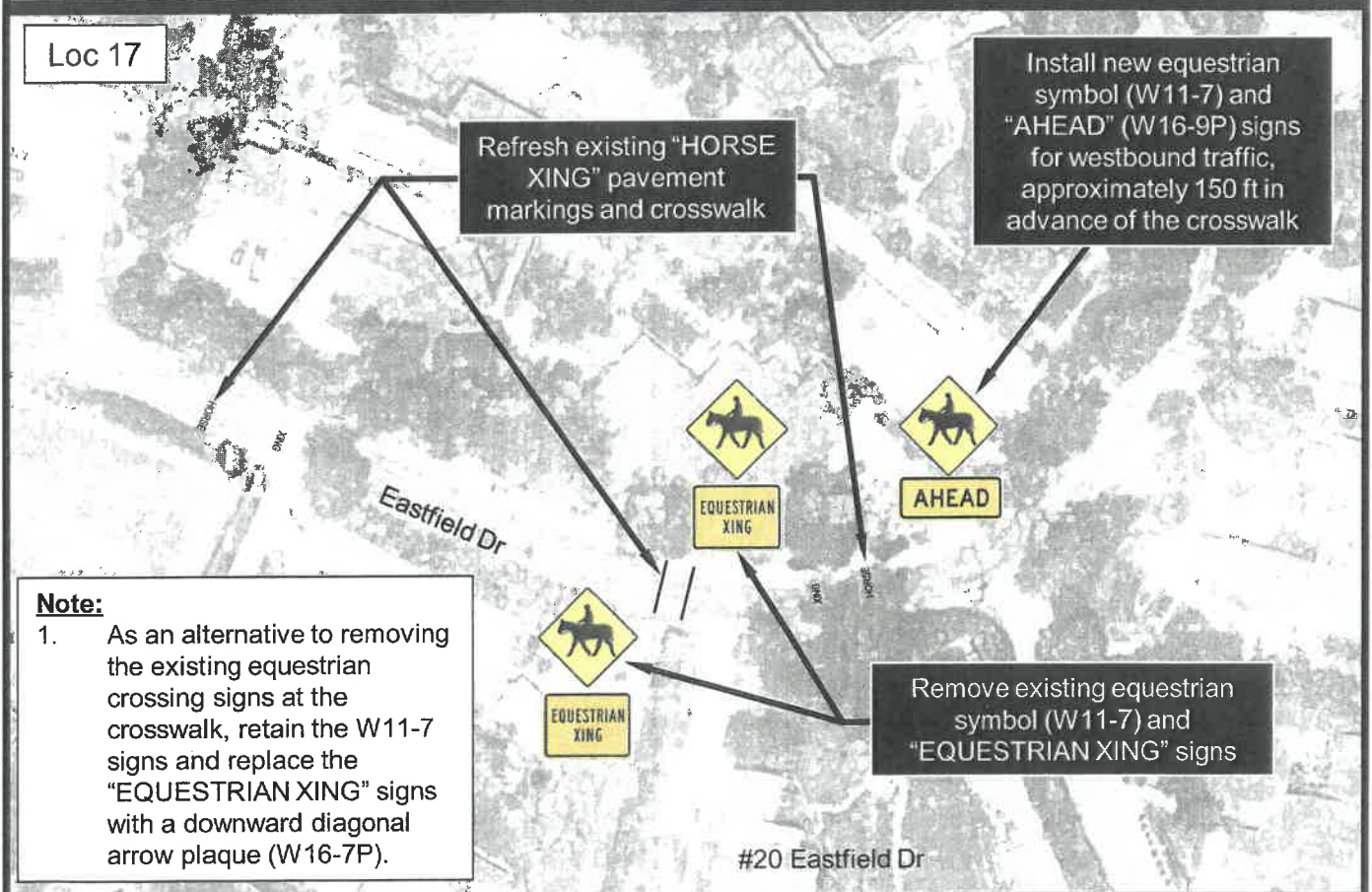


Loc 16

Attachment C
Recommendation Sketches



Loc 17



Note:

1. As an alternative to removing the existing equestrian crossing signs at the crosswalk, retain the W11-7 signs and replace the "EQUESTRIAN XING" signs with a downward diagonal arrow plaque (W16-7P).

Attachment C Recommendation Sketches

Loc 18

Relocate existing equestrian symbol (W11-7) sign for westbound traffic to approximately 400 ft in advance of the new crosswalk location. Replace the existing "EQUESTRIAN XING" sign with an "AHEAD" (W16-9P) sign.

#3 Appaloosa Ln

Install 12" crosswalk lines, spaced at 10 ft on-center, between existing edgelines.

Refresh existing "HORSE XING" pavement markings



Remove existing equestrian symbol (W11-7) and "EQUESTRIAN XING" signs approximately 35 ft south of trail

Notes:

1. Crosswalk is approximately 35 ft long.
2. Angle crosswalk between Upper Si's Trail on the east and the north end of the AC curb on the west.

Loc 19

Refresh existing crosswalk

Portuguese Bend Rd

City Hall



Loc 20

Attachment C
Recommendation Sketches

Relocate existing equestrian symbol (W11-7) sign for southbound traffic to approximately 100 ft in advance of the crosswalk location.
Replace the existing "EQUESTRIAN XING" sign with an "AHEAD" (W16-9P) sign.



Portuguese Bend Rd

Acacia Ln

Refresh existing "HORSE XING" pavement markings and crosswalk



Install new equestrian symbol (W11-7) and "AHEAD" (W16-9P) signs for northbound traffic, approximately 100 ft in advance of the crosswalk.

Loc 21

Reinstall 12" crosswalk lines, spaced at 10 ft on-center, between existing edgelines

Install "HORSE XING" pavement marking in eastbound lane, approximately 150 ft w/o crosswalk.

Remove existing equestrian symbol (W11-7) and "EQUESTRIAN XING" signs approximately 100 ft e/o reinstalled crosswalk



Williamsburg Ln

Lower Blackwater Canyon Rd

Replace the existing "EQUESTRIAN XING" sign with an "AHEAD" (W16-9P) sign for eastbound traffic, approximately 180 ft w/o crosswalk



Install "HORSE XING" pavement marking in westbound lane, approximately 100 ft n/o crosswalk

Note:

1. Crosswalk is approximately 30 ft long.

Attachment C
Recommendation Sketches

Loc 22

Reinstall 12" crosswalk lines, spaced at 10 ft on-center, between existing edgelines

Notes:

1. Crosswalk is approximately 30 ft long.
2. Place back edge of crosswalk approximately 2 ft from Middleridge Rd edge of pavement.

Middleridge Ln S

Middleridge Rd

Loc 23

Install "HORSE XING" pavement marking in eastbound lane, approximately 235 ft w/o new crosswalk location.

Install new equestrian symbol (W11-7) and "AHEAD" (W16-9P) signs for westbound traffic, approximately 150 ft in advance of the new crosswalk location.

Install 12" crosswalk lines, spaced at 10 ft on-center, between existing edgelines.



Replace the existing "EQUESTRIAN XING" sign with an "AHEAD" (W16-9P) sign for eastbound traffic, approximately 235 ft w/o new crosswalk location.

Install "HORSE XING" pavement marking in westbound lane, approximately 150 ft e/o new crosswalk location.

Notes:

1. Crosswalk is approximately 50 ft long.
2. Angle crosswalk between Davidson Trail on the south and Saddleback Trail on the north.

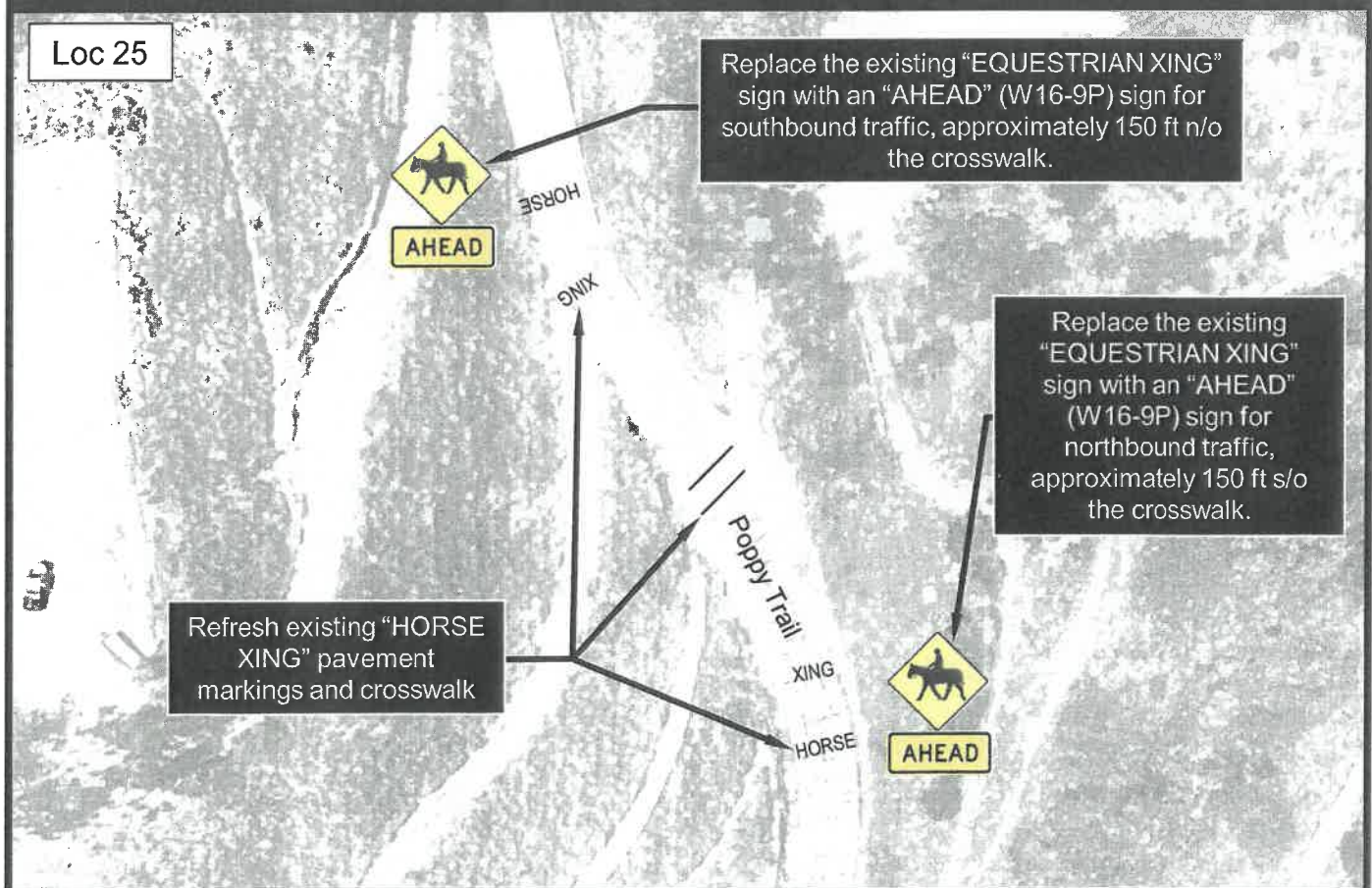
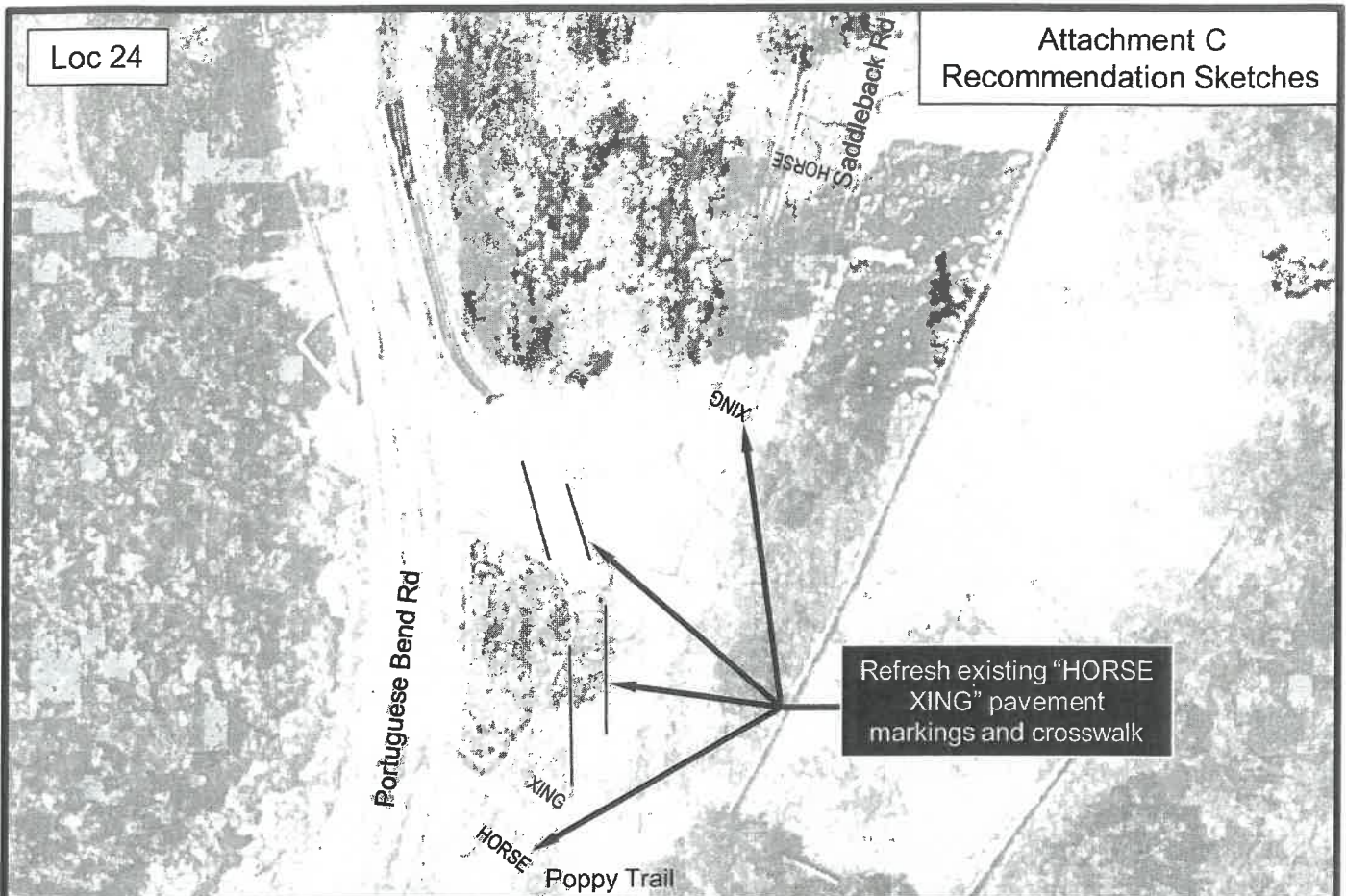
Saddleback Trail

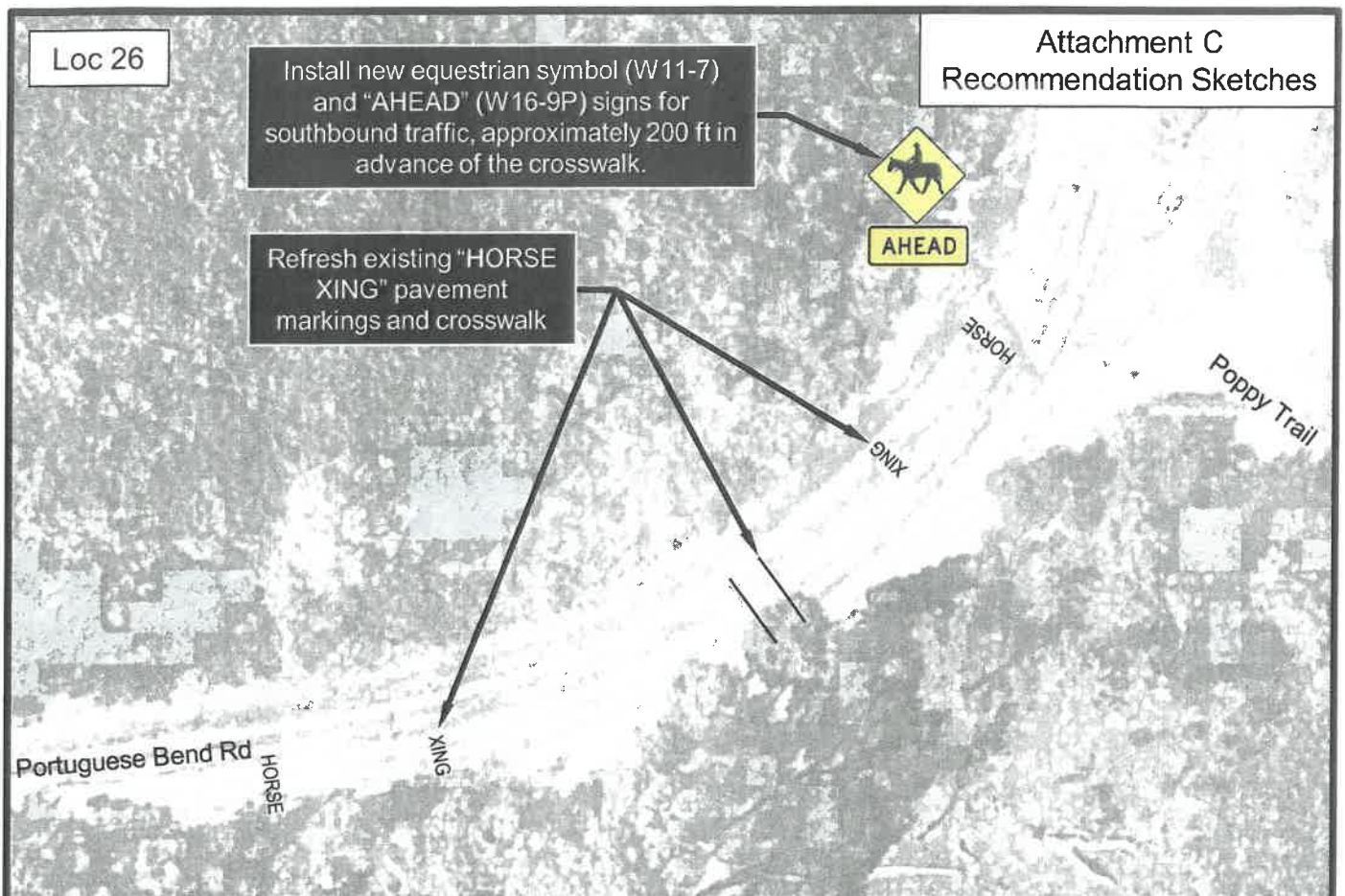
Saddleback Rd

Davidson Trail

#86

Saddleback Rd





Attachment C
Recommendation Sketches

Loc 28

Refresh existing "HORSE XING" pavement markings and crosswalk

HORSE
XING
Portuguese Bend Rd

XING

HORSE

Wagon Ln

Loc 29

Replace the existing "EQUESTRIAN XING" sign with an "AHEAD" (W16-9P) sign for southbound traffic, approximately 190 ft n/o the crosswalk.

Refresh existing "HORSE XING" pavement markings and crosswalk

Replace the existing "EQUESTRIAN XING" sign with an "AHEAD" (W16-9P) sign for northbound traffic, approximately 210 ft s/o the crosswalk.

Sagebrush Ln

Upper Blackwater Canyon Rd



Loc 30

Attachment C
Recommendation Sketches

Replace the existing "EQUESTRIAN XING" sign with an "AHEAD" (W16-9P) sign for southbound traffic, approximately 150 ft n/o the crosswalk.



Replace the existing "EQUESTRIAN XING" sign with an "AHEAD" (W16-9P) sign for southbound traffic, approximately 180 ft n/o the crosswalk.



Refresh existing "HORSE XING" pavement markings and crosswalk

#4 Poppy Trail

Note:

1. This existing crossing location was not included in the list provided by the City.



W11-7



W16-9P



W16-7P



Prepared by:

Jack Rydell

9/24/19

Date



PROFESSIONAL BUILDING & SAFETY/ENGINEERING/INFRASTRUCTURE MANAGEMENT

September 24, 2019

Elaine Jeng, P.E.
City Manager
City of Rolling Hills
No. 2 Portuguese Bend Road
Rolling Hills, CA 90274

TRAFFIC SIGNING, STRIPING AND PAVEMENT MARKING EVALUATION CREST ROAD EAST

Dear Ms. Jeng:

Thank you for this opportunity to perform this traffic signing, striping and pavement marking evaluation on Crest Road East within the City of Rolling Hills. The included recommendations for modifications are intended to comply with requirements and guidelines in the California Vehicle Code (CVC), Caltrans Standard Plans and the current edition of the California Manual on Uniform Traffic Control Devices (CA MUTCD). The recommendations are based on an understanding of the City's semi-rural nature and a desire to limit new traffic controls to an appropriate degree for the community. Also included in the evaluation is a review of the horizontal alignment on Crest Road East to determine the need for warning signs and advisory speed plaques.

INVENTORY

A field inventory of Crest Road East was conducted on September 19, 2019. The existing signage is indicated in Attachment A and the existing pavement markings are indicated in Attachment B. A separate evaluation of equestrian crossings is also being conducted and will be issued independent of this report. However, there are two existing equestrian crossings on Crest Road East (at Georgeff Road and at Caballeros Road) and the traffic controls associated with these crossings are included in this evaluation as well as the separate equestrian crossing report.

HORIZONTAL ALIGNMENT WARNING SIGNS

Crest Road East has several horizontal curves between Portuguese Bend Road and its easterly terminus (Attachment C). The CA MUTCD specifies in Sections 2C.06 through 2C.15 the application of the warning signs as well the use of advisory speed plaques to alert motorists of the horizontal alignment change. Advisory speeds are determined through a ball-bank indicator analysis. In determining the need for curve or turn warning signs, consideration should be given to driver expectancy based on the driving environment. If the curve can be driven at a legal speed without discomfort, there is



normally no need for a sign. A curve warning sign should be considered in advance of any curve that produces a reading of 10 degrees on a Ball Bank Indicator at speeds lower than the approach speed. If a curve warning sign is needed, it should be supplemented with an advisory speed message.

The method for conducting a ball-bank indicator evaluation, which was conducted on September 14, 2019, is contained in CA MUTCD Section 2C.08. For the 30 mph speed limit on Crest Road East, a ball-bank indicator reading of 14 or more would suggest that a warning sign and advisory speed plaque are appropriate. The results are as follows:

<u>Curve #</u>	<u>Ball-Bank Reading (Average – Both Directions)</u>	<u>Warning Sign Required</u>
1	7	NO
2	6	NO
3	6	NO
4	9	NO

RECOMMENDATIONS

The following recommendations will provide compliance with current CA MUTCD standards. They also incorporate the details contained in the most current Caltrans Standard Plans, issued in 2018. For items not included in the following recommendations, the existing traffic controls should be reinstalled/retained. All installations should be consistent with installation requirements of the CA MUTCD and Caltrans Standard Plans. Based on the field investigation and ball-bank indicator evaluation, the following recommendations are provided:

1. Do not install horizontal alignment warning signs or advisory speed plaques on Crest Road East.
2. Consider raising the height of traffic control signs to provide the CA MUTCD guidance of a 7-foot clearance between the bottom of the sign and the surrounding ground surface.
3. Replace all existing 4" wide white edgeline and 4" yellow centerline striping with 6" stripes to comply with current Caltrans Standard Plans.
4. Replace all existing stop signs (R1-1) with new, retroreflective 30" x 30" signs.



5. Install new All-Way Plaques (R1-3P) below each of the stop signs (R1-1) at the intersections of Portuguese Bend Road and Crest Road East, and at Crest Road East and Eastfield Drive.
6. Replace the existing "CLOSED TO THROUGH TRAFFIC" warning sign on the south side of Crest Road East, approximately 36 feet east of Eastfield Drive with an R11-4 regulatory sign.

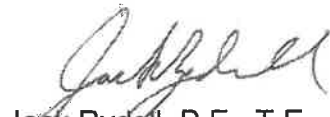
BID SCHEDULE

A roadway resurfacing bid schedule of the signing, striping and markings on Crest Road East is included as Attachment C. The bid schedule includes existing traffic controls to be reinstalled/retained and the recommendations included above. All traffic controls should be installed per requirements of the current CA MUTCD and Caltrans Standard Plans.

Please feel free to contact me at (562) 252-2511 or jackrydell@caaprofessionals.com if you have any questions regarding these recommendations. It has been a pleasure to provide you with this traffic engineering service.

Sincerely,

Charles Abbott Associates


Jack Rydell, P.E., T.E.
Senior Traffic Engineer

JR: Crest Rd East Signing and Striping Inventory Report - 9-24-19

Attach.



**CITY OF ROLLING HILLS
Sign Inventory**

Attachment A

SIGN ID	Main Street	Location	Cross Street	Approximate Location	MUTCD Sign Code	Sign Notes	Sign Height	Sign Width	Sign Orientation	Sign Condition
1	Crest Road East	N/S	Portuguese Bend Road	E/L	R1-1		30"	30"	Facing Westbound Traffic	Acceptable - Sign mounted 4 1/2 ft above ground
2	Crest Road West	S/S	Portuguese Bend Road	W/L	R1-1		30"	30"	Facing Eastbound Traffic	Acceptable - Sign mounted 4 1/2 ft above ground
3	Portuguese Bend Road	W/S	Crest Road West	N/L	R1-1		30"	30"	Facing Southbound Traffic	Acceptable - Sign mounted 4 1/2 ft above ground
4	Portuguese Bend Road	E/S	Crest Road East	S/L	R1-1		30"	30"	Facing Northbound Traffic	Acceptable - Sign mounted 4 1/2 ft above ground
5	Georgeff Road	W/S	Crest Road East	N/L	R1-1		30"	30"	Facing Southbound Traffic	Acceptable - Sign mounted 4 1/2 ft above ground
6	Crest Road East	S/S	Georgeff Road	150' E/O	R2-1	30 MPH	30"	24"	Facing Eastbound Traffic	Acceptable - Sign mounted 4 1/2 ft above ground
7	Crest Road East	S/S	Caballeros Road	300' W/O	W3-1		30"	30"	Facing Eastbound Traffic	Acceptable - Sign mounted 3 ft above ground
8	Crest Road East	S/S	Caballeros Road	W/L	R1-1		24"	24"	Facing Eastbound Traffic	Replace with 30" x 30" sign. Sign mounted 3 ft above ground
9	Caballeros Road	W/S	Crest Road East	N/L	R1-1		24"	24"	Facing Southbound Traffic	Replace with 30" x 30" sign. Sign mounted 3 ft above ground
10	Crest Road East	N/S	Southfield Drive	E/L	R1-1		24"	24"	Facing Westbound Traffic	Replace with 30" x 30" sign. Sign mounted 3 ft above ground
11	Southfield Drive	E/S	Crest Road East	S/L	R1-1		24"	24"	Facing Northbound Traffic	Replace with 30" x 30" sign. Sign mounted 3 ft above ground
12	Crest Road East	N/S	Southfield Drive	330' E/O	W3-1		30"	30"	Facing Westbound Traffic	Acceptable - Sign mounted 4 ft above ground
13	Crest Road East	S/S	Southfield Drive	465' E/O	R2-1	30 MPH	30"	24"	Facing Eastbound Traffic	Acceptable - Sign mounted 4 1/2 ft above ground
14	Crest Road East	N/S	Eastfield Drive	260' W/O	R2-1	30 MPH	30"	24"	Facing Westbound Traffic	Acceptable - Sign mounted 4 1/2 ft above ground
15	Crest Road East	S/S	Eastfield Drive	225' W/O	W3-1		30"	30"	Facing Eastbound Traffic	Acceptable - Sign mounted 4 1/2 ft above ground
16	Crest Road East	S/S	Eastfield Drive	W/L	R1-1		24"	24"	Facing Eastbound Traffic	Replace with 30" x 30" sign. Sign mounted 3 ft above ground

CITY OF ROLLING HILLS Sign Inventory

Attachment A

SIGN ID	Main Street	Location	Cross Street	Approximate Location	MUTCD Sign Code	Sign Notes	Sign Height	Sign Width	Sign Orientation	Sign Condition
17	Eastfield Drive	W/S	Crest Road East	N/L	R1-1		24"	24"	Facing Southbound Traffic	Replace with 30" x 30" sign. Sign mounted 3 ft above ground
18	Crest Road East	N/S	Eastfield Drive	E/L	R1-1		24"	24"	Facing Westbound Traffic	Replace with 30" x 30" sign. Sign mounted 3 ft above ground
19	Crest Road East	S/S	Eastfield Drive	36' E/O	"CLOSED TO THROUGH TRAFFIC"	Non-Standard Sign	24"	24"	Facing Eastbound Traffic	Existing sign is a warning sign. Replace with R11-4 regulatory sign.
20	Crest Road East	S/S	Eastfield Drive	140' E/O	W31A (CA)		30"	30"	Facing Eastbound Traffic	Acceptable - Sign mounted 4 1/2 ft above ground
21	Crest Road East	N/S	Eastfield Drive	445' E/O	R26 (CA)	"NO PARKING FIRE LANE"	18"	12"	Facing South	Acceptable - Sign mounted on fence
22	Crest Road East	N/S	Eastfield Drive	500' E/O	R26 (CA)	"NO STOPPING FIRE LANE"	18"	12"	Facing North	Acceptable - Sign mounted on utility pole
23	Crest Road East	S/S	Eastfield Drive	550' E/O	R26 (CA)	"NO STOPPING FIRE LANE"	18"	12"	Facing South	Acceptable - Sign mounted on fence
24	Crest Road East	Head-On	Eastfield Drive	580' E/O	W31 (CA)		30"	30"	Facing Eastbound Traffic	Acceptable - Sign mounted on fence
25	Crest Road East	Head-On - North of W31 (CA)	Eastfield Drive	580' E/O	OM4-3		24"	24"	Facing Eastbound Traffic	Acceptable - Sign mounted on fence
26	Crest Road East	Head-On - South of W31 (CA)	Eastfield Drive	580' E/O	OM4-3		24"	24"	Facing Eastbound Traffic	Acceptable - Sign mounted on fence

CITY OF ROLLING HILLS
Pavement Marking Inventory

Attachment B

MARKING ID	Main Street	Location	Cross Street	Approximate Location	Caltrans Standard Plan	Marking Notes	Marking Width	Marking Length	Marking Material
1	Crest Road East	Westbound Approach	Portuguese Bend Road	E/L	A24E	White Limit Line	12"	15 ft	Thermoplastic
2	Crest Road East	Westbound Approach	Portuguese Bend Road	E/L	A24D	"STOP"	N/A	N/A	Thermoplastic
3	Crest Road East	Centerline	Portuguese Bend Road	E/L	A20A - Detail 22	Two-Direction No Passing Zone	4"	315 ft	Paint
4	Crest Road East	North Edge of Pavement	Portuguese Bend Road	E/L	A20B - Detail 27B	Edgeline	4"	320 ft	Paint
5	Crest Road East	South Edge of Pavement	Portuguese Bend Road	E/L	A20B - Detail 27B	Edgeline	4"	2,950 ft	Paint
6	Crest Road East	Eastbound Lane	Georgeff Road	110' W/O	A24D/E	"HORSE XING"	N/A	N/A	Thermoplastic
7	Crest Road East	Westbound Lane	Georgeff Road	45' W/O	A24D	"STOP AHEAD"	N/A	N/A	Thermoplastic
8	Crest Road East	ON	Georgeff Road	W/L	A24F - Basic	White Crosswalk - 10 ft Wide	12"	35 ft	Thermoplastic
9	Crest Road East	Centerline	Georgeff Road	E/L	A20A - Detail 22	Two-Direction No Passing Zone	4"	160 ft	Paint
10	Crest Road East	Westbound Lane	Georgeff Road	160' W/O	A24D/E	"HORSE XING"	N/A	N/A	Thermoplastic
11	Crest Road East	North Edge of Pavement	Georgeff Road	E/L	A20B - Detail 27B	Edgeline	4"	2,500 ft	Paint
12	Crest Road East	Eastbound Lane	Georgeff Road	290' E/O	A20A - Type D (Blue)	Blue raised reflective pavement marker	N/A	N/A	N/A
13	Crest Road East	Centerline	Georgeff Road	160' E/O	A20A - Detail 2	Skip Yellow Centerline	4"	2,200 ft	Paint
14	Crest Road East	Eastbound Lane	Georgeff Road	970' E/O	A20A - Type D (Blue)	Blue raised reflective pavement marker	N/A	N/A	N/A
15	Crest Road East	Eastbound Lane	Caballeros Road	970' W/O	A20A - Type D (Blue)	Blue raised reflective pavement marker	N/A	N/A	N/A
16	Crest Road East	Eastbound Lane	Caballeros Road	420' W/O	A20A - Type D (Blue)	Blue raised reflective pavement marker	N/A	N/A	N/A
17	Crest Road East	Eastbound Lane	Caballeros Road	300' W/O	A24D	"STOP AHEAD"	N/A	N/A	Thermoplastic
18	Crest Road East	Centerline	Caballeros Road	W/L	A20A - Detail 22	Two-Direction No Passing Zone	4"	150 ft	Paint
19	Crest Road East	Eastbound Approach	Caballeros Road	W/L	A24D	"STOP"	N/A	N/A	Thermoplastic
20	Crest Road East	ON	Caballeros Road	W/L	A24F - Basic	White Crosswalk - 10 ft Wide	12"	45 ft	Thermoplastic
21	Crest Road East	North Edge of Pavement	Caballeros Road	E/L	A20B - Detail 27B	Edgeline	4"	2,400 ft	Paint
22	Crest Road East	Westbound Approach	Southfield Drive	E/L	A24E	White Limit Line	12"	12 ft	Thermoplastic
23	Crest Road East	Westbound Approach	Southfield Drive	E/L	A24D	"STOP"	N/A	N/A	Thermoplastic
24	Crest Road East	Centerline	Southfield Drive	E/L	A20A - Detail 22	Two-Direction No Passing Zone	4"	160 ft	Paint
25	Crest Road East	South Edge of Pavement	Southfield Drive	E/L	A20B - Detail 27B	Edgeline	4"	2,800 ft	Paint
26	Crest Road East	Centerline	Southfield Drive	160' E/O	A20A - Detail 2	Skip Yellow Centerline	4"	1,900 ft	Paint
27	Crest Road East	Eastbound Lane	Southfield Drive	350' E/O	A24D	"STOP AHEAD"	N/A	N/A	Thermoplastic

**CITY OF ROLLING HILLS
Pavement Marking Inventory**

Attachment B

MARKING ID	Main Street	Location	Cross Street	Approximate Location	Caltrans Standard Plan	Marking Notes	Marking Width	Marking Length	Marking Material
28	Crest Road East	Eastbound Lane	Southfield Drive	495' E/O	A20A - Type D (Blue)	Blue raised reflective pavement marker	N/A	N/A	N/A
29	Crest Road East	Eastbound Lane	Southfield Drive	1,100' E/O	A20A - Type D (Blue)	Blue raised reflective pavement marker	N/A	N/A	N/A
30	Crest Road East	Centerline	Eastfield Drive	W/L	A20A - Detail 22	Two-Direction No Passing Zone	4"	250 ft	Paint
31	Crest Road East	Eastbound Lane	Eastfield Drive	210' E/O	A24D	"STOP AHEAD"	N/A	N/A	Thermoplastic
32	Crest Road East	Eastbound Approach	Eastfield Drive	W/L	A24E	White Limit Line	12"	12 ft	Thermoplastic
33	Crest Road East	Eastbound Approach	Eastfield Drive	W/L	A24D	"STOP"	N/A	N/A	Thermoplastic
34	Crest Road East	Westbound Approach	Eastfield Drive	E/L	A24E	White Limit Line	12"	35 ft	Thermoplastic
35	Crest Road East	Westbound Approach	Eastfield Drive	E/L	A24D	"STOP"	N/A	N/A	Thermoplastic
36	Crest Road East	North Edge of Pavement	Eastfield Drive	E/L	A20B - Detail 27B	Edgeline	4"	400 ft	Paint
37	Crest Road East	Centerline	Eastfield Drive	E/L	A20A - Detail 22	Two-Direction No Passing Zone	4"	160 ft	Paint
38	Crest Road East	Eastbound Lane	Eastfield Drive	80' E/O	A24D/E	"ROAD ENDS 500 FEET"	N/A	N/A	Thermoplastic
39	Crest Road East	Centerline	Eastfield Drive	160' E/O	A20A - Detail 2	Skip Yellow Centerline	4"	230 ft	Paint
40	Crest Road East	Eastbound Lane	Eastfield Drive	360' E/O	A24D/E	"ROAD ENDS"	N/A	N/A	Thermoplastic
41	Crest Road East	North Edge of Pavement	Eastfield Drive	430' E/O	A20A - Detail 21	Two-Direction No Passing Zone	4"	160 ft	Paint

BID SCHEDULE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Sign	13	EA	\$	\$
2	Install R1-1 Sign	12	EA	\$	\$
3	Install R1-3P Sign	12	EA	\$	\$
4	Install R11-4 Sign	1	EA	\$	\$
5	Install 8" edgeline per Caltrans Standard Plan A20B, Detail 27B	11,370	LF	\$	\$
6	Install Two-Direction No Passing Zone per Caltrans Standard Plan A20A, Detail 22	1,195	LF	\$	\$
7	Install Two-Direction No Passing Zone per Caltrans Standard Plan A20A, Detail 21	160	LF	\$	\$
8	Install Skip Yellow Centerline per Caltrans Standard Plan A20A, Detail 2	4,330	LF	\$	\$
9	Install Basic Crosswalk per Caltrans Standard Plan A24F	2	EA	\$	\$
10	Install White Limit Line per Caltrans Standard Plan A24E	4	EA	\$	\$
11	Install "STOP" Pavement Marking per Caltrans Standard Plan A24D	5	EA	\$	\$
12	Install "HORSE XING" Pavement Marking per Caltrans Standard Plan A24D/E	2	EA	\$	\$
13	Install "STOP AHEAD" Pavement Marking per Caltrans Standard Plan A24D	4	EA	\$	\$
14	Install "ROAD ENDS 500 FEET" Pavement Marking per Caltrans Standard Plan A24D/E	1	EA	\$	\$
15	Install "ROAD ENDS" Pavement Marking per Caltrans Standard Plan A24D/E	1	EA	\$	\$
16	Install Blue Raised Reflective Pavement Marker	6	EA	\$	\$
TOTAL BASE BID (In Figures)					\$
TOTAL BASE BID (In Words)					

NOTES:

1. All amounts and totals given in the Bid Schedule will be subject to verification by the Contractor. In case of variation between the unit cost and amount shown by bidder, the unit cost will be considered to be his/her bid.
2. Quantities shown in the above Bid Schedule are estimated quantities for bidding purposes only. Actual quantities shall be determined from field measurements.



PROFESSIONAL BUILDING & SAFETY/ENGINEERING/INFRASTRUCTURE MANAGEMENT

September 25, 2019

Elaine Jeng, P.E.
City Manager
City of Rolling Hills
No. 2 Portuguese Bend Road
Rolling Hills, CA 90274

**MIDDLERIDGE ROAD AND WILLIAMSBURG LANE/LOWER BLACKWATER
CANYON ROAD
ALL-WAY STOP CONTROLS**

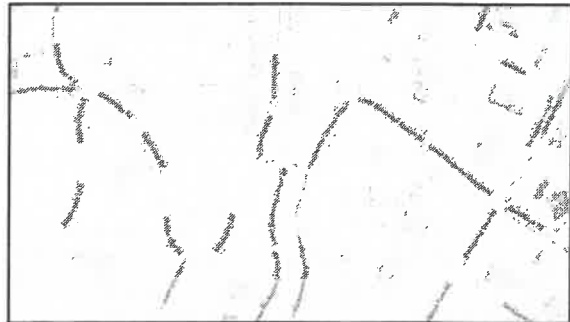
Dear Ms. Jeng:

RECOMMENDATIONS

1. Consider the installation of all-way stop controls at Middleridge Lane and Williamsburg Lane/Lower Blackwater Canyon Road.

BACKGROUND

As requested I reviewed the intersection of Middleridge Road and Williamsburg Lane/Lower Blackwater Canyon Road with respect to the need for all-way stop controls and offer the following comments. Due to the proximity of Williamsburg Lane and Lower Blackwater Canyon Road, this area is being evaluated as a single intersection.



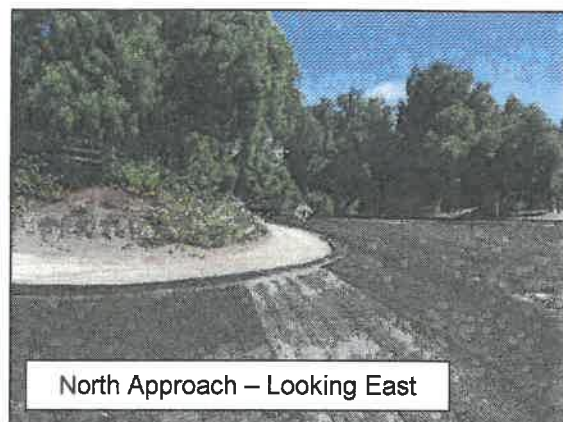
DISCUSSION

Middleridge Road in the subject vicinity is classified as a local roadway in the current functional classification map (California Roadway System Map 13V52) and runs east-west. It has one lane in each direction and has no posted speed limit in the subject vicinity. The vertical alignment is rolling with multiple horizontal curves between points west of Williamsburg Lane and east of Lower Blackwater Canyon Road.

CHARLES ABBOTT ASSOCIATES, INC.

27401 LOS ALTOS • SUITE 220 • MISSION VIEJO, CA 92691
TOLL FREE: (866) 530-4980 • PHONE: (949) 367-2850 • FAX: (949) 367-2852
WWW.CAAPROFESSIONALS.COM

Williamsburg Lane and Lower Blackwater Canyon Road are both local roadways that run north-south with one lane in each direction. Williamsburg Lane is a cul-de-sac that terminate on the south at Middleridge Road and has stop control. Lower Blackwater Canyon Road is stop controlled at Middleridge Road, and then continues easterly.



Williamsburg Lane and Lower Blackwater Canyon Road are approximately 70 feet apart, with Williamsburg Lane on the west and Lower Blackwater Canyon Road on the east. There is rural residential development on all roadways in the area.

A field review was conducted on September 19, 2019. Traffic volumes on all roadways were observed to be extremely light. A review of the available SWITRS data at this intersection revealed no reported collisions since 2014 that could be correctable with the installation of all-way stop controls.

For the assumed legal speed limit of 25 mph on Middleridge Road, the minimum stopping sight distance per Table 201.1 of the California Highway Design Manual is 150 feet. Field



measurements revealed that visibility for Williamsburg Lane looking west and Lower Blackwater Canyon Road looking east exceeds the minimum stopping sight distance. However, visibility for Williamsburg Lane looking east was measured at approximately 125 feet and visibility for Lower Blackwater Canyon Road looking west was measured at approximately 110 feet. The visibility restrictions are due to geographic features that are not easily mitigated.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides guidance for the installation of all-way stop controls. It suggests that all-way stop controls may be considered when:

- **Warrant A** - Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- **Warrant B** - There is a crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by all-way stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.
- **Warrant C** - Where the vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour. When the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, as it does at this intersection, the minimum vehicular volume warrants may be reduced to 70 percent of the above values.
- **Warrant D** - Where none of the above Warrants are satisfied, but Warrants B and C are satisfied 80 percent. For this warrant, the 70 percent reduction for Warrant D cannot be applied.

The CA MUTCD also provides other criteria that may be considered, including:

- The need to control left-turn conflicts;
- The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;



- Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and,
- An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection.

Warrant A would clearly not be satisfied as a traffic signal is not appropriate for this location. The lack of reported crashes do not satisfy Warrant B. As indicated previously, the traffic volumes for Middleridge Road, Williamsburg Lane and Lower Blackwater Canyon Road are far below the minimum thresholds in Warrant C. The reported crashes and traffic volumes also do not satisfy Warrant D.

With regards to the additional criteria allowed for consideration in the CA MUTCD, the following criterion appears applicable to justify all-way stop controls at this intersection.

Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop – Visibility for motorists on the north approach of Williamsburg Lane viewing traffic approaching from the east, and visibility on the south approach of Lower Blackwater Canyon Road viewing traffic approaching from the west is limited due to the roadway curvature and vertical alignment. The minimum stopping sight distance of 150 feet for 25 mph cannot be provided and can create conflict for motorists attempting to enter Middleridge Road.

CONCLUSION

Due to the restricted visibility for motorists on the north and south approaches viewing approaching traffic on Middleridge Road and application of the additional criteria regarding visibility issues, the installation of all-way stop controls could be justified.

JR: Middleridge Rd and Williamsburg Ln-
Lower Blackwater Canyon Rd All-Way Stop
Control Analysis - 9-25-19



CHARLES ABBOTT ASSOCIATES, INC.

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City of Rolling Hills

INCORPORATED JANUARY 24, 1957

NO. 2 PORTUGUESE BEND ROAD
ROLLING HILLS, CA 90274
(310) 377-1521
FAX (310) 377-7288

Agenda Item No: 6B
Mtg. Date: 09/26/19

TO: HONORABLE CHAIRMAN AND MEMBERS OF THE TRAFFIC COMMISSION

FROM: YOLANTA SCHWARTZ, PLANNING DIRECTOR

THRU: ELAINE JENG, P.E., CITY MANAGER

SUBJECT: CONSIDER A NEW DRIVEWAY AT 23 CHUCKWAGON ROAD AS A PART OF A DEVELOPMENT APPLICATION.

DATE: SEPTEMBER 26, 2019

ATTACHMENTS:

- 1. LETTER OF REQUEST**
- 2. MEMORANDUM FROM TRAFFIC ENGINEER**

RECOMMENDATION

It is recommended that the members of the Traffic Commission review and consider the applicant's request for a relocated driveway and driveway apron at 23 Chuckwagon Road. The Traffic Commission may wish to conduct a field visit during the meeting to review the site.

BACKGROUND/DISCUSSION

The property owners at 23 Chuckwagon propose to relocate an existing apron and driveway to a location where it can better serve the garage and reduce hardscape along the front of the property. The proposed driveway would have an 18' wide apron and 13-14' wide driveway. Attached is the applicant's request and description of the project. Due to the required grading, slope and a wall greater than 36" in height, following Traffic Commission recommendation as to the location and sight distance, the Planning Commission will consider the request at a future date. However, the applicants would like to get input from the Traffic Engineer and the Traffic Commission, if this driveway could be constructed from traffic engineering standpoint and requirements.

The applicants propose to demolish the existing garage and construct a new garage and make other improvements to the property, which were approved administratively.

To assist the Traffic Commission in its review of this request, the applicant was asked to stake the driveway. The City's Traffic Engineer has reviewed the plans for the proposed driveway and provided her opinion. She will visit the property prior to the meeting on September 26th, 2019 and provide an oral report to the Traffic Commission at the meeting. The Traffic Commission could also visit the site.

NOTIFICATION

The applicant's representative, the Rolling Hills Community Association; and the residents/property owners of adjacent properties have been forwarded a copy of the agenda to advise them that the Traffic Commission will be reviewing this request.

CONCLUSION

The Traffic Commission's recommendation will be forwarded to the City Council for a decision on whether or not to approve the proposed driveway apron, once the construction of the driveway is reviewed and approved by the Planning Commission.

OTTOLIA & BARNES Architecture

5533 Bayridge Road, Rancho Palos Verdes, California 90275, T: (310) 375-0107, E: dco@OBAstudio.com



September 12, 2019

City of Rolling Hills
 Traffic Commission
 2 Portuguese Bend Road
 Rolling Hills, California 90274

Re. New driveway and approach to property located at 23 Chuchwagon Road

Dear Traffic Commission Members,

On behalf of Sandra and Mario Ramirez, I would like to submit a new driveway to their recently purchased home for your consideration. Our project consists of removing the existing driveway and retaining walls, which run from the middle of the lot in a westerly direction, and replacing it with a new driveway.

The proposed driveway will be at a downslope from Chuckwagon Road, and run parallel to, and be 8'-2" away from, the Westerly property line. The proposed apron is 18 feet wide and will taper to a 13 foot wide driveway. The driveway will be 55'-7" long. It's initial approach will be 8 feet long at 8% slope, it will then blend to 17.75% slope for a distance of approximately 39'-7", and terminate at an 8% slope for the final 8' of driveway length. At its sides, the driveway will have two retaining walls which will follow the natural slope and vary in height. Using the front easement line as a benchmark, the height of the retaining wall at the front easements line would be approximately 9" above the existing grade, and approximately 36" above the existing natural grade at 10' away from the front easement line. Where the proposed driveway meets the existing driveway, at point approximately 13' away from the front easement line, there is a height of approximately 60" which will be reduced, after removing the existing driveway and continuing the slope of the existing grade to approximately 48". We are anticipating a fill of 63 cubic yards.

Thank you for your time and consideration, please feel free to contact me if you have any comments or need any further information.

Respectfully submitted,

Domingo Ottolia
 Architect
 CA License C27790

Attachment



TO: Elaine Jeng PE, City Manager

FROM: Vanessa Munoz, PE, TE, City Traffic Engineer

DATE: September 20, 2019

SUBJECT: 23 Churckwagon Road Driveways

This memorandum is in response to the request by the City to review and provide input on the residential driveway being proposed by the residents at 23 Chuckwagon Road. The proposed driveway will replace the existing residential driveway located approximately in the middle of the lot.

The proposed driveway is located 8-2" away from the westerly property line. The driveway apron is 18-feet wide with a 13-foot driveway aisle. The proposed driveway will have two retaining walls, one on each side of the driveway aisle which will follow the natural slope of the terrain and the walls will be of varying height. The height of the retaining walls at the front easements line would be 9" above the existing grade and approximately 36" above the existing natural grade at 10-feet away from the front easement line.

Based on the review of the driveway layout plan and engineering judgement, the proposed driveway width and apron are acceptable, however a field review of the proposed driveway location will be performed prior to the traffic commission meeting and a final verbal recommendation will be made at the traffic commission with regards to the proposed location and sight distance requirements.







City of Rolling Hills

INCORPORATED JANUARY 24, 1957

NO. 2 PORTUGUESE BEND ROAD
ROLLING HILLS, CA 90274
(310) 377-1521
FAX (310) 377-7288

Agenda Item No.: 6C
Mtg. Date: 10/03/2019

TO: HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION

FROM: YOHANA CORONEL, MBA

THROUG: ELAINE JENG, P.E., CITY MANAGER

SUBJECT: RECOMMEND TO THE TRAFFIC COMMISSION TO RESCHEDULE THE NOVEMBER 28, 2019 TRAFFIC COMMISSION MEETING TO NOVEMBER 21, 2019, DUE TO THE THANKSGIVING HOLIDAY.

DATE: OCTOBER 03, 2019

RECOMMENDATION

The Traffic Commission is scheduled to meet on November 28, 2019. This year, November 28 falls on the Thanksgiving holiday. Staff recommends that the Traffic Commission reschedule the November 28, 2019 Traffic Commission Meeting to November 21, 2019, the Thursday prior to November 28, 2019.