



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, July 25, 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 that does not appear on this agenda for action. Each speaker will be permitted to speak only once. Written requests, 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 JULY 25, 2024**

RECOMMENDATION: Approve as presented.

[CL_AGN_230725_TC_AffidavitofPosting.pdf](#)

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

RECOMMENDATION: Approve as presented.

[CL_MIN_240530_TC_F.pdf](#)

**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

RECOMMENDATION: Receive and file.

[CO_TRC_240725_Email_RPV_TrafficEngineer_240613.pdf](#)

[CO_TRC_240404_Email_Grindle_RHCA_EastfieldGate.pdf](#)

[CO_TRC_240530_EastfieldGate_Photos.pdf](#)

[CO_TRC_240328_Email_Brodie_EastfieldGate_Redacted.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 MAY-JUNE 2024 \(VERBAL REPORT\)](#)

RECOMMENDATION: Receive and file.

[CL_AGN_240725_LASD_May_SuppTraffic.pdf](#)

[CL_AGN_240725_LASD_June_SuppTraffic.pdf](#)

[CL_AGN_240725_LASD_May-June_TrafficCitations.pdf](#)

10. OLD BUSINESS

- 10.A. [REVIEW AND APPROVE SUPPLEMENTAL TRAFFIC ENFORCEMENT AGREEMENT WITH LOS ANGELES COUNTY SHERIFF'S DEPARTMENT](#)

RECOMMENDATION: Consider and approve as presented.

[Attachment A - CA_AGR_240627_LASD_SuppTrafficEnf_FY24-25_Proposal_F.pdf](#)

[Attachment B - CA_AGR_LACo_Sheriff_FY 23-24_SupplementalTrafficEnforcement.pdf](#)

11. NEW BUSINESS

- 11.A. [CONSIDERATION TO PLACE A TEMPORARY SIGN AT PORTUGUESE BEND ROAD AND RANCHERO ROAD](#)

RECOMMENDATION: Consideration and possible action to place a temporary sign at Portuguese Road and Ranchero Road

[Attachment A - CL_AGN_240725_TC_RHCA_EmailRequest.pdf](#)

[Attachment B - CL_AGN_240725_TC_TrafficEngineer_Report.pdf](#)

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](#)

RECOMMENDATION: Provide direction to staff.

[Email_and_pictures_from_Shrader_240526.pdf](#)

13. MATTERS FROM STAFF

- 13.A. [UPDATE ON REQUIREMENTS FOR ENGINEERING AND TRAFFIC SURVEY](#)

RECOMMENDATION: Provide direction to staff.

[Rolling Hills E&T Report 2018.pdf](#)

14. ADJOURNMENT

Next meeting: Thursday, September 26, 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: 07/25/2024

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 JULY 25, 2024

DATE: July 25, 2024

BACKGROUND:

None.

DISCUSSION:

None.

FISCAL IMPACT:

None.

RECOMMENDATION:

Approve as presented.

ATTACHMENTS:

[CL_AGN_230725_TC_AffidavitofPosting.pdf](#)



Administrative Report

7.A., File # 2383

Meeting Date: 7/25/2024

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 JULY 25, 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: July 19, 2024



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 7.B
Mtg. Date: 07/25/2024

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: MAY 30, 2024

DATE: July 25, 2024

BACKGROUND:

None.

DISCUSSION:

None.

FISCAL IMPACT:

None.

RECOMMENDATION:

Approve as presented.

ATTACHMENTS:

[CL_MIN_240530_TC_F.pdf](#)



1. CALL MEETING TO ORDER

The Traffic Commission of the City of Rolling Hills met on the above date at 8:33 a.m. Chair Wilson presiding.

2. ROLL CALL

Commissioners Present: Margeta, Virtue, Raine, Chair Wilson
Commissioners Absent: Vice Chair Bobit,
Staff Present: John Signo, Planning & Community Services Director
Christian Horvath, City Clerk / Executive Assistant to the City Manager
Vanessa Munoz, Traffic Engineer
Samantha Crew, Management Analyst

3. PLEDGE OF ALLEGIANCE – Chair Wilson

4. APPROVE ORDER OF THE AGENDA – NONE

5. BLUE FOLDER ITEMS (SUPPLEMENTAL)

Motion by Commissioner Raine, seconded by Commissioner Virtue to receive and file additional materials for Blue Folder Items 6A and 11A. Motion carried unanimously with the following vote:

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

6. PUBLIC COMMENTS ON NON-AGENDA ITEMS

Public Comment: Carole Hoffman, Arty Beckler (RHCA), Cami Edelbrock

7. CONSENT CALENDAR

7.A. APPROVE AFFIDAVIT OF POSTING FOR THE TRAFFIC COMMISSION REGULAR MEETING OF MAY 30, 2024

7.B. APPROVE THE FOLLOWING TRAFFIC COMMISSION MINUTES: MARCH 28, 2024

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

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

8. EXCLUDED CONSENT CALENDAR ITEMS – NONE

9. PRESENTATION

9.A. RECEIVE AND FILE A REPORT ON THE "COFFEE WITH A CAPTAIN" EVENT AT CITY HALL ON APRIL 30, 2024 (VERBAL REPORT)

Presented by Management Analyst Samantha Crew

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

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

9.B. 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 MARCH-APRIL 2024 (VERBAL REPORT)

Presented by Los Angeles Sherriff Deputy Sullivan

No action taken.

10. OLD BUSINESS

10.A. RECEIVE AND FILE A FOLLOW-UP TO THE DISCUSSION ABOUT 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

Presented by Planning & Community Services Director John Signo

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

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

10.B. 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

Presentation by Planning & Community Services Director John Signo
Traffic Engineer Vanessa Munoz

Motion by Commissioner Virtue, seconded by Commissioner Margeta to receive and file the report. Motion carried unanimously with the following vote:

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

11. NEW BUSINESS

11.A. ZONING CASE NO. 24-016: REQUEST FOR APPROVAL FOR A DRIVEWAY APRON ON MORGAN LANE TO ACCESS A PROPOSED STABLE AS PART OF A SITE PLAN REVIEW, CONDITIONAL USE PERMIT, AND VARIANCE APPLICATION ON A PROPERTY LOCATED AT 1 MORGAN LANE (LOT 170-1-MS), ROLLING HILLS, CA 90274 (HU), AND DETERMINING THE PROJECT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Presentation by Planning & Community Services Director John Signo
Traffic Engineer Vanessa Munoz

Motion by Commissioner Raine, seconded by Commissioner Virtue to approve driveway and apron as presented by staff. Motion carried unanimously with the following vote:

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

12. MATTERS FROM MEMBERS OF THE TRAFFIC COMMISSION – NONE

13. MATTERS FROM STAFF

Traffic Engineer Vanessa Munoz mentioned that the Engineering and Traffic Survey for the City will be up for renewal in March 2025. This is done every seven years to ensure the California vehicle code can be appropriately utilized for speed violation enforcement.

Chair Wilson requested clarification on whether the City was required to do so or whether the municipal code could suffice and directed staff to consult with the City Attorney.

14. ADJOURNMENT: 9:34 A.M.

The meeting was adjourned at 9:34 a.m. to a regular meeting of the Traffic Commission scheduled to be held on Thursday, May 30, 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



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 7.C
Mtg. Date: 07/25/2024

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

DATE: July 25, 2024

BACKGROUND:

On February 23, 2024, City staff received an email from Laurie Brodie regarding safety concerns at the Eastfield Gate when entering from Palos Verdes Drive East. Ms. Brodie is requesting a "pull forward" sign on Palos Verdes Drive East at the entrance to Eastfield Drive due to prolonged queuing at the gate. The email was forwarded to City Council at their March 11, 2024 meeting under public comment in which Mayor Mirsch directed staff to place an item on an agenda. Since this is a traffic-related issue, it was referred to the Traffic Commission.

In late March 2024, the Traffic Engineer spoke to Ms. Brodie and offered to meet her at the location for further discussion. The Traffic Engineer also spoke to the gate attendant at the Eastfield Gate. According to the attendant, the queuing backup is temporary occurring just before 7 a.m. and lasts approximately 5 minutes.

On March 28, 2024, the Traffic Commission considered the item and requested that staff reach out to the City of Rancho Palos Verdes (RPV) staff and the Rolling Hills Community Association (RHCA) about the issue. It was requested that the Eastfield Gate staff direct cars to move forward as much as possible.

On May 30, 2024, the Traffic Commission directed staff to follow up with RPV and RHCA.

DISCUSSION:

RHCA Response

According to RHCA, the Eastfield Gate is very challenging because it was built so close to

Palos Verdes Drive East (PVDE). At most, 4 or 5 cars can fit on the "runway" from PVDE to the gate window. Most vehicles move forward as close as possible, but because of the steeper grade, people tend to stay back further because of possible rollback of the car. This is especially true for large trucks. There is also a concern with telling guests to pull closer to the car in front of them because if there is a rollback and a collision, RHCA could potentially be held responsible.

One of the biggest issues is vehicles do not stay to the far right when turning right onto Eastfield Drive. Unfortunately, if the gate attendants had to also be the traffic monitor, queuing would be even longer. The new identification policy has also slowed traffic, which RHCA is working on improving. The biggest problem often occurs during rush hour between 7 a.m. and 9 a.m. RHCA is making efforts to communicate issues with guests and workers and does not advise gate attendants be used as traffic monitors.

RPV Response

During rush hour, vehicles entering through the Eastfield gate queue onto PVDE, which is located in RPV. Staff reached out to RPV Department of Public Works to discuss the issue. RPVs traffic engineer assessed the situation for possible solutions but advised no change to status quo.

FISCAL IMPACT:

None.

RECOMMENDATION:

Receive and file.

ATTACHMENTS:

[CO_TRC_240725_Email_RPV_TrafficEngineer_240613.pdf](#)

[CO_TRC_240404_Email_Grindle_RHCA_EastfieldGate.pdf](#)

[CO_TRC_240530_EastfieldGate_Photos.pdf](#)

[CO_TRC_240328_Email_Brodie_EastfieldGate_Redacted.pdf](#)

John Signo

From: Noel Casil <ncasil@rpvca.gov>
Sent: Thursday, June 13, 2024 5:03 PM
To: John Signo
Cc: Ramzi Awwad
Subject: RE: Eastfield Gate on Palos Verdes Drive East

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,

Affirmative. Due to limitations in hard mitigation options, maintain status quo,

Optimization of the gate operations may alleviate the situation.

Thanks,
Noel



Noel V. Casil PE, TE, PTOE
Senior Engineer | Public Works Department
ncasil@rpvca.gov
Phone - (310)544-5245

City of Rancho Palos Verdes
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275
Website: www.rpvca.gov

From: John Signo <jsigno@cityofrh.net>
Sent: Thursday, June 13, 2024 4:50 PM
To: Noel Casil <ncasil@rpvca.gov>
Cc: Ramzi Awwad <rawwad@rpvca.gov>
Subject: RE: Eastfield Gate on Palos Verdes Drive East

EXTERNAL EMAIL: Do not click links or open any attachments unless you recognize the sender and know the content is safe!!!.

Thank you, Noel.

So it seems it would be best to leave the intersection as is?

Our homeowners association (Rolling Hills Community Association) is looking into procedures for getting vehicles through the gate quicker, but I have not heard back.

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

jsgno@cityofrh.net

From: Noel Casil <ncasil@rpvca.gov>

Sent: Thursday, June 13, 2024 4:44 PM

To: John Signo <jsgno@cityofrh.net>

Cc: Ramzi Awwad <rawwad@rpvca.gov>

Subject: RE: Eastfield Gate on Palos Verdes Drive East

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 John,

We reviewed the situation and below are our findings:

Northbound PVDE vehicles turning left to Eastfield Drive

[Agree. Not much can be done here. The turning lane storage is adequate serving its purpose as refuge and to facilitate the turns]

Southbound PVDE vehicles turning right onto Eastfield Drive blocking line of sight for vehicles exiting Eastfield Drive

[Few options. Not enough width for a dedicated SB Right which even if available may further impede sight visibility because of curvature]

Another thing to look at is the discharge rate at the gate, the faster the entry process the mainline queues (NBL, SBR) can be cleared if they are just waiting to avoid entering queue spillover onto mainline PV Drive East.

For exiting traffic, creeping 2-3 feet past the stop bar may also provide additional visibility but is not to be encouraged.

Thanks,
Noel



Noel V. Casil PE, TE, PTOE

Senior Engineer | Public Works Department

ncasil@rpvca.gov

Phone - (310)544-5245

City of Rancho Palos Verdes

30940 Hawthorne Blvd.

Rancho Palos Verdes, CA 90275

Website: www.rpvca.gov

From: John Signo <jsgno@cityofrh.net>

Sent: Thursday, June 13, 2024 4:19 PM

To: Noel Casil <ncasil@rpvca.gov>

Cc: Ramzi Awwad <rawwad@rpvca.gov>

Subject: RE: Eastfield Gate on Palos Verdes Drive East

EXTERNAL EMAIL: Do not click links or open any attachments unless you recognize the sender and know the content is safe!!!.

Hi Noel,

Any updates?

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: John Signo

Sent: Thursday, June 6, 2024 1:59 PM

To: Noel Casil <ncasil@rpvca.gov>

Cc: Ramzi Awwad <rawwad@rpvca.gov>

Subject: RE: Eastfield Gate on Palos Verdes Drive East

Hi Noel,

Just following up. Let me know if you have any questions.

Thanks,

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: John Signo

Sent: Tuesday, May 28, 2024 12:08 PM

To: 'Noel Casil' <ncasil@rpvca.gov>

Cc: Ramzi Awwad <rawwad@rpvca.gov>

Subject: RE: Eastfield Gate on Palos Verdes Drive East

Hi Noel,

It's both, but I don't know what you do with northbound PVDE vehicles turning left to Eastfield Drive since those vehicles have right of way before a vehicle from Eastfield Drive can make a left turn.

For southbound PVDE vehicles turning right onto Eastfield Drive, the complaint is vehicles block line of sight for vehicles exiting Eastfield Drive. Vehicles make a righthand turn can also cause a hazard if they stop in the travel lane (too far from the righthand shoulder). Is a turning lane possible?

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: Noel Casil <ncasil@rpvca.gov>

Sent: Tuesday, May 28, 2024 10:28 AM

To: John Signo <jsigno@cityofrh.net>

Cc: Ramzi Awwad <rawwad@rpvca.gov>

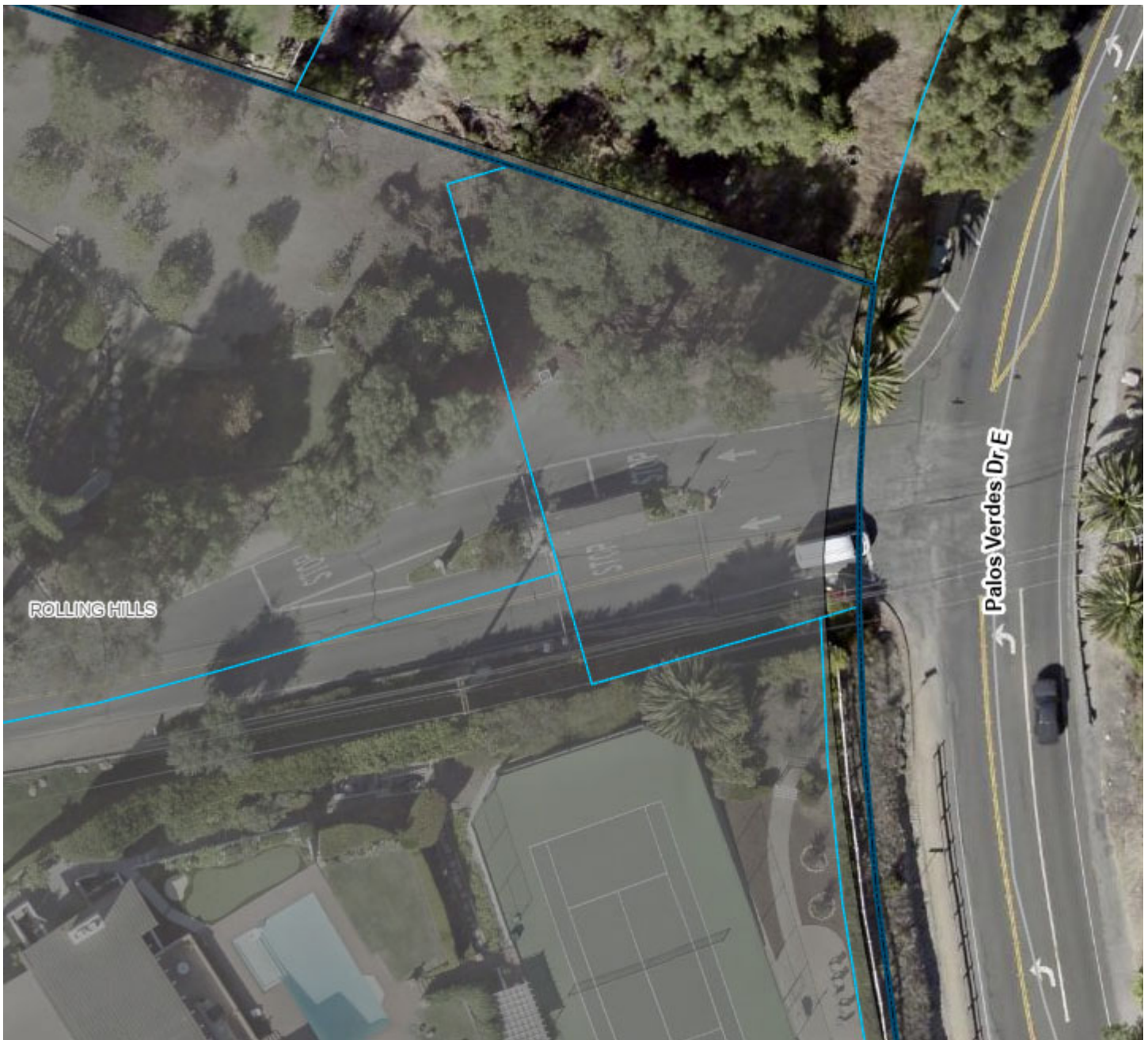
Subject: RE: Eastfield Gate on Palos Verdes Drive East

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 morning John,

Regarding, "concerns about cars queuing into Palos Verdes Drive East when entering the Eastfield Gate" below.

Could you please elaborate more on the issue? Is it southbound PVDE vehicles turning right or northbound PVDE turning left to Eastfield Gate?



Thanks,
Noel



Noel V. Casil PE, TE, PTOE
Senior Engineer | Public Works Department
ncasil@rpvca.gov
Phone - (310)544-5245

City of Rancho Palos Verdes
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275
Website: www.rpvca.gov

From: John Signo <jsigno@cityofrh.net>
Sent: Tuesday, May 21, 2024 2:53 PM
To: Ramzi Awwad <rawwad@rpvca.gov>
Subject: Eastfield Gate on Palos Verdes Drive East

EXTERNAL EMAIL: Do not click links or open any attachments unless you recognize the sender and know the content is safe!!!.

Hi Ramzi,

At the last Traffic Commission meeting, there were concerns about cars queuing into Palos Verdes Drive East when entering the Eastfield Gate. Is it possible to place signs or provide a queuing lane to improve visibility to make the intersection safer?

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

John Signo

From: Mark Grindle <MGrindle@rhca.net>
Sent: Thursday, April 4, 2024 4:08 PM
To: John Signo; Kristen Raig
Subject: Re: Traffic Commission Items

One thing I was going to suggest is that maybe RPV can create a right hand turn lane on the west side of PV Drive. There is a nice wide sidewalk on the stretch between Eastfield and Bronco.

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

From: Mark Grindle <MGrindle@rhca.net>
Sent: Thursday, April 4, 2024 4:04:56 PM
To: John Signo <jsigno@cityofrh.net>; Kristen Raig <KRraig@rhca.net>
Subject: Re: Traffic Commission Items

Hello John,

The Eastfield Gate is very challenging because it was built so close to PV Drive East. At most, 4 or 5 cars can fit on the "runway" from PV Drive to the gate window. Having worked many shifts there, I can say that most vehicles pack in as close as possible, but because of the steeper grade, people tend to stay back further because of possible rollback of the car, (and especially the large trucks), in front of them.

The biggest problems are that vehicles don't stay to the far right when turning right onto Eastfield from PV Drive AND, vehicles turning left and blocking lanes.

Unfortunately, if the gate attendants had to also be the traffic monitor, the lines would be even longer. The new ID policy has slowed the flow down too, and we are working on that.

I believe that the biggest problem occurs at the rush hours between 7am and 9am. I have an idea on helping resolve that, that I will speak with Kristen about.

In the meantime, we will make an effort to communicate these issues to our many daily regular guests and workers.

As for overnight parking, I will let Kristen speak to that because I thought that was a City rule.

Thank you for bringing this to our attention.

Mark

I do have

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

From: John Signo <jsigno@cityofrh.net>
Sent: Thursday, April 4, 2024 3:08:52 PM

To: Kristen Raig <KRaig@rhca.net>; Mark Grindle <MGrindle@rhca.net>

Subject: Traffic Commission Items

Hi Kristen and Mark,

I'm following up on some Traffic Commission items.

What is RHCA's policy on street parking along streets that are designated horse trails?

Can you have the Eastfield gate attendants tell drivers who are entering to move up to the gate? We've received a complaint that queuing backs up onto PV Drive East blocking visibility.

Thanks,

John F. Signo, AICP

Director of Planning and Community Services

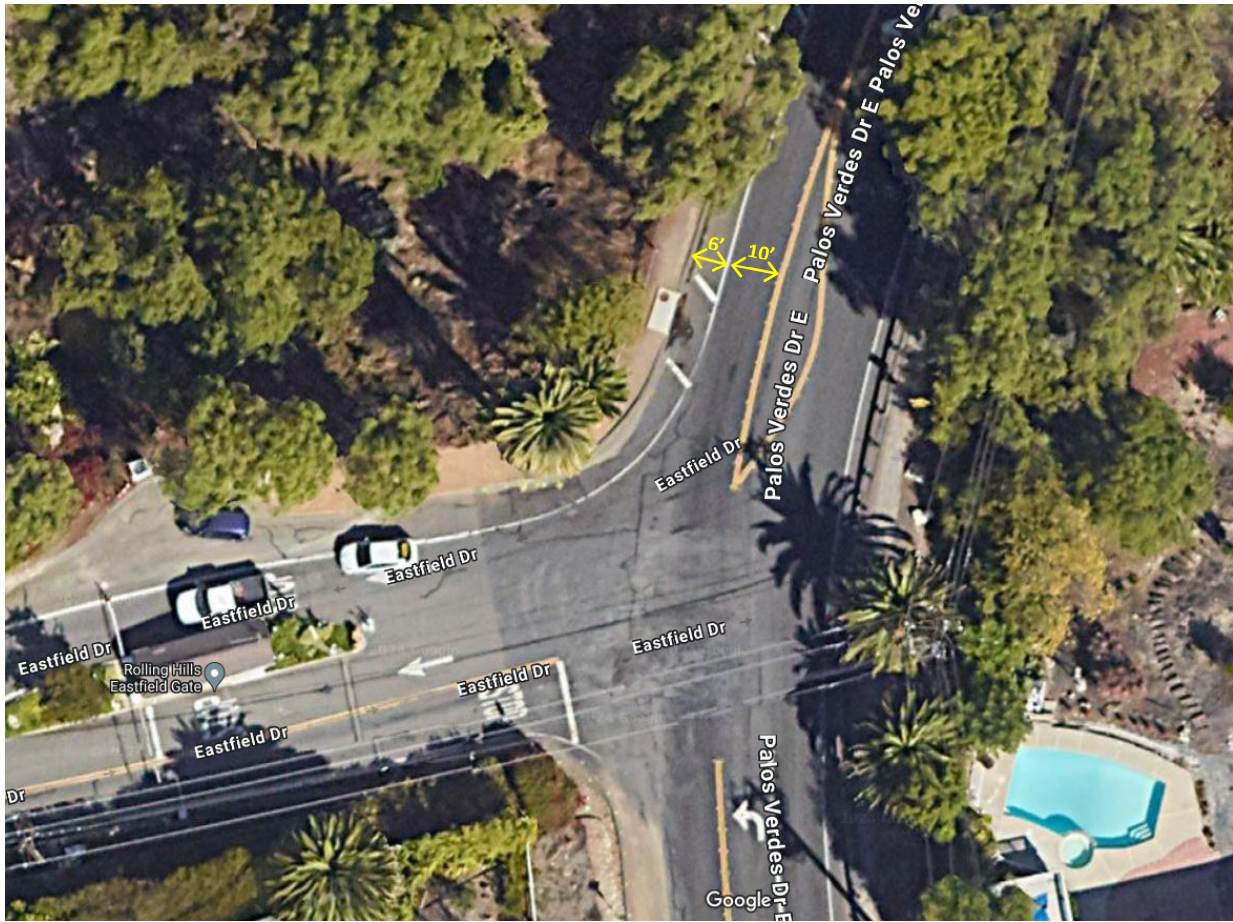
City of Rolling Hills

2 Portuguese Bend Road, Rolling Hills CA 90274

310.377.1521

jsigno@cityofrh.net

EASTFIELD GATE



EASTFIELD GATE



Christian Horvath

From: [REDACTED]
Sent: Friday, February 23, 2024 10:35 AM
To: John Signo
Cc: City Clerk; Karina Banales
Subject: Re: Traffic Concerns at the Eastfield Gate
Attachments: EASTFIELD GATE TRAFFIC HAZARD02232024.pdf

Attention: John Signo

Thank you for your email below. I have attached a quick diagram of the problems I encounter at the Eastfield Gate

I am not sure who created the Left Turn Lane on PVDr.E into RH, from traffic heading North.

As a resident, in a Volvo wagon, not an SUV, when there are cars waiting to turn into RH, I cannot see any cars in the far right traffic passing lane, that are passing the waiting cars and trucks lined up in the left turn lane - therefore I cannot see if it is safe to pull out to the Left, so I can head North. I have so far narrowly escaped an accident, as cars drive by on the right, passing those in the left turn lane, as I attempt to make a left at the gate.

There needs to be a sign on PV Dr E warning passing cars on the right, that cars may be trying to exit RH on the left. Something like: CAUTION, CROSS TRAFFIC ON THE LEFT

Additionally, regarding cars and trucks waiting to enter RH in the non-resident side, who are stacked on PV Dr.East going South, and turned onto Eastfield - waiting to get to the gate. There is no additional turn lane for these waiting vehicles. They BLOCK my view of seeing what is coming on the left, as I attempt to turn Left.

These cars do not PULL FORWARD, as space clears for them to do so, as attendant processes them.

There should be a sign, just as you turn onto Eastfield - stating PULL FOWARD. So cars know that they ought to pull forward toward the gate, so I can see traffic coming on PV Drive East that is heading South.

I am not a bad driver, but have recently narrowly avoided 2 crashes, both occurring as I attempted to turn left from Eastfield, and cannot see who is coming in either direction.

Do you want me to sit at the white stop line, in the first position to exit on Eastfield, and wait till there are no cars in the left turn lane going North, and no cars stacked up on PV Dr. East heading South, waiting to turn onto Eastfield????

These are 2 very dangerous problems that have existed prior to implementing the RH ID policy.

Please see attached diagram.

Resident: Laurie Brodie
phone: [REDACTED]
email: [REDACTED]

Thank you.

On Wednesday, February 21, 2024 at 05:24:27 PM PST, John Signo <jsigno@cityofrh.net> wrote:

Hi Mrs. Brodie,

It was a pleasure speaking to you earlier. I am sorry to hear about the traffic concerns at the Eastfield Gate. You are welcome to address the City Council and Traffic Commission at their meeting. The next City Council meeting is on February 26 at 7 p.m. here at City Hall. The next Traffic Commission meeting is on March 28 at 8:30 a.m. here at City Hall. There is an opportunity at each meeting for the public to comment on non-agenda items. You are also welcome to write a letter to each body stating your concerns. City Council and the Traffic Commission cannot deliberate on non-agenda items but may direct staff to follow up.

There is a \$300 fee for placing an item on the Traffic Commission agenda. If you have any questions, feel free to contact me.

Sincerely,

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

I CANNOT SEE
THESE CARS, WITH
TURN LANE
CAR

Ocean

turn lane

PV Dr. East

I cannot see with
who is coming with
cars waiting to
turn

new - resident

new - resident

new - resident

new - resident

Eastfield
Gate/Guard
House



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 9.A
Mtg. Date: 07/25/2024

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: 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)

DATE: July 25, 2024

BACKGROUND:
Supplemental Citations

Supplemental traffic enforcement for May and June included the following:

- **May 2024**
 - Speeding Violations: 15
 - Resident Cites: 10
 - Non-Resident Cites: 5
 - Other Violations: 0
- **June 2024**
 - Speeding Violations: 4
 - Resident Cites: 3
 - Non-Resident Cites: 1
 - Other Violations: 0

Regular Citations

For regular enforcement, the Sheriff's Department reported the following from May 1 to June 30, 2024:

- 18 hazardous citation (speeding, failure to stop at stop sign, any moving violations)

- 18 hazardous violation
- 1 non-hazardous citation (broken taillight, no license plate, turn signal etc.)
- 1 non-hazardous violation
- **TOTAL: 19**

Traffic Collisions (year to date): None

DUI Arrests (year to date): None

DISCUSSION:

None.

FISCAL IMPACT:

None.

RECOMMENDATION:

Receive and file.

ATTACHMENTS:

[CL_AGN_240725_LASD_May_SuppTraffic.pdf](#)

[CL_AGN_240725_LASD_June_SuppTraffic.pdf](#)

[CL_AGN_240725_LASD_May-June_TrafficCitations.pdf](#)

May-24 ROLLING HILLS TRAFFIC 24RE011250

May-24 ROLLING HILLS TRAFFIC 24RE011250

May-24 ROLLING HILLS TRAFFIC 24RE011250

[illegible]

~~Inventory List~~

~~6/6/2024~~

Jun-24

ROLLING HILLS TRAFFIC

24RE011354

Date	Location	Violation	Speed	Resident Cites	Non-Resident Cites	Deputy
6/12/2024	Crest Road/St. John's Canyon Road	Speed	45	1	0	Galosic
	Crest Road/St. John's Canyon Road	Speed	46	1	0	Galosic
6/26/2024	Crest Road/St. John's Canyon Road	Speed	46	1	0	Galosic
	Crest Road/St. John's Canyon Road	Speed	49	0	1	Galosic
Inventories List						7/11/2024

~~Inventory List~~

~~7/11/2024~~

DATE	LOCATION	VIOLATION	SPEED	RESIDENT CITES	NON- RESIDENT CITES	DEPUTY

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

Citation Summary Report

6/28/2024

From 5/1/2024 to 6/30/2024 City: ROLLING HILLS

Category	Quantity
Total Number of Citations	19
Total Number of Violations	19
Total Number of Hazardous Citations	18
Total Number of Hazardous Violations	18
Total Number of Non-Hazardous Citations	1
Total Number of Non-Hazardous Violations	1
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	18
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



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 10.A
Mtg. Date: 07/25/2024

TO: HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION

FROM: JOHN SIGNO, DIRECTOR OF PLANNING & COMMUNITY SERVICES

THRU: KARINA BAÑALES, CITY MANAGER

SUBJECT: REVIEW AND APPROVE SUPPLEMENTAL TRAFFIC ENFORCEMENT AGREEMENT WITH LOS ANGELES COUNTY SHERIFF'S DEPARTMENT

DATE: July 25, 2024

BACKGROUND:

The City contracts with the Los Angeles County Sheriff's Department (LASD) for public safety through a regional contract with the cities of Rolling Hills Estates and Rancho Palos Verdes. Each city pays a proportionate share of the Lomita Sheriff's Station regional contract for its services, which typically includes hours of general traffic enforcement for Rolling Hills.

Additionally, the City of Rolling Hills has independently contracted with the LASD for additional Supplemental Traffic Enforcement (STE). The following is a history of the cost of service for the past several years:

Fiscal Year	Amount
2018-19	\$25,790
2019-20	\$25,790
2020-21	\$27,379
2021-22	\$27,649
2022-23	\$28,694
2023-24	\$28,793

At the March 23, 2023 meeting, the Traffic Commission expressed concerns that STE was not being used for its intended purpose, which was to address speeding violations. This was due primarily to staffing issues with the LASD and a shortage of deputies able to provide Lidar/Radar enforcement. Lidar stands for Light Detection and Ranging; radar stands for Radio Detection and Ranging. Although no action was taken, Chair Wilson indicated he would discuss the concern with the City Council.

On April 10, 2023, the City Council discussed the issue and voted to eliminate STE.

At the May 25, 2023 Traffic Commission meeting, the LASD indicated there were now several deputies trained in Lidar/Radar enforcement. The Commission received the report but did not take action.

At the June 12, 2023 City Council meeting, the Council received a report on the Traffic Commission and voted, 4-1 (Black dissenting), to reinstate STE for FY23-24 (Attachment B).

DISCUSSION:

Typically, STE is reviewed by the Traffic Commission prior to the next Fiscal Year (FY) and budget adoption. The Commission is receiving this information later due to the delayed Municipal Law Enforcement Services Agreement (MLESA) adoption between LA County and the Contract Cities.

The LASD has provided deputy rates for FY24-25 (Attachment A). The proposal includes 275 hours divided into three phases, as follows, totaling a not-to-exceed \$32,837.75:

- Phase 1: 132 hours from July 1, 2024, to November 30, 2024
- Phase 2: 16 hours from December 1, 2024, to December 30, 2024
- Phase 3: 127 hours from January 1, 2025, to June 30, 2025

The LASD maintains a visible deployment strategy while conducting traffic enforcement as a means of encouraging safe driving and to issue warnings if/when appropriate. The Traffic Commission has stressed the importance of enforcing speed limits and staff has emphasized this with LASD's supplemental traffic enforcement division. As of last year, the LASD Lomita Station has 17 deputies trained at Lidar/Radar, but not all are dedicated to traffic enforcement or the Palos Verdes Peninsula area. Typically, about two deputies handle traffic enforcement between the three contract Peninsula cities. Moving forward, the LASD indicated a priority will be given to deputies trained in Lidar/Radar who can issue speeding citations when signing up for STE.

STE utilizes deputies on overtime after completing a regular shift. As such, many deputies will only work approximately 4 hours performing STE at any given time based on availability and signing up for overtime hours.

FISCAL IMPACT:

STE is invoiced separately from the regional contract with the LASD and allocated from the City's COPS fund, which covers supplemental public safety activities. The COPS fund has \$170,000 for FY24/25. A portion of this is used to offset 30% of each month's regular service contract towards other supplemental services. The remainder is allocated for STE.

The total proposed 275 hours for STE at \$119.41 per hour of service is \$32,837.75.

The following was spent on STE in the past three fiscal years:

- FY21/22 - \$10,292
- FY22/23 - \$12,185
- FY23/24 - \$11,541

RECOMMENDATION:

Consider and approve as presented.

ATTACHMENTS:

[Attachment A - CA_AGR_240627_LASD_SuppTrafficEnf_FY24-25_Proposal_F.pdf](#)

[Attachment B - CA_AGR_LACo_Sheriff_FY 23-24_SupplementalTrafficEnforcement.pdf](#)

ROLLING HILLS TRAFFIC ENFORCEMENT FISCAL YEAR 2024-2025

The program will begin July 1, 2024. The supplemental traffic enforcement will run from July 1, 2024 through June 30, 2025. The primary focus of this direct traffic enforcement will be Monday thru Friday. Location will be random to increase our visibility and the effectiveness of the enforcement. Only those Sheriff Personnel that are trained in Lidar/Radar enforcement shall be utilized in the city as part of the supplemental traffic enforcement program. The breakdown is as follows:

PHASE 1

The first phase will start July 1, 2024 and continue through November 30, 2024. This will be a total of 132 hours. 60 hours from phase 1 will correspond with the first two weeks of the 2024/2025 school year, which tentatively begins on August 26, 2024.

The cost of the initial phase is \$15,762.12 (132 hours X \$119.41 per hour).

PHASE 2

A Second phase will begin on December 1, 2024 and will continue through December 30, 2024. The program will consist of 16 hours of traffic enforcement. The breakdown is as follows:

8 hours per week for 2 weeks for a total of 16 hours. The cost of this phase for the month of December will be \$1,910.56 (16 hours X \$119.41 per hour).

PHASE 3

A third phase will commence on January 1, 2025 and will conclude on June 30, 2025. The remaining 127 hours of traffic enforcement will be utilized throughout this time period. The breakdown is as follows:

127 hours spread over a 6 month time period. The cost of this phase is \$15,165.07 (127 hours X \$119.41).

The traffic office will work closely with city staff and residents to increase the overall effectiveness of the entire program. High visibility and compliance with traffic regulations will be the main goal of this operation. This will result in a safer environment for everyone traveling through the city of Rolling Hills.

If a shift is missed, it can be made up during the phase in which it was missed. This will ensure maximum coverage throughout the operation.

TOTAL COST FOR ALL 3 PHASES: \$32,837.75 (275 hours X \$119.41)

ROLLING HILLS TRAFFIC ENFORCEMENT FISCAL YEAR 2023-2024

The program will begin July 1, 2023. The supplemental traffic enforcement will run from July 1, 2023 through June 30, 2024. The primary focus of this direct traffic enforcement will be Monday thru Friday. Location will be random to increase our visibility and the effectiveness of the enforcement. The breakdown is as follows:

PHASE 1

The first phase will start July 1, 2023 and continue through November 30, 2023. This will be a total of 132 hours. 60 hours from phase 1 will correspond with the first two weeks of the 2023/2024 school year, which tentatively begins on August 26, 2023.

The cost of the initial phase is \$13,820.40 (132 hours X \$104.70 per hour).

PHASE 2

A Second phase will begin on December 1, 2023 and will continue through December 30, 2023. The program will consist of 16 hours of traffic enforcement. The breakdown is as follows:

8 hours per week for 2 weeks for a total of 16 hours. The cost of this phase for the month of December will be \$1,675.20 (16 hours X \$104.70 per hour).

PHASE 3

A third phase will commence on January 1, 2024 and will conclude on June 30, 2024. The remaining 127 hours of traffic enforcement will be utilized throughout this time period. The breakdown is as follows:

127 hours spread over a 6 month time period. The cost of this phase is \$13,296.90 (127 hours X \$104.70).

The traffic office will work closely with city staff and residents to increase the overall effectiveness of the entire program. High visibility and compliance with traffic regulations will be the main goal of this operation. This will result in a safer environment for everyone traveling through the city of Rolling Hills.

If a shift is missed, it can be made up during the phase in which it was missed. This will ensure maximum coverage throughout the operation.

TOTAL COST FOR ALL 3 PHASES: \$28,792.50 (275 hours X \$104.70)



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 11.A
Mtg. Date: 07/25/2024

TO: HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION

FROM: KARINA BAÑALES, CITY MANAGER

THRU: KARINA BAÑALES, CITY MANAGER

SUBJECT: CONSIDERATION TO PLACE A TEMPORARY SIGN AT PORTUGUESE BEND ROAD AND RANCHERO ROAD

DATE: July 25, 2024

BACKGROUND:

The Rolling Hills Community Association (RHCA) is requesting a traffic sign along the southbound lane of Portuguese Bend Road, just north of Ranchero Road. Using the appropriate language, the sign should warn drivers to slow down due to a bump, drop-off, or uneven pavement ahead (Attachment A).

Staff requested that Traffic Engineer Vanessa Munoz review the RHCA's request and determine whether a sign is necessary, and if so, provide direction on sign type, language, and location. Today, staff is seeking the Traffic Commission's direction on RHCA's request.

DISCUSSION:

On July 16, 2024, Traffic Engineer Munoz submitted a memorandum to the City regarding placement of a temporary sign just north of the Portuguese Bend Road South and Ranchero Road intersection (Attachment B).

Engineer Munoz indicated in the attached memorandum that a customized warning sign with high visibility yellow reflective sheeting reading "Slide Area Uneven Pavement Slow Down," along with a high visibility yellow reflective "10 mph" warning sign (W13-1P), should be placed 100 feet north of Ranchero Road facing southbound traffic on Portuguese Bend Road South. Care should be taken to ensure that no trees obstruct the sign installation. The new sign combination should be installed with a 7-foot clearance from the bottom of the lowest sign. See enclosed Exhibit "A" for reference. The old post and 10 mph (W13-1P) sign should be removed, as it is old, faded, and likely no longer visible at nighttime due to worn reflective sheeting.

The Traffic Commission may consider placing a sign per recommendations near the Portuguese Bend Road South/Ranchero Road intersection and direct staff to coordinate with the Los Angeles Public Works Department for its installation. The Traffic Commission may

also suggest or recommend alternative options, such as not placing a sign at all.

FISCAL IMPACT:

The City has a contract with the Los Angeles County Public Works Department for maintenance and installation of traffic signs. Funds are paid out of the general fund.

RECOMMENDATION:

Discuss and provide direction.

ATTACHMENTS:

[Attachment A - CL_AGN_240725_TC_RHCA_EmailRequest.pdf](#)

[Attachment B - CL_AGN_240725_TC_TrafficEngineer_Report.pdf](#)

Karina Banales

From: Kristen Raig <KRaig@rhca.net>
Sent: Tuesday, July 9, 2024 3:23 PM
To: Karina Banales
Subject: RHCA Request for road sign in Flying Triangle

Follow Up Flag: Follow up
Flag Status: Flagged

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 Karina,

Thanks for going over this earlier today.

RHCA is asking for a traffic sign along the southbound lane of Portuguese Bend Road, just north of Ranchero Road to warn drivers to drive slowly because there is a bump / drop off / uneven pavement ahead – whatever is the appropriate language.

Below is the Google Earth view I promised. The area in red is where the road is separating and dropping. We are seeing up to a 2" drop a week right now. The yellow line is our suggestion for the location of the sign, but we leave it to Vanessa and her team to select the appropriate place.

The issue we are trying to address is that the road is dropping, so there can be a severe bump and there is limited to no visibility of the cars coming up the hill (northbound) on Portuguese Bend Road on the other side of the area in red.

We are mostly concerned about drivers who are not familiar with the area – amazon, rideshare or postmates, especially at night. We don't want them going off the "ski jump" ledge and end up in a ditch along side the road.

Thanks so much.



Kristen Raig,
Manager, Rolling Hills Community Association
1 Portuguese Bend Road
Rolling Hills, CA 90274
ph: (310) 544-6222
kraig@rhca.net
www.rhca.org

Memorandum

TO: Karina Banales, City Manager

FROM: Vanessa Munoz PE, TE, City Traffic Engineer

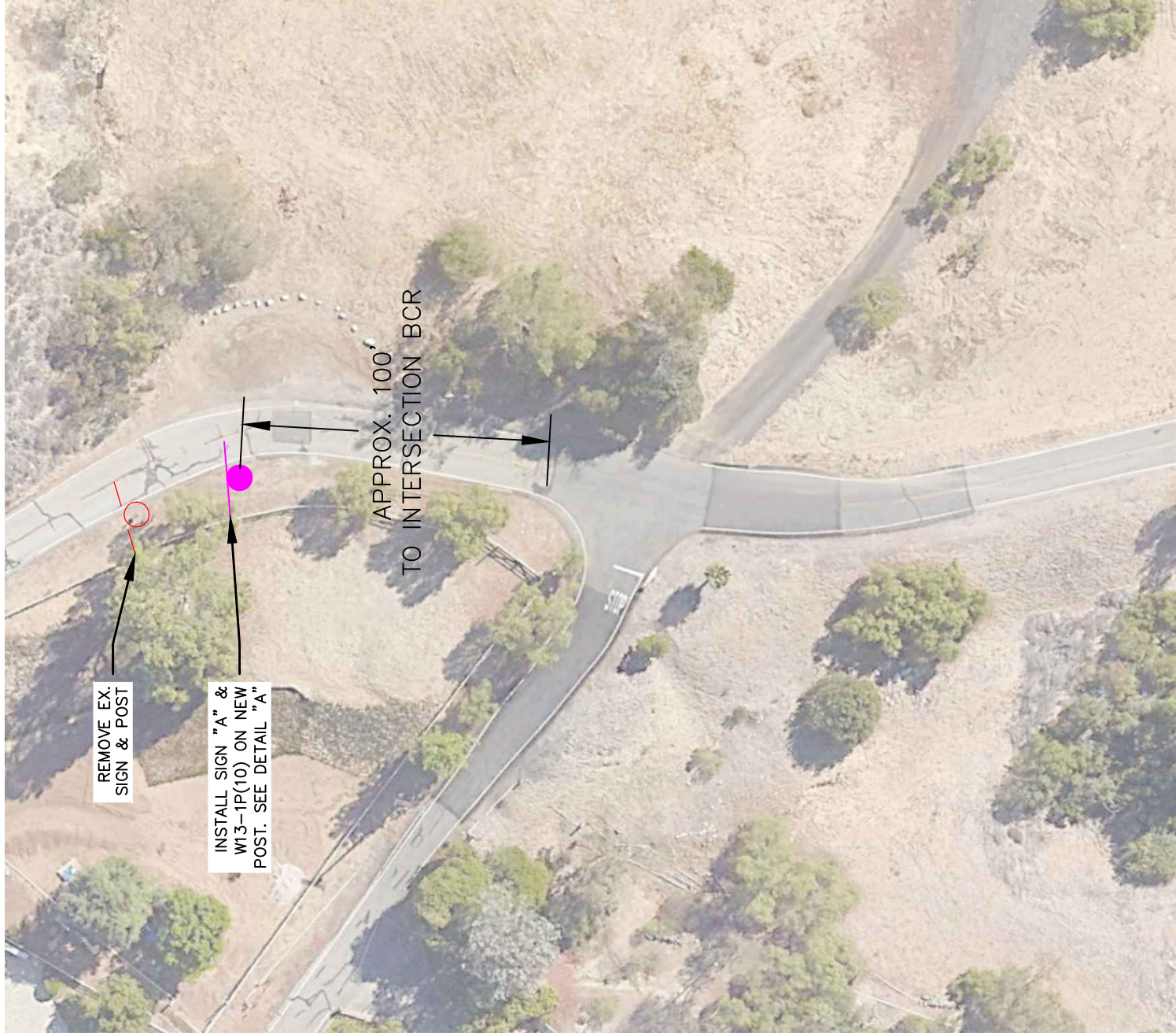
DATE: July 16, 2024

SUBJECT: Portuguese Bend Road South at Ranchero Road Sign

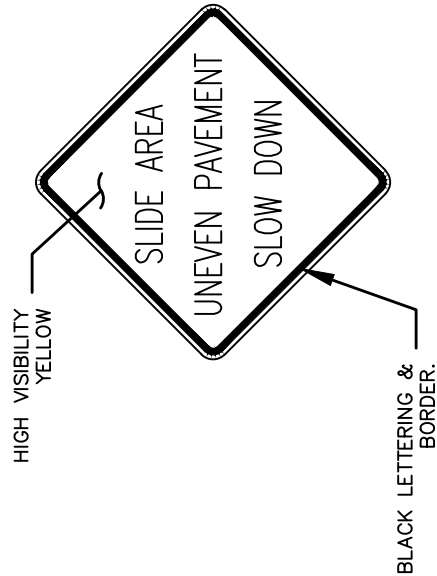
This memorandum is in response to the request by the city to review and provide input to a sign installation for southbound traffic north of the intersection of Portuguese Bend Road South and Ranchero Road. The objective of the sign is to notify drivers in advance of approaching the intersection about the roadway uneven pavement and deep grades due to the active fault in the area.

A customized warning sign with a high visibility yellow reflectivity sheeting reading “slide area uneven pavement slow down” together with a high visibility yellow reflective sheeting warning sign (W13-1P) “10 mph” shall be placed 100-feet north of Ranchero Road facing southbound traffic on Portuguese Bend Road South, making sure no trees obstruct the sign installation. The new sign combination shall be installed with a 7-foot clearance from bottom of lowest sign. See enclosed Exhibit “A” as reference. The old post and 10mph (W13-1P) sign should be removed, as the sign is old and faded and most likely the reflective sheeting has worn off and won’t be visible at nighttime.

PORTUGUESE BEND RD SOUTH



PORTUGUESE BEND RD SOUTH

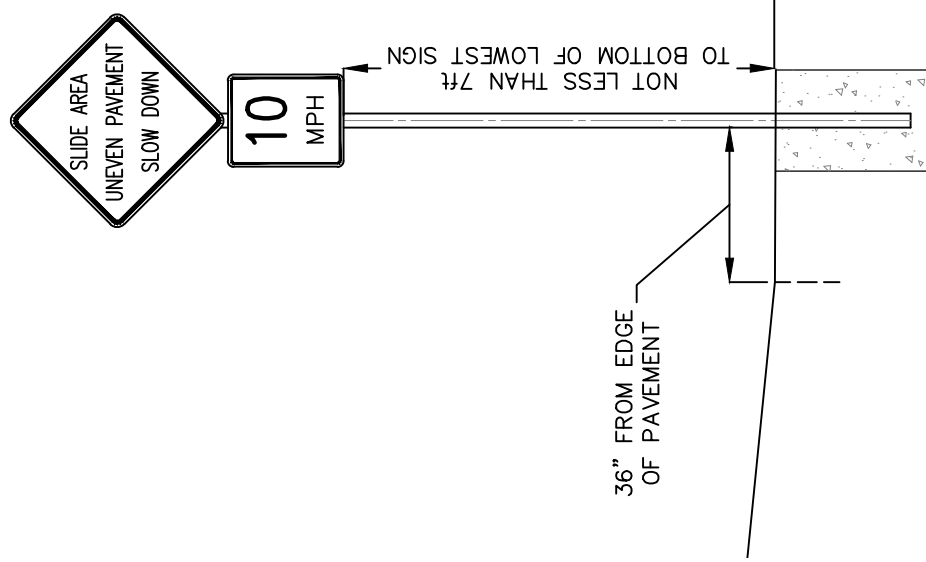


SIGN "A"
36" X 36"



W13-1P(10)
18" X 18"

*** Note: Exact sign locations shall be determined and verified in the field to eliminate visibility obstruction.



DETAIL "A"

Proposed Sign Assembly
N.T.S.

Legend:

 Existing Sign as noted

 Proposed Sign and Post as noted



EXHIBIT A
Portuguese Bend Road South at Ranchero Rd
Sign Installation



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 12.A
Mtg. Date: 07/25/2024

TO: HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION

FROM: JOHN SIGNO, DIRECTOR OF PLANNING & COMMUNITY SERVICES

THRU: KARINA BAÑALES, CITY MANAGER

**SUBJECT: 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**

DATE: July 25, 2024

BACKGROUND:

This matter was brought to the attention of the Traffic Commission by a resident at the May 30, 2024 meeting. Due to the sinkhole that developed on Saddleback Road near the northern intersection of Portuguese Bend Road, vehicles have been detoured to the southern intersection, creating more traffic at that intersection. It was suggested that temporary signs or other treatment be installed at the intersection to improve safety.

Additionally, the Rolling Hills Community Association (RHCA) requests consideration of speed limit and road condition signs elsewhere in the City.

DISCUSSION:

The Rolling Hills Community Association (RHCA) began repairing the sinkhole on Saddleback Road that developed due to excessive rainfall earlier this year. The sinkhole led to a road closure in early March, and RHCA has been evaluating it ever since. RHCA is in the process of repairing the road. Construction started May 30 and is expected to last until the end of July.

Although RHCA maintains the roads, the City has a contract with the Los Angeles County Department of Public Works (LACPW) for installation of road signs, striping, and other minor repairs.

Staff is seeking direction from the Traffic Commission on whether temporary signs or treatments are necessary, considering the road is under repair and will be reopened soon. Also, the Traffic Commission should consider if speed limit and road condition signs are necessary elsewhere in the City as requested by RHCA.

FISCAL IMPACT:

Installation of temporary signs or treatment would be done by LACPW. Cost will be determined and paid under the City's General Fund.

RECOMMENDATION:

Provide direction to staff.

ATTACHMENTS:

[Email_and_pictures_from_Shrader_240526.pdf](#)

John Signo

From: Daniel Shrader <daniel.shrader@gmail.com>
Sent: Sunday, May 26, 2024 7:35 AM
To: John Signo
Subject: Re: Portuguese Bend at Saddleback & Poppy Trail

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.

I attended the Community Association Meeting regarding the Saddleback Road Sinkhole Mitigation Meeting. During the meeting I suggested a sign described below. Although, it was recognised as a good idea by both the commissioners and those in attendance, I was kindly directed to the City Traffic Commission. This is an attempt to place this request in the proper venue for their consideration.

Two pictures, hopefully worth no more than 1,000 words...

In the first picture, southbound Portuguese Bend Road. In the second picture, North bound Portuguese Bend Road. In both directions, opposing traffic is obscured by the curve and the vegetation on the west side of the road just south of Poppy Trail Road. As a result, neither the vehicle attempting to make a left from Portuguese Bend Road on to the intermediary road to Saddleback Road nor the Northbound vehicle traveling down hill on Portuguese Bend Road can see the other party. The posted speed limit is 30 mph. There are areas recommending curves at 25 mph. I am not an expert but I would recommend a temporary sign and speed limit on the Northbound Portuguese about 50 yards north of the intersection as follows:

"Be Alert!, Temporary detour cross traffic, 20 mph."

Thank you for your consideration,

Daniel N. Shrader
54 Saddleback Road

On Fri, May 24, 2024, 10:00 AM Daniel Shrader <daniel.shrader@gmail.com> wrote:

Dear John,

I am unfamiliar with the reference 9.B. Is it possible you could forward the document or a link? I would like the sign idea considered in the proper venue at the appropriate time by those that have the authority to effect the idea.

Thank you,

Daniel

On Fri, May 24, 2024, 8:37 AM John Signo <jsigno@cityofrh.net> wrote:

Hi Mr. Shrader,

It's not our policy to show videos from the public, but the commissioners are all residents and familiar with the roads. We can share photos and emails and you are welcome to provide oral comments. Would you like the photos and email shared during the Sheriff's Department presentation on Item 9.B?

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: Daniel Shrader <daniel.shrader@gmail.com>
Sent: Thursday, May 23, 2024 5:05 PM
To: John Signo <jsigno@cityofrh.net>
Cc: Debra Shrader <teach2play@gmail.com>
Subject: Portuguese Bend at Saddleback & Poppy Trail

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.

Dear John,

The videos seem These videos were taken at the posted speed limits. I set the cruise control...

The files were a bit too large to include directly into the email. Consequently these Google links have the video files.

What I am proposing is a temporary slow or cautionary sign to warn traffic in both directions. A temporary yellow blinking cross traffic sign during the sinkhole repair would be a starting idea.

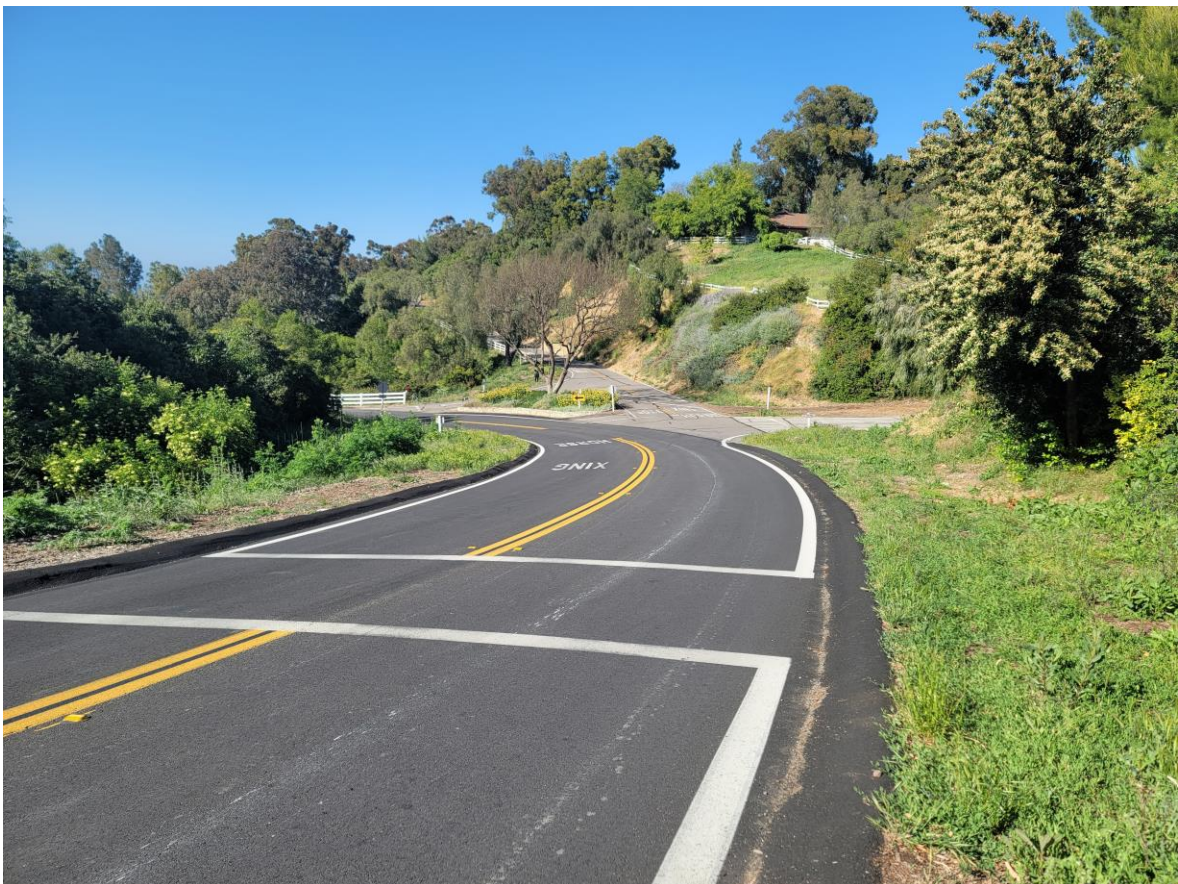
Portuguese Bend Road Northbound at Saddleback & Poppy Trail: <https://photos.app.goo.gl/ES6utHri7nyzUsnZA>

Portuguese Bend Road Southbound at Saddleback & Poppy Trail:

<https://photos.app.goo.gl/Sxh2VBUyQ6FrHqZC6>

Thank you again,

Daniel Shrader





City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 13.A
Mtg. Date: 07/25/2024

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: July 25, 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 will seek direction from the Traffic Commission on whether the City should continue using the 2018 E&T Survey or consider conducting a new survey.

DISCUSSION:

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.

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:

None.

RECOMMENDATION:

Provide direction to staff.

ATTACHMENTS:

[Rolling Hills E&T Report 2018.pdf](#)

March 2018



ROLLING HILLS



WILLDAN
Engineering

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

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	1-2
Elements of the Engineering and Traffic Survey	2-3
SURVEY CONDITIONS	4
Survey Locations.....	4
Data Collection.....	4
Speed Data	4
Collision Data	5
Field Review Data	5
ANALYSIS	6
Criteria.....	6
Results and Recommendations	6-7
Table 1-Street Segments With Recommended Speed Changes.....	8
Table 2-Summary of Recommendations.....	9
Segments with Special Conditions	10-11
LEGISLATIVE REFERENCES	12
Applicable Sections of California Vehicle Code	12-17
APPENDIX A - Street Segment Data	
APPENDIX B - Radar Speed Distribution Forms	
- Raw Radar Speed Distribution Forms	
APPENDIX C - Survey Equipment Used	

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:

$$R = \frac{A \times 1,000,000}{t \times 365 \frac{\text{days}}{\text{year}} \times l \times v}$$

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 85th 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***		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

1

STREET Crest Road West
FROM West City Limit

CERTIFICATION DATE
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,	
85th Percentile Speed	37 mph	EQUESTRIAN, HIDDEN DWYS	
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

2

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,	
85th Percentile Speed	37 mph	EQUESTRIAN, HIDDEN DWYS	
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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Vanessa Munoz	Date	TE 2341 State Registration Number
---------------	------	--------------------------------------

CITY OF ROLLING HILLS ENGINEERING AND TRAFFIC SURVEY

3

STREET Eastfield Drive
FROM Crest Road East

CERTIFICATION DATE
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,	
85th Percentile Speed	32 mph	EQUESTRIAN, HIDDEN DWYS	
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

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Vanessa Munoz

Date

TE 2341
State Registration Number

CITY OF ROLLING HILLS ENGINEERING AND TRAFFIC SURVEY

4

STREET Eastfield Drive
FROM Chuckwagon Road

CERTIFICATION DATE
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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TE 2341

Vanessa Munoz

Date

State Registration Number

CITY OF ROLLING HILLS ENGINEERING AND TRAFFIC SURVEY

5

STREET Portuguese Bend Road
FROM Crest Road E/W

CERTIFICATION DATE
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,	
85th Percentile Speed	35 mph	EQUESTRIAN, HIDDEN DWYS	
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

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TE 2341

Vanessa Munoz

Date

State Registration Number

CITY OF ROLLING HILLS ENGINEERING AND TRAFFIC SURVEY

6

STREET Portuguese Bend Road
FROM Poppy Trail

CERTIFICATION DATE
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,	
85th Percentile Speed	36 mph	EQUESTRIAN, HIDDEN DWYS	
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

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Vanessa Munoz

Date

TE 2341

State Registration Number

CITY OF ROLLING HILLS
ENGINEERING AND TRAFFIC SURVEY

7

STREET Saddleback Road
FROM Poppy Trail

CERTIFICATION DATE
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

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Vanessa Munoz

Date

TE 2341

State Registration Number

CITY OF ROLLING HILLS ENGINEERING AND TRAFFIC SURVEY

8

STREET Southfield Drive
FROM Crest Road East

CERTIFICATION DATE
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

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Vanessa Munoz

Date

TE 2341

State Registration Number

APPENDIX B

Radar Speed Distribution Forms

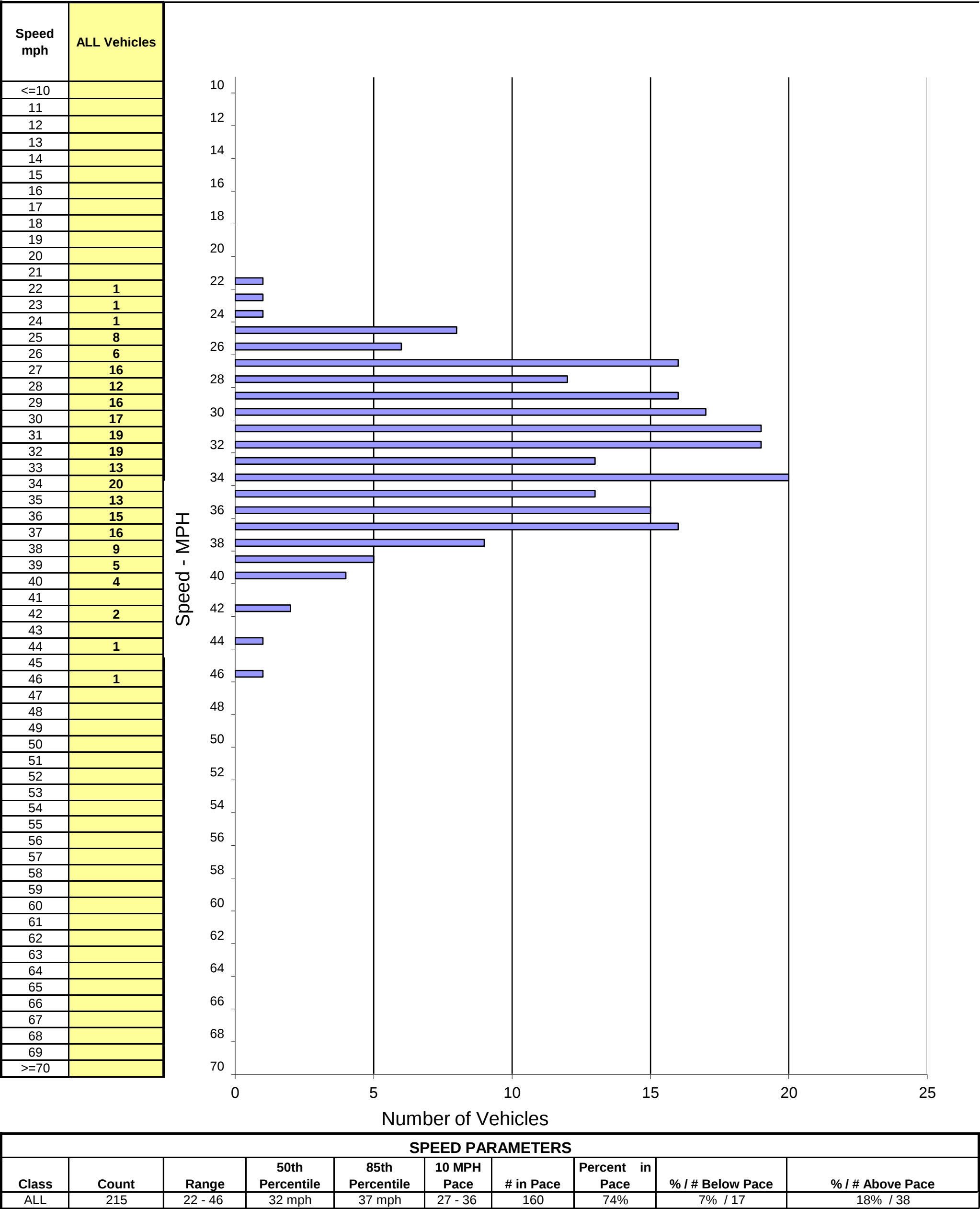
Spot Speed Study

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



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

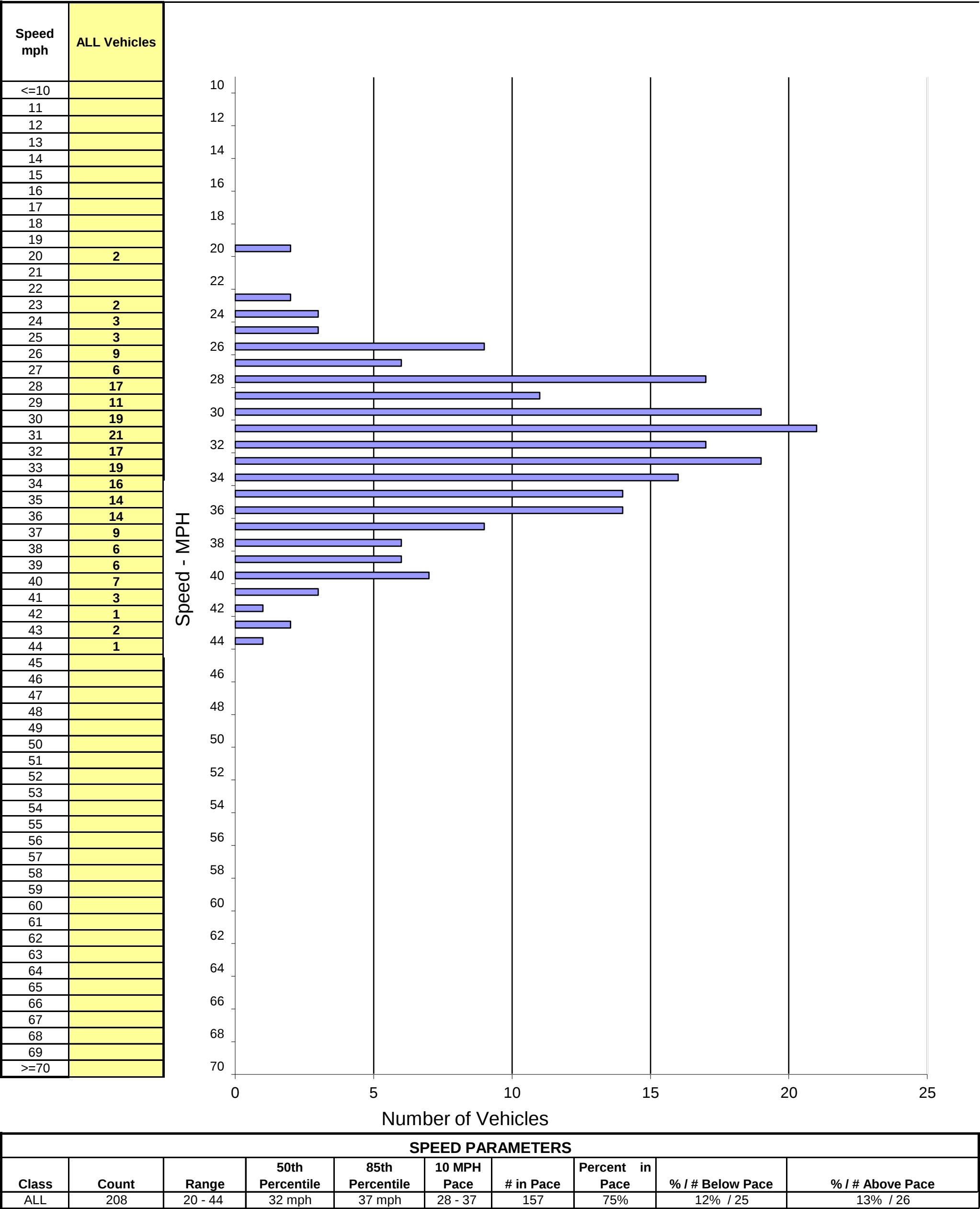
TIME: 09:07-10:48

Posted Speed: 30 MPH

Clear/Dry

Radar Location: 30 Crest Road East

Eastbound & Westbound Spot Speeds



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

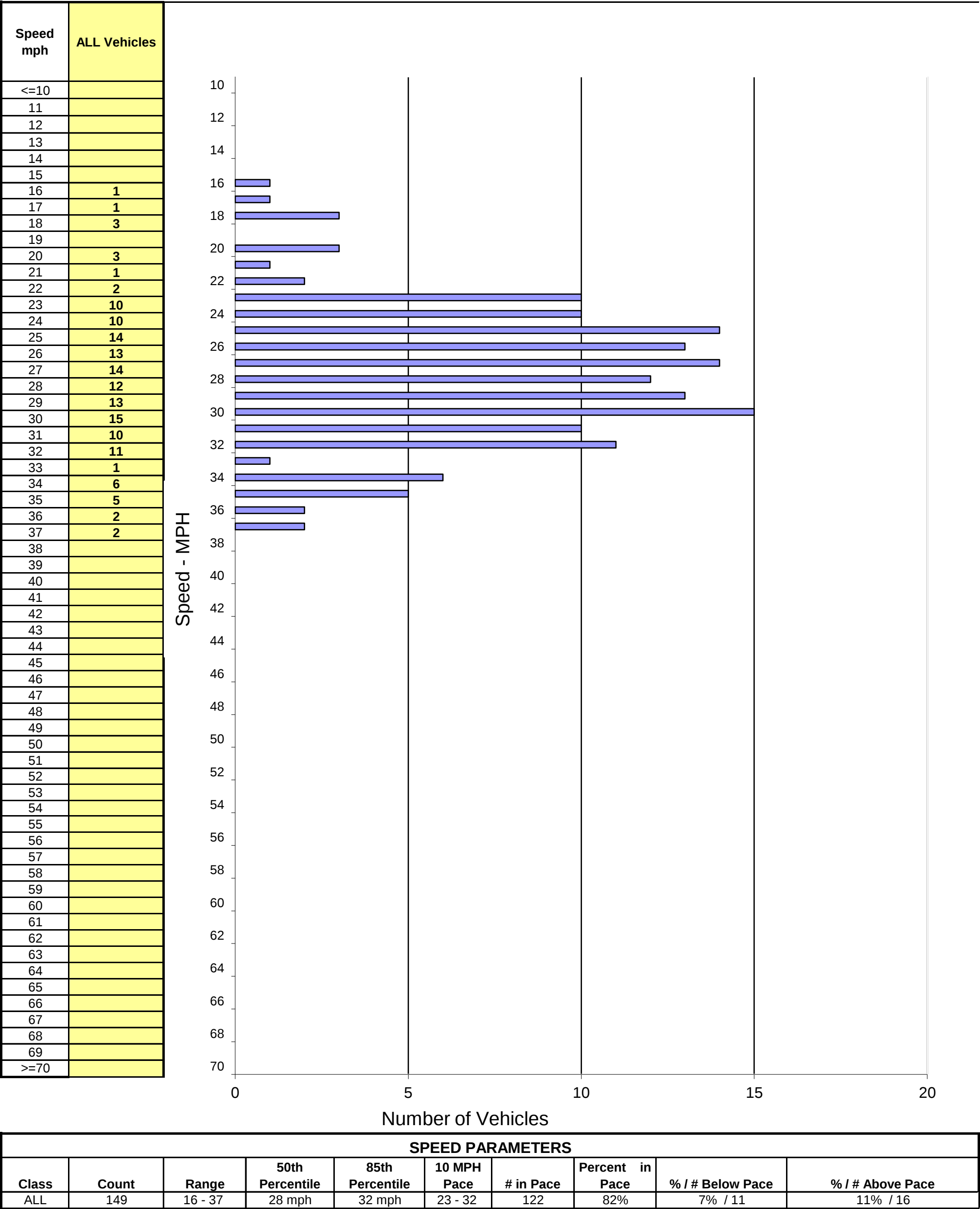
TIME: 11:15-13:15

Posted Speed: 25 MPH

Clear/Dry

Radar Location: 52 Eastfield Drive

Eastbound & Westbound Spot Speeds



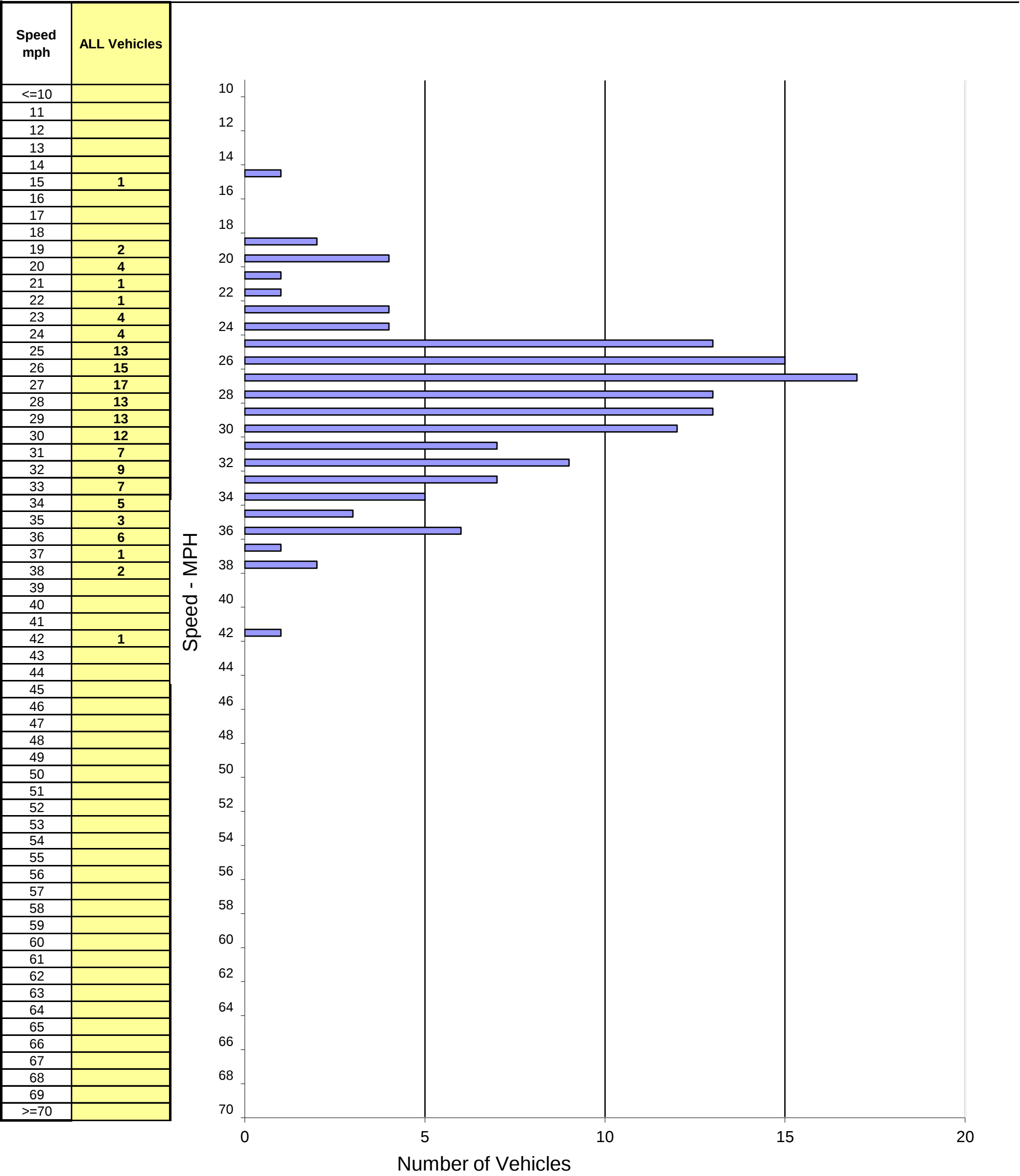
Spot Speed Study

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 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

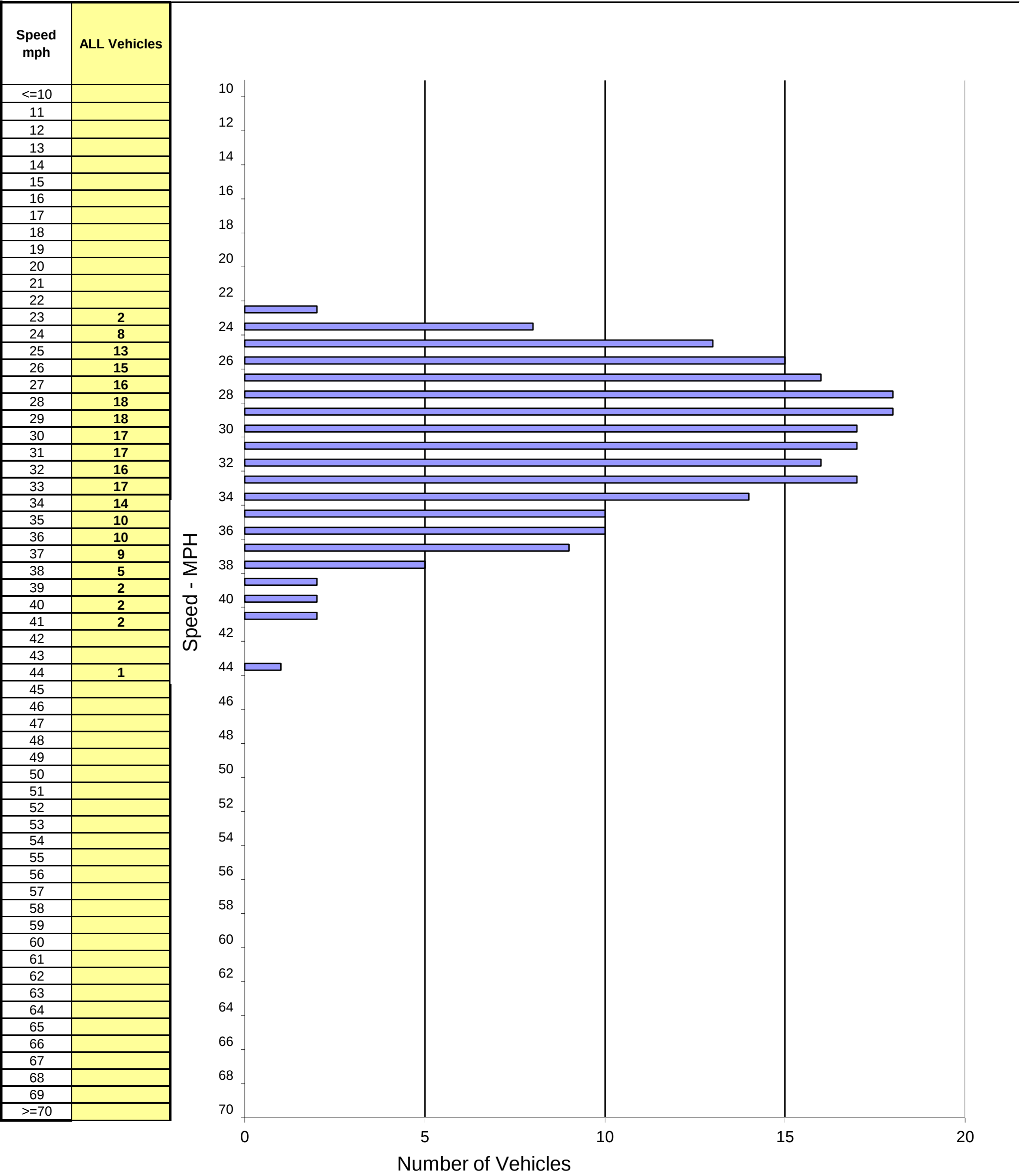
TIME: 14:10-15:55

Posted Speed: 30 MPH

Clear/Dry

Radar Location: N/O Wagon Lane

Northbound & Southbound Spot Speeds



SPEED 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

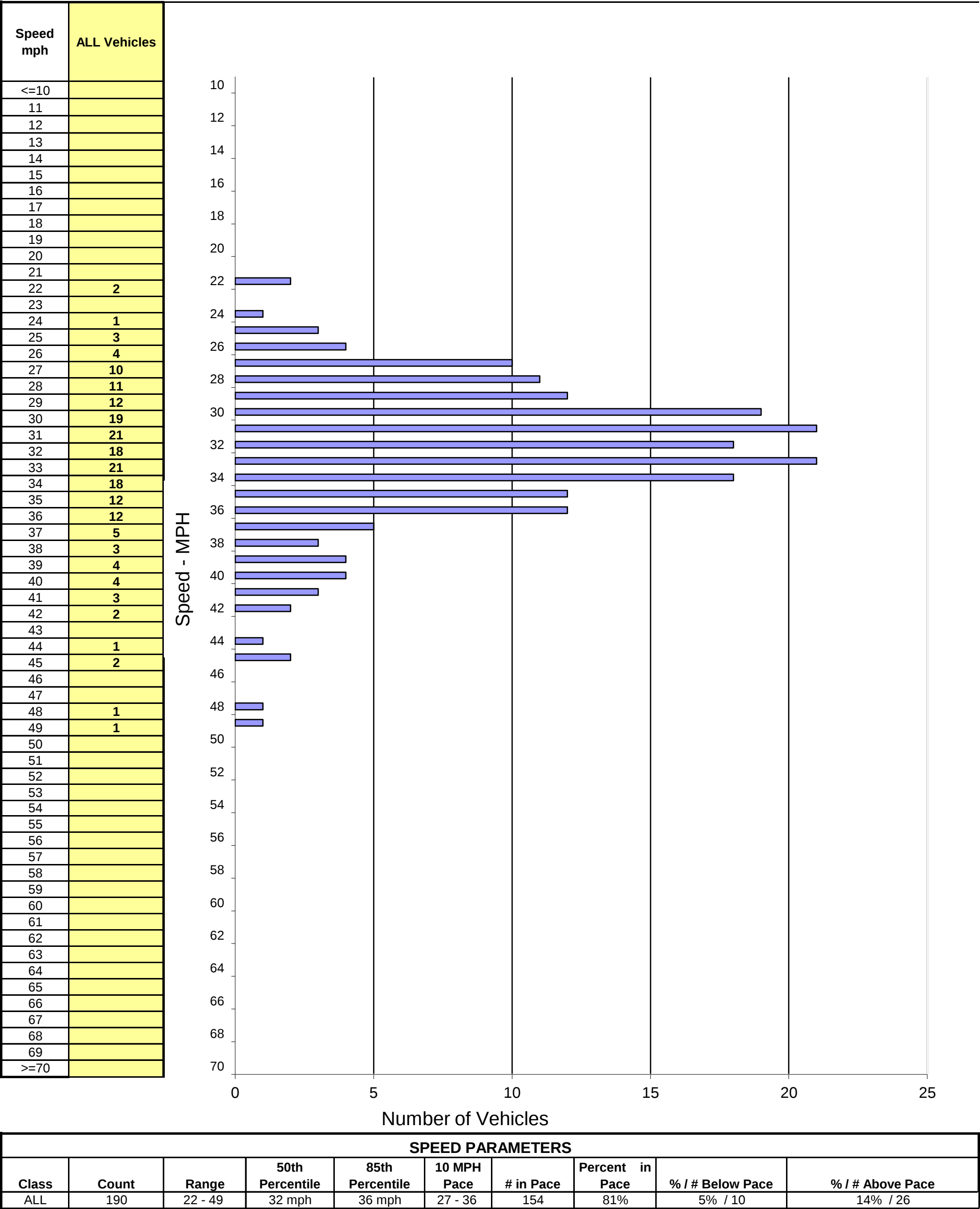
TIME: 09:06-11:06

Posted Speed: 30 MPH

Clear/Dry

Radar Location: 19 Portuguese Bend Rd

Northbound & Southbound Spot Speeds



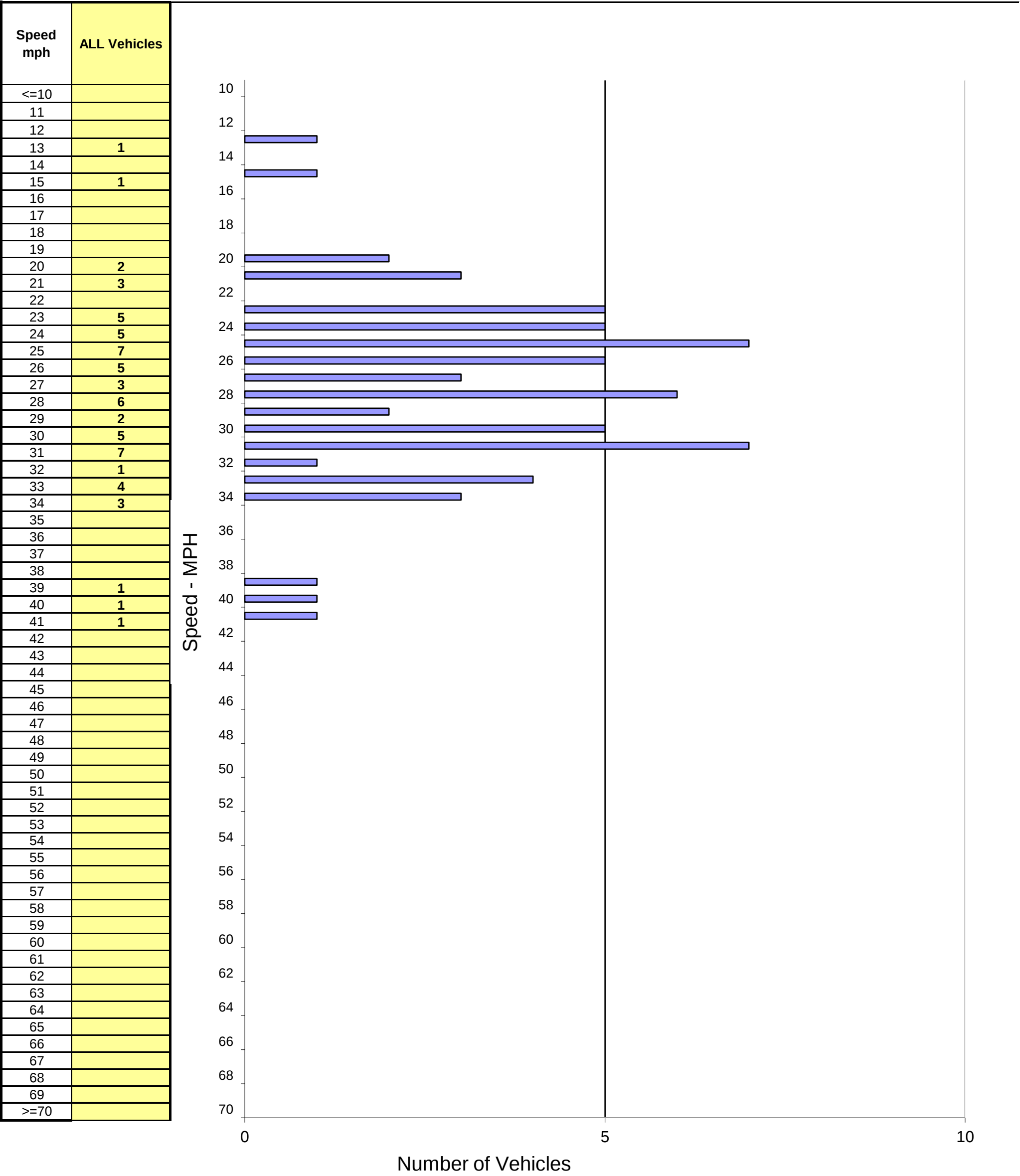
Spot Speed Study

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 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

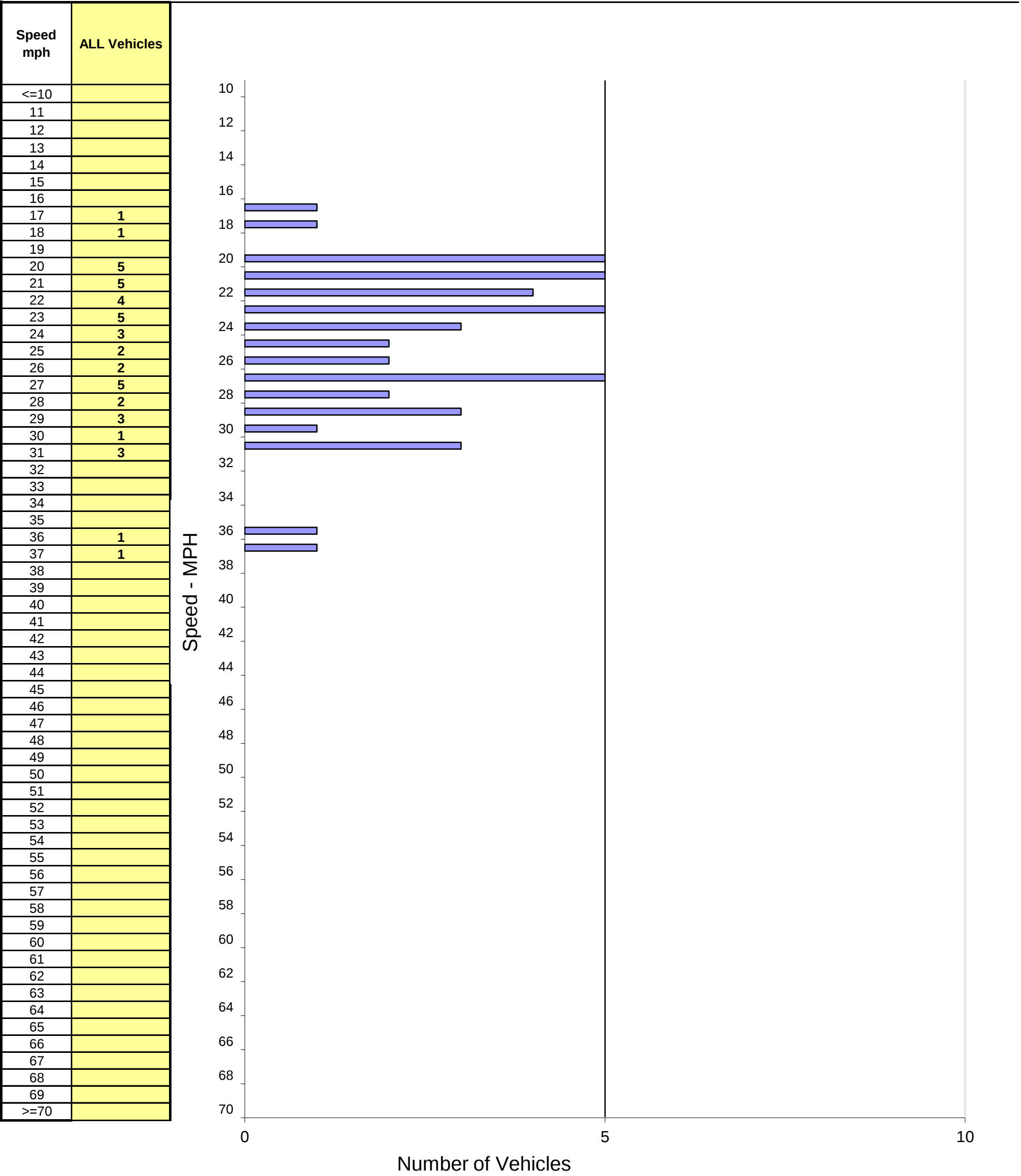
Spot Speed Study

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 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
 Location: Crest Rd Btwn Buggy Whip Dr + Quail Ridge Rd
 Direction EB-WB
 Counter: BobC
 Start Time: 10:25 AM End Time: 12:05 PM

POSTED SPEED

30

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	

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	

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.				Conditions:			
Start Time: 9:07 AM		End Time: 10:48 AM		Good - Dry - Clear			

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

Job# 17-5787-003 Date 11-9-17
 Location: Eastfield Dr E/O Hackamore Rd
 Direction EB-WB
 Counter: Bob C
 Start Time: 11:15 AM End Time: 1:15 PM

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		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	

87

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	

62

Job# 175707-004 Date 11-9-17
 Location: Eastfield Dr N/O Roundup Rd
 Direction NB-SB
 Counter: 656C
 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 Waterback Canyon + Wagon Ln
 Direction NB-SB
 Counter: Bob C
 Start Time: 2:10 PM End Time: 3:55 PM

POSTED SPEED

30-25 Curve
 SB NB

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	

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	

Job# 17-5767-006 Date 11-9-17
Location: Portuguese Bend Rd N/O Tally Ho Rd
Direction NB-SB
Counter: Bob C
Start Time: 9:06 AM End Time: 11:06 AM

POSTED SPEED
30
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	

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		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	

87

Job# 17-5707-007 Date 11-9-17
 Location: Saddleback Rd N/O Hillside Ln
 Direction NB-SB
 Counter: Boh
 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		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	

Job# 17-5707-008 Date 11-8-17
 Location: Southfield Dr S/o Flyingman Rd
 Direction NB-SB
 Counter: BobC
 Start Time: 4:02 PM End Time: 6:02 PM

POSTED SPEED

NONE Posted

Conditions:

Good-Dry-Clean

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

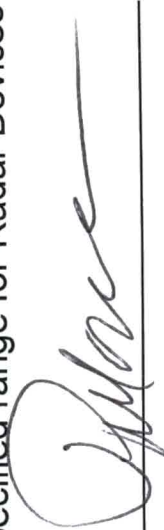
Serial Number: 45821

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



Certified Tuning Fork Serial Number: n/a

Date: March 14, 2016



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

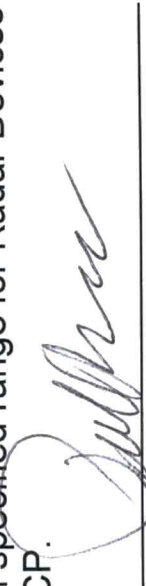
Serial Number: 17488

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



Certified Tuning Fork Serial Number: n/a

Date: March 14, 2016



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

Certified Tuning Fork Serial Number: n/a

Date: March 14, 2016



