



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, May 22, 2025

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 MAY 22, 2025**

RECOMMENDATION: Approve as presented.

[CL_AGN_250522_TC_AffidavitofPosting.pdf](#)

**7.B. APPROVE THE FOLLOWING TRAFFIC COMMISSION MINUTES: MARCH 27,
2025**

RECOMMENDATION: Approve as presented.

[CL_MIN_250327_TC_F.pdf](#)

8. EXCLUDED CONSENT CALENDAR ITEMS

9. PRESENTATION

- 9.A. RECEIVE AND FILE A REPORT FROM THE LOS ANGELES COUNTY SHERIFF'S DEPARTMENT, LOMITA STATION, ON TRAFFIC STATISTICS FOR THE CITY OF ROLLING HILLS FOR MARCH-APRIL 2025 (VERBAL REPORT)

RECOMMENDATION: Receive and file.

[PS_LAS_250506_TrafficStats_Sup_April2025.pdf](#)

[PS_LAS_250506_TrafficStats_Sup_Mar2025.pdf](#)

[PS_LAS_250506_OverallTrafficStats_Mar-Apr2025.pdf](#)

[CL_AGN_250508_RCLC_LASD_Q1_RH-Only_F.pdf](#)

10. OLD BUSINESS

11. NEW BUSINESS

- 11.A. CONSIDERATION AND DISCUSSION REGARDING REPUBLIC SERVICES FIELD OPERATION EXPANSION OF MOTHER TRUCK STAGING SITE LOCATIONS

RECOMMENDATION: Receive and file. Provide direction to staff and recommendations to City Council.

[Attachment A - CL_AGN_100222_CC_Item3H_FrontLoaderStaging_Request&Recs.pdf](#)

[Attachment B - PW_REF_181003_RepublicServices_MotherTruck_StagingLocations.pdf](#)

[Attachment C - CL_AGN_250522_TC_Republic_MotherTruckStaging_EngineersReport.pdf](#)

[Attachment D - CL_AGN_250522_TC_Item11A_PublicComment_Tun.pdf](#)

- 11.B. CONSIDERATION AND DISCUSSION REGARDING VEHICLES PARKED WITHIN ROADSIDE EASEMENTS AND POTENTIAL PUBLIC SAFETY IMPACTS ON MAJOR EVACUATION ROUTES AS WELL AS INGRESS/EGRESS ACCESS ON SMALLER ROADS

RECOMMENDATION: Receive and file. Provide direction to staff or continue the item to July when Vice Chair Bobit returns.

[Attachment A - CL_AGN_250327_Item9A_DiscussionSummary.pdf](#)

[RHMC_10.52_StoppingStanding&Parking.pdf](#)

12. MATTERS FROM MEMBERS OF THE TRAFFIC COMMISSION

- 12.A. UPDATE ON EASTFIELD DRIVE SPEED LIMIT VARIANCE AND CURRENT SIGNAGE

RECOMMENDATION: Receive and file. Direct staff to follow the Engineer's Report recommendations.

[Attachment A - CL_AGN_250522_TC_Eastfield_SpeedLimit_EngineersReport.pdf](#)

[Attachment B - PW_TRA_180314_Engineering&Traffic_Report_Willdan.pdf](#)

- 12.B. UPDATE ON CREST ROAD WEST SPEED LIMIT BETWEEN CRENSHAW BLVD. AND GATE WITHIN THE RANCHO PALOS VERDES CITY LIMITS

RECOMMENDATION: Receive and file.

13. MATTERS FROM STAFF

14. ADJOURNMENT

Next meeting: Thursday, July 24, 2025 at 8:30a.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: 05/22/2025

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 MAY 22, 2025

DATE: May 22, 2025

BACKGROUND:

None.

DISCUSSION:

None.

FISCAL IMPACT:

None.

RECOMMENDATION:

Approve as presented.

ATTACHMENTS:

[CL_AGN_250522_TC_AffidavitofPosting.pdf](#)



Administrative Report

7.A., File # 2782

Meeting Date: 5/22/2025

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 MAY 22, 2025 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: May 16, 2025



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 7.B

Mtg. Date: 05/22/2025

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:
MARCH 27, 2025

DATE: May 22, 2025

BACKGROUND:

None.

DISCUSSION:

None.

FISCAL IMPACT:

None.

RECOMMENDATION:

Approve as presented.

ATTACHMENTS:

[CL_MIN_250327_TC_F.pdf](#)



1. CALL MEETING TO ORDER

The Traffic Commission of the City of Rolling Hills met on the above date at 8:31 a.m. Chair Wilson presiding.

2. ROLL CALL

Commissioners Present: Virtue, Bobit, Chair Wilson

Commissioners Absent: Margeta, Raine

Staff Present: Christian Horvath, City Clerk / Executive Assistant to the City Manager

3. PLEDGE OF ALLEGIANCE – Chair Wilson

4. APPROVE ORDER OF THE AGENDA

Motion by Vice Chair Bobit, seconded by Commissioner Virtue to approve order of the agenda. Motion carried unanimously with the following vote:

AYES: Virtue, Bobit, Chair Wilson

NOES: None

ABSENT: Margeta, Raine

5. BLUE FOLDER ITEMS (SUPPLEMENTAL)

Public Comment: Arty Beckler

Motion by Chair Wilson, seconded by Vice Chair Bobit to receive and file Blue Folder Item 6A. Motion carried unanimously with the following vote:

AYES: Virtue, Bobit, Chair Wilson

NOES: None

ABSENT: Margeta, Raine

6. PUBLIC COMMENTS ON NON-AGENDA ITEMS

City Clerk / Executive Assistant to the City Manager Horvath read the comment submitted as presented under Item 5.

7. CONSENT CALENDAR

7.A. APPROVE AFFIDAVIT OF POSTING FOR THE TRAFFIC COMMISSION REGULAR MEETING OF MARCH 27, 2025

7.B. APPROVE THE FOLLOWING TRAFFIC COMMISSION MINUTES: JANUARY 23, 2025

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

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

8. EXCLUDED CONSENT CALENDAR ITEMS – NONE

9. PRESENTATION

9.A. RECEIVE AND FILE A REPORT FROM THE LOS ANGELES COUNTY SHERIFF'S DEPARTMENT, LOMITA STATION, ON TRAFFIC STATISTICS FOR THE CITY OF ROLLING HILLS FOR JANUARY-FEBRUARY 2025 (VERBAL REPORT)

Presented by Los Angeles County Sheriff Deputy Lopez

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

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

10. OLD BUSINESS – NONE

11. NEW BUSINESS

11.A. RECEIVE AND FILE AN UPDATE ON THE ROLLING HILLS COMMUNITY ASSOCIATION'S PROPOSED ROADWAY WIDENING AT THE CREST ROAD EAST GATE

Presented by City Clerk / Executive Assistant to the City Manager Horvath

Public Comment: Arty Beckler

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

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

12. MATTERS FROM MEMBERS OF THE TRAFFIC COMMISSION

Chair Wilson asked about the speed limit signage on Eastfield Drive which appeared to be different going downhill versus uphill.

Chair Wilson followed up on the Stop signs at Lower Blackwater Canyon / Williamsburg.

Public Comment: Arty Beckler

Commissioner Virtue asked about the Fire Station sign on Crest Road West traveling west being faded and noted there was not a similar sign traveling east and inquired if the signs were even required or necessary.

Chair Wilson asked about the speed limit on Crest Road West outside of the gate within Rancho Palos Verdes noting there were no signs posted.

13. MATTERS FROM STAFF

13.A. DISCUSSION CONCERNING DECLARING A POTENTIAL VACANCY ON THE TRAFFIC COMMISSION

Presented by City Clerk / Executive Assistant to the City Manager Horvath

Chair Wilson and the Commission noted they would prefer that staff try to obtain a letter of resignation first and talk to the City Attorney about how many meetings can be missed or verify if there is current language within the Municipal Code.

14. ADJOURNMENT: 9:09 A.M.

The meeting was adjourned at 9:09 a.m. to a regular meeting of the Traffic Commission scheduled to be held on Thursday, May 22, 2025, 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.: 9.A
Mtg. Date: 05/22/2025

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 MARCH-APRIL 2025 (VERBAL REPORT)

DATE: May 22, 2025

BACKGROUND:

The Los Angeles County Sheriff's Department (LASD) provides traffic enforcement and other public safety services for the City of Rolling Hills under a multi-jurisdictional contract with Rolling Hills Estates and Rancho Palos Verdes.

Supplemental traffic enforcement, utilizing deputies on overtime, is specific to the City of Rolling Hills. It is covered via a separate agreement with the LASD and funded through the COPS fund.

Hazardous citations are usually moving violations such as speeding, unsafe turning, following too closely, etc. Non-hazardous citations include broken taillights, seatbelt violations, no license plates, etc. Speeding tickets are usually issued using radar or lidar (light detection and ranging).

DISCUSSION:

Regular Traffic Enforcement - March / April 2025:

- Citations: 25
- Violations: 25
- Hazardous Citations: 25
- Hazardous Violations: 25
- Non-Hazardous Citations: 0
- Non-Hazardous Violations: 0

- Radar Citations: 6

Traffic Collisions (year to date): None

DUI Arrests (year to date): 0

DUI Citations: 0

Actual DUI: 0

Supplemental Traffic Enforcement - March 2025:

Speeding Violations: 7

- Resident Cites: 4
- Non-Resident Cites: 3

Stop Sign Violations: 5

- Resident Cites: 1
- Non-Resident Cites: 4

Supplemental Traffic Enforcement - April 2025:

Speeding Violations: 22

- Resident Cites: 8
- Non-Resident Cites: 14

Stop Sign Violations: 0

- Resident Cites: 0
- Non-Resident Cites: 0

Note: At the request of the Commission, staff has also included the previous Regional Law Committee's presentation from the LASD on Quarterly Traffic Enforcement stats and will continue to do so at each subsequent commission meeting.

FISCAL IMPACT:

None.

RECOMMENDATION:

Receive and file.

ATTACHMENTS:

[PS_LAS_250506_TrafficStats_Sup_April2025.pdf](#)

[PS_LAS_250506_TrafficStats_Sup_Mar2025.pdf](#)

[PS_LAS_250506_OverallTrafficStats_Mar-Apr2025.pdf](#)

[CL_AGN_250508_RCLC_LASD_Q1_RH-Only_F.pdf](#)

Apr-25

ROLLING HILLS TRAFFIC

25RE011151

DATE	LOCATION	VIOLATION	SPEED	RESIDENT CITES	NON-RESIDENT CITES	DEPUTY
4/16/2025	Crest Rd.St. John's Canyon Rd.	Speed	46	1	0	Gonzalez
	Crest Rd.St. John's Canyon Rd.	Speed	47	1	0	Gonzalez
	Crest Rd.St. John's Canyon Rd.	Speed	48	0	1	Gonzalez
	Crest Rd.St. John's Canyon Rd.	Speed	50	0	1	Gonzalez
	Crest Rd.St. John's Canyon Rd.	Speed	45	0	1	Gonzalez
4/29/2025	Crest Rd/Buggy Whip Dr	Speed	45	1	0	Ochoa
	Crest Rd/Buggy Whip Dr	Speed	43	0	1	Ochoa
	Crest Rd/Buggy Whip Dr	Speed	43	1	0	Ochoa
	Crest Rd/Buggy Whip Dr	Speed	40	0	1	Ochoa
	Portuguese Rd/Poppy Trail	Speed	45	1	0	Ochoa
	Portuguese Rd/Poppy Trail	Speed	44	0	1	Ochoa
	Portuguese Rd/Poppy Trail	Speed	41	0	1	Ochoa
	Portuguese Rd/Poppy Trail	Speed	42	0	1	Ochoa
	Portuguese Rd/Poppy Trail	Speed	47	0	1	Ochoa
	Portuguese Rd/Poppy Trail	Speed	42	0	1	Ochoa
4/30/2025	Portuguese Rd/Poppy Trail	Speed	41	0	1	Ochoa
	Portuguese Rd/Poppy Trail	Speed	44	1	0	Ochoa
	Portuguese Rd/Poppy Trail	Speed	41	0	1	Ochoa
	Portuguese Rd/Poppy Trail	Speed	44	1	0	Ochoa
	Crest Rd/Buggy Whip Dr	Speed	42	1	0	Ochoa
	Crest Rd/Buggy Whip Dr	Speed	41	0	1	Ochoa
	Crest Rd/Buggy Whip Dr	Speed	42	0	1	Ochoa

Mar-25**ROLLING HILLS TRAFFIC****25RE011090**

DATE	LOCATION	VIOLATION	SPEED	RESIDENT CITES	NON- RESIDENT CITES	DEPUTY
3/20/2025	Eastfield Dr./Open Brand Rd	Stop Sign		0	1	Clotworthy
	Eastfield Dr./Open Brand Rd	Stop Sign		1	0	Clotworthy
	Eastfield Dr./Open Brand Rd	Stop Sign		0	1	Clotworthy
	Eastfield Dr./Open Brand Rd	Stop Sign		0	1	Clotworthy
	Eastfield Dr./Open Brand Rd	Stop Sign		0	1	Clotworthy
3/26/2025	Poppytrail/Portuguese Bend Rd	Speed	47	1	0	Ochoa
	Poppytrail/Portuguese Bend Rd	Speed	42	0	1	Ochoa
	Poppytrail/Portuguese Bend Rd	Speed	45	1	0	Ochoa
	St. John's Canyon/Crest Rd	Speed	45	1	0	Ochoa
	St. John's Canyon/Crest Rd	Speed	46	1	0	Ochoa
	St. John's Canyon/Crest Rd	Speed	48	0	1	Ochoa
	St. John's Canyon/Crest Rd	Speed	48	0	1	Ochoa

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

Citation Summary Report

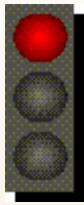
5/6/2025

From 3/1/2025 to 4/30/2025 City: ROLLING HILLS

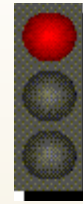
Category	Quantity
Total Number of Citations	25
Total Number of Violations	25
Total Number of Hazardous Citations	25
Total Number of Hazardous Violations	25
Total Number of Non-Hazardous Citations	0
Total Number of Non-Hazardous Violations	0
Total Number of DUI Arrests	0
Total Number of DUI Citations	0
Total Actual DUI	0
Total Number of Parking Citations	0
Total Number of Radar Citations	6
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



PENINSULA REGION 1ST QUARTER LAW ENFORCEMENT UPDATE 2025



TRAFFIC





ROLLING HILLS

Traffic Stats

2023**2024****2025****JAN FEB MAR Average JAN FEB MAR Average JAN FEB MAR Average**

Total Collisions	0	0	0	0	0	0	0	0	0	0	0	0
Injury Collisions	0	0	0	0	0	0	0	0	0	0	0	0
Enforcement Index	0	0	0	0	0	0	0	0	0	0	0	0
Hazardous Cites	7	16	21	15	6	17	1	8	8	6	18	11
Non-Haz Cites	0	0	5	0	0	1	0	0	0	0	0	0
Parking Cites	0	0	0	0	0	0	0	0	0	0	0	0
DUI Arrests	0	0	0	0	0	0	0	0	0	0	0	0
DUI Collisions	0	0	0	0	0	0	0	0	0	0	0	0
Fatal Collisions	0	0	0	0	0	0	0	0	0	0	0	0

*Traffic Enforcement Index: $\text{Haz.Cites} + \text{DUI Arrests} / \text{Fatal} + \text{Injury Collisions} (20:1)$



PENINSULA REGION

Totals

2023

2024

2025

	JAN	FEB	MAR	Average	JAN	FEB	MAR	Average	JAN	FEB	MAR	Average
Total Collisions	25	5	6	12	24	18	22	21	18	19	20	19
Injury Collisions	9	2	1	4	8	6	7	7	2	9	8	7
Enforcement Index	10	64	160	78	15	19	14	16	27	9	15	17
Hazardous Cites	86	125	157	123	112	114	94	107	54	81	121	85
Non-Haz Cites	27	23	31	27	20	27	26	24	14	16	5	12
Parking Cites	30	32	26	29	27	26	17	23	2	3	6	4
DUI Arrests	2	2	3	2	5	2	2	3	0	0	0	0
DUI Collisions	1	0	2	1	2	0	0	1	0	0	0	0
Fatal Collisions	0	0	0	0	0	0	0	0	0	0	0	0

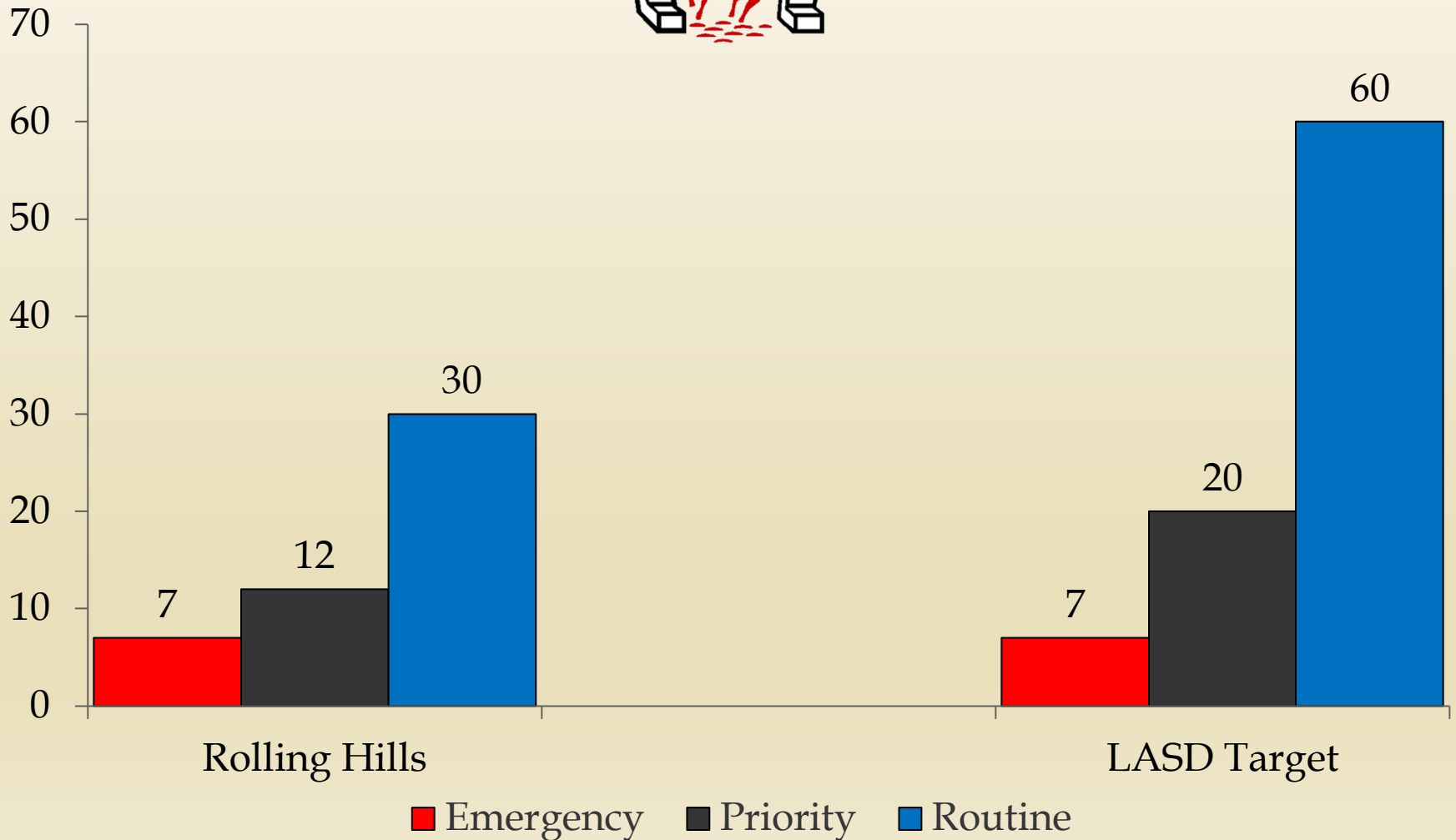
*Traffic Enforcement Index: Haz.Cites + DUI Arrests / Fatal + Injury Collisions (20:1)

RESPONSE TIMES



ROLLING HILLS

2025 First Quarter Average Response Times



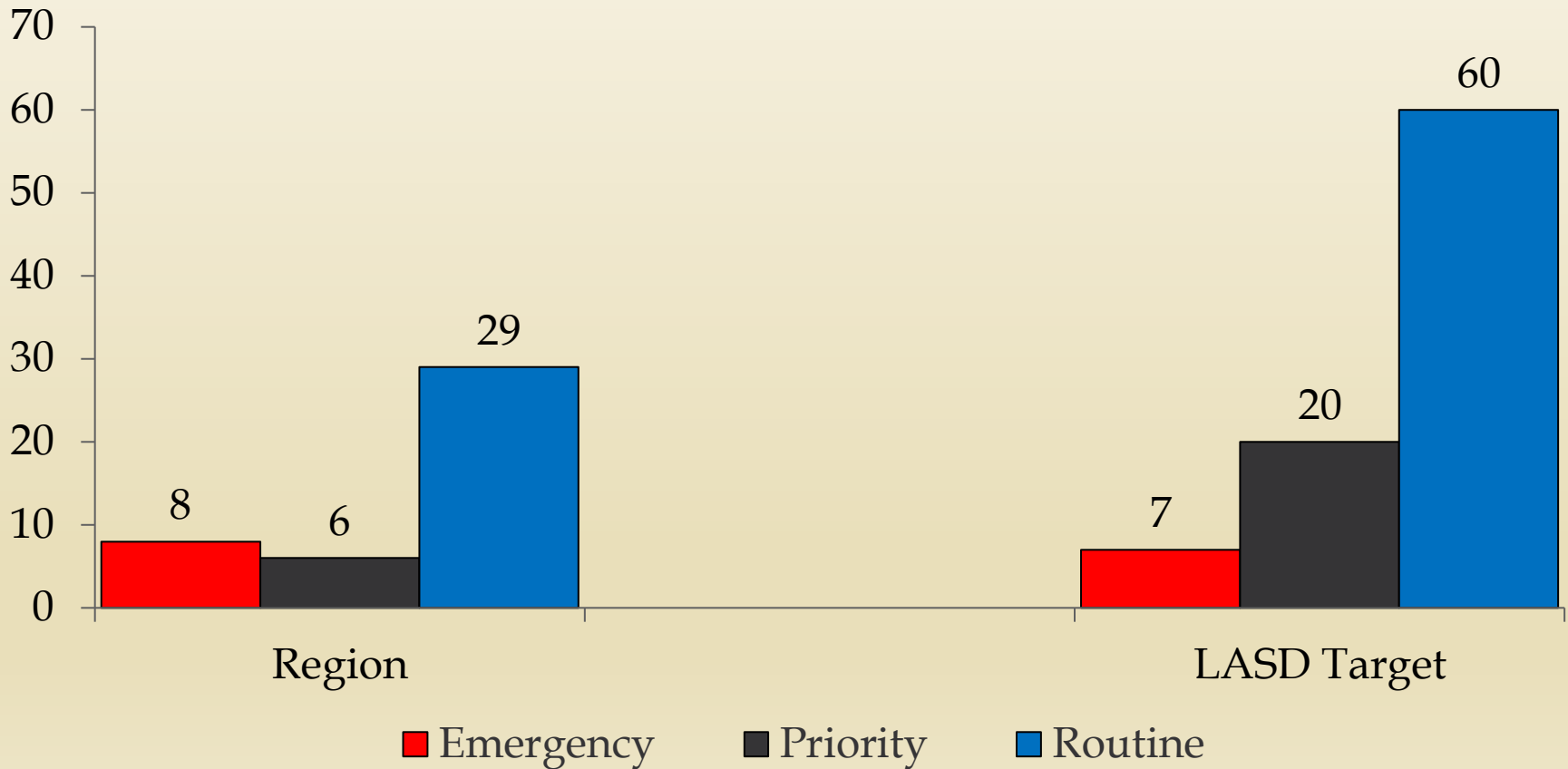
ROLLING HILLS EMERGENT CALL RESPONSE

1st Quarter 2025

DATE	LOCATION	TYPE OF CALL	ENTRY	ENROUTE	ARRIVAL	RESP TIME MIN	TAG
01/13	RUNNING BRAND RD	FIRE	1729	1730	1736	7	54
01/17	MAVRICK LN	BURGLARY TO RES	0956	0957	0959	3	21
02/08	SADDLEBACK RD	MEDICAL RESCUE	1406	1407	1412	6	35
02/10	APPALOOSA LN	GAS LEAK	0836	0837	0842	6	26

PENINSULA REGION

2025 First Quarter Average Response Times





City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 11.A
Mtg. Date: 05/22/2025

TO: HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION

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

THRU: KARINA BAÑALES, CITY MANAGER

SUBJECT: CONSIDERATION AND DISCUSSION REGARDING REPUBLIC SERVICES FIELD OPERATION EXPANSION OF MOTHER TRUCK STAGING SITE LOCATIONS

DATE: May 22, 2025

BACKGROUND:

While staff handles calls and emails daily and coordinates with Republic Services for response and correction, service issues had grown over a five-month period in 2023. As a result, staff held a virtual meeting on Friday, August 25, 2023, with the Operations Supervisor and the Operations Manager to discuss ongoing complaints and operational issues from residents. At the August 28, 2023, City Council meeting, then Mayor Pro Tem Mirsch requested an agenda item to discuss the many resident complaints.

On September 11, 2023, staff presented a similar report to the City Council. A room full of residents showed up, with a handful speaking on behalf of the greater number, outlining ongoing and repetitive issues that had been reported to staff or Councilmembers and, in turn, forwarded to Republic staff. One resident opined that the current routes and staging locations appeared extremely inefficient and offered to have their family business route logistics consultant meet with Republic Services to help re-examine their existing routes and staging procedures. The City Council decided to have the Solid Waste and Recycling Committee continue a more robust discussion of these issues with Republic Services.

On October 3, 2023, the Solid Waste and Recycling Committee met to discuss this same topic. Then Mayor Wilson was absent; however, Mayor Pro Tem Mirsch led a discussion with Republic Services representatives and City Staff regarding concerns and complaints, as well as the desire to expand the Mother Truck sites throughout the city and improve the logistical aspects of trash collection. No action was taken.

From October 2023 to January 2024, City staff worked with the Operations Supervisor(s) and started holding monthly meetings to address ongoing concerns. Staff requested the utilization of existing approved Mother Truck staging locations and/or find new locations that would be

acceptable to Republic Services. Staff requested that Republic provide feedback on locations and shift existing sites to test staging sites that have already been approved. Staff also included input from Arty Beckler and Kristen Raig of the Rolling Hills Community Association.

With this strategy in mind, the staff's intent was to ultimately bring new locations to the Traffic Engineer, the Traffic Commission, and the City Council for approval. Staff's goal was to have 8-10 (or more) locations that could be used for Mother Truck staging, thereby minimizing the amount of time a truck spends at any given location during the week. Assuming an eight-location strategy, Republic would stage the Mother Truck at one location during the morning and another during the afternoon. Each location would only be used for a maximum of 4 hours, once a week.

DISCUSSION:

The Rolling Hills City Council approved 14 Mother Truck staging locations on February 22, 2010 with waste hauler Allied Waste. In 2018, the new waste hauler, Republic Services, and staff communicated about staging locations, and the City Manager noted only three locations primarily being utilized throughout the week - Georgeff Road, Southfield Drive/Packsaddle Road East, and Portuguese Bend Road (Attachments A and B).

The 2010 approved thirteen staging locations are as follows by area:

Area 1	Area 2	Area 3
• Saddleback Rd. / Roadrunner Rd. • Wagon Lane • Georgeff Rd. • Saddleback Rd. (Between 36 and 42)	• Caballeros Rd./Crest Rd. E • Crest Road E / Eastfield Dr. • Chuckwagon Rd./ Eastfield Dr. • Outrider Rd. / Eastfield Dr. • Southfield Dr./ Packsaddle Dr. E	• Southfield Dr. / Packsaddle Dr. E • Portuguese Bend Rd. S / Ranchero Rd. • Quailridge Rd. N • Buggy Whip Dr. • Johns Canyon Rd.

Considering resident concerns, ongoing operation issues, and the length of time since the previous evaluation of staging sites, City staff, in collaboration with Republic Services' Operations Supervisor, reviewed existing approved staging locations and potential new locations over the past 15 months, in an attempt to minimize the impacts to residents in any one area. Testing was done at a variety of sites to determine whether the Mother Trucks and scooters could properly maneuver safely while attempting to avoid causing issues with traveling vehicles. Staff even worked with the Palos Verdes Peninsula Unified School District to use the Rancho Del Mar site as a potential staging location.

Ultimately, after utilizing all locations (old and potential new sites), Republic operations have determined the following are now consistently working for weekly servicing at no more than a 4-hour window for any one location, once a week. New locations are highlighted:

Service	Day	Time	Location
Mixed Service Waste	Monday (AM)	7 am-11 am	Roadrunner Rd.

Green Waste	Monday (PM)	12pm-4pm	Poppy Trail (at Saddleback/PBR)
Mixed Service Waste	Tuesday (AM)	7am-11am	52 Portuguese Bend Rd. S
Mixed Service Waste	Tuesday (AM)	11am-1pm	Outrider Rd. / Eastfield Dr.
Green Waste	Tuesday (PM)	1pm-4pm	Crest Rd. E / Eastfield Dr.
Mixed Service Waste	Wednesday (AM)	Open for Recovery Only	Open
Green Waste	Wednesday (PM)	Open for Recovery Only	Open
Mixed Service Waste	Thursday (AM)	7am-11am	Georgeff Rd.
Green Waste	Thursday (PM)	12pm-4pm	Caballeros / Crest Rd. E
Mixed Service Waste	Friday (AM)	7am-10am	Buggy Whip Dr. / Crest Rd. W
Green Waste	Friday (PM)	10am-4:30pm	Southfield Dr. / Packsaddle Rd. E
Mixed Service / Green Waste	Saturday	Open for Recovery Only	Open

Staff has received only one recent complaint from a resident at 4 Roadrunner Road (Attachment D) regarding the Roadrunner location.

The Traffic Engineer has evaluated the new locations. Her report can be found as Attachment C.

CONCLUSION

Staff, along with the Solid Waste & Recycling Ad Hoc Committee, have worked to address resident concerns about Republic Services' field operations by collaborating with the service provider, engaging the community, and exploring opportunities to expand and optimize Mother Truck staging site locations. The proposed strategy aims to increase the number of approved staging sites, thereby improving collection efficiency and minimizing neighborhood impacts. Today, staff seeks the Traffic Commission's feedback and direction regarding the Mother Truck staging site locations. Based on the Commission's input, staff will prepare a presentation for City Council consideration. Throughout this process, staff remain committed to keeping residents informed and involved, particularly those near any new proposed staging locations.

FISCAL IMPACT:

None.

RECOMMENDATION:

Receive and file. Provide direction to staff and recommendations to City Council.

ATTACHMENTS:

[Attachment A - CL_AGN_100222_CC_Item3H_FrontLoaderStaging_Request&Recs.pdf](#)

[Attachment B - PW_REF_181003_RepublicServices_MotherTruck_StagingLocations.pdf](#)

[Attachment C - CL_AGN_250522_TC_Republic_MotherTruckStaging_EngineersReport.pdf](#)

[Attachment D - CL_AGN_250522_TC_Item11A_PublicComment_Tun.pdf](#)



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

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

Agenda Item No.: 3-H
Mtg. Date: 02-22-10

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: ANTON DAHLERBRUCH, CITY MANAGER

**SUBJECT: CONSIDERATION OF A TRAFFIC COMMISSION
RECOMMENDATION OF STAGING LOCATIONS FOR THE
REFUSE HAULER'S "MOTHER TRUCK".**

DATE: FEBRUARY 22, 2010

ATTACHMENTS:

07-07-09 Memo from Traffic Engineer concerning staging locations
03-05-09 Memo from Traffic Engineer concerning staging locations
Summary List of Recommended Staging Locations
Notice Data for Addresses Adjacent to Proposed Staging Locations

RECOMMENDATION

It is recommended that the City Council approve the Traffic Commission's recommendation of 14 locations for Allied Waste to stage its "mother truck" (front loader) for the collection and transport of solid waste.

BACKGROUND

The City's refuse hauler, Allied Waste, operates through "scouts" that collect refuse at each residence and transports it to a "mother truck" at a central location. The "mother truck" moves throughout each day to different locations in the City that are central to the collection efforts in a particular area the "scouts" are working. Allied Waste states that the "scouts," for optimal operations, should cover an area consisting of 27 to 65 residences. As such, on each day refuse is collected, Allied Waste desires 7 to 8 locations where the "mother truck" can be strategically stationed. The "mother truck" would be (is) in each location for approximately 2 hours.

Over the years, residents have complained about the staging location of the “mother truck” citing issues of noise, emissions, visual impact, leftover debris and leakage with the vehicles. To address the complaints, Allied Waste has reduced and relocated the “mother truck” staging locations to a point where, according to Allied Waste, operations have been impacted. Allied Waste reports that the reduction of staging locations has caused the “scouts” to cover 86 to 126 residences, drive longer from residences to the “mother truck” and, for the “mother truck” to be stationed in one location for extended periods of time. As such, Allied Waste has requested the formal designation of staging locations.

In response to Allied Waste’s request, the City’s Traffic Engineer and City Manager, on multiple occasions toured the City with Allied Waste representatives to identify locations that served Allied Waste operationally while also addressing the Traffic Engineer’s concerns for traffic safety. Fourteen (14) locations were identified that met both parties’ interests. Thereafter, at its meetings of March 26, July 23 and September 24, 2009, and its meeting of January 28, 2010, the Traffic Commission considered Allied Waste’s request for approval of the 14 locations to stage the “mother truck.”

For Traffic Commission meeting on March 26, 2009, notice of the agenda item was mailed to all residents adjacent to proposed staging locations and information about the meeting was included in the City Newsletter. In response, the Traffic Commission received input from residents about the locations at Portuguese Bend Road/Ranchero Road (for visibility); Crest Road East, east of Eastfield Drive (for noise and traffic); and Saddleback Road near Hillside Lane (for impact on horses). As a result, the Allied Waste representative and City Traffic Engineer re-evaluated the three locations for functionality, safety and alternatives.

For the July 23, 2009 Traffic Commission meeting, notice of the agenda item was mailed to the resident from Portuguese Bend Road/Ranchero Road; the residents closest to the proposed staging location at Crest Road East; and the residents from 26 Saddleback Road to Hillside Lane. At the meeting, the Traffic Commission concluded that there was no alternative for the staging locations at Portuguese Bend Road/Ranchero Road and at Crest Road East and both represented the best functional location for Allied Waste, presented no traffic concern to the City Traffic Engineer and was not immediately adjacent to a residential structure (relative to noise). Additionally, it was noted without these staging locations, the impact of “scouts” traveling longer distances and the “mother truck” being stationed in one location longer is greater on the community. In regard to the Crest Road East site, Allied Waste proposed operating on the southside rather than the northside of the roadway. Also, in response to the residents of 76 Eastfield Drive, the Traffic Commission agreed to continue the discussion of this location to September 24.

For the September 24, 2009 Traffic Commission meeting, notice of the agenda item was mailed to 76 Eastfield Drive, and two other residents who had expressed interest on the topic - a resident adjacent to Wagon Lane and a resident on Chuckwagon Road at

Eastfield Drive. At the meeting, the Traffic Commission received input from the resident adjacent to Wagon Lane (32 Portuguese Bend Road) about the emissions generated from the “mother truck” when stationed on Wagon Lane, expressing concern about its health impacts. In response, Allied Waste reported that their vehicles meet the State’s emissions requirements and, replacement “mother trucks” would soon be employed that will reduce emissions further. Allied Waste and the Traffic Engineer also stated that there was no operational and safe alternative to this staging location. However, in recognition of the concern, staff was directed to re-consider locations. In regard to the Crest Road East staging location, the residents of 76 Eastfield Drive, who could not attend the meeting, asked that the matter be continued.

For the January 28, 2010 Traffic Commission meeting, notice of the agenda item was mailed to 32 Portuguese Bend Road and 76 Eastfield Drive. With regard to the proposed staging location on Crest Road East, Allied Waste stated that it would be used on an as-needed basis and, when utilized, the “mother truck” would be stationed in a location to minimize the noise impact on the residence. Despite the resident’s desire to limit the number of days Allied Waste might use this area, the Traffic Commission supported this site as a staging location.

DISCUSSION

The Traffic Commission has reviewed and supports the 14 locations identified by Allied Waste and the City’s Traffic Engineer for staging the “mother truck” for the collection of solid waste. As such, the City Council is requested to consider and approve the Traffic Commission’s recommendation per Allied Waste’s request.

NOTIFICATION

Notice of this matter before the City Council has been provided to the community through the routine procedure of publishing the agenda in the citywide newsletter as well as through legal posting at City Hall.

CONCLUSION

Allied Waste is fully aware that they must keep their staging sites clear of debris and residue, contain refuse that falls out of their “scouts” and maintain their high quality service. Such conditions, in combination with the topography of the City and service levels desired by the community, leave few options for the method of refuse collection in the City. The “mother truck”/“scout” collection method of refuse collection appears the only functional means of collecting refuse at this time so designated staging locations are necessary.

AD:hl

Memorandum

TO: Anton Dahlerbruch, City Manager
FROM: Vanessa Munoz, City Traffic Engineer
DATE: July 7, 2009
SUBJECT: Citywide Allied Waste “Mother Truck” loading stationing areas

This memo is in response to the Traffic Commissioner’s request to re-evaluate three (3) staging locations for the Allied Waste “Mother Truck.” The locations being re-evaluated are:

- Area 1- Saddleback Road (near Hillside)
- Area 2 - Crest Road E. and Eastfield Drive
- Area 3 - Portuguese Bend South and Ranchero Road

On May 21, 2009, Sam Pena, from Allied Waste, and I went out and re-evaluated the three locations for:

- Visibility for Allied Waste vehicles, other vehicles, pedestrians and equestrians;
- Width of street;
- Traffic volumes;
- Driving distance for each Scout to the “Mother Truck” location;
- Impact to passing traffic at each location.

The Area 1 location of Saddleback Road (near Hillside) was re-evaluated. The main concern expressed by the resident of 3 Hillside Lane was that her horse would get easily scared when the “Mother Truck” parked between the Saddleback easement and the riding fence. The roadway characteristics along Saddleback Road in this particular area of the City allow for the truck to be stationed further north from this location. I recommend the “Mother Truck” be stationed between 36 and 42 Saddleback Road. This location provides visibility for vehicles, equestrian riders and the Allied Waste truck.

The Area 2 location of Crest Road E. and Eastfield was re-evaluated. The main concern was noise and its proximity to the resident’s home. The parking of the truck on Eastfield Drive east of Crest Road is an acceptable location; the “Mother Truck” does not impede vehicle visibility and gives the Allied Waste vehicles easy access, the roadway has a low traffic volume and has the least impact to passing traffic. However, to accommodate the concerns of the residents, I recommend the truck be parked on the south side of Eastfield Drive. This should eliminate some of the noise and the truck would not be adjacent to the resident’s home.

The Area 3 location of Portuguese Bend South and Ranchero Road was re-evaluated. The main concern was visibility for northbound traffic. The parking of the truck at the present location is an acceptable location. From my field observation the northbound traffic is able to see the truck

Memorandum

when driving up hill. Additionally, since drivers are traveling at low speeds due to the grade on the hill, most drivers have enough time to react and stop if needed. I also evaluated the recommendation of 52 Portuguese Bend Road south as a possible staging location, however the "Mother Truck" cannot park on dirt roads and unless this area gets asphalt it cannot serve as a staging area.

VM:mec (06160)
16878/1002/M02

Memorandum

TO: Anton Dahlerbruch, City Manager

FROM: Vanessa Munoz, City Traffic Engineer *vm*

DATE: March 5, 2009

SUBJECT: Citywide Allied Waste "Mother Truck" loading stationing areas

This memo is in response to a request from Allied Waste to the City of Rolling Hills for additional locations to station its "Mother Truck" throughout the City during its daily operation. Presently Allied Waste has the City separated into three areas for Monday/Thursday, Tuesday/Friday and Wednesday/Saturday collections and, for efficiency they have requested that each area include five (5) "Mother Truck" locations.

On January 14, 2009, the City Manager, an Allied Waste representative and I visited every location currently utilized to station the "Mother Truck" as well as the newly requested locations. During the field verification, each location was reviewed for safety as well as feasibility. The factors considered for each location were:

1. Visibility for Allied Waste vehicles, other vehicles, pedestrians and equestrians;
2. Width of street;
3. Traffic volumes;
4. Driving distance for each Scout to the "Mother Truck" location;
5. Impact to passing traffic at each location.

The following table details the stationing locations and identifies if the location is currently being used, if it is one of the requested loading areas, and if any current or requested locations are acceptable.

Area 1

Location	Current Stationing Location	Requested as a Stationing Location	Acceptable as a Stationing Location
Saddleback and Road Runner	x		x
Wagon Lane	x		x
Georgeff Road	x		x
Lower Blackwater and Middleridge North		x	
Saddleback Road	x		x

Area 1 consists of five (5) locations with four (4) of them currently utilized and one (1) being requested as an additional loading area. I understand the requested area of Lower Blackwater and Middleridge North used to be utilized as a location to station the "Mother Truck", but presently it is not. Based on my field observation, this location is not recommended due to the proximity to the stop sign, as well as the steep grade on Lower Blackwater. Both of these issues create an unsafe condition for on-coming traffic as well as the "Mother Truck." The existing four (4) loading areas that are currently used are acceptable.

Area 2

Location	Currently Loading Area	Requested as a Loading Area	Acceptable as a Loading Area
Caballeros and Crest		x	x
Crest Road E. and Eastfield		x	x
Chuckwagon and Eastfield	x		x
Outridge and Eastfield	x		x
Southfield and Packsaddle East	x		x

Area 2 consists of five (5) locations with three (3) of them currently utilized and two (2) being requested as additional locations for the "Mother Truck". I understand the requested loading areas of Caballeros and Crest and Crest Road E. and Eastfield were utilized as loading areas, but presently are not. Based on my field observation both of the loading areas requested are acceptable. Additionally the existing three (3) loading areas that are currently used are acceptable.

Area 3

Location	Currently Loading Area	Requested as a Loading Area	Acceptable as a Loading Area
Southfield and Packsaddle East	x		x
Portuguese Bend South and Rancho	x		x
Quailridge North	x		x
Buggy Whip	x		x
Johns Canyon	x		x

Area 3 consists of five (5) locations with all five (5) of them currently utilized. Based on my field observation, the existing five (5) locations being used are acceptable.

During our field visit, we also discussed the possibility of finding other loading areas by adding asphalt to current dirt pull-out locations within the City that might allow the "Mother Truck" to park and load freely without impeding traffic. However, based on the field observations, further discussion with Allied Waste, and that the City does not own or maintain property serving as roadways, there are no locations where new pavement could be added to accommodate "Mother Truck" locations. Moreover, most dirt pull-out areas were too small to accommodate the "Mother Truck" loading area.

In conclusion, of the existing eleven (11) loading areas and four (4) requested loading areas, I recommend fourteen (14) out of the fifteen (15) be utilized as "Mother Truck" locations for stationing. Exhibit "A" shows the location of staging within each area.

VM
16878/06160/M01

Summary of Citywide "Mother Truck" Staging Locations

Area 1

Location	Current Staging Location	Requested as Staging Location	Recommended
Saddleback Road and Roadrunner Road	X		X
Wagon Lane	X		X
Georgeff Road	X		X
Lower Blackwater Canyon Rd. and Middleridge Lane North		X	
Saddleback Road (between 36 and 42)	X		X

Area 2

Location	Current Staging Location	Requested as Staging Location	Recommended
Caballeros Road and Crest Road East		X	X
Crest Road East and Eastfield Drive		X	X
Chuckwagon Road and Eastfield Drive	X		X
Outrider Road and Eastfield Drive	X		X
Southfield Drive and Packsaddle Road East	X		X

Area 3

Location	Current Staging Location	Requested as Staging Location	Recommended
Southfield Drive and Packsaddle Road East	X		X
Portuguese Bend Road South and Ranchero Rd.	X		X
Qualiridge Road North	X		X

Summary of Citywide "Mother Truck" Staging Locations

Buggy Whip Drive	X		X
Johns Canyon Road	X		X

Notice Data for Addresses Adjacent to Proposed Staging Locations

as of 01/28/10

Staging Area	Address	Ctiy	State	Zip	DATE NOTICED			
					3/20/09	#####	9/18/09	1/22/10
1	1 Georgeff Road	Rolling Hills	CA	90274	X			
1	1 Wagon Lane	Rolling Hills	CA	90274	X	X		
1	3 Hllside Lane	Rolling Hills	CA	90274		X	X	
1	32 Portuguese Bend Rd.	Rolling Hills	CA	90274			X	X
1	35 Saddleback Road	Rolling Hills	CA	90274	X	X	X	
1	36 Saddleback Road	Rolling Hills	CA	90274		X	X	
1	38 Saddleback Road	Rolling Hills	CA	90274		X	X	
1	42 Saddleback Road	Rolling Hills	CA	90274		X	X	
1	67 Saddleback Road	Rolling Hills	CA	90274	X			
2	2 Chuckwagon Road	Rolling Hills	CA	90274	X	X		
2	2 Outrider Road	Rolling Hills	CA	90274	X			
2	34 Creast Road East	Rolling Hills	CA	90274	X			
2	76 Eastfield Drive	Rolling Hills	CA	90274	X	X	X	X
3	12 Johns Canyon Road	Rolling Hills	CA	90274	X			
3	13 Buggy Whip Drive	Rolling Hills	CA	90274	X			
3	2 Ranchero Road	Rolling Hills	CA	90274		X		
3	3 Crest Road West	Rolling Hills	CA	90274	X			
2 & 3	19 Southfield Drive	Rolling Hills	CA	90274	X			

Approved Citywide "Mother Truck" Staging Locations

Meeting Material
provided by Republic
at October 03, 2018
standing monthly mter.

Area 1

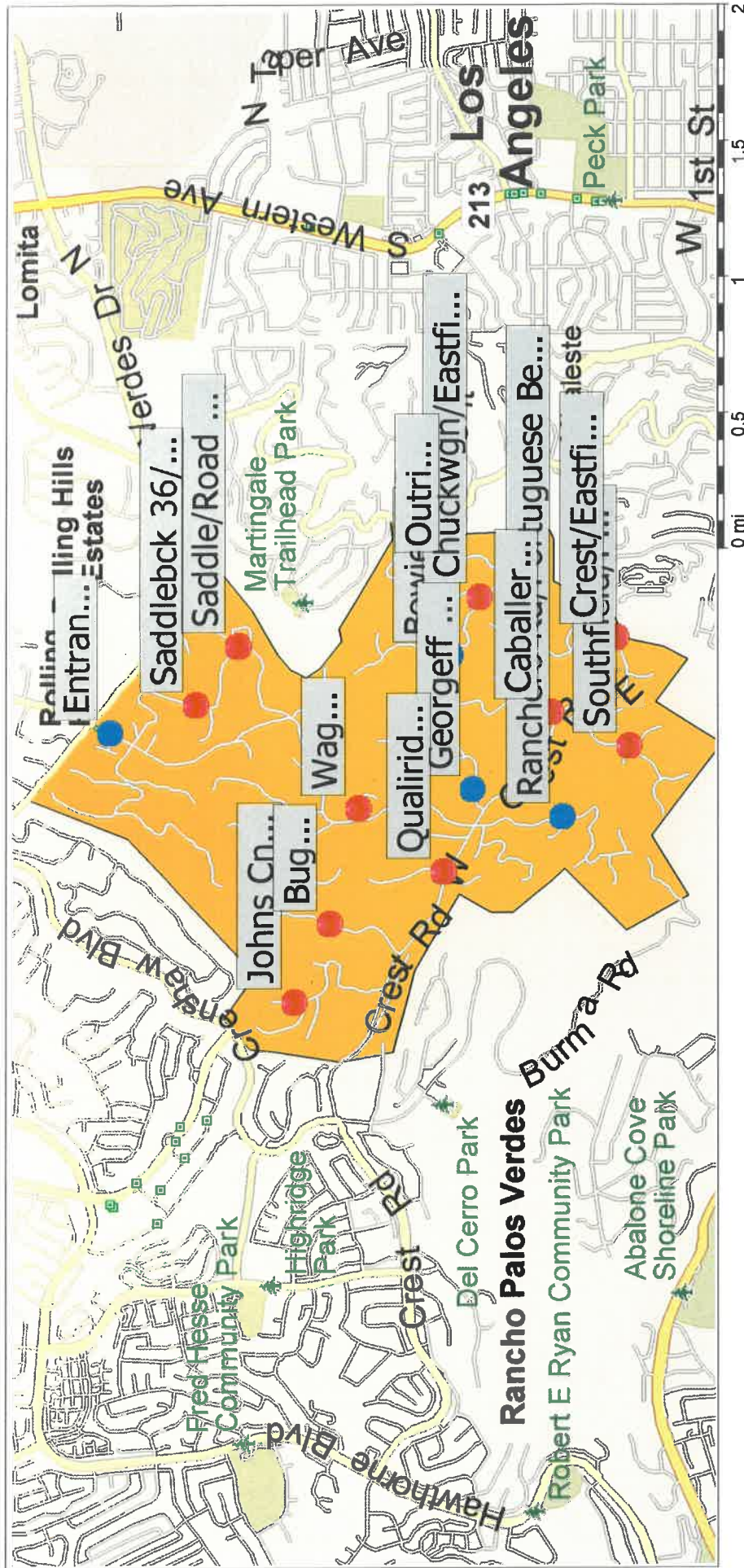
Location	Approved
Saddleback Road and Roadrunner Road	X
Wagon Lane	X
* Georgeff Road	X
Saddleback Road (between 36 and 42)	X

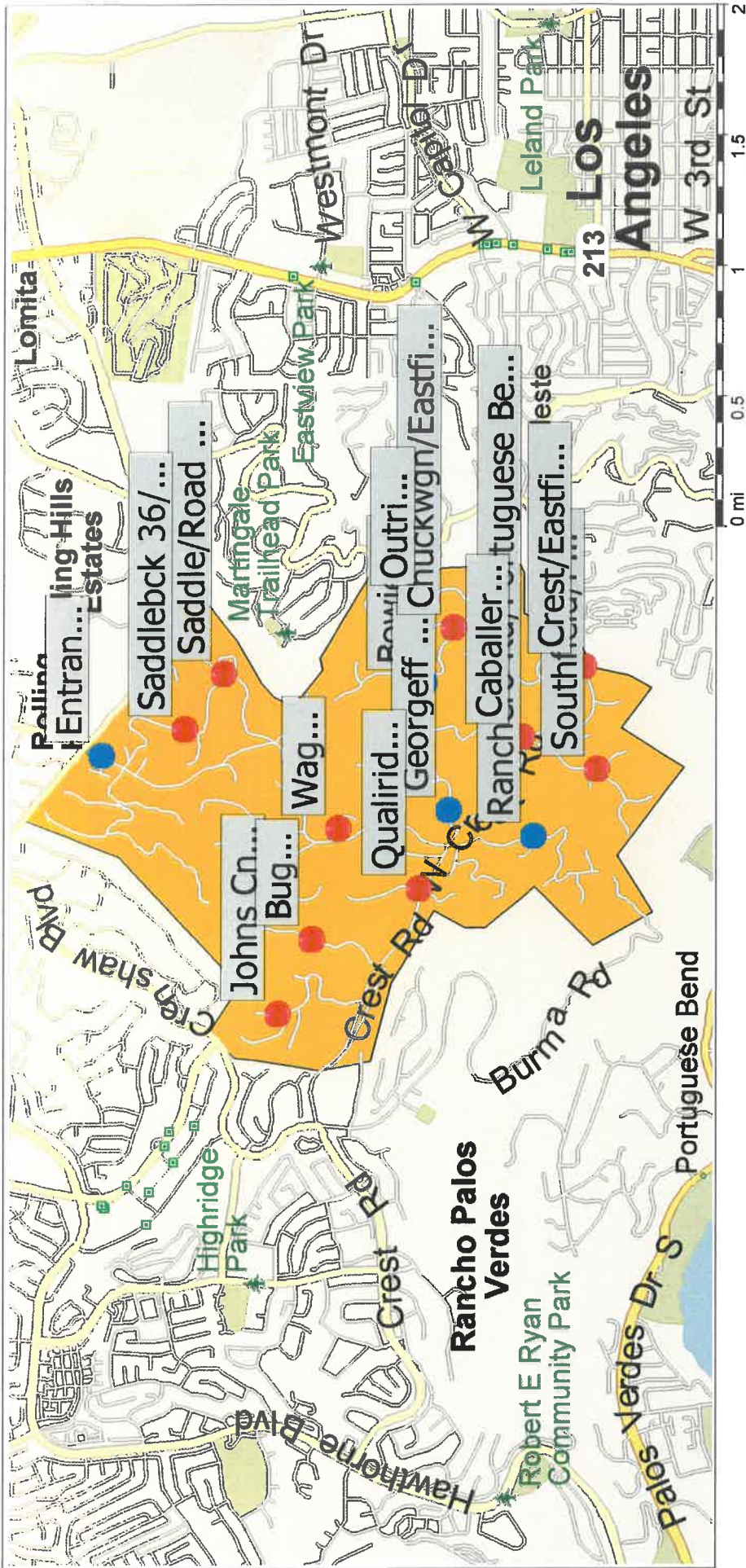
Area 2

Location	Approved
Caballeros Road and Crest Road East	X
Crest Road East and Eastfield Drive	X
Chuckwagon Road and Eastfield Drive	X
Outrider Road and Eastfield Drive	X
* Southfield Drive and Packsaddle Road East	X

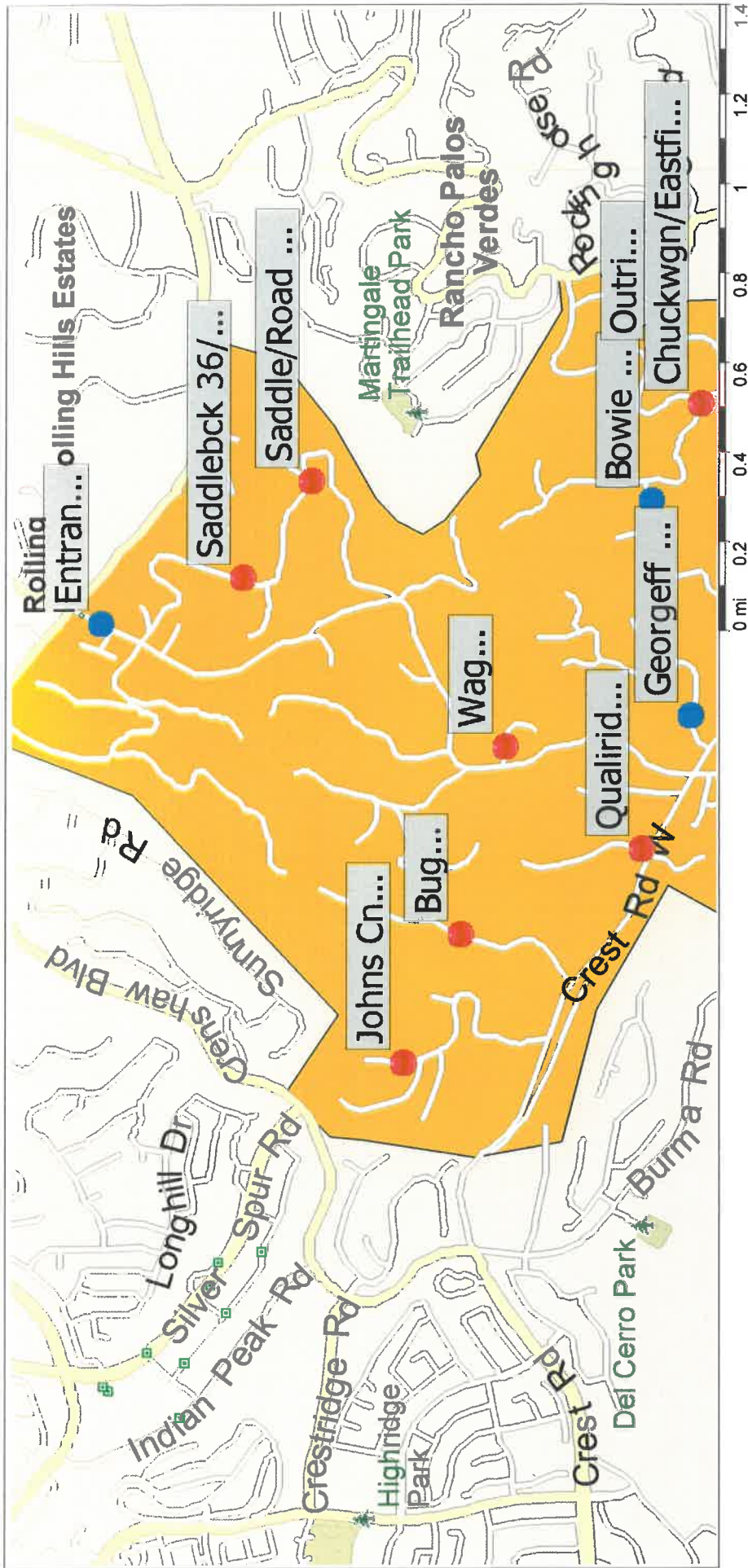
Area 3

Location	Approved
Southfield Drive and Packsaddle Road East	X
* Portuguese Bend Road South and Ranchero Rd.	X
Qualiridge Road North	X
Buggy Whip Drive	X
Johns Canyon Road	X





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City of Rolling Hills

INCORPORATED JANUARY 24, 1957

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

February 23, 2010

Mr. James Castro
General Manager
Consolidated Disposal Service
14905 S. San Pedro Street
Gardena, CA 90248

Mr. Samuel Peña
Municipal Cities Liaison
Consolidated Disposal Service
14905 S. San Pedro Street
Gardena, CA 90248

Dear Messrs *James* Castro and Peña,

At its meeting of February 22, 2010, the Rolling Hills City Council approved the Traffic Commission's recommendation of 14 locations as staging sites for the "Mother Truck" during solid waste collections. Attached you will find a list of the approved locations.

It is necessary that Allied Waste maintain each staging site in excellent condition, clear of debris and litter. Moreover, we request that operations at each site be mindful of the nearby residences by minimizing, to the fullest extent possible, the noise, driving speed of the "Scouts" and operational time of the "Mother Truck".

If you have any questions with regard to these locations, please do not hesitate to call me.

Sincerely,

Anton
Anton Dahlerbruch
City Manager

AD:hl

02-23-10AlliedStagingLocations.doc

Enclosure

c: Mayor and City Council
Vanessa Munoz, Traffic Engineer



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

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

Agenda Item No.: 5-A
Mtg. Date: 07-23-09

TO: MEMBERS OF THE TRAFFIC COMMISSION

FROM: ANTON DAHLERBRUCH, CITY MANAGER

SUBJECT: STAGING LOCATIONS FOR REFUSE HAULER'S "MOTHER TRUCK"

DATE: JULY 23, 2009

ATTACHMENTS:

07-07-09 Memo from Traffic Engineer concerning staging locations
03-05-09 Memo from Traffic Engineer concerning staging locations
List of addresses adjacent to proposed staging locations
Photos of proposed staging locations
Staging location map

RECOMMENDATION

It is recommended that the Traffic Commission consider Allied Waste's request for designating staging locations and forward its' recommendation to the City Council for approval.

BACKGROUND

The City's refuse hauler, Allied Waste, operates through "scouts" that collect refuse at each residence and transports it to a "mother truck" at a central location. The "mother truck" moves throughout each day to different locations in the City that are central to the collection efforts in a particular area the "scouts" are working.

There are three operational areas of the City for Allied Waste. One area receives refuse collection on Mondays and Thursdays. One area receives refuse collection on Tuesdays and Fridays. One area receives refuse collection on Wednesdays and Saturdays.

Within each area, Allied Waste desires five locations for the "mother truck" to be stationed, waiting for "scouts" to bring refuse. With five locations, the "scouts" cover between 27 and 65 residences.

In two of the three operational areas, because of resident complaints, the number of "mother truck" staging locations has been reduced. In one operational area, it has been reduced to three staging locations; in another operational area, it has been reduced to four staging locations. As such, the "scouts" are servicing 86 to 126 residences, significantly more than their desired 27 to 65 residences. The reduction in "mother truck" staging locations has resulted in "scouts" driving longer between residences and the "mother truck" and, it causes the "mother truck" to be stationed in one location for a longer period of time.

At its meeting of March 26, 2009, the Traffic Commission considered Allied Waste's request for the designation of staging locations and the City Traffic Engineer's evaluation of each location for traffic safety. The Traffic Commission also received input from residents about the locations, specifically in regard to the staging locations identified at Portuguese Bend Road/Ranchero Road (for visibility); Crest Road East, east of Eastfield Drive (for noise and traffic); and Saddleback Road near Hillside Lane (for impact on horses). As a result, the Allied Waste representative and City Traffic Engineer were asked to re-evaluate these three locations for functionality, safety and alternatives and return to the Traffic Commission.

DISCUSSION

The Allied Waste representative and City Traffic Engineer re-evaluated the three staging locations identified by residents at the last Traffic Commission meeting. As the attached report indicates, there is no change recommended for the staging locations at Portuguese Bend Road/Ranchero Road and at Crest Road East, east of Eastfield Drive. Both represent the best functional location for Allied Waste, do not present a traffic concern to the City Traffic Engineer and, are not adjacent to residential structures (relative to noise). Moreover, there is not an effective alternative to these staging locations and, without them, the impact of "scouts" traveling longer distances and the "mother truck" being stationed in one location longer is greater on the community. However, for the Crest Road East site, Allied Waste will operate on the southside rather than the northside of the roadway.

It is proposed that the staging location identified on Saddleback Road near Hillside Lane be located north on Saddleback where it will not be adjacent to a coral, will be between residential structures, where for a period of time, it had been previously stationed, and where there is adequate visibility for passing traffic. The recommended staging location has been identified as being between 36 and 42 Saddleback Road.

Finally, since the last Traffic Commission meeting, a complaint was received from 2 Chuckwagon Road with regard to location of the "mother truck" at Chuckwagon Road

and Eastfield noting the noise was loud in the morning hours. The Traffic Engineer and Allied Waste have been asked to re-evaluate this location prior to the Traffic Commission meeting.

With the updated information contained in this report, the Traffic Commission is asked to review the proposed locations for staging the "mother truck" and recommend the locations to the City Council for approval.

NOTIFICATION

Residents at 1 Wagon Lane, 76 Eastfield Drive and 3 Hillside Lane that previously expressed concern regarding the staging locations and Rolling Hills Community Association have been notified that the Traffic Commission will be hearing this matter by being sent a copy of this staff report. The residents at 2 Chuckwagon Road and 35, 36, 38 and 42 Saddleback Road have also been advised of the Traffic Commission meeting.

CONCLUSION

Allied Waste is fully aware that they must keep their staging sites clear of debris and residue, contain refuse that falls out of their "scouts" and maintain their high quality service. Such conditions, in combination with the topography of the City and service levels desired by the community, leave few options for the method of refuse collection in the City. The "mother truck"/"scout" collection method of refuse collection appears the only functional means of collecting refuse at this time so designated staging locations are necessary.

AD:hl

Memorandum

TO: Anton Dahlerbruch, City Manager
FROM: Vanessa Munoz, City Traffic Engineer
DATE: July 7, 2009
SUBJECT: Citywide Allied Waste "Mother Truck" loading stationing areas

This memo is in response to the Traffic Commissioner's request to re-evaluate three (3) staging locations for the Allied Waste "Mother Truck." The locations being re-evaluated are:

- Area 1- Saddleback Road (near Hillside)
- Area 2 - Crest Road E. and Eastfield Drive
- Area 3 - Portuguese Bend South and Ranchero Road

On May 21, 2009, Sam Pena, from Allied Waste, and I went out and re-evaluated the three locations for:

- Visibility for Allied Waste vehicles, other vehicles, pedestrians and equestrians;
- Width of street;
- Traffic volumes;
- Driving distance for each Scout to the "Mother Truck" location;
- Impact to passing traffic at each location.

The Area 1 location of Saddleback Road (near Hillside) was re-evaluated. The main concern expressed by the resident of 3 Hillside Lane was that her horse would get easily scared when the "Mother Truck" parked between the Saddleback easement and the riding fence. The roadway characteristics along Saddleback Road in this particular area of the City allow for the truck to be stationed further north from this location. I recommend the "Mother Truck" be stationed between 36 and 42 Saddleback Road. This location provides visibility for vehicles, equestrian riders and the Allied Waste truck.

The Area 2 location of Crest Road E. and Eastfield was re-evaluated. The main concern was noise and its proximity to the resident's home. The parking of the truck on Eastfield Drive east of Crest Road is an acceptable location; the "Mother Truck" does not impede vehicle visibility and gives the Allied Waste vehicles easy access, the roadway has a low traffic volume and has the least impact to passing traffic. However, to accommodate the concerns of the residents, I recommend the truck be parked on the south side of Eastfield Drive. This should eliminate some of the noise and the truck would not be adjacent to the resident's home.

The Area 3 location of Portuguese Bend South and Ranchero Road was re-evaluated. The main concern was visibility for northbound traffic. The parking of the truck at the present location is an acceptable location. From my field observation the northbound traffic is able to see the truck

Memorandum

when driving up hill. Additionally, since drivers are traveling at low speeds due to the grade on the hill, most drivers have enough time to react and stop if needed. I also evaluated the recommendation of 52 Portuguese Bend Road south as a possible staging location, however the "Mother Truck" cannot park on dirt roads and unless this area gets asphalt it cannot serve as a staging area.

VM:mec (06160)
16878/1002/M02

Agenda Item No.: 6-A
Mtg. Date: 01-22-09

TO: MEMBERS OF THE TRAFFIC COMMISSION

FROM: ANTON DAHLERBRUCH, CITY MANAGER

SUBJECT: STAGING LOCATIONS FOR REFUSE HAULER'S "MOTHER TRUCK"

DATE: JANUARY 22, 2009

BACKGROUND

The City's refuse hauler, Allied Waste, operates through "scouts" that collect refuse at each residence and transports it to a "mother truck" at a central location. The "mother truck" moves throughout each day to different locations in the City that are central to the collection efforts in a particular area the "scouts" are working.

There are 3 areas of the City. One area receives refuse collection on Mondays and Thursdays. One area receives refuse collection on Tuesdays and Fridays. One area receives refuse collection on Wednesdays and Saturdays. Within each area, Allied Waste desires 5 locations for the "mother truck" to be parked waiting for "scouts" to bring refuse. With 5 locations, the "scouts" cover between 27 and 65 residences.

In two of the three areas, because staging locations have been eliminated, the "mother truck" has only been parking in 3 staging locations (instead of the desired 5 staging locations in each area). As such, the "scouts" serve significantly more than 65 residences from a "mother truck" location (e.g., 86, 119 and 126 from 3 of the 6 locations in the 2 areas). The reduction in "mother truck" staging locations has resulted in "scouts" driving longer between residences and the "mother truck" and, it causes the "mother truck" to be stationed in one location for a longer period of time. If the two areas had 5 staging locations each, instead of the 3 currently within each (in total, 10 instead of 6), the 86, 119 and 126 residences served from 3 individual locations would be divided among 4 additional locations and reduce the number of residences served from each staging location to between 27 and 65.

Four staging locations within the 2 areas have been eliminated due to resident complaints. Residents have complained about the noise and cleanliness of where the "mother truck" has parked.

DISCUSSION

For effective and efficient refuse collection services, Allied Waste has requested 5 locations within each area for staging the “mother truck.” In turn, City staff has asked the Traffic Engineer to evaluate and identify where in the City it is safe and practical for Allied Waste to stage. The Traffic Engineer will consider existing and former staging locations as well as any other, new locations that would be acceptable. Her report is due for the next Traffic Commission meeting.

At its’ next meeting in March, the Traffic Commission will be asked to review the identified locations for staging the “mother truck” and recommend the locations to the City Council for approval. For the meeting, staff will inform residents of the topic via the City newsletter and send letters to residents adjacent to each proposed staging location.

RECOMMENDATION

No action is recommended at this time. This report is to advise the Traffic Commission of this topic for future discussion. Feedback and suggestions for consideration of this topic are welcome.

AD/

Public:2009 TRAFFIC COMMISSION AGENDAS:01-22-09 TC AGENDA:Mother Truck Staging Locations.doc

Subject: RE: City Council report

Date: Friday, September 7, 2018 3:23:50 PM Pacific Daylight Time

From: Grothaus, Raymond <RGrothaus@republicservices.com>

To: Yolanta Schwartz <ys@cityofrh.net>, Harris, Dawn <DHarris@republicservices.com>

CC: Pacheco, Luis <LPacheco@republicservices.com>, Elaine Jeng (ejeng@Elmonteca.gov) <ejeng@Elmonteca.gov>

Yolanta,

Here are the responses to the questions you provided. Should you need anything else please don't hesitate to reach out.

How many "areas" is the City divided into for trash/green waste pick up?

We run 5 scooter routes each day and service each customer 2x/week. So the city is split up into 5 routes on Monday and 5 routes on Tuesday then repeat that for Thursday/Friday. So we have the city split into 10 unique routes or areas.

What are the days you pick up in each area?

Mon/Thursday and Tuesday/Friday

Do you have a MAP of the areas?

Yes. We will send in a separate email or bring them by City Hall.

Do you pick up trash waste in the morning and greens in the afternoon?

Correct

How many Mother trucks are parked in the city?

One Mother truck

What would be the ideal number of staging locations in each area of service? How many locations in each area you use now?

We believe 4 would be ideal. We are rotating between 3 areas currently.

What are the Staging areas (approx. addresses) you use the most?

Georgeff

Is the Mother truck moved from one location to another location within the area being serviced on any one day; or does it stay in one location for the entire day of pick up from that area?

Yes, only on Georgeff – Monday and Thursday. Tuesday and Friday, the mother truck moves two times.

If the Mother Truck moves to a different location, how do you communicate to your drivers that it moved;

The Drivers know the daily and weekly routine but we communicate by text / phone – cell phone signal is poor in the area

Do the same drivers pick up the morning and afternoon waste?

Yes

How many scouts you have in the City at any one time?

5

How many residences are served by each scout now; what is the ideal number (if you were to have more locations for mother truck)

It is approx. 69 homes/scout truck/day.

What do you find as the obstacles and what are your challenges in doing your job given the nature of the City's service?

The style of service requires manual labor which increases risk and reduces efficiency. The narrow and winding roads can cause hazards for the scooter and mother trucks. We process all the waste removed as recycling so this increases the processing cost of the material.

Ray Grothaus

General Manager

14905 South San Pedro

Gardena, CA 90248

e rgrothaus@republicservices.com

o 310-436-7313 c 325-370-3341

w RepublicServices.com



We'll handle it from here.

From: Yolanta Schwartz [mailto:ys@cityofrh.net]

Sent: Thursday, August 30, 2018 9:09 AM

To: Grothaus, Raymond; Harris, Dawn

Cc: Pacheco, Luis

Subject: City Council report

Note that (ys@cityofrh.net) is an external email. Forward unfamiliar emails to infosec.phishing@republicservices.com

Good morning;

The Council asked me for a report on staging of the mother truck, issues of staging, how many places are used for staging (where/what days), etc..In 2009, the City's Traffic Engineer & Traffic Commission together with Allied Manager studied areas for staging and came up with 11 possible areas. Through the years some were eliminated

and some are not used by Republic, bcs of residents asking you to leave, or there reasons. So, the Council would like to re-visit this issue. I'm enclosing the staff report that went to CC in 2010. Apparently there was a short period of time when Allied serviced the City on Wednesday/Saturdays as well.

I need help from you. This will be on the Sept 24 CC meeting, but I need the information ASAP. Depending on how we want to present this to CC, it may be appropriate for someone from Republic to come to the meeting (7:00pm, Monday Sept 24)). Or maybe, once they decide to study the issue further, we'll have you there. For now, they asked for a REPORT on how is the service running/operated/managed and where are the staging areas. Could you pls answer the following questions;

How many "areas" is the City divided into for trash/green waste pick up?

What are the days you pick up in each area?

Do you have a MAP of the areas?

Do you pick up trash waste in the morning and greens in the afternoon?

How many Mother trucks are parked in the city

What would be the ideal number of staging locations in each area of service? How many locations in each area you use now?

What are the Staging areas (approx. addresses) you use the most

Is the Mother truck moved from one location to another location within the area being serviced on any one day; or does it stay in one location for the entire day of pick up from that area?

If the Mother Truck moves to a different location, how do you communicate to your drivers that it moved;

Do the same drivers pick up the morning and afternoon waste

How many scouts you have in the City at any one time

How many residences are served by each scout now; what is the ideal number (if you were to have more locations for mother truck)

What do you find as the obstacles and what are your challenges in doing your job given the nature of the City's service?

Thank you

Yolanta Schwartz

Interim City Manager
City of Rolling Hills
2 Portuguese Bend Road, Rolling Hills, CA 90274
310 377-1521 F: 310-377-7288

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Subject: Staging locations

Date: Thursday, July 12, 2018 at 1:21:26 PM Pacific Daylight Time

From: Ewa Nikodem_City of Rolling Hills

To: Yolanta Schwartz

BCC: Yvette Hall

Yolanta, please see below and attached

07/23/2009 TC Minutes
OLD BUSINESS

STAGING LOCATIONS FOR REFUSE HAULER'S 'MOTHER TRUCK'

City Manager Dahlerbruch reviewed Allied Waste's operations in the City providing background concerning the requested staging locations for the refuse hauler's Mother Truck. He stated that Allied Waste originally requested fifteen locations for staging the Mother Truck and upon initial review of those sites, the Traffic Engineer recommended 12. He stated that those were presented for consideration at the March 23, 2009 meeting of the Traffic Commission and that based on public testimony received at that meeting staff was directed to further review the staging locations at Portuguese Bend Road/Ranchero Road, Crest Road East/Eastfield Drive and Saddleback Road/Hillside Lane.

He also commented on a recent complaint of the staging location at 2 Chuckwagon Road and a concern from the resident at 76 Eastfield Drive requesting that specific location be considered at a later date. Additionally, he stated that another resident express concern regarding the location at Saddleback relative to traffic and staining of the asphalt.

City Manager Dahlerbruch stated that upon further review of the Portuguese Bend Road/Ranchero Road location it was confirmed that the location is suitable and there are no feasible options. Additionally, he stated that the Saddleback Road/Hillside Lane location was re-evaluated and it was suggested that it be moved north. Lastly, he stated that concerning the Crest Road East/Eastfield Drive location it is recommended as a feasible staging site and upon review it was suggested that the staging location be moved to the eastbound lane of Crest to alleviate some of the concern, but it has been requested by the resident at the corner of Crest and Eastfield that it be continued until September 24, 2009.

Mel Kausen, 42 Saddleback Road addressed the Commission concerning the staging location on Saddleback Road/Hillside Lane stating that the noise and activity are bothersome. He also stated that it is unsafe and causes traffic problems.

Ed McGrath, 38 Saddleback Road addressed the Commission also concerning the staging location on Saddleback Road/Hillside Lane stating that he feels the location is unsafe and has the potential to cause accidents. He also stated that the noise is bothersome. He suggested if a location is required on Saddleback the most logical place would be at the far end where it intersects with Portuguese Bend. He also stated that the trucks leak fluid causing environmental damage. He presented a photograph showing stains on the asphalt.

Carol Hoffman, 3 Hillside Lane addressed the Commission also concerning the staging location on Saddleback Road/Hillside Lane which is next to her riding arena. She stated that it creates an unsafe environment for the horses and makes the arena unusable during the time the truck is there. She presented a photograph showing the staging location in proximity to the riding arena.

Sam Pena, Republic Services (Allied Waste) addressed the Commission stated that Allied's intention is to provide service and get guidance from the community concerning the staging locations. He stated that having more locations would allow the mother trucks to be at a particular location for a shorter period of time.

Chair Hill stated that the discussion will be continued concerning the Saddleback Road/Hillside Lane location and Crest Road East/Eastfield location at the next meeting.

Commissioner Virtue noted that that the suggested location at Saddleback Road/Portuguese Bend Road may not be feasible as the location is not paved.

City Manager Dahlerbruch responded that the staging locations do need to be paved and that is important to have a location in the vicinity of Saddleback Road/Hillside Lane to provide service to the other side of Portuguese Bend Road where is not feasible, from an engineering perspective, to have a staging location.

Vanessa Munoz, City Traffic Engineer stated that the locations were reviewed from a safety point of view and due to the roadway characteristics of the City options are limited.. She stated that based on her review, these locations are the best options based on the City's

characteristics.

Following public comment and discussion, the Traffic Commission directed staff to further review the location on Saddleback Road. Chair Hill stated that Crest Road East/Eastfield Drive and Saddleback Road locations will be considered at the next meeting of the Traffic Commission.

09/24/2009 TC Minutes

OLD BUSINESS

CONTINUED DISCUSSION OF STAGING LOCATIONS FOR REFUSE HAULER'S 'MOTHER TRUCK'

Chairman Hill stated that Traffic Commission would commence discussion of the staging locations of the refuse hauler's mother truck noting that letter was received from Carol Hoffman, 3 Hillside Lane restating her position that she would like to avoid the truck being staged at the location on Saddleback Road near her riding ring citing concern for the safety of the horses and riders. Chairman Hill then asked for further comments from the audience.

Tina Greenberg, 32 Portuguese Bend Road addressed the Traffic Commission stating that she is concerned about the staging location at Wagon Lane which is just above her property. She stated that she is concerned not only about the noise and congestion, but also about the pollution which is what concerns her the most. She stated that they are exposed to approximately 8 hours of pollution each week further suggesting that the staging be fairly distributed throughout the community. Further discussion ensued concerning the number of residences served by the staging site at Wagon Lane and the feasibility of considering other locations.

City Manager Dahlerbruch reviewed Allied Waste's current operations in the City providing background concerning the current staging location. He further stated that the City, along with Allied Waste and the Traffic Engineer, has reviewed alternative sites for safety and feasibility and the Traffic Engineer has not been able to identify any safe locations on Portuguese Bend Road. Mrs. Greenberg suggested an alternative site at the top of Pine Tree Lane or Upper Blackwater.

Chairman Hill then noted that a correspondence was also received from Victor George, 76 Eastfield Drive concerning the staging location at Crest Road East and Eastfield Drive stating that he is unable to attend the meeting today, but requests that the Traffic Commission continue their consideration of this location to a later date so that he may be present. Following brief discussion concerning the feasibility of moving the staging location across the street, consideration of the Crest Road East and Eastfield Drive location was continued to the next meeting of the Traffic Commission.

Recognizing that a representative from Allied Waste had arrived, Chairman Hill asked if Allied is currently working on their equipment relative to pollutants. Sam Pena, Allied Waste addressed the Traffic Commission stating that when the new collection schedule began earlier in the month, the trucks were replaced with newer trucks that have been retrofitted so that they produce fewer emissions.

Discussion then ensued concerning the staging location on the lower portion of Saddleback Road relative to Ms. Hoffman's concern and the concern raised during previous consideration. City Manager Dahlerbruch stated that it is being proposed that the staging site on the lower portion of Saddleback be located between 35 and 42 Saddleback Road. He further stated that the Traffic Engineer has determined that the location is safe to accommodate a staging location and Allied has identified it as a preferable location. He stated that the affected residents were notified that the proposed location would be considered further noting that Allied Waste has addressed the previous concern regarding the staining of the asphalt. Commissioner Black stated that the situation requires cooperation and he does not mind the staging site being located in the vicinity of his property.

Following further discussion, the Traffic Commission recommended approval of the staging location between 36 and 42 Saddleback Road. Staff was directed to review/identify additional staging locations in the vicinity of the Wagon Lane location for consideration at the next meeting. Discussion concerning the staging location at Crest Road East and Eastfield Drive was continued to the next meeting.

01/24/2010 TC Mtg Minutes:

OLD BUSINESS

CONTINUED DISCUSSION OF STAGING LOCATIONS FOR REFUSE HAULER'S 'MOTHER TRUCK'

City Manager Dahlerbruch presented the staff report, providing the background of the Traffic Commission's consideration of the staging locations for the Allied Waste's 'Mother Truck'. He stated that in total 14 locations in 3 different areas were proposed to be used as staging locations and that with the exception of the Crest Road East/Eastfield Drive location, all of the locations have been recommended as acceptable by the Traffic Commission. He stated that before the Commission is a letter from a resident adjacent to the Crest Road East/Eastfield Drive location expressing their concerns regarding that specific location. He stated that the resident met with Allied Waste

and staff on Wednesday to discuss where the truck would be located and to discuss the timeframes during which it would be used. He further stated that Allied Wasted has indicated that they would like that staging location approved for use, but at this time they do not intend to use it and it would be used as a back up if the need arises in the future. He stated that the Traffic Engineer has reviewed the location and feels it meets the criteria to be used as a staging location. The Traffic Commission recommended approval of the staging location at Crest Road East and Eastfield Drive and directed staff to present the summary list of recommended staging locations to the City Council for approval. Hearing no objection, the Chairman so ordered.

Stephanie Culver, 76 Eastfield Drive addressed the Traffic Commission stating that she was encouraged by the meeting that she had with Allied and her hope is that her concerns will be addressed.

Discussion ensued concerning the feasibility of the location, the duration of the truck being located at the location and the fact that Allied is proposing to only use the location as a back up. Following further discussion, the Traffic Commission recommended approval of the staging location at Crest Road East and Eastfield Drive and directed staff to present the summary list of recommended staging locations to the City Council for approval. Hearing no objection, the Chairman so ordered.

Then, on 2/22/2010 the recommendation from the TC was on the Consent Calendar and considered with all other items on Consent. Below are the 2/22/10 CC Minutes:

MINUTES OF A REGULAR MEETING OF THE
CITY COUNCIL OF THE CITY OF ROLLING HILLS, CALIFORNIA
MONDAY, FEBRUARY 22, 2010
CONSENT CALENDAR

Matters which may be acted upon by the City Council in a single motion. Any Councilmember may request removal of any item from the Consent Calendar causing it to be considered under Council Actions.

A.

Minutes - Regular Meetings of January 25, 2010.

RECOMMENDATION: Approve as presented.

B.

Payment of Bills.

RECOMMENDATION: Approve as presented.

C.

Financial Statement Month of January, 2010.

RECOMMENDATION: Approve as presented.

D.

Allied Recycling Tonnage Report for January 2010.

RECOMMENDATION: Receive and file.

E.

Consideration of approval of the General Services Agreement between the City and the County of Los Angeles and Adoption of Resolution No. 1081 - A Resolution of the City Council of the City of Rolling Hills Adopting the General Services Agreement between the City of Rolling Hills and the County of Los Angeles.

RECOMMENDATION: Approve as presented.

F.

Correspondence from Cox Communications regarding Rate Adjustments March 1, 2010

RECOMMENDATION: Receive and file.

G.

Consideration of modifications to the City of Rolling Hills Investment Policy and to the City of Rolling Hills Financial, Budget and Debt Policies.

RECOMMENDATION: Approve as presented.

H.

Palos Verdes Peninsula Regional Law Enforcement Committee meeting minutes of November 17, 2009.

RECOMMENDATION: Receive and file.

I.

Fire Code Ad Hoc Committee meeting notes of February 16, 2010.

RECOMMENDATION: Receive and file.

ITEMS FROM THE TRAFFIC COMMISSION

J.

Consideration of Traffic Commission recommendation of Staging Locations for the Refuse Hauler's 3rd Mother Truck².

RECOMMENDATION: Approve as presented.

K.

Consideration of a request from the South Coast Chapter of the California Native Plant Society for a Garden Tour at 4 Appaloosa Lane and 20 Cinchring Road on Saturday, April 17, 2010.

RECOMMENDATION: Approve as presented.

City Manager Dahlerbruch stated that on item 3B, check number 20961 to Group Delta should be removed from consideration in the request for approval. Councilmember Black asked that item 3G be removed from the Consent Calendar for individual consideration. The Mayor so ordered. Councilmember Hill moved that the City Council approve the remaining items on the consent calendar. Councilmember Lay seconded the motion, which carried unanimously by those Councilmembers in attendance.

Thank you,

Ewa

Ewa Nikodem, Administrative Assistant
City of Rolling Hills, 2 Portuguese Bend Road, Rolling Hills, CA 90274

310-377-1521 Fax: 310-377-7288 www.Rolling-Hills.org

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Memorandum

TO: Karina Banales, City Manager

FROM: Vanessa Munoz PE, TE, City Traffic Engineer

DATE: May 14, 2025

SUBJECT: Mother Truck Station Expansion

This memorandum reviews the city's request for recommendations on three proposed new locations for Republic's mother truck staging. The city has evaluated various sites including those approved in 2010 and new sites to determine suitable areas for the mother truck staging and scooter to safely maneuver while minimizing inconvenience to the residents and vehicle conflicts.

The table below shows sites that consistently work for weekly service, which occur once a week for no more than a 4-hour window at each location. Republic is requesting to use the listed sites below:

	Location	Current Staging Location	New Staging Location	Acceptable Staging Location
1	Roadrunner		X	X
2	Poppy Trail (at Saddleback/Portugues Bend Road)		X	X
3	52 Portuguese Bend Rd. S.		X	X
4	Outrider Rd/Eastfield Dr.	X		X
5	Crest Rd. E/Eastfield Dr.	X		X
6	Georgeff Rd.	X		X
7	Caballeros/Crest Rd. E	X		X
8	Buggy Whip Dr/Crest Rd W.	X		X
9	Southfield Dr/Packsaddle Rd. E.	X		X

I evaluated the proposed sites for sight visibility, street width, traffic volumes, driving distance for each scout to the mother truck staging location and impact to passing traffic at each location and concluded all three proposed new sites are acceptable.

April 22, 2025

Robert and Lisa Tun
2 Roadrunner Rd
Rolling Hills, CA 90274

Karina Banales
City Manager of Rolling Hills
2 Portuguese Bend,
Rolling Hills, CA 90274

Re: Republic Garbage Truck Collection Staging Site at Roadrunner Rd, Rolling Hills

Ms. Banales,

We strongly object to Republic garbage truck stationed close to our house on Roadrunner Rd. every Monday for over the past six months. This may have been City's temporary arrangement during the street closure due to road construction at Saddleback Rd/Portuguese Bend last year. However, I want the City to understand that our quiet residential area at Roadrunner Rd is not a "neighborhood garbage collection staging area" for Republic's stationed garbage truck (even for four hours on Monday). Such unsanitary, loud garbage collection staging activities at Roadrunner Rd on Monday should be immediately moved to a commercial/industrial site or to its original designated garbage collection staging site prior to Saddleback Road street closure.

Secondly, this unreasonable, non-stop activity of loud decibel noise, which is generated from the hydraulic lifting and dumping of loaded trash bin (unloaded from a pick-up vehicle) into the bed of the rear-loading garbage truck and its compaction of its collected garbage, carries over into our home and neighborhood. This garbage collection staging activity by Republic at this Roadrunner Road driveway has become a serious noise nuisance and disrupts our quiet enjoyment of live and home.

Thirdly, a staging site for unsanitary garbage collection activity is normally conducted in an industrial and environmentally appropriate location. However, to observe first-hand this garbage collection activity staging area by Republic in a quiet, residential Roadrunner Road is a blatant disregard of homeowner's property value. It also ruins the "curb appeal" of Roadrunner Road. Please note that the garbage staging site leaves a section of dirty, unsanitary floor stain build up on the asphalt entrance driveway of Roadrunner Road. This buildup of deep floor stain comes from Republic employee's sweeping of the garbage spill and waste fallen from the garbage truck.

We sincerely respect that the City of Rolling Hills will make immediate arrangement to relocate this temporary unsanitary and noisy garbage collection staging site used by

Republic's parked garbage truck at Roadrunner Road to a "proper and appropriate" industrial/commercial area located within Rolling Hills without any delay. Was there any problem with the original site used prior to the recent temporary street closure of Saddleback Road for road construction?

Your immediate attention to this matter is appreciated.

Truly,



Robert and Lisa Tun
2 Roadrunner Rd,
Rolling Hills, CA 90274
626-617-6880

cc: Jeff Pieper, Major
Bea Dieringer, Major Pro Tem
James Black, M.D., Councilmember
Patrick Wilson, Councilmember
Leah Mirsch, Councilmember



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 11.B
Mtg. Date: 05/22/2025

TO: HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION

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

THRU: KARINA BAÑALES, CITY MANAGER

SUBJECT: CONSIDERATION AND DISCUSSION REGARDING VEHICLES PARKED WITHIN ROADSIDE EASEMENTS AND POTENTIAL PUBLIC SAFETY IMPACTS ON MAJOR EVACUATION ROUTES AS WELL AS INGRESS/EGRESS ACCESS ON SMALLER ROADS

DATE: May 22, 2025

BACKGROUND:

In recent years, the topic of vehicular parking within roadside easements has been brought up by Commissioners under agenda item discussions or Matters from the Traffic Commission. At the March 27, 2025 Traffic Commission meeting, during the verbal report by the Los Angeles Sheriff's Department (LASD), conversation ensued regarding parking within easements specific to potential issues or concerns on major evacuation routes (Portuguese Bend Road, Eastfield Drive and Crest Road) and questions as to whether the LASD issues citations for parked vehicles, per the Rolling Hills Municipal Code (RHMC), between 2am and 4am.

As a result of the discussion between the LASD Deputy and Commissioners (Attachment A), LASD conducted proactive parking enforcement and issued parking citations along a variety of streets within Rolling Hills on April 9, 2025 between 2am and 4am. Staff was subsequently informed by residents expressing discontent with the ticketing and existing policy.

DISCUSSION:

Considering the expressed concerns specific to public safety, staff is bringing this item formally for discussion and/or direction as to whether the Traffic Commission would like to recommend potential changes to the existing Municipal Code (Attachment B) regarding:

- Parking within easements along major evacuation routes
- Parking within easements along narrow roads
- All-night parking

Los Angeles County Fire and Sheriff Department representatives will be in attendance at the meeting to answer any potential questions.

FISCAL IMPACT:

None.

RECOMMENDATION:

Receive and file. Provide direction to staff or continue the item to July when Vice Chair Bobit returns.

ATTACHMENTS:

[Attachment A - CL_AGN_250327_Item9A_DiscussionSummary.pdf](#)

[RHMC_10.52_StoppingStanding&Parking.pdf](#)

Summary of March 27, 2025 Traffic Commission discussion during the Presentation of Traffic Stats by Los Angeles Sheriff's Department

- **Around the 7:40 mark** – Vice Chair Bobit asked about whether parking citations were ever issued as he sees parking for extended periods of time along major routes and expressed concern about possible issues in the event of a potential evacuation.
- **Around the 8:34 mark** – Deputy Lopez-Beltran noted that she could let the early morning shift know to give out citations during the 2am-4am window and maybe that would help out.
- **Around the 8:58 mark** – Vice Chair Bobit reiterated his intent was “on the major routes... doesn’t mean going on every little street” that it might be helpful.
- **Around the 9:10 mark** – Chair Wilson noted that he believed Deputies only responded if it was complaint driven, but he could be wrong. He assumed there was no reason a ticket could not be administered.
- **Around the 9:30 mark** – Deputy Lopez-Beltran noted that in the past the LASD had received emails specific to overnight parking. But they had not received anything recently. She further stated that deputies could patrol.
- **Around the 9:59 mark** – Vice Chair Bobit noted that it wouldn’t be high-priority, but if they were coming through to keep an eye out.
- **Around the 10:25 mark** – Staff notes that previous conversations had been had by the commission related to overnight parking and that the Commission could have a broader discussion around parking at a future meeting with a safety nexus built in.

Chapter 10.52 STOPPING, STANDING AND PARKING¹

Sections:

10.52.010 Applicability of regulations.

The provisions of this title prohibiting the stopping, standing or parking of a vehicle shall apply at all times or at those times herein specified, except when it is necessary to stop a vehicle to avoid conflict with other traffic or in compliance with the directions of a Deputy Sheriff or official traffic control.

(Ord. 261 § 1(part), 1996).

10.52.020 Stop sign erection.

Whenever any ordinance or resolution of the City designates and describes any road or portion thereof as a through road, or any intersection at which vehicles are required to stop at one or more entrances thereto, the City Manager shall erect and maintain stop signs. A stop sign shall be erected on each and every road intersecting such through road or portion thereof so designated and at those entrances to other intersections where a stop is required. Every such sign shall conform with, and shall be placed as provided in, the California Vehicle Code.

(Ord. 261 § 1(part), 1996).

10.52.030 Through roads and intersections.

Those roads and parts of roads established by resolution of the Council are through roads for the purposes of this title. The provisions of this title shall also apply at one or more entrances to the intersections as such are established by resolution of the Council.

(Ord. 261 § 1(part), 1996).

10.52.040 Emerging from driveway.

The driver of a vehicle emerging from a driveway shall stop such vehicle immediately prior to driving into the bermed area extending across such driveway.

(Ord. 261 § 1(part), 1996).

10.52.050 Stops required at stop signs.

- A. The driver of any vehicle approaching a stop sign at the entrance to, or within, an intersection, or railroad grade crossing shall stop at a limit line, if marked, otherwise before entering the crosswalk on the near side of the intersection.

¹ Prior history: Ords. 116 and 138.

If there is no limit line or crosswalk, the drive shall stop at the entrance to the intersecting roadway or railroad grade crossing.

- B. The City Manager may, with the review of the Traffic Commission and the approval of the City Council, provide for the placement of a stop sign at any location on a road where the stop sign would enhance traffic safety.

(Ord. 261 § 1(part), 1996).

10.52.060 Stop for school bus.

- A. The driver of any vehicle, upon meeting or overtaking, from either direction, any school bus equipped with signs as required in this code, that is stopped for the purpose of loading or unloading any schoolchildren and displays a flashing red light signal and stop signal arm if equipped with a stop signal arm, visible from front or rear, shall bring the vehicle to a stop immediately before passing the school bus and shall not proceed past the school bus until the flashing red light signal and stop signal arm, if equipped with a stop signal arm, cease operation.
- B. The driver of a vehicle upon a road with separate roadways need not stop upon meeting or passing a school bus which is upon the other roadway. The driver of a vehicle need not stop upon meeting or passing a school bus when the school bus is stopped at an intersection where traffic is controlled by a traffic officer or official traffic control signal, or when the school bus is stopped at a place where traffic is controlled by a traffic officer or official traffic control signal.
- C. 1. If a vehicle was observed overtaking a school bus in violation of subsection A of this section, and the driver of the school bus witnessed the violation, the driver may, within twenty-four hours, report the violation and furnish the vehicle license plate number and description and the time and place of the violation to the Sheriff's Department. The Sheriff's Department shall issue a letter of warning prepared in accordance with subdivision (2) of this subsection with respect to the alleged violation to the registered owner of the vehicle. The issuance of a warning letter under this subdivision shall not be entered on the driving record of the person to whom it is issued, but does not preclude the imposition of any other applicable penalty.
2. The Attorney General shall prepare and furnish to every law enforcement agency in the state a form letter for purposes of subdivision (1) of this subsection, and the Sheriff's Department may issue those letters in the exact form prepared by the Attorney General. The Attorney General may charge a fee to any law enforcement agency that requests a copy of the form letter to recover the costs of preparing and providing that copy.
- D. This section also applies to a roadway upon private property.

(Ord. 261 § 1(part), 1996).

10.52.070 Temporary parking signs.

Whenever the City Manager shall determine that unusual traffic congestion is likely to result from the holding of public or private assemblages, gatherings or functions, or for other reasons, the City Manager shall have the power and authority to order temporary signs to be erected or posted indicating that the operation, parking or standing of vehicles is prohibited on such roads as the City Manager shall direct, during the time such temporary signs are in place. Such signs shall remain in place only during the existence of such assemblages, gatherings or functions, and the City Manager shall cause such signs to be removed promptly thereafter. When signs authorized by the provisions of this section are in place giving notice thereof, no person shall operate, park or stand any vehicle contrary to the directions and provisions of such signs.

(Ord. 261 § 1(part), 1996).

10.52.080 Parking adjacent to schools.

The City Manager is authorized to erect signs indicating no parking upon that side of any road adjacent to any school property when such parking would, in his opinion, interfere with traffic or create a hazardous situation. When official signs are erected prohibiting parking upon that side of a road adjacent to any school property, no person shall park a vehicle in any such designated place.

(Ord. 261 § 1(part), 1996).

10.52.090 Parking on narrow roads.

The City Manager is authorized to place signs or markings indicating no parking upon any road when the width of the roadway does not exceed twenty feet or upon one side of a road as indicated by such markings when the width of the roadway does not exceed thirty feet. When official signs or markings prohibiting parking are erected upon narrow roads as authorized herein, no person shall park a vehicle upon any such road in violation of any such sign or marking.

(Ord. 261 § 1(part), 1996).

10.52.100 Parking in intersection prohibited.

No person shall park, stop or leave standing any vehicle, whether attended or unattended, within an intersection, except when necessary to avoid conflict with other traffic or in compliance with the directions of a Deputy Sheriff or official traffic control device.

(Ord. 261 § 1(part), 1996).

10.52.110 Parking in crosswalk prohibited.

No person shall stop, park or leave standing any vehicle; whether attended or unattended, within a crosswalk, except when necessary to avoid conflict with other traffic or in compliance with the directions of a Deputy Sheriff or official traffic control device.

(Ord. 261 § 1(part), 1996).

10.52.120 Parking near fire station prohibited.

No person shall stop, park or leave standing any vehicle whether attended or unattended within fifteen feet of the driveway entrance to any fire station, except when necessary to avoid conflict with other traffic or in compliance to the directions of a Deputy Sheriff or official traffic control device.

(Ord. 261 § 1(part), 1996).

10.52.130 Hazardous parking prohibited.

No person shall stop, park or leave standing any vehicle, whether attended or unattended, which, when so stopped or parked, constitutes a hazard to other traffic, except when necessary to avoid conflict with other traffic or in compliance to the directions of a Deputy Sheriff or official traffic control device.

(Ord. 261 § 1(part), 1996).

10.52.140 Parking on equestrian path prohibited.

No person shall stop, park or leave standing any vehicle; whether attended or unattended, upon any bridle trail or equestrian path so as to cause equestrians to use the road instead of such trail or path.

(Ord. 261 § 1(part), 1996).

10.52.150 Parking near fire hydrant prohibited.

No person shall stop, park or leave standing any vehicle within fifteen feet of a fire hydrant except as follows:

- A. If the vehicle is attended by a licensed driver who is seated in the front seat and who can immediately move such vehicle in case of necessity;
- B. If the City Council adopts an ordinance or resolution reducing that distance. If the distance is less than ten feet total length when measured along the curb or edge of the road, the distance shall be indicated by signs or markings;
- C. If the vehicle is owned or operated by a fire department and is clearly marked as a fire department vehicle.

(Ord. 261 § 1(part), 1996).

10.52.160 Setting brakes and stopping motor required when parking.

- A. No person driving, or in control of, or in charge of, a motor vehicle shall permit it to stand on any road unattended without first effectively setting the brakes thereon and stopping the motor thereof.
- B. No person in control of, or in charge of, any vehicle, other than a motor vehicle, shall permit it to stand on any road without first effectively setting the brakes thereon, or blocking the wheels thereof, to effectively prevent the movement of the vehicle.

(Ord. 261 § 1(part), 1996).

10.52.170 Leaving person locked in vehicle prohibited.

No person shall leave standing a locked vehicle in which there is any person who cannot readily escape therefrom.

(Ord. 261 § 1(part), 1996).

10.52.180 Opening doors of vehicle.

No person shall open the door of a vehicle on the side available to moving traffic unless it is reasonably safe to do so and can be done without interfering with the movement of such traffic, nor shall any person leave a door open upon the side of a vehicle available to moving traffic for a period of time longer than necessary to load or unload passengers.

(Ord. 261 § 1(part), 1996).

10.52.190 Parking near posted areas prohibited.

No person shall stop, park or leave standing any vehicle, whether attended or unattended, upon any road or in an area adjacent to and within fifteen feet of the road which is posted with official signs prohibiting such parking, stopping or standing, except on the property of the owner or driver of the vehicle.

(Ord. 261 § 1(part), 1996).

10.52.200 Blocking wheels required when.

No person driving, or in control of or in charge of a motor vehicle shall permit it to stand on any road unattended when upon any grade exceeding three percent without blocking the wheels of the vehicle by turning them against the curb or by other means.

(Ord. 261 § 1(part), 1996).

10.52.210 All-night parking prohibited.

No person shall stop, stand or park a vehicle on any road for a period of time longer than one hour **between the hours of two a.m. and four a.m.** of any day, except authorized emergency vehicles and the vehicle of any regularly licensed physician when engaged in making professional calls.

(Ord. 261 § 1(part), 1996).

10.52.220 Blocking driveway prohibited.

No person shall stop, park or leave standing any vehicle, whether attended or unattended, in front of a public or private driveway, except when necessary to avoid conflict with other traffic or in compliance with the directions of a Deputy Sheriff or official traffic control device.

(Ord. 261 § 1(part), 1996).

10.52.230 Parking near excavation prohibited when.

No person shall stop, park or leave standing any vehicle, whether attended or unattended, alongside or opposite any street or road excavation or obstruction when such stopping, standing or parking would obstruct traffic, except when necessary to avoid conflict with other traffic or in compliance with the directions of a Deputy Sheriff or official traffic control device.

(Ord. 261 § 1(part), 1996).

10.52.240 Parking near traffic control devices prohibited.

No person shall stop, park, or leave standing any vehicle, whether attended or unattended, within twenty feet of a stop sign, official electric flashing device or any other official traffic control device or sign.

(Ord. 261 § 1(part), 1996).

10.52.250 Parking over seventy-two hours prohibited.

No person who owns or has possession, custody or control of any vehicle shall park such vehicle upon any road for more than a consecutive period of seventy-two hours.

(Ord. 261 § 1(part), 1996).

10.52.260 Parking for sale prohibited.

No person shall park any vehicle on any road for the principal purpose of advertising or displaying it for sale. This section includes areas adjacent to and within fifteen feet of the roadway, except on the property of the owner of the vehicle.

(Ord. 261 § 1(part), 1996).

10.52.270 Repairing vehicles on roads prohibited when.

No person shall construct or cause to be constructed, repair or cause to be repaired, grease or cause to be greased, dismantle or cause to be dismantled any vehicle or any part thereof upon any road in the City. Temporary emergency repairs may be made upon a road.

(Ord. 261 § 1(part), 1996).

10.52.280 Washing vehicles on road for charge prohibited.

No person shall wash or cause to be washed, polish or cause to be polished, any vehicle or any part thereof upon any road in this City, when a charge is made for such service.

(Ord. 261 § 1(part), 1996).

10.52.290 Vehicle removal—Traffic obstructions or hazards.

A Deputy Sheriff may remove a vehicle from a road when any vehicle is left standing upon a road in such a position as to obstruct the normal movement of traffic or in such condition as to create a hazard to other traffic upon the road.

(Ord. 261 § 1(part), 1996).

10.52.300 Vehicle removal—Blocking entrances.

A Deputy Sheriff may remove a vehicle from a road when it is left standing blocking any driveway, entrance to a private road or bridle trail.

(Ord. 261 § 1(part), 1996).

10.52.310 Vehicle removal—Blocking fire hydrant.

A Deputy Sheriff may remove a vehicle from a road or adjacent area when such vehicle is left standing so as to prevent access by fire fighting equipment to a fire hydrant.

(Ord. 261 § 1(part), 1996).

10.52.320 Vehicle removal—Incapacitated driver.

A Deputy Sheriff may remove a vehicle from a road when the person or persons in charge of such vehicle are by reason of physical injuries or illness incapacitated to such an extent as to be unable to provide for its custody or removal.

(Ord. 261 § 1(part), 1996).

10.52.330 Vehicle removal—Arrested driver.

Any peace officer, as defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, or Deputy Sheriff; or any regularly employed and salaried employee, who is engaged in directing traffic or enforcing parking laws and regulations of the City may remove a vehicle located within the City: (1) when the officer or Deputy Sheriff arrests any person driving or in control of a vehicle for an alleged offense and the officer or Deputy Sheriff is, by this title or other law, required or permitted to take, and does take, the person into custody; or (2) when an officer or Deputy Sheriff serves a notice of an order of suspension or revocation.

(Ord. 261 § 1(part), 1996).

10.52.340 Vehicle removal—Hit-and-run investigations.

- A. When any peace officer, as that term is defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, or Deputy Sheriff, has reasonable cause to believe that a motor vehicle on a road or on private property open to the general public onto which the public is explicitly or implicitly invited, located within the City, has been involved in a hit-and-run accident, and the operator of the vehicle has failed to stop and comply with the provisions of Chapter 10.20 of this title, the officer may remove the vehicle from the road or from public or private property for the purpose of inspection.
- B. Unless sooner released, the vehicle shall be released upon the expiration of forty-eight hours after such removal from the road or private property upon demand of the owner. When determining the forty-eight-hour period, weekends, and holidays shall not be included.
- C. Notwithstanding subsection B of this section, when a motor vehicle to be inspected pursuant to subsection A of this section is a commercial vehicle, any cargo within the vehicle may be removed or transferred to another vehicle.

This section shall not be construed to authorize the removal of any vehicle from an enclosed structure on private property which is not open to the general public.

(Ord. 261 § 1(part), 1996).

10.52.350 Vehicle removal—Over seventy-two hours.

A Deputy Sheriff may remove a vehicle from a road when such vehicle is left parked or standing for seventy-two hours in violation of this title.

(Ord. 261 § 1(part), 1996).

10.52.360 Curb markings.

The City Manager is authorized to place the following berm (also known as "curb") markings and/or signs to indicate parking or standing regulations. Such markings shall have the following meanings:

- A. Red means no stopping, standing or parking at any time except as permitted by this title, and excepting that a school bus may stop in a red zone marked or signed as a bus loading zone.
- B. White means stopping for loading or unloading of passengers, or for depositing mail in an adjacent mailbox.
- C. Green means no standing or parking for a period of time longer than twenty minutes at any time between the hours of eight a.m. and five p.m. of any day, excepting Sundays and holidays.
- D. Blue means parking is limited exclusively to the vehicles of disabled persons and disabled veterans.

(Ord. 261 § 1(part), 1996).



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 12.A
Mtg. Date: 05/22/2025

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: UPDATE ON EASTFIELD DRIVE SPEED LIMIT VARIANCE AND CURRENT SIGNAGE

DATE: May 22, 2025

BACKGROUND:

During the March 27, 2025 Traffic Commission meeting, Chair Wilson inquired about the disparity in speed limits signage along Eastfield Drive and requested an answer be brought back before the Commission.

DISCUSSION:

In March of 2018, Traffic Engineer Munoz presented an updated Engineering and Traffic Study (E&T) intended to be the basis for the establishment, revision, and enforcement of speed limits for selected streets within the City of Rolling Hills. The E&T survey presented speed limits for 8 street segments, one of which was Eastfield Drive. (Attachment B, pages 8-10, Appendix A3-4, Appendix B3-4)

The following is an excerpt specific to Eastfield Drive for Segments with Special Conditions:

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.

Discussion and Action

As noted above, the segment on Eastfield Drive from Chuckwagon Road to Palos Verdes Drive East was previously recommended to change from 25-mph to 30-mph. As a result, the street has two different speed limits, with Chuckwagon Road being the differentiating point.

After Chair Wilson's request to investigate, staff drove the length of Eastfield Drive to inspect all existing signage and noted that, when traveling southbound between Palos Verdes Drive East and Chuckwagon Road, there was one sign denoting the 30-mph speed limit, but it was too close to the end of that segment. There was no signage at Chuckwagon Road denoting the change in speed to 25 mph for the remainder of the southbound roadway until termination at Crest Road East. Traveling northbound, there was no 30-mph sign past Chuckwagon Road.

Traffic Engineer Munoz has provided a report and recommendations (Attachment A). Staff recommends following the Engineer's Report recommendations.

FISCAL IMPACT:

The only fiscal impact would be the cost of purchasing and installing new signage.

RECOMMENDATION:

Receive and file. Direct staff to follow the Engineer's Report recommendations.

ATTACHMENTS:

[Attachment A - CL_AGN_250522_TC_Eastfield_SpeedLimit_EngineersReport.pdf](#)

[Attachment B - PW_TRA_180314_Engineering&Traffic_Report_Willdan.pdf](#)

Memorandum

TO: Karina Banales, City Manager

FROM: Vanessa Munoz PE, TE, City Traffic Engineer

DATE: May 14, 2025

SUBJECT: Eastfield Drive Speed Limits Signs

This memorandum addresses the city's request to review signage on Eastfield Drive between Chuckwagon Road and Palos Verdes Drive East. The 2018 Engineering and Traffic Survey recommended posting a speed of 30 mph for this segment. However, Eastfield Drive has two speed segments.

The 2018 Engineering and Traffic Survey recommended posting speeds according to the table below:

Street	From	To	Recommended Speed Limit
Eastfield Drive	Crest Road East	Chuckwagon Road	25 mph
Eastfield Drive	Chuckwagon Road	Palos Verdes Drive East	30 mph

The California Manual of Uniform Traffic Control Devices (CA MUTCD), Section 2B.13.03 and section 2B.13.04 titled Speed Limit Signs, states the following regarding sign placement “*Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another. At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed.*”

Currently, there are three speed limit signs on Eastfield Drive between Crest Road and Palos Verdes Drive East, two 25 mph signs in the northbound direction and one 30 mph sign for the southbound direction. Based on field observations, the signs are not in the correct location and do not clearly indicate when the speed limit changes. To adhere to standard traffic engineering practices, I recommend doing the following installation, removal, and relocation of signs:

Northbound Direction

- Remove 25 mph sign at 54 Eastfield Drive
- Install 30 mph sign north of Chuckwagon Road

Southbound Direction

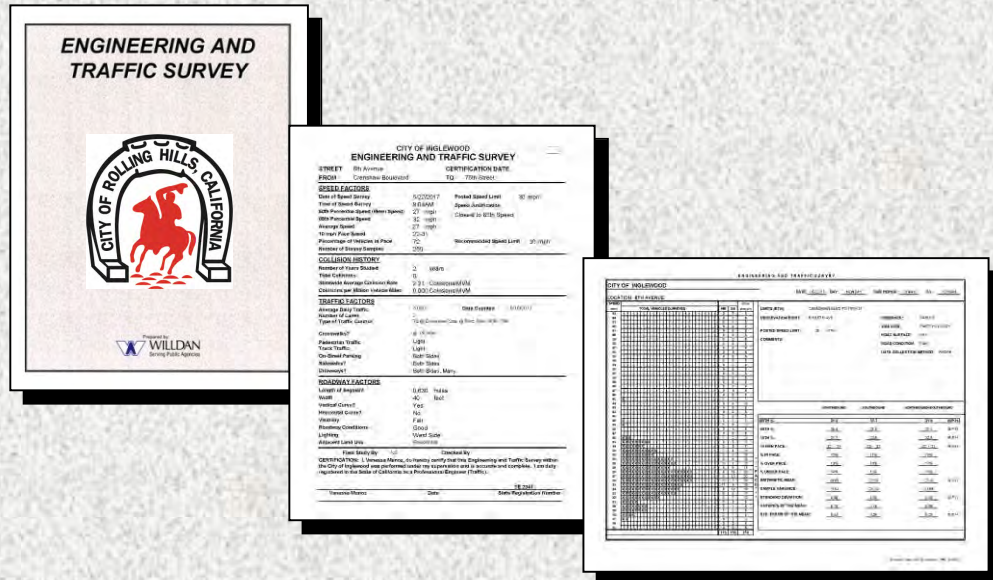
- Relocate 30 mph sign at 33 Eastfield Drive to North of Hummingbird Lane
- Install 25 mph sign south of Chuckwagon Road

Memorandum

The recommendation for relocation, removal and installation of signs will clearly define the speed limit changes and inform drivers of the speed limits, in compliance with CA MUTCD standards.

Engineering and Traffic Survey

March 2018



FOR THE CITY OF



ROLLING HILLS

Prepared by:



March 14, 2018

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

Subject: 2018 Engineering and Traffic Survey

Dear Mr. Cruz:

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

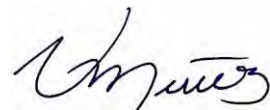
We are pleased to submit the enclosed Report that describes the E&T survey procedures and contains recommendations for posted speed limits on the City's arterial and collector street system. A summary of these recommendations is included in the Analysis. Supporting documentation for each speed zone recommendation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

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

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

Very truly yours,

WILLDAN



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



Enclosure

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INTRODUCTION

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

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

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

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

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

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

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

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

ELEMENTS OF THE ENGINEERING AND TRAFFIC SURVEY

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

Speed Sampling

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

Options:

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

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

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

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

Collision History

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

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

Conditions Not Readily Apparent To Motorists

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

SURVEY CONDITIONS

SURVEY LOCATIONS

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

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

DATA COLLECTION

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

Speed Data

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

Collision Data

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

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

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 or 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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Vanessa Munoz

Date

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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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Vanessa Munoz

Date

TE 2341

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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

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

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

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

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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APPENDIX B

Radar Speed Distribution Forms

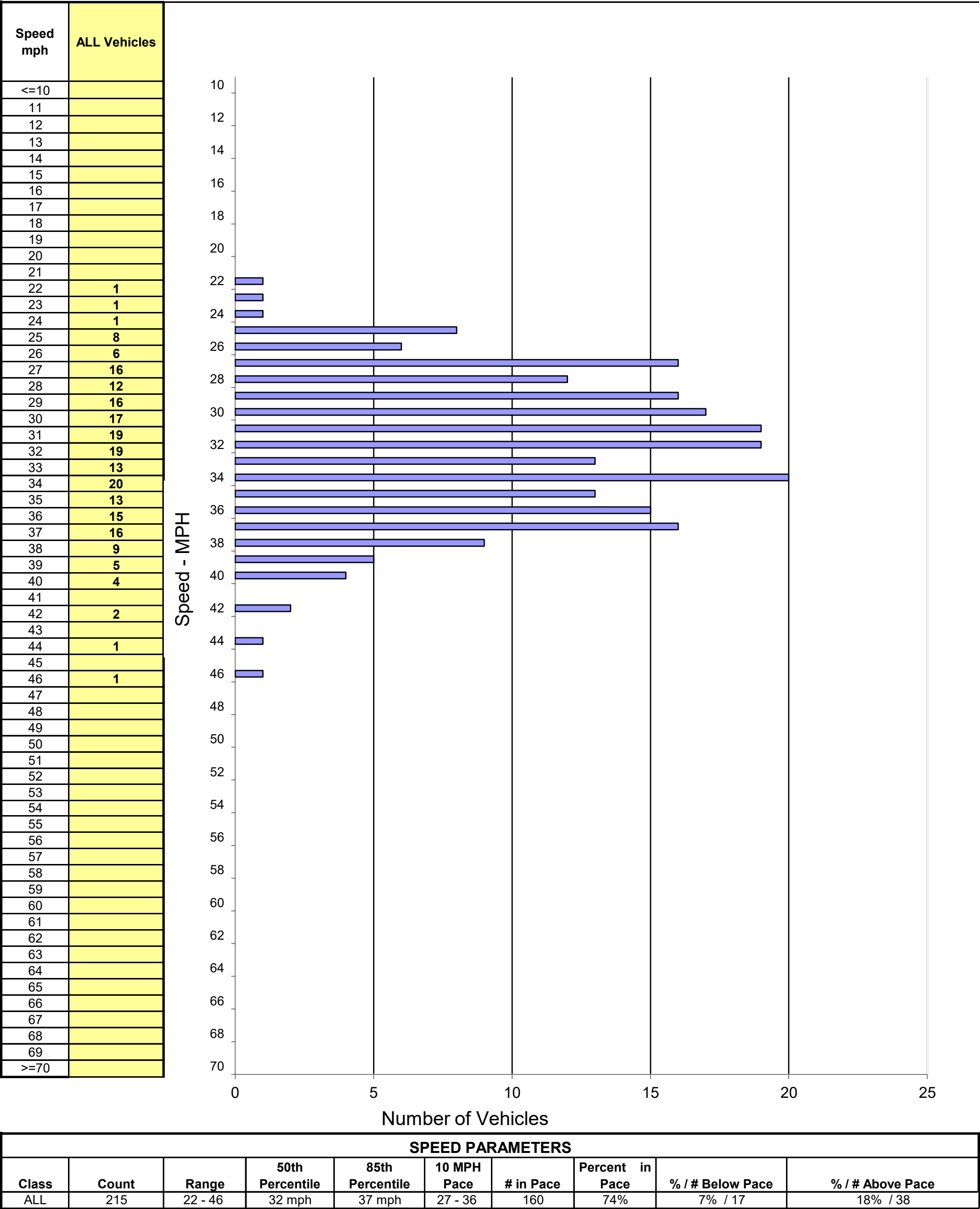
Spot Speed Study

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

TIME: 09:07-10:48

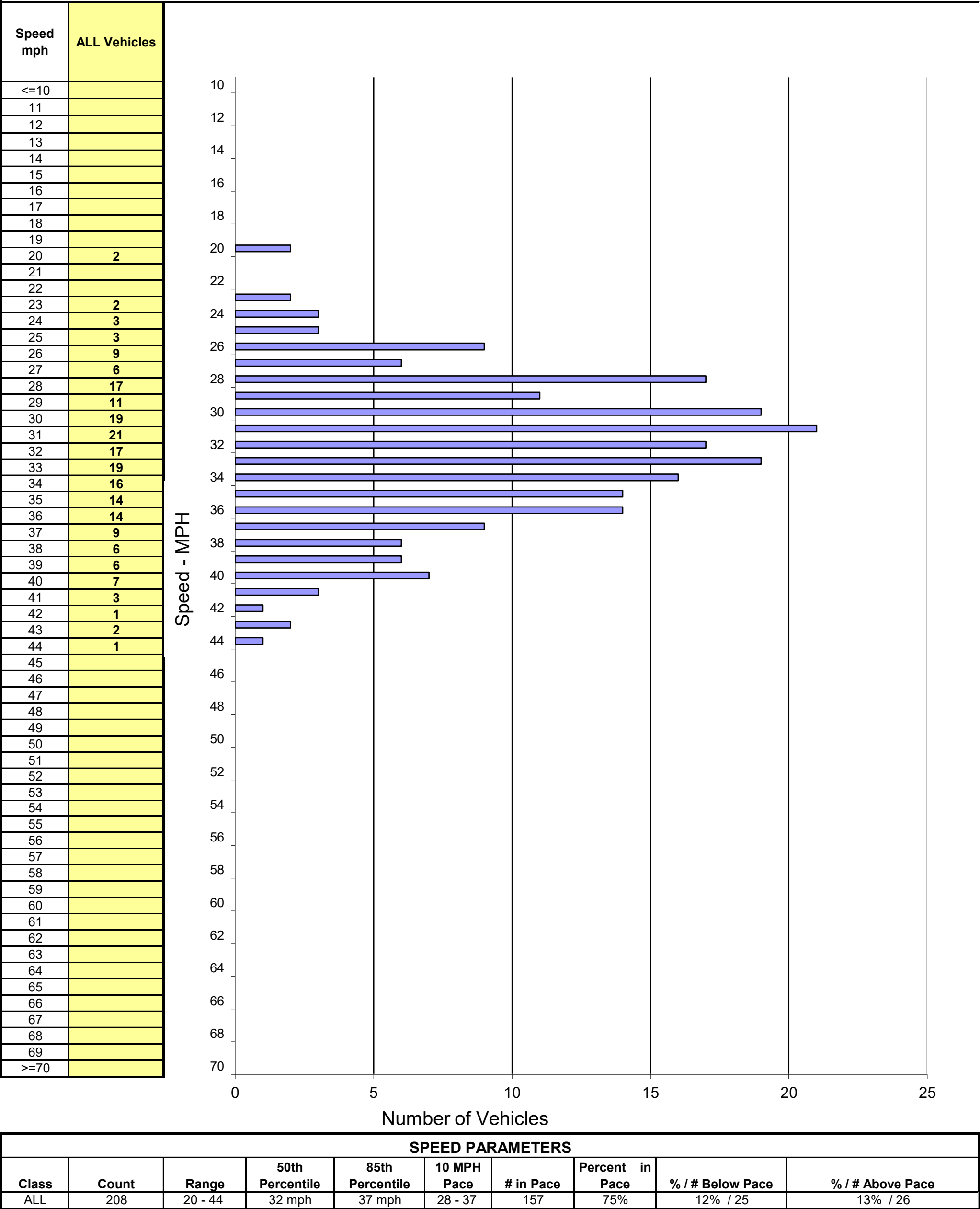
Location: Crest Rd E Bet. Portuguese Bend Rd & Eastfield Dr

Posted Speed: 30 MPH

Clear/Dry

Radar Location: 30 Crest Road East

Eastbound & Westbound Spot Speeds



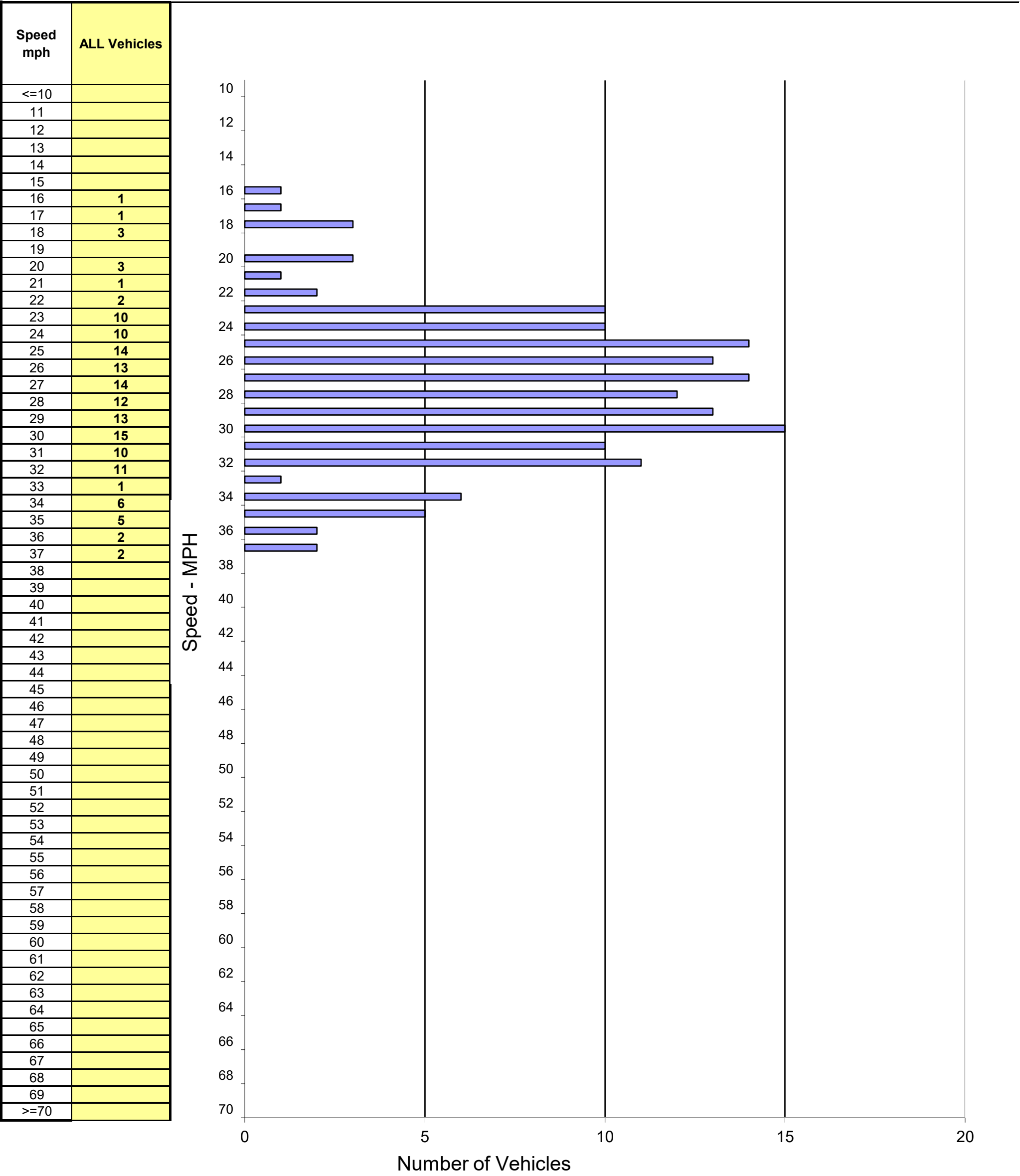
Spot Speed Study

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



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

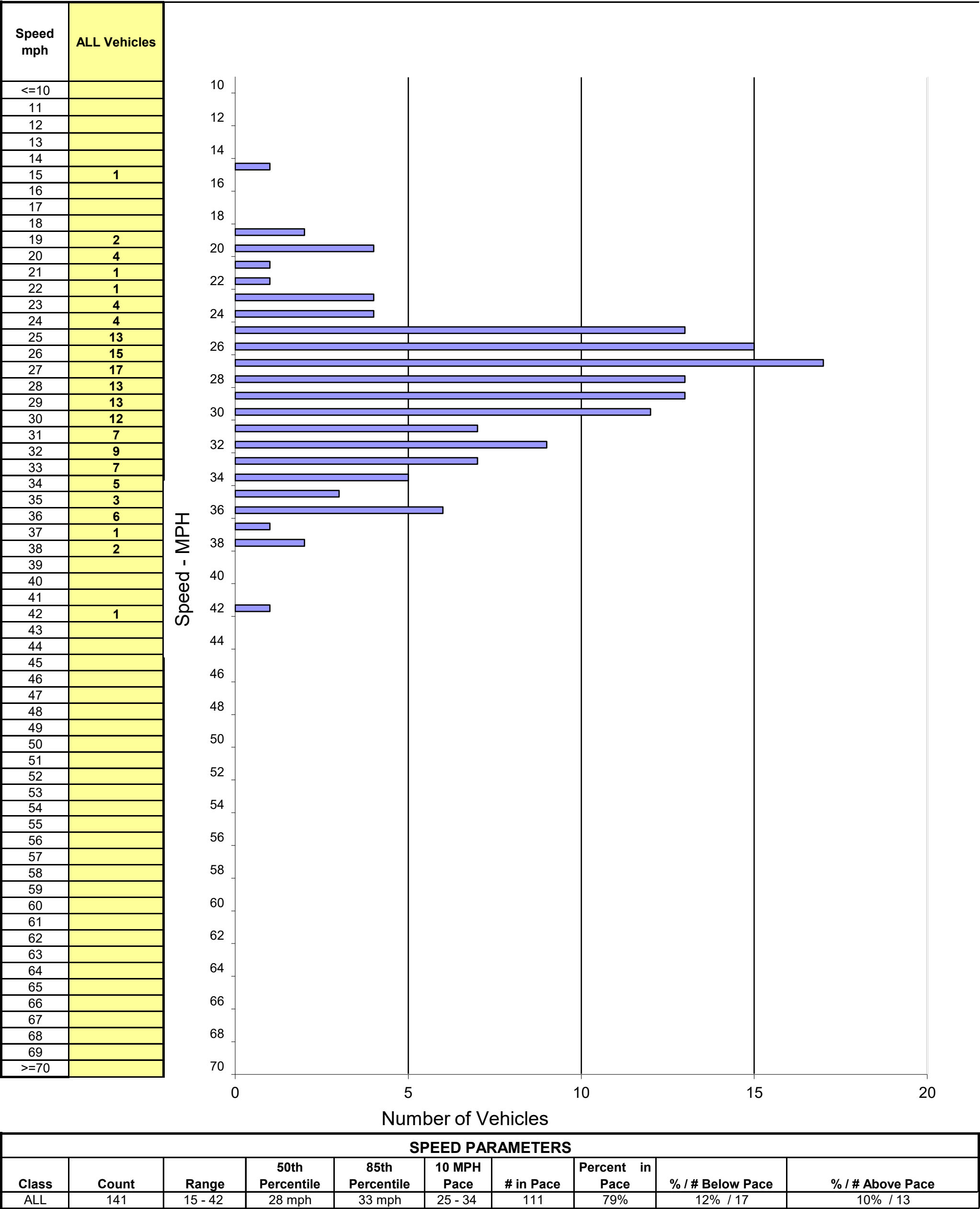
Spot Speed Study

Prepared by: National Data & Surveying Services

City of Rolling Hills

DATE: 11/9/2017 Location: Eastfield Dr Bet. Chuckwagon Rd & Palos Verdes Dr E
TIME: 13:21-15:21 Posted Speed: 25 MPH Clear/Dry Radar Location: 15 Eastfield Drive

Northbound & Southbound Spot Speeds



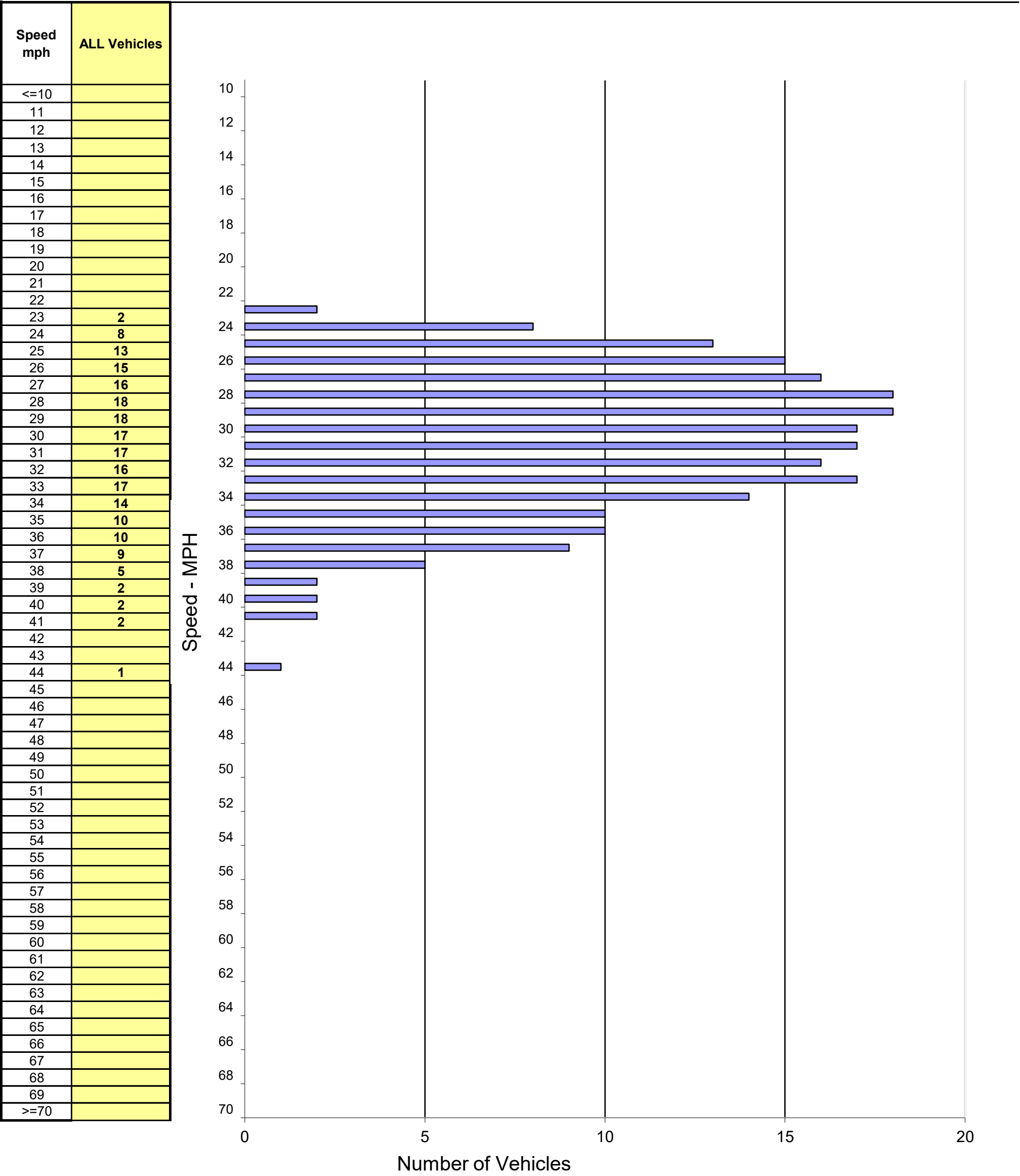
Spot Speed Study

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

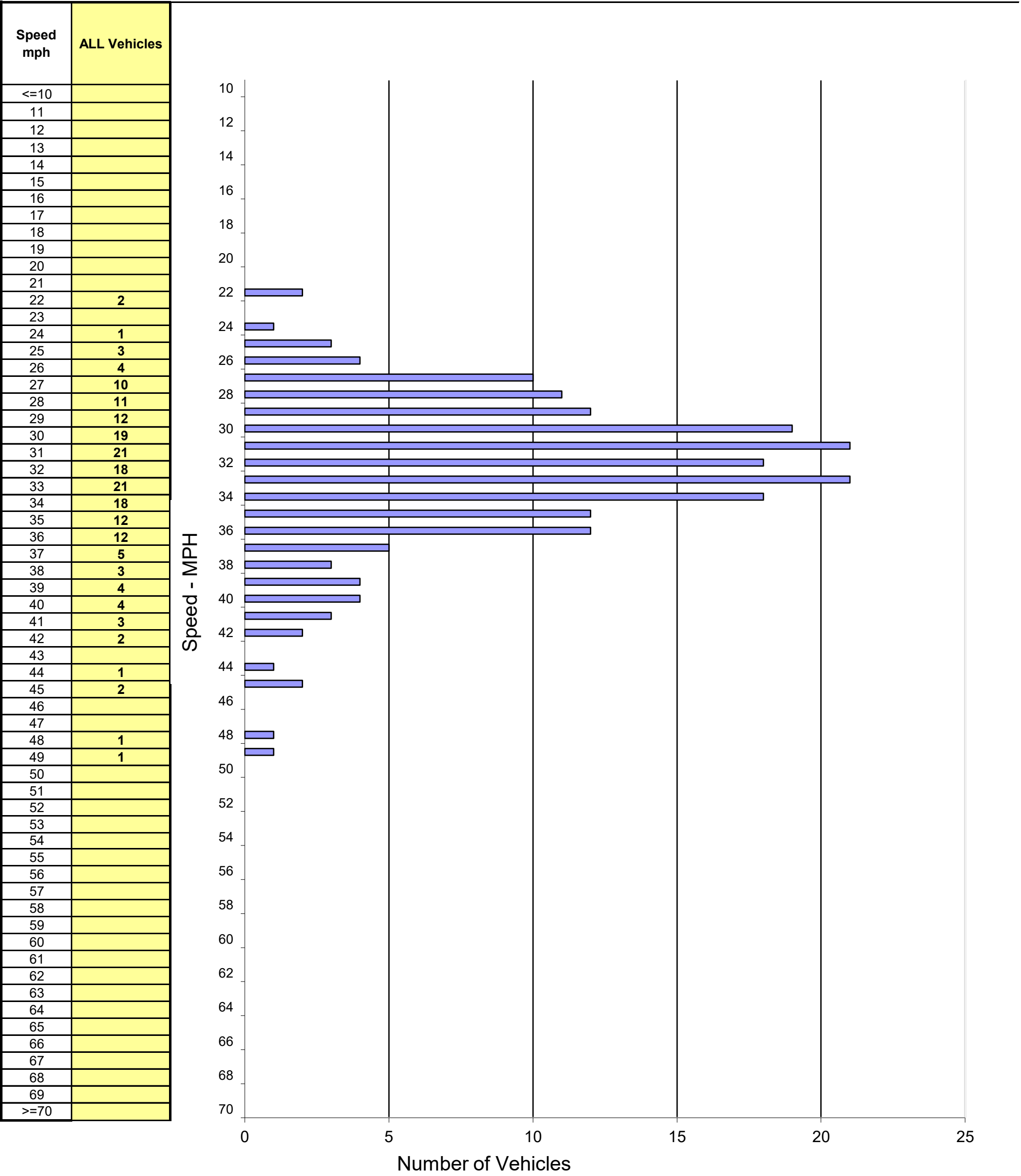
Spot Speed Study

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



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

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Rolling Hills

DATE: 11/9/2017

Location: Saddleback Rd Bet. Poppy Trail & Portuguese Bend Rd

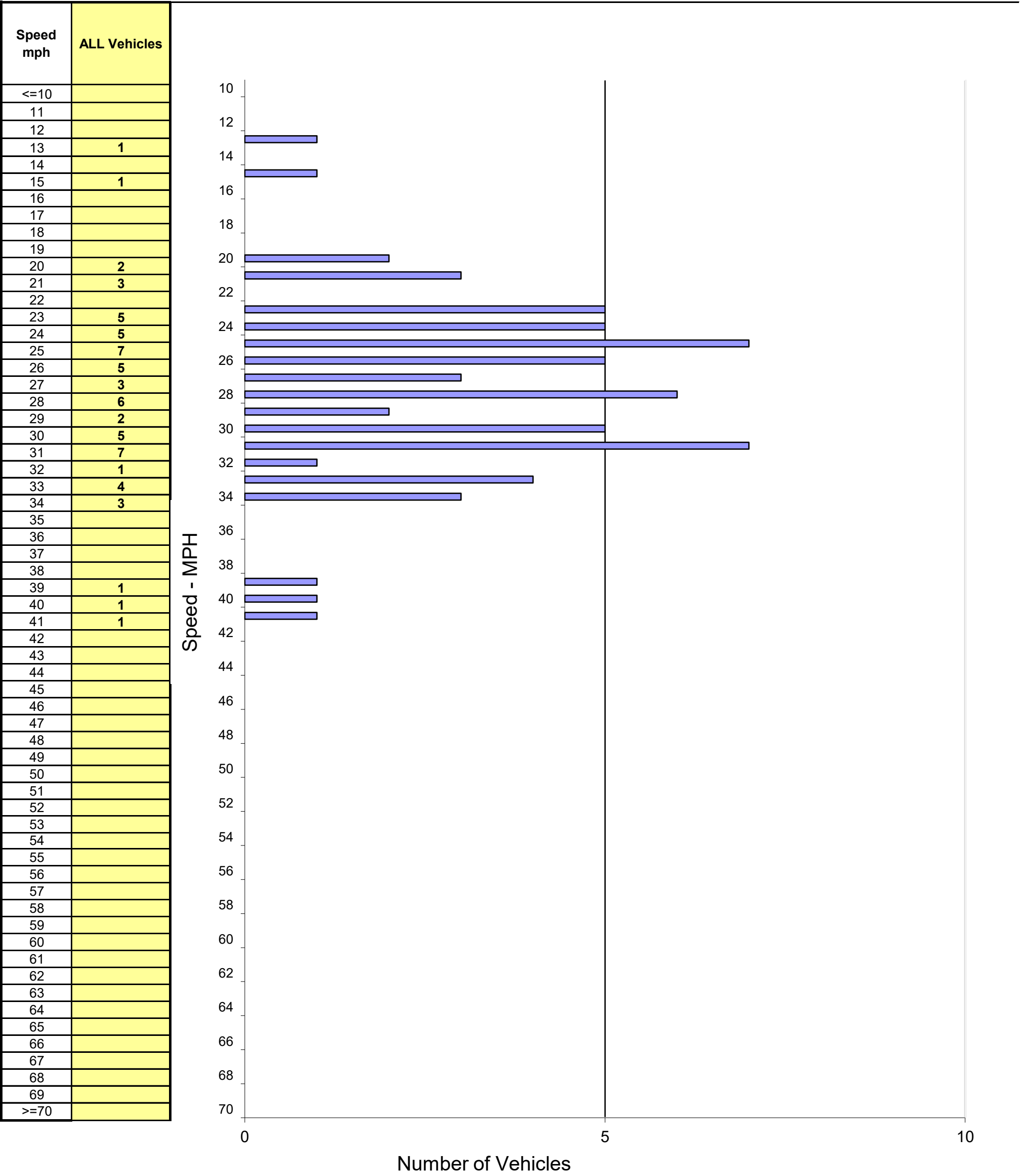
TIME: 07:00-09:00

Posted Speed: 25 MPH

Clear/Dry

Radar Location: 35 Saddleback Road

Northbound & Southbound Spot Speeds



SPEED 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

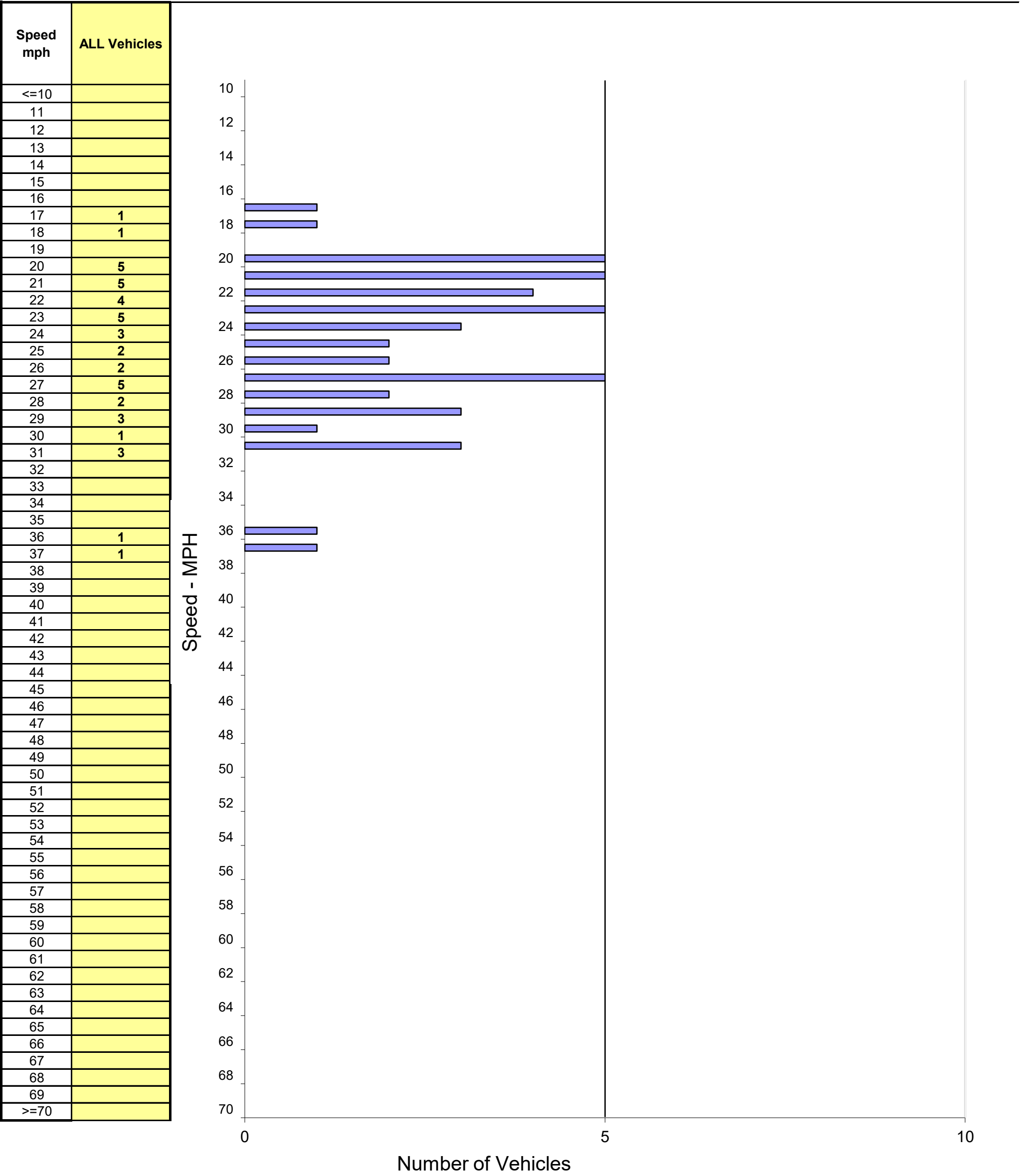
Location: Southfield Dr Bet. Crest Rd E & Packsaddle Rd

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 NB	Speed mph	SB or NB
<=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	1	65		20	1	65	
21		66		21		66	
22		67		22		67	
23	1	68		23	1	68	
24	1	69		24		69	
25	1	70		25	1	70	
26	1	71		26	1	71	
27	1	72		27	1	72	
28	1	73		28	1	73	
29	1	74		29	1	74	
30	1	75		30	1	75	
31	1	76		31	1	76	
32	1	77		32	1	77	
33	1	78		33	1	78	
34	1	79		34	1	79	
35	1	80		35	1	80	
36	1	81		36	1	81	
37	1	82		37	1	82	
38	1	83		38	1	83	
39	1	84		39	1	84	
40	1	85		40	1	85	
41	1	86		41	1	86	
42	1	87		42	1	87	
43	1	88		43	1	88	
44	1	89		44	1	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-hound 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

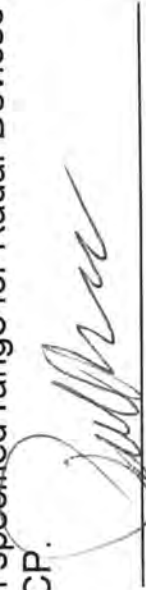
Serial Number: 17488

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







City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 12.B
Mtg. Date: 05/22/2025

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: UPDATE ON CREST ROAD WEST SPEED LIMIT BETWEEN CRENSHAW BLVD. AND GATE WITHIN THE RANCHO PALOS VERDES CITY LIMITS

DATE: May 22, 2025

BACKGROUND:

During the March 2025 Traffic Commission meeting, Chair Wilson inquired about the speed limit beyond the Crest Road West gate up to Crenshaw Blvd. Staff responded that they would inquire with the City of Rancho Palos Verdes (RPV).

DISCUSSION:

Staff contacted Ms. Deanna Fraley, PE, the new Principal / City Engineer for RPV. She shared the following information after performing field inspections.

There is currently no signage on the RPV section of Crest Rd, east of Crenshaw. Technically, the last speed sign on Crest, travelling east, is 45 mph. At this time, RPV City Engineer Fraley would not advise adding additional signage east of Crenshaw from RPV to Rolling Hills for the following reasons:

- There is a school speed sign in front of the church.
- Around 550 east of that is a 25-mph curve warning sign.
- Around 850 feet east of the curve warning sign, there is the guardhouse.

There is a 45-mph speed sign a couple of hundred feet west of Crenshaw, so RPV City Engineer Fraley does not believe another sign is necessary for vehicles travelling west. If the hope is to post a speed lower than 45mph, a speed study would need to be conducted. However, for the reasons listed above, RPV City Engineer Fraley is not sure new signage will help.

FISCAL IMPACT:

None.

RECOMMENDATION:

Receive and file.

ATTACHMENTS: