

July 22, 2014

AGENDA
REGULAR JOINT MEETING OF THE CITY COUNCIL OF THE
CITY OF DUARTE, SUCCESSOR AGENCY TO DISSOLVED REDEVELOPMENT
AGENCY OF THE CITY OF DUARTE, THE DUARTE HOUSING AUTHORITY, AND
THE DUARTE COMMUNITY FACILITIES FINANCING AUTHORITY

TUESDAY, JULY 22, 2014

6:00 p.m. – Closed Session
7:00 p.m. – Regular Session

COUNCIL CHAMBERS, 1600 HUNTINGTON DRIVE, DUARTE, CALIFORNIA 91010

MISSION STATEMENT

With integrity and transparency, the City of Duarte provides exemplary public services in a caring and fiscally responsible manner with a commitment to our community's future

LIZ REILLY, MAYOR
TZEITEL PARAS-CARACCI, MAYOR PRO TEM
JOHN FASANA, COUNCILMEMBER
MARGARET FINLAY, COUNCILMEMBER
SAMUEL KANG, COUNCILMEMBER

City/Agency/Authority Staff:

Darrell George, City Manager
Kristen Petersen, Assistant City Manager and Director of Administrative Services
Craig Hensley, Community Development Director
Cesar Monsalve, Director of Parks and Recreation
Brian Villalobos, Director of Public Safety Services
Jeffrey Melching, City Attorney
Marla Akana, City Clerk

ADDRESSING THE CITY COUNCIL/SUCCESSOR AGENCY/HOUSING AND FINANCING AUTHORITIES:

If you wish to address the City Council, Successor Agency, Housing Authority, or Financing Authority on any item on the Agenda, you should fill out a Speaker Card indicating which item or items on the Agenda you wish to speak about, and hand the card to the City Clerk. You will be called to the Podium when that item is heard by the City Council/Successor Agency/Housing Authority/Financing Authority. If you wish to address the City Council, Successor Agency, Housing Authority, or Financing Authority on any item that is not on the Agenda, but that is within the subject matter jurisdiction of the City/Agency/Housing Authority/Financing Authority, you may do so under the "Oral Communications" portion of the Agenda. At the podium, before starting your remarks, please state your name and city of residence for the record.

ADA ACCESSIBILITY NOTICE: In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, you should contact the City Manager's office at (626) 357-7931. Notification no later than 1:00 p.m. on the day preceding the meeting will enable the City to make reasonable arrangements to assist your accessibility to this meeting.

Notice: Any documents distributed by the City/Agency/Authorities to a majority of the City Council/Successor Agency/Housing Authority/Financing Authority Board less than 72 hours prior to the City Council/Successor Agency/Housing Authority/Financing Authority meeting will be made available for public inspection at City Hall, 1600 Huntington Drive, Duarte, CA 91010, during normal business hours, except such documents that relate to closed session items or which are otherwise exempt from disclosure under applicable law.

Notice: Duarte City Council meetings are videotaped for later broadcast on DCTV. Attendance at the meeting constitutes consent by members of the public to the City's and any third party's use in any media, without compensation or further notice, of audio, video, and/or pictures of meeting attendees.

THE FOLLOWING ITEMS WILL BE HEARD AT 6:00 P.M.

1. CALL TO ORDER OF CITY COUNCIL, SUCCESSOR AGENCY TO DISSOLVED REDEVELOPMENT AGENCY, HOUSING AUTHORITY, AND COMMUNITY FACILITIES FINANCING AUTHORITY, AND NOTATION OF ANY ABSENCES
2. ADOPTION OF THE AGENDA
3. CLOSED SESSION
 - A. Public Input – *Members of the public wishing to speak concerning the closed sessions listed below may do so at this time. Each person may speak once for no more than 3 minutes.*
 - B. Conference with Real Property Negotiators – Pursuant to Government Code Section 54956.8; Negotiating parties: City of Duarte and prospective buyers or lessees; City negotiators: Darrell George, Craig Hensley; Under negotiation: Price and terms of payment; Concerning property at 1101 Oak Avenue, APN 8530-011-913-915; 1634 Third Street, APNs 8530-011-905, 911, 912
 - C. Conference with Real Property Negotiators – Pursuant to Government Code 54956.8; Negotiating parties: City of Duarte and prospective buyers or lessees; City Negotiators: Darrell George, Craig Hensley; Under Negotiation: price and terms of payment; concerning property located at 1263 Huntington Drive, Duarte, APN's 8530-003-930,931.

THE FOLLOWING ITEMS WILL BE HEARD NOT EARLIER THAN 7:00 P.M.

4. PLEDGE TO THE FLAG
5. MOMENT OF REFLECTION
6. FITNESS/MENTAL WARM-UP
7. PUBLIC REPORT OF CLOSED SESSION ITEMS
8. SPECIAL ITEMS – Page 1
 - A. Introduction – Captain Donny Mauldin, Temple Station
 - B. Recognition – Armando Yanez, Field Deputy, Assemblymember Hernandez
 - C. Proclamation – National Night Out
 - D. Presentation by Edison Company – Update on access road construction and mitigation measures
 - E. Presentation by CalAm Water – Statewide Mandatory Water Conservation
 - F. Public Safety/L.A. County Fire Wildland Scrimmage update
 - G. Redevelopment dissolution update
9. ANNOUNCEMENTS OF UPCOMING COMMUNITY EVENTS
Any person who wishes to make a brief announcement of a future community event that is open to the general public may do so at this time.
10. ORAL COMMUNICATIONS—ITEMS NOT ON THE AGENDA (30 MINUTES)
Any person wishing to speak on any issue that is not on the Agenda, but that is within the subject matter jurisdiction of the City/Agency or Authorities, may do so at this time. The opportunity to speak is on a first come, first serve basis. Each person may speak once for no more than 3 minutes and there is a maximum of 30 minutes for all Oral Communications at this time. Under the Brown Act, members of the City Council/ Successor Agency/Housing Authority/Financing Authority, and staff can respond only with a brief reply to issues raised in Oral Communications, and no action on such matters may take place at this meeting.
11. ITEMS TO BE ADDED TO THE CONSENT CALENDAR

12. CONSENT CALENDAR – Page 3

All matters listed on the Consent Calendar are to be approved with one motion unless a member of the City Council/Successor Agency/Housing Authority/Financing Authority removes an item for separate action. Any consent calendar item for which separate action is requested shall be heard as the next Agenda item. The respective entity's consent items are shown in parentheses at the end of each item as "CC" for City Council, "SA" for Successor Agency, "HA" for Housing Authority, and "FA" for C.F. Financing Authority.

- A. Approval of Minutes – July 8, 2014 (CC/HA/SA/FA)
- B. Approval of Warrants – July 22, 2014 (CC/HA/SA/FA)
- C. Motion to introduce and/or adopt all resolutions and ordinances presented for consideration by title only and waive further reading (CC/HA/SA/FA)
- D. Request by SET For LIFE (Senior Education and Training for Living Informed Futures Everyday) for City co-sponsorship of 10th Annual Healthy Living for Life 50+ Expo to be held on September 13, 2014, at Second Baptist Church, Monrovia (CC)
- E. Adoption of Surplus Property Disposition Policy (CC)
- F. City Council approval, adoption, and issuance of report on progress of ordinance update regarding new massage establishments, and setting a Public Hearing for August 12, 2014, to consider moratorium extension (CC)
- G. Notice of absence by Frank Haynes from Traffic Safety Commission meeting of 7/1/14 (Receive and file) (CC)
- H. Notice of absence by Mary Ann Ur from Public Safety Commission Meeting of 5/20/14 (Receive and file) (CC)
- I. Authorization for City Manager to initiate a contract with L.A. County to participate in the Los Angeles Region – Imagery Acquisition Consortium 4 (LAR-IAC4) Project (CC)
- J. City Council/City Manager Conference Attendance – California Contract Cities Association Board of Directors Meeting, August 20, 2014, Arcadia; Southern California Water Committee Water & Energy Quarterly Meeting, July 25, 2014, Irwindale (CC)

13. ITEMS REMOVED FROM CONSENT CALENDAR

14. PUBLIC HEARING – Page 19

Council Bill 14-R-17 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUARTE, CALIFORNIA, FINDING THE CITY TO BE IN CONFORMANCE WITH THE CONGESTION MANAGEMENT PROGRAM (CMP) AND ADOPTING THE CMP LOCAL DEVELOPMENT REPORT, IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 65089

15. RESOLUTION – Page 28

Council Bill 14-R-18 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUARTE, CALIFORNIA, ESTABLISHING STOP CONTROLS IN ALL DIRECTIONS AT THE INTERSECTION OF ROYAL OAKS DRIVE AND COTTER AVENUE

16. CONTINUATION OF ORAL COMMUNICATIONS

*Any person who did **not** speak during the initial 30 minute Oral Communications period earlier in the meeting, who wishes to speak on any issue that is not on the Agenda but that is within the subject matter jurisdiction of the City Council/Successor Agency/Housing Authority/Financing Authority, may do so at this time. Each person may speak once for no more than 3 minutes. Under the Brown Act, members of the City Council/Successor Agency/Housing Authority/Financing Authority, and staff can respond only with a brief reply to issues raised in Oral Communications, and no action on such matters may take place at this meeting.*

17. ITEMS FROM CITY COUNCIL/SUCCESSOR AGENCY/HOUSING AUTHORITY/FINANCING AUTHORITY MEMBERS AND CITY MANAGER/EXECUTIVE DIRECTOR (AB 1234 reports on trips, conference attendance, and meetings)

18. ADJOURNMENT

MEMORANDUM

TO: City Council
FROM: City Manager
DATE: July 17, 2014
SUBJECT: Comments on Agenda Items, Meeting of July 22, 2014

ITEM 8.A. Temple Station's new Captain, Donny Mauldin, will be introduced to the City Council.

ITEM 8.B. Field Representative for Assemblyman Roger Hernandez, Armando Yanez, will be leaving his post at the end of this month to attend Carnegie Mellon University – H. John Heinz III College for a Masters of Science in Public Policy and Management. Mr. Yanez was with the Assemblymember's office for a little over two years beginning as Intern in February 2012. The Council will be recognizing him for his service to the community.

ITEM 8.C. A Proclamation recognizing the "31st Annual National Night Out" will be presented by the City Council to the Public Safety Department. The Public Safety Department has personally invited all Duarte neighborhoods, specifically those who participate in the Neighborhood Watch Program, to join Duarte's Sheriff Deputies and the National Association of Town Watch in this year's "National Night Out." This nationwide crime, drug, and violence prevention program will take place on Tuesday, August 5, 2014. It is essential that all citizens of the City of Duarte be aware of the importance of crime prevention programs and the impact that their participation can have on reducing crime, drugs, and violence in the City of Duarte.

ITEM 8.D. Representatives from Southern California Edison will present an update to the Council on the Tehachapi Renewal Energy Project (TRTP) in Duarte, including the Las Lomas Access Road Progress and overall project mitigation measures.

ITEM 8.E. Brian Barreto with California American Water Company will present information on the recent emergency regulation passed by the State Water Resources Control Board to ensure water agencies, their customers, and State residents increase water conservation. With this regulation, all Californians in the near future will be expected to stop washing down driveways and sidewalks; stop watering outdoor landscape that causes excess runoff; stop using a hose to wash a motor vehicle unless the hose is fitted with a shut-off nozzle, and stop using potable water in a fountain or water feature unless the water is recirculated. Mr. Barreto will bring both the Council and community up to date on how this regulation could affect Duarte residents.

ITEM 8.F. An update on public safety matters will be provided, along with a recap of the recent L.A. County Fire Wildland Scrimmage undertaken by the L.A. County Fire Department.

ITEM 8.G. The City Council will hear an update on any current redevelopment dissolution matters.

ITEM 12.D (Consent Calendar). The City has received a letter from SET for LIFE requesting that we co-sponsor its 10th Annual Healthy Living For Life Expo 50+ event on September 13, 2014, at Second Baptist Church in Monrovia. SET for LIFE's expo targets and provides opportunities for African and Latino-Americans and other low income ethnic minorities who continue to face health-care disparities. The goal is to help older adults understand it is never too late to begin taking steps to better health by providing critical preventative screenings, valuable information, and easy access to medical professionals in a welcoming and non-threatening environment.

ITEM 12.E (Consent Calendar). This item asks the City Council to approve a formal Surplus Property Disposition Policy. In April of this year, during our interim audit review, Lance Soll and Lunghard made the recommendation that we create a formal Surplus Property Disposition Policy document that memorializes the procedures that we are already implementing appropriately, but for which we do not have a written policy document. It does not change anything that we are currently doing – it simply memorializes it in a policy document.

On occasion, the City will possess property which has either exceeded its useful life or is determined to no longer be needed. There are both State government code and our own municipal code sections that govern the disposition of surplus property. The purpose of this policy is to inform employees of the existence of those laws, and to provide guidance in determining disposition methods that will result in conformance with those laws while preserving flexibility and efficiency.

ITEM 12.F (Consent Calendar). This is a status report of the City's current moratorium on new massage establishments in the City, and sets a Public Hearing for August 12, 2014, to consider extending the moratorium.

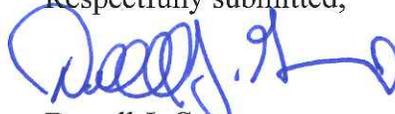
ITEM 12.I (Consent Calendar). This is to consider an Agreement with the County of Los Angeles to participate in the L.A. Region – Imagery Acquisition Consortium (LAR-IAC4) Project. LAR-IAC specializes in providing highly accurate aerial imagery and elevation data sets to cities, counties, and many other agencies. The digital imagery and elevation data will provide valuable support to the City, including improvements with infrastructure management, disaster planning and response, community and business outreach, and better understanding of the potential impacts of new projects.

ITEM 14. This is a Public Hearing to consider a resolution finding the City to be in conformance with the Congestion Management Program (CMP) and adopting the CMP local development report. The CMP is a State-mandated program that assists local agencies in linking land use decisions with impacts on the region's transportation systems. It became effective in 1990 after voter approval of Proposition 111, and requires every city in Los Angeles County to implement the provisions of the County's CMP. Implementation and conformance of the program is necessary to assure the City of Duarte continues to receive State gas tax funds, and remains eligible for other State and Federal transportation funding.

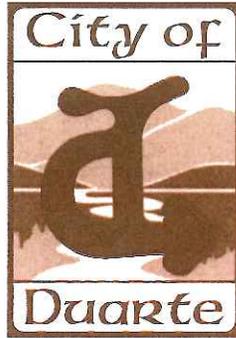
ITEM 15. This is a resolution which would establish a three-way stop at the intersection of Royal Oaks Drive and Cotter Avenue. Several months ago, the City Council asked staff to study traffic concerns on Royal Oaks Drive, in response to citizens' concerns regarding high-speed traffic and dangerous conditions on the street. The Traffic Safety Commission addressed these issues at one of its recent meetings, where residents were also invited to attend.

The Commission recommended that City Council implement traffic calming measures on Royal Oaks Drive from Miltonwood Avenue to Random Lane, and the installation of a three-way stop sign at the intersection of Royal Oaks Drive and Cotter Avenue. The traffic calming measures include the widening of the existing pavement edge lines, posting additional "Traffic Calming Ahead" signs, installing "Slow," "25," and bicycle symbol pavement legends, and evaluating existing regulatory sign replacements.

Respectfully submitted,



Darrell J. George
City Manager



Proclamation

NATIONAL NIGHT OUT 2014

WHEREAS, the National Association of Town Watch is sponsoring a unique, nation-wide crime, drug, and violence prevention program on August 5, 2014, entitled "National Night Out"; and

WHEREAS, the "31st Annual National Night Out" provides a unique opportunity for the City of Duarte to join forces with thousands of other communities across the country in promoting cooperative, law enforcement-community crime efforts; and

WHEREAS, Duarte's Neighborhood Watch program plays a vital role in assisting the L.A County Sheriff's Department through joint crime, drug, and violence prevention efforts in the City of Duarte, and is supporting "National Night Out 2014" locally; and

WHEREAS, it is essential that all citizens of the City of Duarte be aware of the importance of crime prevention programs and the impact that their participation can have on reducing crime, drugs, and violence in the City of Duarte; and

WHEREAS, participants will be donating canned food for the Duarte Community Service Council in recognition of the law enforcement-community cooperative efforts high-lighted during "National Night Out"; and

WHEREAS, crime and drug prevention, awareness, and cooperation, as well as having a peaceful and united neighborhood, are important themes of the "National Night Out" program;

NOW, THEREFORE, BE IT RESOLVED that the City of Duarte hereby proclaims Tuesday, August 5, 2014 as NATIONAL NIGHT OUT in the City of Duarte, and calls upon all citizens of Duarte to join with the Neighborhood Watch volunteers and the 34 million National Association of Town Watch participants in supporting this year's 31st Anniversary of National Night Out and the City of Duarte in adopting the theme of "Get to Know Your Next Door Neighbor" to encourage residents to sign up to use the NextDoor.com program on August 5, 2014.

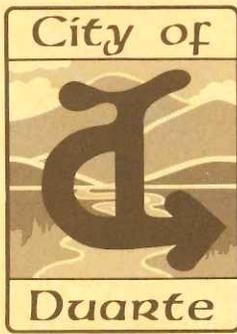
ATTEST:

City Clerk Marla Akana
Duarte, California

July 22, 2014



Mayor Liz Reilly



City of Duarte

1600 Huntington Drive, Duarte, CA 91010 - (626) 357-7931 - FAX (626) 358-0018

To: City Council

From: Brian Villalobos, Director of Public Safety Services

Subject: National Night Out

Date: July 22, 2014

The City of Duarte Public Safety Department has personally invited all of Duarte neighborhoods, specifically those who participate in the Neighborhood Watch Program, to join Duarte's Sheriff Deputies and the National Association of Town Watch in this year's "National Night Out." This nationwide crime, drug, and violence prevention program will take place on Tuesday, August 5th, 2014.

Over the last years, the number of National Night Out celebrations have included block parties, ice cream socials, barbecues, potlucks, and even pool parties. Through these gatherings, neighbors find a common ground in their mutual interest to have a safe environment. Deputies and residents have had a very positive experience interacting in a social environment. We ask that neighbors register with the Public Safety Department and help us promote this year's National Night Out.

Deputy Sheriffs will deliver important neighborhood watch information, raffle prizes, and recognize key volunteers in each neighborhood who help bring us all together. The Duarte Public Safety Department is working with sponsor Duarte Target to make this evening a successful event. We also collaborate with Duarte Community Service Council and ask all participants to donate canned food or non-perishable food items to help those local families in need.

Last year, 18 Neighborhood Watch Blocks participated and over 600 residents participated. Their efforts not only made people more aware of crime in the area and subsequently helped with crime prevention efforts, but also helped families in need and the Duarte Community Service Council who serves thousands of Duarte residents.

To register your neighborhood party, please contact the Crime Prevention Department at the Duarte Public Safety Office at (626) 359-5671 ext. 316 and speak with the Crime Prevention Specialist, Aida Torres. We can help you organize your party and provide flyers and ideas to get your neighbors involved. We need you all to be our eyes and ears.

002

MINUTES

JOINT CITY COUNCIL/CITY COUNCIL AS SUCCESSOR AGENCY TO DISSOLVED REDEVELOPMENT AGENCY/HOUSING AUTHORITY/COMMUNITY FACILITIES FINANCING AUTHORITY OF THE CITY OF DUARTE REGULAR MEETING – JULY 8, 2014

CALL TO ORDER The City Council/City Council as Successor Agency to Dissolved Redevelopment Agency/Housing Authority/Community Facilities Financing Authority of the City of Duarte met in a regular meeting in the Council Chambers, 1600 Huntington Drive, Duarte, California. Mayor Reilly called the meeting to order at 6:30 p.m.

RECORDATION OF ATTENDANCE The following were in attendance:
PRESENT: Fasana (6:40 p.m.), Kang, Paras-Caracci, Reilly
ABSENT: Finlay
ADMINISTRATIVE STAFF PRESENT: City Manager George, City Attorney Melching

ADOPTION OF AGENDA Kang moved, Paras-Caracci seconded to adopt the Agenda, and carried with Fasana and Finlay not present.

INTERVIEWS – Mayor’s Youth Council The City Council conducted interviews for the Mayor’s Youth Council, with Finlay not present. The interviews concluded at 6:45 p.m. City Council reconvened at 7:04 p.m., with four members present, and Finlay absent.

PLEDGE TO THE FLAG Brad Patterson led the Pledge of Allegiance to the Flag.

MOMENT OF REFLECTION A moment of reflection was observed.

FITNESS/MENTAL WARM-UP George and Kang provided the warm-up.

SPECIAL ITEMS
Recognition – Outgoing Mayor’s Youth Council members Mayor Reilly thanked the outgoing members of the Mayor’s Youth Council for their service, read their names, and displayed their Certificates of Appreciation.

Recognition – Duarte Education Foundation 2014 Honorees Lisa Marino, Duarte Education Foundation, described the services provided by the honorees, thanked them for supporting students, and presented them with awards. Mayor Reilly presented the honorees with Certificates of Appreciation.

ANNOUNCEMENTS
KC Caracci announced the Duarte Route 66 Parade will be held on September 27, with the theme “Celebrating Our Great Outdoors,” and thanked sponsors.
Eileen Penson, Duarte Library, announced upcoming programs, workshops, and events for adults and youth.
Sheryl Lefmann announced upcoming Chamber events in July and August.
Tina Carey announced jazz concert on August 7 sponsored by the Duarte Community Coordinating Council.

Karen Herrera announced upcoming community activities, programs, and meetings in July and August.

ORAL COMMUNICATIONS

The following spoke on items not on the Agenda.
Carol Ciminelli – Thanked Edison, generators.
Ahmad Solomon – Edison cable replacement phases.
Dalia Gomez – Edison TRTP update.
John Willis – Edison towers, access road.
Steve Hernandez – State mandate, PUC.

Mayor Reilly suggested Edison make another presentation at a future meeting to explain its project plan and completion.

CONSENT CALENDAR

Fasana moved, Paras-Caracci seconded to approve the Consent Calendar as follows, and carried with Finlay absent.
Approve Items A, B, C, F, H, I, K, L.
Receive and File Item E.
Remove Items D, G, J.

ITEMS REMOVED

Item D–Minimum Qualifications

Cesar Monsalve presented a staff report about the recommendation pertaining to expanding minimum qualifications for certain positions.

Item D – Approved

Fasana moved, Paras-Caracci seconded to approve expanding the minimum qualifications for Recreation Leader, Lifeguard, and Lifeguard Instructor to 17 years of age, with a high school diploma or equivalent, and carried with Finlay absent.

Item G – Proclamation
Parks Make Life Better

Mayor Reilly read the Proclamation for Parks Make Life Better in Duarte Month.

Item G – Approved

Reilly moved, Kang seconded to approve the Proclamation for Parks Make Life Better in Duarte Month, and carried with Finlay absent.

Item J – Award of Bid
Monument Sign/Clock Tower

Craig Hensley presented a staff report about the electronic message board installation and clock tower demolition, answered questions from Councilmembers, and discussed request for budget amendment.

Item J – Approved

Kang moved, Fasana seconded to award the contract to Architectural Design & Signs, Inc., in the amount of \$96,550 for City Hall Monument Sign and Clock Tower Demolition, and to approve a budget amendment in the amount of \$118,400, and carried with Finlay absent.

URGENCY ORDINANCE
Council Bill 14-O-08
Moratorium
Massage Establishments

Melching read by title Council Bill 14-O-08:
AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DUARTE, CALIFORNIA, ENACTED PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTIONS 36934, 36937, AND 65858, ADOPTING A MORATORIUM ON ESTABLISHING, LOCATING, OR OPERATING NEW MASSAGE ESTABLISHMENTS IN THE CITY AND

THE ISSUANCE OF ANY ZONING CLEARANCE, LICENSE OR PERMIT BY THE CITY WITH RESPECT THERETO

Melching presented a staff report, discussed existing law and proposed legislation, stated the moratorium would allow staff time to study and determine if any corrections or adaptations need to be made to our existing ordinance, noted an Urgency Ordinance needs a 4/5 vote to pass, and stated the vote must be unanimous tonight since there is one absence on the Council.

ORDINANCE NO. 850
(Urgency)

Fasana moved, Paras-Caracci seconded to adopt Urgency Ordinance No. 850, and carried with Finlay absent.

BUSINESS ITEMS
Appointments to Mayor's Youth Council

Fasana moved, Paras-Caracci seconded to appoint Hazel Gonzales, Daniel Chavez, Mayra Guzman, and Jiselle Chavez to the Mayor's Youth Council, for terms ending June 30, 2015, and carried with Finlay absent.

League Conference
Voting/Alternate Delegate

Fasana moved, Paras-Caracci seconded to designate Councilmember Kang as the Voting Delegate, and City Manager George as the Alternate for the League of California Cities Annual Conference, September 3-5, 2014, in Los Angeles, and carried with Finlay absent.

Fish Canyon Falls Trail Update/
Signage Costs

Cesar Monsalve presented a staff report and PowerPoint update about the Fish Canyon Falls Trail, possible signage options, and proposed budget/matching funds for grant application.

Fasana moved, Paras-Caracci seconded to approve staff's recommendation to use the information gathered from assessing the current condition of Fish Canyon Falls Trail to establish a report and budget, to use that information to apply for grant money recently made available by L.A. County Supervisor Michael Antonovich's office (requiring a 25% match), to use the funds to repair and restore the trail and to purchase supplies and interpretive displays and signs to complement the existing ones, and carried with Finlay absent.

ITEMS FROM CITY COUNCIL/
CITY MANAGER

KANG: Stated we are moving the City forward and beautifying it, and stated he thinks we should expedite the request to the Army Corps of Engineers pertaining to the San Gabriel River bike trail.

FASANA: Stated it would be great to have the Army Corps of Engineers trail completed, requested a report about 4th of July activities, inquired if we have penalties for fireworks being set off after 10:00 p.m., stated we need to look at options for additional resources due to noise and concussive explosions late in the night, stated we may need to look at the municipal code regarding hours when fireworks cannot be set off, and stated the particulates spiked at the monitoring station on July 4th.

PARAS-CARACCI: Stated she looks forward to the 4th of July report, she and her family enjoyed the 4th of July at Royal Oaks Park, stated some think the stop sign on Central/Duncannon is a three-way stop, and asked that the Traffic Safety Commission discuss the issue.

REILLY: Requested a report on the L.A. County Fire Department division scrimmage, attended Duarte Community Service Council meeting about helping homeless veterans and requested that the presentation be made at a future City Council meeting, discussed article about Gold Line Azusa-to-Claremont line not being funded for completion, and attended hard hat tour of Foothill Family Services, committee meeting on aging and long-term care, and San Gabriel Valley water supply tour.

ADJOURNMENT

Mayor Reilly adjourned the meeting at 8:50 p.m. in memory of Gloria Blount.

Mayor Elizabeth Nowak Reilly

ATTEST:

City Clerk



Senior Education and Training for Living Informed Futures Everyday

A federally recognized 501 (c) 3 nonprofit organization
710 South Myrtle Avenue #294, Monrovia, CA 91016 * (626) 386-8071

July 2, 2014

Dear Mayor Reilly;

We had the pleasure of meeting at the Foothill Unity 50's Extravaganza in Pasadena a few weeks back. We chatted about SET for LIFE and your interest in partnering to expand the opportunity for Duarte residents to participate in the Expo. On behalf of our Board of Directors, partners and community, I invite you to partner with us on **Saturday, September 13** as we celebrate SET for LIFE's 10th Anniversary Healthy Living for LIFE Expo 50+.

Our in-kind sponsorship request would involve your assistance with public relations, and marketing of the Expo to Duarte residents. Ideas include; Copying and flyer distribution, Calendar listings in on website and cable, inclusion in any City employee and resident newsletters, liaison to City Departments for marketing assistance, etc. We are not requesting any direct financial assistance.

In 2004, Set for LIFE in partnership with Second Baptist Church, Inc. paved the way for healthcare professionals to provide free health and breast cancer screenings, healthy living workshops and resources to low income seniors right in their own community. These strategic partnerships have provided seniors, families and caregivers access to hundreds of resources never before under one roof. September 13, 2014 will be no different as we celebrate our 10th Anniversary and focus attending on the common **"Myths About Healthy Aging,"** and helping our growing population of 50+ live healthier physically, emotionally, mentally and socially! Our goal is to encourage healthier food choices, increased physical activity, greater social interactions and emotional wellness among men and women 50+. Embracing these choices can dispel common aging myths such as; **Aging means declining health and/or disability, Memory loss is an inevitable part of aging, and You can't teach an older person new tricks.**

SET for LIFE's Annual Healthy Living for LIFE expo targets and provides opportunities for African and Latino-Americans and other low income ethnic minorities who continue to face healthcare disparities. We help older adults understand **it's never too late to begin taking steps to better health** by providing critical preventative screenings, valuable information and easy access to medical professionals in a welcoming and non-threatening environment.

Through our partnerships with healthcare providers, local physicians, healthcare professionals and community-based agencies, SET for LIFE is able to provide this **FREE** expo and a **healthy lunch to attendees**. As an **All-Volunteer Organization**, SET for LIFE is only able to provide these critical services through the generous financial and in-kind support from our partners. If you would like to participate in our Expo, please complete the attached form and return as soon as possible. For additional information, please contact me at patricia@setforlifeneeds.org or call (626) 407-8268, or visit our website at www.setforlifeneeds.org.

Warmly,

Patricia Duff Tucker
Board President
Cc: Karen Herrera

007



10th Annual Healthy Living for LIFE Expo 50+
SATURDAY, SEPTEMBER 13, 2014
10a.m. – 2p.m.

HEALTHY LIVING GOLD SPONSOR - \$2,500

Booth with 10 x 10ft space. Corporate logo on banners and printed materials, link to corporate website. Mention in social media promotion. Sponsorship listing on Thank you page. Material inserts in goody bag. Corporate name mentioned in all forms of media releases. Recognition award presented by elected officials with special framed photograph. Special vendor parking, continental breakfast and lunch for up to (6) individuals. Participation in 2014 Annual Mammogram Screenings.

Commitment deadline August 1, 2014

HEALTHY LIVING SILVER SPONSOR - \$1,000

8ft. table in prominent location. Corporate logo on flyers, Sponsorship listing on Thank you page. Corporate name mentioned in written media release. Listing on website. Vendor parking, continental breakfast and full lunch for (3) individuals. ***Commitment deadline August 1 2014***

HEALTHY LIVING BRONZE SPONSOR - \$500

8ft. Table. Sponsorship listing on Thank You page. Certificate of Appreciation. Vendor parking, continental breakfast and full lunch for (2) individuals. ***Commitment deadline August 15, 2014***

HEALTHY LIVING SCREENING VENDOR (final approval by agency)

8ft. Table and continental breakfast and full lunch for (2) individuals. Reserved for organizations providing FREE screenings to community during Expo. ***Deadline to accept invitation August 15, 2014***



10th Annual Healthy Living for LIFE Expo 50+

SATURDAY, SEPTEMBER 13, 2014
10a.m. – 2p.m.

Our Mission

SET for LIFE is a 501c3 nonprofit organization, whose mission is to provide seniors 50+ with practical skills, education and training to succeed in today's ever changing society. We do not endorse or support specific companies and are not affiliated with any government or political agency. Our services are offered **FREE** of charge without regard to race, color, creed, religious or non-religious affiliation. For more information contact us at: www.setforlifeneeds.org

Please type/print clearly and attach your business card.

Company Name:		
Contact Person:	Email:	
Address:		
City:	State:	Zip:
Telephone:	Cell:	Fax:

- Healthy Living Gold Sponsor \$2,500** **Healthy Living Silver Sponsor \$1000**
- Healthy Living Bronze Sponsor \$500**
- Healthy Living SCREENING Vendor (free of charge/final approval by agency)**
- I Need Electricity (first come basis w/limited availability)**

A check MUST accompany registration form

Make Checks payable to:
SET for LIFE, Inc.
 710 South Myrtle # 294
 Monrovia, CA 91016
 ATTN: 2014 Healthy Living

MEMORANDUM

TO: Darrell George, City Manager
FROM: Kristen Petersen, Assistant City Manager
DATE: July 22, 2014
SUBJECT: **Surplus Property Disposition Policy**

Background

In April of this year, during our interim audit review, Lance Soll and Lunghard made the recommendation that we create a formal Surplus Property Disposition Policy document that memorializes the procedures that we are already implementing appropriately, but for which we do not have a written policy document. The Surplus Property Disposition Policy is attached. As mentioned it does not change anything that we are currently doing, it simply memorializes it in a policy document.

Recommendation

It is recommended that the City Council approve the Surplus Property Disposition Policy.

CITY OF DUARTE

SURPLUS PROPERTY DISPOSITION POLICY

PURPOSE:

On occasion, the City of Duarte will possess property which has either exceeded its useful life or is determined to no longer be needed by the City, hereinafter referred to as "surplus property." There are both state government code and our own municipal code sections that govern the disposition of surplus property. The purpose of this policy is to inform employees of the existence of those laws and to provide guidance in determining disposition methods that will result in conformance with those laws, while preserving flexibility and efficiency.

This policy can and should be amended from time to time as may be needed. All future modifications will be made in writing, thus this document will always represent the current information and guidelines.

POLICY:

Any method of disposition may be utilized so long as the Purchasing Agent (as defined in Section 2.36.020 of the Municipal Code), determines that such method results in the satisfaction of the following criteria/(requirements):

- Disposition or sale of surplus property must be "for the common benefit" of the City and its constituents (regardless of the co-existence of a "private party benefit" (California Government Code).
- There must exist a reasonable basis for the determination that the disposition was for the common benefit (California Government Code).
- Surplus property acquired with grant funds must be disposed of in accordance with grant requirements.
- The City's liability from disposed property must be eliminated.
- The disposition must be for a public purpose and shall be free of favoritism to any one person or group. (California Government Code).
- The manner of disposition should be as efficient as possible, while achieving all the above criteria.

One method of disposition is the utilization of surplus property auction sales. In the event of an auction sale, and at the discretion of the Purchasing Agent, a minimum amount may be assigned to certain items and final sales of items shall go to the highest bidder at or above the minimum amount assigned by Purchasing Agent. In the event no offers above the minimum are received, the Purchasing Agent has discretion to adjust the minimum value to secure a fair and reasonable sale price. Any such surplus property auction must be broadly advertised and available to the public and therefore City staff. Such advertisement requirement shall also be required of any third-party auctioneer who holds an auction of surplus property for the City under contract.



CITY COUNCIL STAFF REPORT

Date: July 22, 2014

To: Mayor and City Council

From: Irma Hernandez, Senior Planner

Subject: Issuance of Report Pursuant to Government Code Section 65858(d) – Status of the City’s Current Moratorium on the Establishing, Locating, or Operating New Massage Establishments in the City

On July 8, 2014, the Duarte City Council, pursuant to Government Code 65858, adopted Ordinance No. 850 that established a 45-day moratorium on the establishing, locating, or operating new massage establishments in the City. This 45-day period is scheduled to end on August 21, 2014.

Duarte currently has five massage establishments operating with a City business license:

- 1163 Huntington Drive (near NWC of Huntington Dr. and Buena Vista St.)
- 1740 Huntington Drive # 310 (SWC Huntington Dr. and Highland Ave.)
- 1802 Huntington “D” (SEC Huntington Dr. and Highland Ave.)
- 2138 Huntington Drive (SEC Huntington Dr. and Elmhurst Ave.)
- 2163 Huntington Drive, (mid-block b/w Mt. Olive Dr. and Bradbourne Ave.)

Public Safety personnel continually monitor these businesses and advertisements on the web suggest that illegal activities may be taking place at some of these locations. On July 15, 2014, staff completed a web search using the search terms “Duarte massage” and the search results listed three Duarte massage locations under the heading “Duarte Massage Parlors – Erotic massage parlor reviews” which linked to the website www.rubmaps.com, a website known to list reviews for illicit massage parlors. Massage establishments remain a difficult business to monitor and proposed legislation, AB 1147, would return zoning tools to local jurisdictions to be able to regulate massage establishments. On June 23, 2014, AB 1147 was passed 8-0 by the Senate Business and Professions and Economic Development Committee. A hearing date before the Committee on Appropriations is set for August 4, 2014. Should the legislature pass the bill by the August 31 end of session deadline, the Governor will then have until September 30 to either sign the bill into law or veto it. If the bill is signed into law, it will take effect January 1, 2015.

A public hearing will be set before the Duarte City Council for August 12, 2014 to consider an extension of the moratorium. The moratorium will allow staff time to continue studying: (1) existing permit requirements that may be in conflict with SB 731; (2) potential effects of AB 1147 or continuation of SB 731; and (3) whether the City’s Municipal and Development Codes should be amended with different or additional provisions or regulations with respect to massage establishments.

MEMORANDUM

RECEIVED
JUL - 9 2014
CITY OF DUARTE



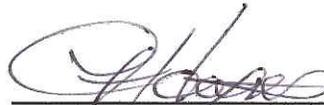
TO: CITY COUNCIL
FROM: COMMISSIONER FRANK HAYNES
SUBJECT: NOTICE OF ABSENCE FROM TRAFFIC SAFETY COMMISSION MEETING
DATE: 7/9/14

REASON FOR ABSENCE:

ACCIDENT VACATION OTHER*
 SICKNESS DEATH IN FAMILY

DATE OF MEETING ABSENCE 7/1/14

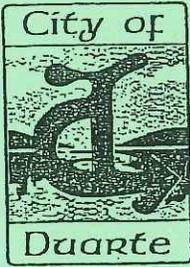
* EXPLANATION OF ABSENCE reaction to chemotherapy


SIGNATURE

ABSENCE NOTED BY CITY COUNCIL

DATE

(Revised 3/91)



MEMORANDUM

RECEIVED

JUL 15 2014

CITY OF DUARTE

TO: CITY COUNCIL
FROM: COMMISSIONER Ur
SUBJECT: NOTICE OF ABSENCE FROM Public Safety COMMISSION MEETING
DATE: _____

REASON FOR ABSENCE

_____ ACCIDENT

_____ VACATION

SICKNESS

_____ OTHER *

_____ DEATH IN FAMILY

DATE OF MEETING ABSENCE 5/20/2014

* EXPLANATION OF ABSENCE surgery on neck fusion

Mary Ann Ur
Signature

* * * * *

Absence noted by City Council

Date



MEMORANDUM

TO: Mayor and City Council

FROM: David F. Eoff IV, Associate Planner

DATE: July 22, 2014

SUBJECT: Agreement with the County of Los Angeles to Participate in the Los Angeles Region - Imagery Acquisition Consortium 4 (LAR-IAC4) Project

Staff recommends the City Council authorize the City Manager to initiate a contract with the County of Los Angeles allowing City participation in the Los Angeles Region - Imagery Acquisition Consortium 4 (LAR-IAC4) project. The maximum contribution for participation in the LAR-IAC4 project will not exceed \$21,560.00. This amount was part of the current 2014-2015 fiscal year budget.

LAR-IAC, led by the County of Los Angeles, specializes in providing highly accurate aerial imagery and elevation data sets to cities, counties, and many other agencies. The project was established in 2005 and is now entering its 4th round of digital aerial acquisition. The digital imagery and elevation data will provide valuable support to the City in a variety of ways. Some benefits may include improvements with infrastructure management, disaster planning and response, community and business outreach, and better understanding of the potential impacts new projects may have. Participation in the project will provide a substantial amount of digital data that all City Departments can access.

Staff believes participation in the LAR-IAC4 project will be essential to the City's operation. Staff has discussed the program with the City's current GIS service provider and will work with them to ensure proper integration and training as needed.

MEMORANDUM

TO: Mayor and Councilmembers

FROM: Darrell J. George, City Manager

DATE: July 17, 2014

SUBJECT: Conference Attendance – City Council Meeting of July 22, 2014



California Contract Cities Association
Board of Directors Meeting
August 20, 2014
L.A. County Arboretum, Arcadia
Cost: \$20 per person

Southern California Water Committee
Water & Energy Quarterly Meeting
July 25, 2014
Edison Sustainability Center, Irwindale
Cost: \$70 per person



ALOHA!

**CCCA's August
Board of Directors
Meeting**

**Join Us For Waikiki
Wednesday**

Hosted By:

**Los Angeles County
Sheriff's
Department
Contract Law
Enforcement
Bureau.**

August 20, 2014

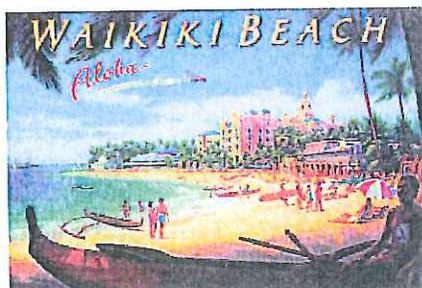
**Social begins at 5:30 pm
Dinner served at 6:30 pm
Meeting begins at 7:30 pm**

**Adults: \$20
Persons under 18: \$5
Tickets and payments at
the door**

**Make checks payable to:
Contract Law Fund**

**THIS IS AN OHANA
EVENT, SO GRAB YOUR
WAHINE OR YOUR KANE
AND BRING YOUR
KEIKIS!!**

**Table decorating contest!
1st, 2nd and 3rd place
prizes!**



L.A. County Arboretum
301 N. Baldwin, Arcadia



Water & Energy Quarterly Meeting



Friday, July 25, 2014

▶ **KEYNOTE SPEAKER:** **COMMISSIONER CATHERINE SANDOVAL**
California Public Utilities Commission

Join us as
Commissioner
Sandoval
discusses:

- ▶ The close relationship between water & energy.
- ▶ How we can optimize our usage as we see high demand & limited supply during the unprecedented drought.



▶ **ALSO FEATURING:** **FRAN SPIVY-WEBER**
SWRCB's Board Vice Chair will discuss the drought & recently proposed emergency conservation regulations.

▶ **LOCATION:** **SOUTHERN CALIFORNIA EDISON ENERGY EDUCATION CENTER**
"Sustainability Center"
6090 N. Irwindale Avenue, Irwindale, CA 91702

▶ **TIMES:** **11:30AM – LUNCH**
12:00PM – KEYNOTE SPEAKER

▶ **TICKETS: \$70/PERSON***
**No cancellations allowed within 72 hours of event*

▶ **RSVP**
Online under SCWC's Events & Calendar section:
www.socalwater.org/events-and-calendar/event-registration

▶ **SPONSORS NEEDED:**
Contact Kym Belzer at (818) 760-2121 or kbelzer@socalwater.org



Visit SCWC Online

www.socalwater.org | [@SoCalWaterComm](https://twitter.com/SoCalWaterComm) | www.facebook.com/socalwater

Duarte and Duarte Dispatch

Affiliated with SGV Newspaper Group
1210 N. Azusa Canyon Road
West Covina, CA 91790
626-962-8811 ext. 40918
sue.glynn@sgvn.com

5007700

CITY OF DUARTE
1600 E. HUNTINGTON DRIVE
DUARTE CA 91010

FILE NO. notice-public hearing CMP-self-c

**PROOF OF PUBLICATION
(2015.5 C.C.P.)**

**STATE OF CALIFORNIA
County of Los Angeles**

I am a citizen of the United States, and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of DUARTEAN and DUARTEAN DISPATCH, a newspaper of general circulation printed and published weekly in the City of Duarte, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, on the date of July 6, 1948, Case Number POMO C986. The notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

7/12/2014

I declare under the penalty of perjury that the foregoing is true and correct.

Executed at West Covina, LA Co. California
On this 15th day of July, 2014.



Signature

(Space below for use of County Clerk Only)

Legal No. 0010543457

NOTICE OF A PUBLIC HEARING TO BE HELD BY THE DUARTE CITY COUNCIL TO CONSIDER ADOPTION OF THE CONGESTION MANAGEMENT PLAN (CMP) LOCAL DEVELOPMENT REPORT AND SELF-CERTIFICATION WITH LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

NOTICE IS HEREBY GIVEN that, pursuant to State law, the City Council of the City of Duarte will hold a Public Hearing at 7:00 p.m., on Tuesday, July 22, 2014, in the Council Chambers, 1600 Huntington Drive, Duarte, California, to determine compliance with Los Angeles County's Congestion Management Plan. In accordance with the Congestion Management Plan of the Los Angeles County Metropolitan Transportation Authority, local jurisdictions are required to submit a resolution of self-certification stating the organization is in compliance with the State-mandated program. The City will review the mandates of this program and make a determination of compliance at this meeting. This project is statutorily exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15276, Class 1 of Title 14 of the California Code of Regulations.

Any interested party may appear in person, or by agent, and be heard. If this matter is challenged in Court, there will be a limit to only those issues that were raised at the Public Hearing described in this Notice, or in written correspondence delivered to the City Council at, or prior to, the Public Hearing. Written correspondence may be sent to Duarte City Hall, City Clerk's Office, 1600 Huntington Drive, Duarte, CA 91010.

For further information contact David F. Eoff IV, Associate Planner, at (626) 357-7931 ext. 239, Monday through Thursday between the hours of 7:30 AM and 6:00 PM.

Marla Akana
City Clerk

PUBLISH: Duartean, July 12, 2014

POSTED: Duarte City Hall
Duarte Public Safety Office
Duarte Library

7/7/14

Published: July 12, 2014
Duartean Ad#543457



CITY COUNCIL STAFF REPORT

DATE: JULY 22, 2014
TO: HONORABLE MAYOR AND DUARTE CITY COUNCIL
FROM: DAVID F. EOFF IV, ASSOCIATE PLANNER
SUBJECT: CONGESTION MANAGEMENT PROGRAM, 2014 LOCAL DEVELOPMENT REPORT

SUMMARY

The Congestion Management Program (CMP) is a state-mandated program that assists local agencies in linking land use decisions with impacts on the regions transportation systems. It became effective in 1990 after voter approval of Proposition 111 and requires every city in Los Angeles County to implement the provisions of the County's CMP. Implementation and conformance of the program is necessary to assure the City of Duarte continues to receive State gas tax funds (Section 2105) and remains eligible for other State and Federal transportation funding.

Staff recommends that the City Council adopt Resolution 14-R-17 stating the City is in compliance with the Congestion Management Program.

BACKGROUND

Conformance with CMP is required on an annual basis. The City of Duarte is required to hold a public meeting when the Local Development Report (LDR) is adopted. Following the adoption, the LDR and other necessary documents must be submitted to the Los Angeles County Metropolitan Transportation Authority (MTA) for review. Once reviewed, MTA will determine if the City is in conformance with the provisions of the CMP. The following requirements of the CMP are the responsibility of each local jurisdiction within Los Angeles County (88 cities total):

- Ongoing implementation of the CMP Transportation Demand Management (TDM) ordinance;
- Ongoing implementation of the CMP Land Use Analysis program;
- Adoption and submittal of a CMP Local Development Report; and
- Adoption and submittal of a Resolution Self-Certifying compliance with local CMP requirements.

Duarte continues to implement the TDM ordinance and Land Use Analysis program as part of compliance with the CMP requirements. A self-certification resolution has been prepared, adopting the 2014 LDR and certifying the City of Duarte's on-going implementation of the CMP requirements.

DEVELOPMENT ACTIVITY

For the 2014 reporting period of June 1, 2013 through May 31, 2014, The City of Duarte LDR includes permit issuance for the following:

- Construction of four (4) single-family residential dwelling units (Ridgecrest Estates);
- Construction of one (1) multi-family residential development (Andres Duarte Terrace);
- Construction of one (1) non-retail industrial development (Magellan Self-Storage);
- Construction of one (1) non-retail medical development (City of Hope campus - Kaplan Pavilion);
- Demolition of three (3) detached multi-family dwelling units

PUBLIC NOTICE

MTA requires that the City Council adopt the LDR and CMP conformance by resolution through a public hearing process. A public notice was published July 12, 2014 in the "Duartean", and was posted at City Hall, the Duarte Library, and the Duarte Public Safety office.

RECOMMENDATION

Staff recommends the Duarte City Council adopt Resolution 14-R-17 stating the City is in compliance with the Congestion Management Program for Los Angeles County Metropolitan Authority.

Respectfully Submitted,



David F. Eoff IV
Associate Planner

Attachment: 2014 CMP Local Development Report Plan Summary
Resolution No. 14-R-17



**2014 CMP Local Development Report
Reporting Period: JUNE 1, 2013 - MAY 31, 2014**

Contact: **DAVID F. EOFF IV, ASSOCIATE PLANNER**
Phone Number: **626-357-7931**

**CONGESTION MANAGEMENT PROGRAM
FOR LOS ANGELES COUNTY**

2014 DEFICIENCY PLAN SUMMARY

*** IMPORTANT: All "#value!" cells on this page are automatically calculated.
Please do not enter data in these cells.**

DEVELOPMENT TOTALS

RESIDENTIAL DEVELOPMENT ACTIVITY

Dwelling Units

Single Family Residential	4.00
Multi-Family Residential	(2.00)
Group Quarters	0.00

COMMERCIAL DEVELOPMENT ACTIVITY

1,000 Net Sq.Ft.²

Commercial (less than 300,000 sq.ft.)	0.00
Commercial (300,000 sq.ft. or more)	0.00
Freestanding Eating & Drinking	0.00

NON-RETAIL DEVELOPMENT ACTIVITY

1,000 Net Sq.Ft.²

Lodging	0.00
Industrial	111.92
Office (less than 50,000 sq.ft.)	0.00
Office (50,000-299,999 sq.ft.)	0.00
Office (300,000 sq.ft. or more)	0.00
Medical	6.95
Government	0.00
Institutional/Educational	0.00
University (# of students)	0.00

OTHER DEVELOPMENT ACTIVITY

Daily Trips

ENTER IF APPLICABLE	0.00
ENTER IF APPLICABLE	0.00

EXEMPTED DEVELOPMENT TOTALS

Exempted Dwelling Units	43
Exempted Non-residential sq. ft. (in 1,000s)	0

2. Net square feet is the difference between new development and adjustments entered on pages 2 and 3.

CITY OF DUARTE

Date Prepared: July 15, 2014

2014 CMP Local Development Report

Reporting Period: JUNE 1, 2013 - MAY 31, 2014

Enter data for all cells labeled "Enter." If there are no data for that category, enter "0."

PART 1: NEW DEVELOPMENT ACTIVITY**RESIDENTIAL DEVELOPMENT ACTIVITY**

Category	Dwelling Units
Single Family Residential	4.00
Multi-Family Residential	1.00
Group Quarters	0.00

COMMERCIAL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Commercial (less than 300,000 sq.ft.)	0.00
Commercial (300,000 sq.ft. or more)	0.00
Freestanding Eating & Drinking	0.00

NON-RETAIL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Lodging	0.00
Industrial	111.92
Office (less than 50,000 sq.ft.)	0.00
Office (50,000-299,999 sq.ft.)	0.00
Office (300,000 sq.ft. or more)	0.00
Medical	6.95
Government	0.00
Institutional/Educational	0.00
University (# of students)	0.00

OTHER DEVELOPMENT ACTIVITY

Description (Attach additional sheets if necessary)	Daily Trips (Enter "0" if none)
ENTER IF APPLICABLE	0.00
ENTER IF APPLICABLE	0.00

CITY OF DUARTE

Date Prepared: July 15, 2014

2014 CMP Local Development Report

Reporting Period: JUNE 1, 2013 - MAY 31, 2014

Enter data for all cells labeled "Enter." If there are no data for that category, enter "0."

PART 2: NEW DEVELOPMENT ADJUSTMENTS

IMPORTANT: Adjustments may be claimed only for 1) development permits that were both issued and revoked, expired or withdrawn during the reporting period, and 2) demolition of any structure with the reporting period.

RESIDENTIAL DEVELOPMENT ADJUSTMENTS

Category	Dwelling Units
Single Family Residential	0.00
Multi-Family Residential	3.00
Group Quarters	0.00

COMMERCIAL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Commercial (less than 300,000 sq.ft.)	0.00
Commercial (300,000 sq.ft. or more)	0.00
Freestanding Eating & Drinking	0.00

NON-RETAIL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Lodging	0.00
Industrial	0.00
Office (less than 50,000 sq.ft.)	0.00
Office (50,000-299,999 sq.ft.)	0.00
Office (300,000 sq.ft. or more)	0.00
Medical	0.00
Government	0.00
Institutional/Educational	0.00
University (# of students)	0.00

OTHER DEVELOPMENT ACTIVITY

Description (Attach additional sheets if necessary)	Daily Trips (Enter "0" if none)
ENTER IF APPLICABLE	0.00
ENTER IF APPLICABLE	0.00

**2014 CMP Local Development Report
Reporting Period: JUNE 1, 2013 - MAY 31, 2014**

Enter data for all cells labeled "Enter." If there are no data for that category, enter "0."

**PART 3: EXEMPTED DEVELOPMENT ACTIVITY
(NOT INCLUDED IN NEW DEVELOPMENT ACTIVITY TOTALS)**

Low/Very Low Income Housing	43	Dwelling Units
High Density Residential Near Rail Stations	0	Dwelling Units
Mixed Use Developments Near Rail Stations	0	1,000 Gross Square Feet
	0	Dwelling Units
Development Agreements Entered into Prior to July 10, 1989	0	1,000 Gross Square Feet
	0	Dwelling Units
Reconstruction of Buildings Damaged due to "calamity"	0	1,000 Gross Square Feet
	0	Dwelling Units
Reconstruction of Buildings Damaged in Jan. 1994 Earthquake	0	1,000 Gross Square Feet
	0	Dwelling Units
Total Dwelling Units	43	
Total Non-residential sq. ft. (in 1,000s)	0	

Exempted Development Definitions:

1. Low/Very Low Income Housing: As defined by the California Department of Housing and Community Development as follows:
 - Low-Income: equal to or less than 80% of the County median income, with adjustments for family size.
 - Very Low-Income: equal to or less than 50% of the County median income, with adjustments for family size.
2. High Density Residential Near Rail Stations: Development located within 1/4 mile of a fixed rail passenger station and that is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre is automatically considered high density.
3. Mixed Uses Near Rail Stations: Mixed-use development located within 1/4 mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing.
4. Development Agreements: Projects that entered into a development agreement (as specified under Section 65864 of the California Government Code) with a local jurisdiction prior to July 10, 1989.
5. Reconstruction or replacement of any residential or non-residential structure which is damaged or destroyed, to the extent of > or = to 50% of its reasonable value, by fire, flood, earthquake or other similar calamity.
6. Any project of a federal, state or county agency that is exempt from local jurisdiction zoning regulations and where the local jurisdiction is precluded from exercising any approval/disapproval authority. These locally precluded projects do not have to be reported in the LDR.

**CITY OF DUARTE
RESOLUTION NO. 14-R-17**

A RESOLUTION OF THE CITY OF DUARTE, CALIFORNIA, FINDING THE CITY TO BE IN CONFORMANCE WITH THE CONGESTION MANAGEMENT PROGRAM (CMP) AND ADOPTING THE CMP LOCAL DEVELOPMENT REPORT, IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 65089

WHEREAS, CMP statute requires the Los Angeles County Metropolitan Transportation Authority (“LACMTA”), acting as the Congestion Management Agency for Los Angeles County, to annually determine that the County and cities within the County are conforming to all CMP requirements; and

WHEREAS, LACMTA requires submittal of the CMP Local Development Report by September 1 of each year; and

WHEREAS, the City Council held a noticed public hearing on July 22, 2014.

NOW, THEREFORE, THE CITY COUNCIL FOR THE CITY OF DUARTE DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City has taken all of the following actions, and that the City is in conformance with all applicable requirements of the 2010 CMP adopted by the LACMTA Board on October 28, 2010.

The City has locally adopted and continues to implement a transportation demand management ordinance, consistent with the minimum requirements identified in the CMP Transportation Demand Management chapter.

The City has locally adopted and continues to implement a land use analysis program, consistent with the minimum requirements identified in the CMP Land Use Analysis Program chapter.

The City has adopted a Local Development Report, attached hereto and made a part hereof, consistent with the requirements identified in the 2010 CMP. This report balances traffic congestion impacts due to growth within the City with transportation improvements, and demonstrates that the City is meeting its responsibilities under the Countywide Deficiency Plan consistent with the LACMTA Board adopted 2003 Short Range Transportation Plan.

SECTION 2. That the City Clerk shall certify to the adoption of this Resolution and shall forward a copy of this Resolution to the Los Angeles County Metropolitan Transportation Authority.

SECTION 3. That the project is statutorily exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15276, Class 1 of Title 14 of the California Code of Regulations.

PASSED, APPROVED, and ADOPTED this 22nd day of July, 2014.

Mayor Elizabeth Nowak Reilly

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF DUARTE)

I, Marla Akana, City Clerk of the City of Duarte, County of Los Angeles, State of California, hereby attest to the above signature and certify that Resolution 14-17 was adopted by the City Council of said City of Duarte at a regular meeting of said Council held on the 22nd day of July, 2014, by the following vote:

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:

City Clerk Marla Akana
City of Duarte, California



CITY COUNCIL STAFF REPORT

To: City Council

From: Rafael Casillas, PE, Public Works Manager

Date: July 22, 2014

Subject: Traffic Calming Measures on Royal Oaks Drive from Miltonwood Avenue to Random Lane and Resolution 14-R-18 Installation of a three-way Stop at the Intersection of Royal Oaks Drive and Cotter Avenue

Several months ago, City Council requested Staff to study traffic concerns on Royal Oaks Drive. The request was in response to citizen concerns regarding high speed traffic and dangerous conditions on the street. The Traffic Commission addressed the issue at one of its meetings and invited area residents to attend and share concerns. Residents that attended the meeting informed the Commission about the number of traffic collisions and vehicles speeds. The Commission discussed the overall existing traffic circulation and past traffic calming measures that had been implemented in the area. The Commission asked Staff to study the issue and report back at a future meeting. RKA Consulting Group was utilized to conduct the study.

Traffic concerns along Royal Oaks have been addressed several times in the past with methods such as rumble strips, vehicle feed back sign, four (4) inch white edge lane lines and reduced posted speed limits being uses. The rumble strips were removed because of the noise that they caused, but the other items are still present.

The traffic study included the investigation of stop sign warrants at various intersections. The intersection of Royal Oaks Drive and Cotter Avenue met stop sign warrants for a three way stop in order to improve sight visibility and circulation (Resolution 14-R-18). In addition, bicycle counts on Royal Oaks Drive were conducted during the weekend. A total of 289 bicycle counts were made during the hours of 7:00AM to 10:00PM. Due to the large number of cyclist, the roadway improvements need to incorporate bicycle safe design and possible bike lanes. The traffic study is recommending a number of sign enhancements, pavement legends and stop sign installation at Royal Oaks Drive at Cotter Avenue, Exhibit A.

On June 3, 2014, the results of the study were presented to the Commission and area residents were invited to attend. The Commissioners recommended that City Council implement traffic calming measures on Royal Oaks Drive from Miltonwood Avenue to Random Lane and the installation of a three-way stop sign at the intersection of Royal Oaks Drive and Cotter Avenue. The traffic calming measures include the widening of the existing pavement edge lines, posting additional "Traffic Calming Ahead" signs, install "SLOW", "25" and bicycle symbol pavement legends and evaluate existing regulatory sign replacements. The Commission recommended the installation of a three-way stop at the intersection of Royal Oaks Drive and Cotter Avenue. In addition, the Commission supports conducting a Class III bicycle study on Royal Oaks Drive.

The hope is that the additional stop sign and the traffic calming measures will improve the problem. Increased speed and safety enforcement be included, especially when the school year begins in August.

Staff recommends that City Council: 1) adopt Resolution 14-R-18 authorizing the installation of a stop sign and the Royal Oaks Drive – Cotter Avenue intersection; 2) direct staff to cause the installation of the traffic calming measures outlined in the report and striping plan; and 3) direct staff monitor speed and safety issues along Royal Oaks Drive to determine if safety conditions improve.

Attachment(s):
Resolution No. 14-R-18
Exhibit A – Striping Plan

Reference:
Traffic Commission Staff Reports 11-5-2013 and 6-3-2014

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUARTE,
CALIFORNIA, ESTABLISHING STOP CONTROLS IN ALL DIRECTIONS AT
THE INTERSECTION OF ROYAL OAKS DRIVE AND COTTER AVENUE

WHEREAS, the community has requested stop controls in all directions at the intersection of Royal Oaks Drive and Cotter Avenue to improve traffic safety; and

WHEREAS, Section 21100 of the Vehicle Code of the State of California authorizes local authorities to adopt rules and regulations by ordinance or resolution with respect to regulating traffic by means of official traffic control devices including stop signs; and

WHEREAS, Section 21101 of the Vehicle Code of the State of California authorizes local authorities to adopt rules and regulations by ordinance or resolution with respect to: (1) designation of any highway as a through highway, and requiring all vehicles to observe official traffic control devices before entering or crossing that highway; and (2) the designation of any intersection as a stop intersection, and requiring all vehicles to stop at one or more entrances to an intersections; and

WHEREAS, the installation of stop signs in all directions at the intersection of Royal Oaks Drive and Cotter Avenue has been justified by an Engineering and Traffic Study, on file in the City Hall, and as recommended by the Traffic Safety Commission as its meeting on June, 3, 2014.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DUARTE, CALIFORNIA, DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

Section 1. The City Council of the City of Duarte, California, pursuant to Sections 21351, 21354, 21355 and 21360 of the Vehicle Code of the State of California, finds that stop controls on all approaches of the intersection at Royal Oaks Drive and Cotter Avenue are necessary in order to protect public health and safety.

Section 2. The City Council does hereby determine and declare that stop control(s) shall be established as provided in Section 1 of this Resolution.

Section 3. This resolution shall take effect on July 22, 2014.

Section 4. The established and enforcement of said stop control regulations shall not become effective until said stop control(s) have been posted at said intersection.

Section 5. That the City Manager is hereby authorized and directed to cause to be installed and maintained the necessary stop control(s) at said location for the controlling of traffic as provided in Section 1 of this Resolution.

PASSED and ADOPTED, this 22nd day of July, 2014.

Mayor Elizabeth Nowak Reilly

CITY OF DUARTE
COUNTY OF LOS ANGELES } ss.
STATE OF CALIFORNIA

I, Marla Akana, City Clerk of the City of Duarte, hereby attest to the above signature and certify that Resolution No. 14-18 was adopted by the City Council of said City of Duarte at a regular meeting of said Council held on the 22nd day of July, 2014, by the following vote:

AYES: Councilmembers:

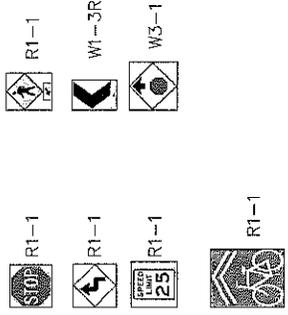
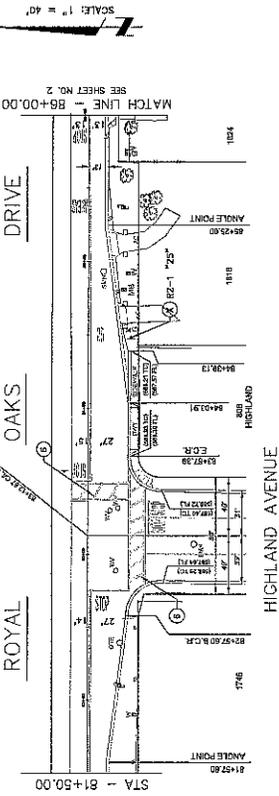
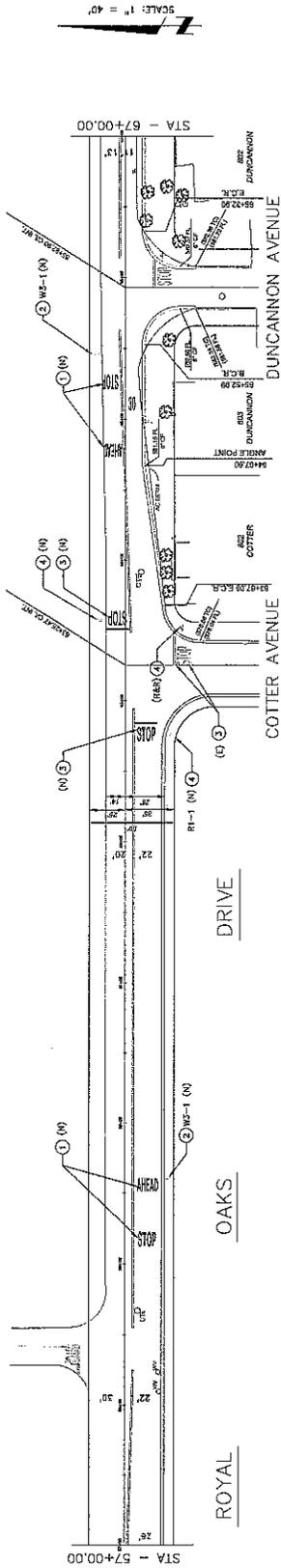
NOES: Councilmembers:

ABSENT: Councilmembers:

City Clerk Marla Akana
City of Duarte, California

EXHIBIT A

ROYAL OAKS DRIVE



NOTES

- SIGNAGE AND STRIPING IMPROVEMENTS**
- ① INSTALL WORK MARKINGS PER CALTRANS STD. 624D AND 624E.
 - ② INSTALL STOP AHEAD SIGN PER MUTCD STD.
 - ③ PARRY STOP MARK AND LEGEND PER CALTRANS STD. 424G AND 424E.
 - ④ INSTALL STOP SIGN PER MUTCD STD.
 - ⑤ WHEN EXISTING 4" TO 6" WHITE EDGE LINE.
 - ⑥ EXISTING WHITE CROSSWALK PER CALTRANS STD. 424F.
 - ⑦ INSTALL CUSTOM SIGN AND POST.

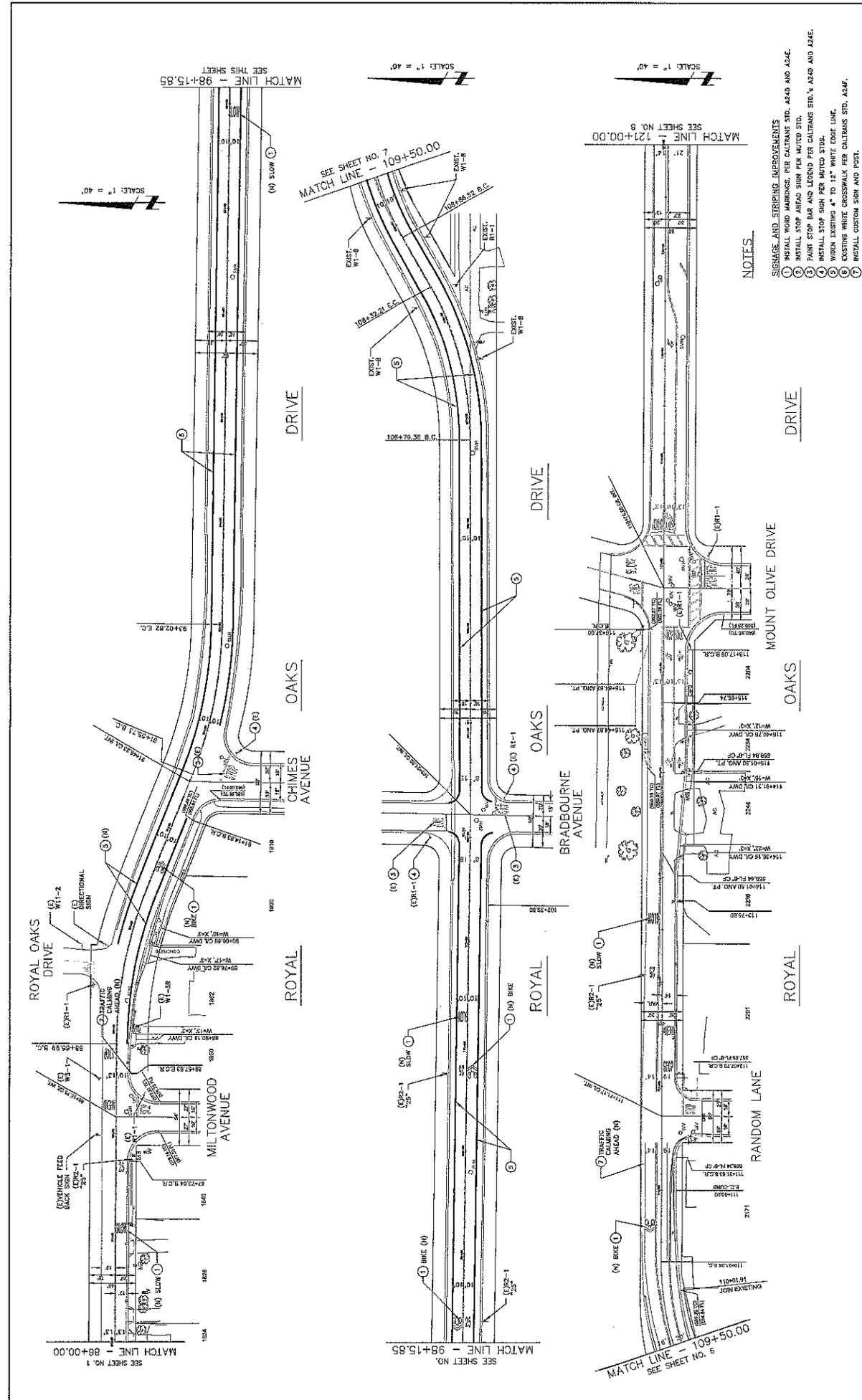
REVISIONS		NO.	DATE	BY	APPD	DATE
DESCRIPTION						

PLAN APPROVED BY:
CITY OF DUARTE

CITY OF DUARTE
STREET STRIPING PLAN
ROYAL OAKS DRIVE

EXHIBIT A

SHEET 1 OF 2



- NOTES**
- SIGMAGE AND STRIPING IMPROVEMENTS**
- 1 INSTALL STOP BAR AND LEGEND PER CALTRANS STD. A240 AND A242.
 - 2 PAINT STOP BAR AND LEGEND PER CALTRANS STD. A240 AND A242.
 - 3 INSTALL STOP SIGN PER MUTCD STD.
 - 4 INSTALL STOP SIGN PER MUTCD STD.
 - 5 WIDEN EXISTING 4' TO 12" WHITE EDGE LINE.
 - 6 EXISTING WHITE CROSSWALK PER CALTRANS STD. A244.
 - 7 INSTALL CUSTOM SIGN AND POST.

<p>APPROVED BY: CITY OF DUARTE</p>		<p>CITY OF DUARTE STREET STRIPING PLAN ROYAL OAKS DRIVE</p>	
<p>NO. DATE BY</p>		<p>EXHIBIT A</p>	
<p>REVISIONS</p>		<p>DAVID S. GILBERTSON, RCE 48523 DATE</p>	
<p>DESCRIPTION</p>		<p>SHEET 2 OF 2 SHEETS</p>	



MEMORANDUM

TO: Traffic Safety Commission
FROM: Craig Hensley, Community Development Director
DATE: November 5, 2013
SUBJECT: Traffic Issues on Royal Oaks Drive

At a recent City Council meeting, several residents that live along Royal Oaks Drive between Chimes Avenue and Mount Olive Drive spoke regarding traffic concerns in their neighborhood. The concerns related to the speed of traffic and safety in general along on Royal Oaks Drive. The attached traffic collision summary indicates that the concerns do have merit as several accidents have occurred in the area. The City Council referred the item to the Commission for discussion.

At the Council meeting, a variety of issues were discussed including speed tables and traffic calming. A copy of the City's speed table policy, adopted in 2010 is attached for the Commission's reference. Royal Oaks Drive would not qualify for speed tables under the City's current policy in, at least, two areas: 1) it is listed as an arterial street in the Circulation Element; and 2) the traffic count of 8550 is well above the maximum of 4000 provided in the policy.

For this meeting, Staff recommends that the Traffic Commission discuss the traffic issue and take any public comment.

One possible solution is traffic calming. Traffic calming could included speed tables, but could also include other methods to reduce traffic speed. A good definition for traffic calming is found on the trafficalmin.org website:

Definitions of traffic calming vary, but they all share the goal of reducing vehicle speeds, improving safety, and enhancing quality of life. Some include all three "Es," traffic education, enforcement, and engineering. Most definitions focus on engineering measures to change driver behavior. Some focus on engineering measures that compel drivers to slow down, excluding those that use barriers to divert traffic.

Staff recommends that the Commission make a recommendation to the City Council that the City place a top priority on this issue and that the City hire a Traffic Engineer to conduct a traffic calming study on Royal Oaks Drive between Buena Vista Street and Mount Olive.

**LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TEMPLE STATION**

10/21/2013
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**Traffic Collision History Report
Midblock Collisions**

Arterial: ROYAL OAKS DR
Limit 1: HIGHLAND AV
Limit 2: MOUNT OLIVE DR

Total Number of Collisions: 16

Date Range Reported: 10/31/2008 - 10/21/2013

Seq. No.	Date Time	Dist/Dir	Location	Collision Pattern	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# Ktd
109-01324-0542-472	1/27/09 14:25	228' East of	Royal Oaks Dr/Chimes Av	Sideswipe	Other Motor Vehicle	West		West		Improper Passing	0	0
109-03908-0542-250	3/22/09 23:59	300' East of	Royal Oaks Dr/Chimes Av	Other	Parked Motor Vehicle	East		East		Unknown	0	0
109-04530-0542-472	4/4/09 12:30	0' In Int.	Royal Oaks Dr/Mount Olive Dr	Broadside	Other Motor Vehicle	North		East		Auto R/W Violation	0	0
109-04550-0543-250	4/5/09 00:20	54' West of	Royal Oaks Dr/Bradbourne Av	Other	Parked Motor Vehicle	East		East		Driving Under Influence	0	0
910-00179-0542-472	1/5/10 12:49	2' West of	Royal Oaks Dr/Chimes Av	Sideswipe	Parked Motor Vehicle	West		West		Improper Passing	0	0
911-01982-0542-250	2/12/11 17:10	0' In Int.	Royal Oaks Dr/Highland Av			East		East			0	0
911-02209-0542-472	2/20/11 12:33	0' In Int.	Royal Oaks Dr/Random Ln	Broadside	Other Motor Vehicle	East		North		Other Than Driver	0	0
911-02301-0542-472	2/22/11 13:00	0' In Int.	Royal Oaks Dr/Chimes Av	Sideswipe	Other Motor Vehicle	West		West		Other Hazardous Movement	0	0
911-04004-0542-471	4/2/11 08:50	0' In Int.	Royal Oaks Dr/Miltonwood Av	Other	Non-Collision	East		West		Auto R/W Violation	0	0
912-02033-0542-242	2/22/12 20:15	462' East of	Royal Oaks Dr/Chimes Av	Other	Parked Motor Vehicle	East		East		Driving Under Influence	0	0
912-06571-0542-472	6/22/12 14:55	156' East of	Royal Oaks Dr/Chimes Av	Sideswipe	Other Motor Vehicle	West		West		Improper Passing	0	0

**LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TEMPLE STATION**

10/21/2013
Page 2

**Traffic Collision History Report
Midblock Collisions**

**Arterial: ROYAL OAKS DR
Limit 1: HIGHLAND AV
Limit 2: MOUNT OLIVE DR**

**Total Number of Collisions: 16
Date Range Reported: 10/31/2008 - 10/21/2013**

Seq. No.	Date Time	Dist/Dir	Location	Collision Pattern	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# Kid
912-08860- 0542-472	8/28/12 23:00	405' East of	Royal Oaks Dr/Chimes Av (E)	Rear-End	Other Motor Vehicle	East		East		Following Too Closely	0	0
913-05618- 0542-144	6/14/13 20:41	205' West of	Royal Oaks Dr/Random Ln	Other	Parked Motor Vehicle	East		South		Unsafe Speed	0	0
913-07016- 0542-471	7/23/13 23:00	162' East of	Royal Oaks Dr/Chimes Av (E)	Rear-End	Parked Motor Vehicle	East		East		Improper Turning	1	0
913-07080- 0542-472	7/25/13 21:00	320' East of	Royal Oaks Dr/Chimes Av (E)	Rear-End	Parked Motor Vehicle	East		East		Improper Turning	0	0
913-07991- 0542-250	8/22/13 12:11	36' East of	Royal Oaks Dr/Highland Av	Rear-End	Other Motor Vehicle	West		West		Unsafe Speed	0	0

**LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TEMPLE STATION**

**Traffic Collision History Report
Midblock Collisions**

10/21/2013
Page 3

Arterial: ROYAL OAKS DR
Limit 1: HIGHLAND AV
Limit 2: MOUNT OLIVE DR

Total Number of Collisions: 16
Date Range Reported: 10/31/2008 - 10/21/2013

Seq. No.	Date Time	Dist/Dir	Location	Collision Pattern	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# Kld
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Total Number of Collisions: 16 Segment Length: 0.64 miles (3,367')

Settings Used For Query

<u>Parameter</u>	<u>Setting</u>
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Sorted By	'Date and Time'

POLICY FOR THE INSTALLATION OF SPEED TABLES

Traffic calming is defined by the Institute of Transportation Engineers as: “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.” (Lockwood, Ian. ITE Traffic Calming Definition. ITE Journal, July 1997, pg. 22)

In addition to physical devices, such as speed tables, traffic calming measures may also include the use of the radar trailer, additional speed enforcement by the L.A. County Sheriff Department, installation of additional signage and/or pavement markings, or other measures determined to be appropriate by staff and/or recommended by the Traffic Safety Commission. These measures, singularly or in combination, will likely be implemented and their effects evaluated before consideration of the installation of the speed tables.

I. Speed Table Characteristics, Effects and Placement Requirements

- A. Speed tables are an appropriate mechanism for reducing speeds on certain streets in Duarte when properly installed under the right circumstances.
- B. Approved speed tables dimensions are: A minimum height of 3” x 21’ in width. Length of the table will vary according to the street width. The speed table shall not overlap the concrete gutter on either side of the street.
- C. Speed tables can be considered for installation when the benefits normally derived by residents from a local residential street are significantly diminished by the speed of traffic (even though there have been few or no reported accidents) as evidenced by a substantial majority of the abutting residents signing a petition for the installation of speed tables.
- D. Speed tables shall only be used on local residential streets (i.e., streets where the primary function is to provide access to abutting residents). The majority of street mileage in Duarte can clearly be classified as local residential streets. Speed tables will not be considered for streets that are classified as collector streets or higher in the City’s General Plan.
- E. Experience has shown that the average motorist reduces speed to approximately 25 MPH to traverse a 3-inch speed table. Installation of speed tables on streets other than local residential streets could have potentially severe traffic safety consequences, almost certainly affect emergency services and other service delivery activities, and likely create the diversion of large amounts of through traffic onto adjacent local residential streets which were not intended for that purpose.
- F. Speed tables will be considered on streets where the traffic volumes in both directions are at least 1,000 vehicles per day and no more than 4,000 vehicles per day.

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- G. Speed tables shall be installed on logical segments of local residential streets. Logical segments are considered to be segments between arterial streets or between changes in street direction. They will not normally be installed in isolated blocks along a continuous street or within cul-de-sac streets less than 1,200 feet in length. Speed tables shall not be installed where traffic signals or stop signs exist less than 1,200 feet apart along the street segment(s).
- H. Cul-de-sac streets longer than 1,200 feet may qualify for speed tables. The cost of installing speed tables on relatively short cul-de-sac streets cannot normally be justified.
- I. More than two-thirds (>66.6%) of residents on logical continuous segments of a local residential street must support the installation of speed tables. One vote, by the property owner(s), is allowed for each property. Note that the greater than two-thirds residential support is only one aspect of qualifying for the speed table installation. The additional requirements stated within this policy shall also be met.
- J. Streets eligible for the installation of speed tables shall have a speed limit of 25 MPH as determined in accordance with State Law, and shall have an 85th percentile speed greater than 35 MPH as determined by a Speed Survey. The need to reduce speed substantially at speed tables would not make these devices appropriate for streets posted higher than 25 MPH because of the severe speed differential such installation would create along the street. Severe differentials between the speeds of vehicles on a street are known to contribute to traffic collisions.
- K. The street shall be no more than one lane in each direction.
- L. The street should not be a truck route or a transit route.
- M. The street shall not have grades greater than 5%. On hilly/rolling streets, the eligible segment of the street, if any, shall meet the minimum distance requirements.
- N. Speed tables shall not be installed on streets with horizontal curves with less than 300 feet centerline radius, and on streets with vertical curves with less than minimum safe stopping sight distance.
- O. Speed tables shall not be installed on streets where a significant portion of the traffic will be diverted to nearby residential or local streets.
- P. Speed tables should generally be avoided where the drainage gutter or flow of water is in the center of the roadway. Drainage and hydraulic impacts shall be carefully evaluated on a case-by-case basis for such streets.
- Q. Speed tables may be considered in City dedicated residential alleys on a case-by-case basis based on all other criteria and engineering review.
- R. Speed table petitions not returned within 90 days of the application will lose their priority status.

- S. Additions, alterations, or removal of any or all speed tables may occur at any time.
- T. The representative(s) of a street not meeting the minimum criteria established in this policy will be able to appeal the decision to the City Council.
- U. Due to the expense and disruption to the flow of traffic, other traffic calming measures may be designed, implemented, measured and evaluated prior to the consideration of the installation of speed tables.
- V. Should two or more applications for speed tables be approved, and insufficient funds are available to perform all projects at the time of approval, a priority ranking of the installation of the speed tables for individual streets shall be determined as follows:
 - (1) One point for every 50 vehicles traveling the street in a 24-hour study.
 - (2) One point for each residential unit fronting the street, plus one point for each 25 feet of apartment frontage.
 - (3) One point for every 10 vehicles that are considered "bypass traffic."
 - (4) One point for every 10 vehicles that are traveling at speeds greater than 35 MPH as determined by a Speed Survey.

The accumulative total of points, based upon the above criteria, shall determine the priority ranking. The street with the largest number of points shall be ranked first priority with subsequent ranking of priority determined by the next largest number, etc.

II. Location Selection Guidelines

In selecting precise locations for the speed table installation, the following guidelines shall be adhered to:

- A. Speed tables shall not be located over manholes, water valves, or street monumentation, or whenever possible, within twenty-five feet of fire hydrants, as they prevent/impede access to these facilities.
- B. Speed tables should be located five to ten feet away from driveways, whenever possible, to minimize their effect on driveway access.
- C. Whenever possible, the width of the speed tables should be evenly split between two adjacent properties to minimize the impact on (access to) individual properties.
- D. Speed tables should be located near streetlights, whenever possible, in order to enhance their visibility at night.
- E. Speed tables should be located a minimum distance of 200 feet from corners, whenever possible, and shall never be located within a corner radius.

- F. Where speed tables are installed on streets having curves with greater than a 300-foot radius, no speed tables shall be installed on the horizontal curve(s).
- G. Speed tables shall be spaced at a minimum interval of 250 feet and a maximum interval of 600 feet. Speed tables will be placed no closer than 200 feet from traffic control devices or four-way intersections.
- H. No fewer than two speed tables will be placed on a residential street, as two speed tables are the minimum for effective speed control.

III. Signs and markings

- A. All signs and markings required with the speed tables shall be part of the contract bid package and will be installed at the concurrently with the installation of the speed tables.
- B. An advanced warning device shall be installed to alert motorists of upcoming speed tables. This device consists of 30-inch street signs stating "SPEED TABLES AHEAD" in four-inch (4") series "C" letters, above that is a pictorial of a speed table.

IV. Removal of Speed Tables

Removing speed tables from a street maybe considered when the criteria of one or more of the three options listed below are met:

Option 1:

- A. For Speed Tables Installed Due to Excessive Speed: Speed tables are ineffective in reducing speeds of vehicles based on speed survey conducted for a 72-hour period. The average 85th percentile speed of the 3 days of speed survey data must be less than 2 mph lower than those speeds demonstrated prior to the installation of speed tables in order to be considered ineffective.

Option 2:

- A. For Bypass Locations: Speed tables are ineffective in reducing the volume of vehicles, based on an average daily traffic (ADT) count. Traffic volumes must be reduced by less than 10% from the street's ADT count prior to the installation of speed tables in order to be considered ineffective.

NOTE: When speed tables were installed due to both excessive speed and bypass issues, the criteria of Option 1 and Option 2 shall be met before the removal of the speed tables maybe considered.

Option 3:

- A. There is a petition with more than a two-thirds (>66.6%) majority of street's property owner's signatures in favor of the speed table removal. Only one owner's signature per property is allowed. The property owner shall have driveway access onto the street segment previously qualified for the installation of the speed tables.

Removal Procedures:

- A. A community meeting maybe held to discuss the advantages of speed tables.
- B. If a Traffic Safety Commission decision is made to remove existing speed tables, a Council report shall be drafted. When approved by the City Council, the removal procedures may be initiated.
- C. For Options 1 and 2, the City of Duarte will pay for all costs for the removal of the speed tables and signs.
- D. For Option 3, the City shall be compensated by those requesting the removal of the speed tables for the full cost of the original installation, including design, construction, inspection, administration, the cost of the removal of the speed tables and signs, as well as any paving and striping required following the removal of the speed tables.

V. Funding

- A. Funding to be established on an annual basis by the City Council. Funding levels are likely to vary each year. Speed tables will be installed, in the order of the priority ranking, as funding permits.
- B. An individual or a group of individuals may fund a street that qualifies for speed tables. The individual or group of individuals must enter into a memorandum of understanding (MOU) with the City of Duarte, wherein they agree to pay for all costs associated with the installation of speed tables on their street (design, construction, inspection, administration, etc). Once a MOU is executed, the location to receive speed tables shall be included in the next City CIP speed table project. Private payment for speed tables does not relieve a location from the requirement of a two-thirds majority of residents favoring the installation of speed tables, or from any other criterion set forth in these guidelines.

PROCEDURES FOR THE INSTALLATION OF SPEED TABLES

- A. The City Council adopted policies and procedures for the installation of speed tables will be made available to all interested parties.
- B. A representative of a local residential street who believes the residents on their street will support the installation of speed tables shall submit a request in writing to the Traffic Safety Commission.
- C. If upon determination that a street is not eligible for speed tables, the representative(s) of the street will be notified in writing giving the reason why the street is not eligible.
- D. Upon determination that a street is eligible for further consideration, the representative of the street will be advised to submit a petition (forms provided by the City) from the abutting property owners indicating that more than 2/3rds of the property owners (>66.6%) support the installation of speed tables on their street. The petition forms provided by the City will state: "If there is subsequently a desire by property owners to remove the speed tables, the tables will only be considered for removal after receipt of a petition from a greater than 2/3rds majority (>66.6%) asking for the removal along with sufficient funds to cover the full cost of the original installation, including design, construction, inspection, administration, the cost of the removal of the speed tables and signs, as well as any paving and striping required following the removal of the speed tables."
- E. The sponsor of the petition is required to contact every property owner of the abutting properties on the subject street. If a property owner is against the installation of the proposed speed tables, the word "OPPOSED" will be noted on the petition signature space. If the sponsor is unable to contact a property owner, "NO CONTACT" will be noted on the petition signature space with the days and times that contact was attempted. It is required that the sponsor makes at least two attempts on separate days to contact the property owner.
- F. If the property owner does not reside at the property, a copy of the petition along with a cover letter describing the purpose of the petition shall be mailed to the owner to the address identified on the latest Tax Assessor's records. Copies of this correspondence and any return correspondence from the property owner to the sponsor shall be included in the petition package submitted to the City.
- G. Any petitions submitted prior to eligibility determination by City staff will not be processed ahead of schedule and shall be subject to rejection if all required information on the installation of speed tables is not included thereon.
- H. To be considered for the program, petitions must be received by the Traffic Safety Commission's staff liaison within 90 days from the date of the application.
- I. Upon verification of the petition, staff will make every reasonable effort to notify the surrounding area of the proposal for speed tables on a particular street. Such notification

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may include information in City publications (Duartean), City website, and neighborhood newsletters, when available, and in some instances, special signs posted on the street. If there is substantial opposition to the installation of speed tables by people who travel the street on a regular basis, the Engineering Division staff will consult with the various parties and attempt to reach consensus. If an agreement cannot be reached on a particular street, the matter will be referred to the City Council for final determination.

- J. Upon verification of the petition, the Engineering Division staff will, within 60 days, make traffic speed and volume measurements and review the traffic collision history for the street in question. If the petition is received between April 15th and August 15th, the traffic study will be conducted after school begins in September. In addition, staff will submit the list of requests to the Sheriff Department, Fire Department, Duarte Unified School District transit, Foothill Transit, and MTA Transit for their comments.
- K. In the event the number of requests for speed tables exceeds the funds available, the Traffic Safety Commission will rank the requests in a recommended order of priority and submit these recommendations to the City Council for approval. The priority ranking system is defined in Section I, Speed Table Characteristics, Effects and Placement Requirements, Paragraph V.
- L. The physical installation of speed tables and the associated traffic control devices shall conform to design standards established by the Traffic Safety Commission and the Engineering Division.

MEMO



TO: CRAIG HENSLEY, DIRECTOR OF
COMMUNITY DEVELOPMENT

FROM: DAVID GILBERTSON, T.E.
DOMINIC C. MILANO, P.E.
RKA CONSULTING GROUP ENGINEERS

DATE: MAY 28, 2014 (presented to Commission 6/3/14)

RE: ROYAL OAKS TRAFFIC STUDY

This Memorandum has been prepared by RKA Consulting Group to review the speed of the traffic on Royal Oaks Drive between Mt. Olive Drive and Buena Vista Street and present potential traffic calming alternatives. Royal Oaks Drive is an east-west collector street. While not intended, it is providing an alternate route to Huntington Drive as well as the 210 freeway. Thus there is a significant amount of “cut through” traffic on this street during certain periods. The traffic volume is also affected by Royal Oaks Elementary School at 2499 Royal Oaks Drive. The roadway is generally 36 feet in width from Miltonwood Avenue to Randon Lane providing one travel lane and one parking lane in each direction. The street is primarily residential. The homes from Miltonwood Avenue to Randon Lane have very limited off-street parking. Therefore, street parking is prevalent in this segment. The posted speed limit is 30 mph from Buena Vista Avenue to Highland Avenue and Mt Olive Drive easterly. The posted speed limit from Highland Drive to Mt Olive Drive is 25 mph with an existing eastbound speed feedback sign at Miltonwood Avenue.

TRAFFIC CALMING

Agreement about what constitutes traffic calming is an important first step in the process of developing a traffic calming plan for Royal Oaks Drive. Perceptions of what the term encompasses vary not only within the broad engineering community but also within the traffic engineering profession. It became apparent in the course of many studies that the perfection of the meaning of traffic calming has a clear and important impact on expectations of what can be achieved by a traffic calming plan. Traffic calming practice typically consists of various forms of physical management of vehicles. The most familiar forms of traffic calming action involve the use of physical treatments at the local street level.

The range of traffic calming actions is wide. Ewing (1999) distinguishes between traffic control devices, such as “Stop” signs and speed limit signs that require enforcement and traffic calming measures that are *self-enforcing*. Ewing contends that this distinction implies that effective traffic calming actions “rely on the laws of physics rather than human psychology to slow down traffic.” While the strategy has been developed with the idea of self-enforcement firmly in mind, it does not exclude any means of improving the street environment that can be effective. Brindle and O’Brien (1999) contend that traffic calming is the end rather than the means. In this context, arguments about what should and should not be considered traffic calming actions are

unimportant. The critical motivator of traffic calming is the underlying desire to improve the street environment. This moves the discussion from the kinds of *actions* that can legitimately be grouped under the traffic calming banner to the kinds of *outcomes* being sought.

Traffic calming, as it relates to this project, revolves around the idea of a better use of public space. This may be manifested in various ways: it may involve de-emphasizing vehicular traffic in favor of pedestrians and other street users such as bicyclists.

The goal of traffic calming for Royal Oaks Drive is to:

- Reduce traffic speed and lessen traffic impacts on Royal Oaks Drive, where traffic volumes, levels of service, and network capacity are *not* an issue.

MEASURED DATA

- 85th percentile for Royal Oaks Drive (Exhibit “A”)
 - At Bradbourne Avenue
 - 34 mph eastbound
 - 35 mph westbound
 - At Miltonwood Avenue
 - 30 mph eastbound
 - 31 mph westbound
 - At Eastford Avenue
 - 39 mph eastbound
 - 39 mph westbound
- Average daily traffic for Royal Oaks Drive (Exhibit “A”)
 - At Bradbourne Avenue
 - 3,741 eastbound
 - 3,113 westbound
 - At Miltonwood Avenue
 - 3,754 eastbound
 - 3,182 westbound
 - At Eastford Avenue
 - 3,582 eastbound
 - 2,789 westbound
- Average daily traffic at Bradbourne Avenue (Exhibit “C”)
 - At Royal Oaks Drive
 - 64 northbound
 - 45 southbound
- Peak bicycle count for Royal Oaks Drive (Exhibit “E”)
 - At Bradbourne Avenue
 - 70 eastbound
 - 289 westbound

STOP SIGNS

Numerous engineering studies have shown that unwarranted, multi-way stop signs should not be used as traffic calming devices. The Manual on Uniform Traffic Control Devices (MUTCD) describes warrants for installing multi-way stop signs. However, it does not describe many of the problems caused by the installation of unwarranted stop signs. These problems include concerns like liability issues, traffic noise, automobile pollution, traffic enforcement and driver behavior. Given that multi-way stop signs should not be used as a traffic calming device, it is important to analyze Royal Oaks Drive intersection(s) with either multi-way stop signs to determine if stop signs may be warranted.

Following are sections from the MUTCD (2012 Edition) which set out the warrants for the installation of multi-way stop signs:

Section 2B.07 Multi-Way Stop Applications

Support:

Multi-way stop control can be useful as a safety at intersections if certain traffic conditions exist.

Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

The decision to install multi-way stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum Volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hour, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

3. If the 85th percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criteria is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criteria C.3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Discussion:

If any of the above outlined criteria is met, the intersection of Royal Oaks Drive and Bradbourne Avenue would be a logical place to install multi-way stop signs. This location is near the middle of the straight, narrow section of Royal Oaks Drive.

Criteria "A" – Interim measure prior to installing a traffic signal. *Not applicable.*

Criteria "B" – Accidents. From Randon Lane to Miltonwood Avenue there have been nine (9) accidents from 1/1/2009 through 2/28/2014. Of those, two were for unsafe speed or improper passing. *This criteria is not satisfied.* (Exhibit "B").

Criteria "C" – Traffic Volumes:

1. The traffic volumes on Royal Oaks Drive at the intersection of Bradbourne Avenue do exceed an average of 300 vehicles per hour in an 8 hour period. (Exhibit "A").
2. The combined vehicular pedestrian and bicycle traffic entering the Royal Oaks intersection from Bradbourne does not come close to 200 units per hour for the same eight hour period. On March 25, 2014 from 7:00 a.m. to 10:00 a.m. a total of 64 units entered the intersection from Bradbourne Avenue. (Exhibit "C").
3. The 85th percentile approach speed on Royal Oaks Drive is 30 mph in the east bound direction and 31 mph in the west bound direction. (Exhibit "A"). *This criteria is not satisfied.*

Criteria "D" – *Not satisfied.*

Option "A" – There are no left turn conflicts.

Option “B” – Need to control vehicle/pedestrian conflicts. The intersection was satisfied on a Saturday (April 12, 2014) to determine if the volume of bicycles created a conflict at the intersection. While the peak hours (7:00 a.m. to 10:00 a.m.) volume was high, 289 bicycles (Exhibit “E”), all but a couple stayed on Royal Oaks Drive. It is probably not in the best interest to stop the bicyclists at this intersection.

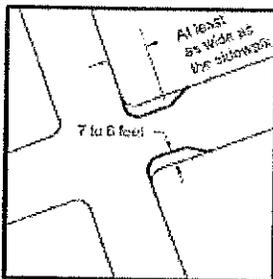
Option “C” – There are no turning movement conflicts at this intersection.

Option “D” – Not applicable.

While studying the physical characteristics of Royal Oaks Drive, it was noted that there is a sight distance issue at the intersection of Royal Oaks Drive and Cotter Avenue. Northbound Cotter Avenue to westbound Royal Oaks Drive has limited sight distance in the easterly direction. The speed limit on Royal Oaks Drive at this location is 30 mph. The 85th percentile speed was measured at 39 mph at Eastford Avenue, just east of this intersection, for both the east and west direction of travel. The required sight distance for the posted speed limit is 200 feet and at 39 mph it is 300 feet. Only 200 feet of sight distance exist at this intersection.

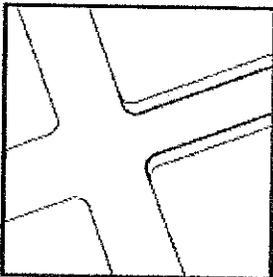
TRAFFIC CALMING DEVICES

There are a number of traffic calming devices that may be applicable to Royal Oaks Drive. They include the following:



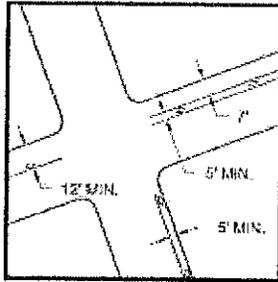
NECKDOWNS

A neckdown (also known as a curb extension) consists of a localized narrowing of the street achieved by widening the sidewalk or parkway. They may occur either at intersections or mid-block, and may include landscaping.



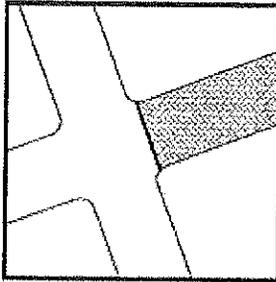
ROADWAY NARROWING

Roadway narrowing involves the reduction of typical pavement width along a roadway. The narrowing can be achieved by removing a portion of the pavement width (typically by widening the sidewalk or parkway) or by using pavement markings to indicate narrow travel lanes.



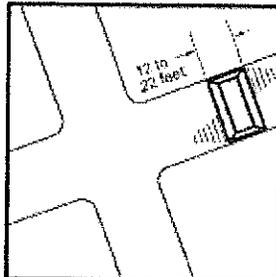
BIKE LANES

A designated on-street right-of-way that is delineated by pavement markings and signs. For bicycle lanes (Class II Bikeways) the Federal Highway Administration permits a minimum width of five feet when located adjacent to a curb or parking.



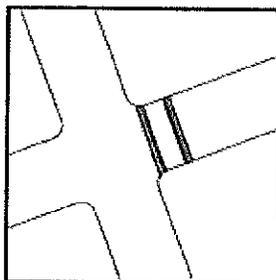
ROADWAY COLOR AND TEXTURE

Construction of roadway surfaces with materials that introduce surface texture to the roadway, such as paver stones, bricks, surface concrete patterns or stamped asphalt. Surface texture can create visual, vibratory and auditory effects. Texture can be utilized in a variety of applications, from treating entire streets, sidewalks or intersections to accenting and defining pedestrian crossing locations.



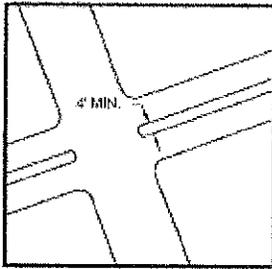
SPEED HUMP

A speed hump is a raised area in the roadway pavement extending across the road. Speed humps generally have a maximum height of 3 or 4 inches, with a travel length of 12 to 22 feet. The profile can be circular, parabolic or flat topped with sloping approaches. Longer, flat-topped speed humps are also known as speed tables, and may be combined with raised crosswalks.



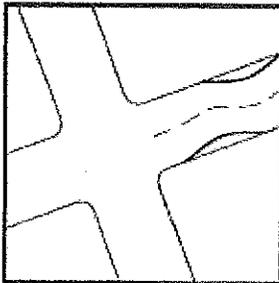
RAISED CROSSWALK

Raised crosswalks are constructed 2-4 inches above the normal roadway surface. Raised crosswalks are essentially flat-topped speed humps (speed tables). They are often constructed with concrete ramps and may also incorporate textured pavements in the crosswalk. Raised crosswalks can be placed mid-block or at intersections.



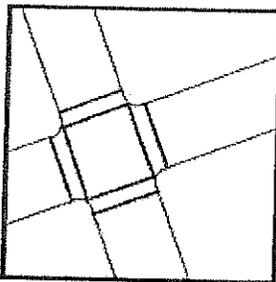
ROADWAY MEDIANS

A roadway median is defined as a raised island on the centerline of the street. A roadway median can include landscaping, space for pedestrian refuges and storage lanes for left turning vehicles.



CHICANE

Chicanes introduce horizontal deflection by building out curb lines on alternating sides of the roadway. These built-out areas may be landscaped. A chicane-like effect can also be achieved by alternating on-street parking from one side of the street to another.



RAISED INTERSECTION

Raised intersections are flat raised areas covering entire intersections with ramps on all approaches. They typically rise to the sidewalk level or just below. Raised intersections are often constructed with textured pavement materials on the flat portion.

Traffic Calming Devices Analysis:

- Neckdowns. It is infeasible to install at the intersection of Royal Oaks Drive and Bradbourne Avenue. (Exhibit "D"). Because of the high bicycle traffic on weekends, 359 bikes, (Exhibit "E") raised curbs are not recommended. Raised curbs will force the bicyclists further into the travel lanes. The law as of January 1, 2014 does give the bicyclist the right to share the travel lane with vehicles, but is not recommended to create any additional raised barriers. Currently there is a four (4) inch wide white edge line in this segment of Royal Oaks Drive. These edge lines stop short of the intersection's curb returns. The centerline is yellow raised pavement markers. Traffic calming could be enhanced at this intersection by widening the edge lines and extending them as shown in the "Markdowns" sketch above. In addition, a double yellow centerline can also be painted at the intersection.
- Roadway Narrowing. The section of Royal Oaks Drive under study cannot be physically narrowed because of the necessity for on-street parking. Currently there is "edge" striping that effectively narrows the appearance of the roadway.

- Bike Lanes. The requirement for additional street width to designate a bikeway, given the necessity for on-street parking, is not available.
- Roadway Color and Texture. While feasible at a cost, this device relies not only on a color change, but on vibratory and auditory effects. When used in a residential area, noise complaints will be made by adjacent residents.
- Speed Tables and Raised Intersections. The City Council adopted by resolution a policy on March 9, 2010 for the installation of speed tables. (Exhibit “F”). While Royal Oaks Drive does meet some of the criteria for the installation of these type of devices, it does not meet the following critical requirements.
 - Royal Oaks Drive is a collector street not a local street.
 - The 85th percentile speed is not greater than 35 mph at Bradbourne Avenue.
 - The street is on a transit route.
- Chicanes. In order to achieve effective chicanes, additional roadway width is necessary. Because of the necessity for on-street parking, the location for this type of device is limited. Any chicane will have be a negative effect on bicycle safety.

RECOMMENDATION

At this time, consulting traffic/civil staff cannot support the installation of stop signs on Royal Oaks Drive at any of the intersections between the east leg of Royal Oaks Drive North and Randon Lane. The volumes of vehicles on Royal Oaks Drive far exceed vehicles turning onto Royal Oaks Drive from the cross streets. This fact, combined with the high volume of bicycles on weekends and the low accident history caused by excessive speed, supports this recommendation.

With respect to traffic calming devices, consideration should be given to expanding the existing edge lines on Royal Oaks Drive at Bradbourne Avenue, thus creating the appearance of an intersection neckdown. It is suggested that the edge line be widened to 12 inches within 25 feet of the intersection and returned on a 5 foot radius to join the curbs on Bradbourne Avenue. It is also suggested that the centerline of Royal Oaks Drive from Highland Avenue to Mount Olive Drive be a striped double yellow centerline.* Painted neckdowns, while not as efficient as raised, are suggested at the Bradbourne Avenue intersection since it is not recommended to create any additional obstacles for the bicyclists. It is recommended that consideration be given to the installation of stop signs per both directions of Royal Oaks Drive at Cotter Avenue due to the limited sight distance for vehicles turning westbound onto Royal Oaks Drive from northbound Cotter Avenue.

Additional signage should be installed on Royal Oaks Drive. They should include at the least “Traffic Calming Ahead” (custom sign), “Share the Road” (W16-1P) and bicycle symbols painted on the roadway surfaces.

With the installation of any traffic calming devices or regulator devices, after one year it is recommended that speed and traffic counts including pedestrian and bicycles be taken to see what changes occurred. A report of this data then should be resubmitted for evaluation.

*With the raised pavement markers re-installed.

EXHIBIT "A"

SPEED

Royal Oaks Dr w/o Bradbourne Ave

City: Duarte
Project #: CA14_5077_003W

Day: Thursday
Date: 2/13/2014

West Bound

Time	<15	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70+	TOTAL
00:00 AM	0	0	0	2	3	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
04:00	0	0	0	1	4	0	0	0	0	0	0	0	0	5
05:00	0	1	1	9	13	8	0	0	0	0	0	0	0	32
06:00	0	0	12	60	56	18	1	0	0	0	0	0	0	147
07:00	0	0	28	301	256	38	2	0	0	0	0	0	0	625
08:00	0	0	17	126	189	57	6	0	0	0	0	0	0	395
09:00	0	0	9	60	61	29	9	0	0	0	0	0	0	169
10:00	0	1	7	44	61	22	3	1	0	0	0	0	0	139
11:00	0	0	6	38	64	16	3	1	0	0	0	0	0	129
12:00 PM	0	0	4	45	45	14	3	0	0	0	0	0	0	111
13:00	0	0	8	95	87	24	4	1	0	0	0	0	0	219
14:00	0	0	9	61	60	24	4	0	0	0	0	0	0	158
15:00	0	0	10	80	74	17	2	0	0	0	0	0	0	183
16:00	1	3	10	68	55	20	4	0	0	0	0	0	0	161
17:00	0	1	17	96	68	31	2	0	0	0	0	0	0	215
18:00	0	1	11	63	66	22	0	0	0	0	0	0	0	163
19:00	0	0	3	36	43	11	1	0	0	0	0	0	0	94
20:00	0	2	9	17	37	12	0	1	0	0	0	0	0	78
21:00	0	0	4	14	17	5	0	0	0	0	0	0	0	41
22:00	0	0	0	6	5	6	0	0	0	0	0	0	0	18
23:00	0	0	2	6	5	2	2	0	0	0	0	0	0	17
TOTALS	1	5	36	123	126	30	47	7	7	7	7	7	7	316
% of total	0%	0%	5%	40%	41%	12%	2%	0%	0%	0%	0%	0%	0%	100%

Directional Peak Periods	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
All Speeds	Volume	Volume	Volume	Volume
AM Volumes	704	192	2	0
% AM	23%	6%	0%	0%
AM Peak Hour	07:00	08:00	09:00	09:00
Volume	28	57	1	1
PM Volumes	587	188	0	0
% PM	19%	6%	0%	0%
PM Peak Hour	17:00	13:00	13:00	13:00
Volume	96	31	4	4
Directional Peak Periods	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
All Speeds	Volume	Volume	Volume	Volume
AM Volumes	1020	330	376	1387
% AM	33%	11%	12%	45%

Street Name	Direction	15th	50th	Average	85th	95th	ADT
Royal Oaks Dr	East Bound	26	30	30	34	38	3741
Royal Oaks Dr	West Bound	26	31	31	35	39	3113

SPEED

Royal Oaks Dr e/o Miltonwood

City: Duarte
Project #: CA14_5077_002a

Day: Thursday
Date: 2/13/2014

Time	<15	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70+	Total
00:00 AM	0	0	2	4	3	0	0	0	0	0	0	0	0	9
01:00	1	1	3	2	0	2	0	0	0	0	0	0	0	9
02:00	1	0	0	3	0	0	0	0	0	0	0	0	0	4
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	3	0	0	0	0	0	0	0	0	0	4
05:00	1	1	3	3	2	0	0	0	0	0	0	0	0	10
06:00	4	6	11	17	2	1	0	0	0	0	0	0	0	41
07:00	7	17	45	88	20	2	0	0	0	0	0	0	0	179
08:00	4	15	21	72	24	1	0	0	0	0	0	0	0	137
09:00	4	12	23	63	13	1	0	0	0	0	0	0	0	116
10:00	6	14	22	52	25	2	0	0	0	0	0	0	0	121
11:00	4	11	35	58	19	1	0	0	0	0	0	0	0	128
12:00 PM	11	16	33	99	22	0	0	0	0	0	0	0	0	181
13:00	4	10	35	127	29	3	0	0	0	0	0	0	0	208
14:00	12	22	36	116	51	3	0	0	0	0	0	0	0	240
15:00	4	27	41	194	56	2	0	0	0	0	0	0	0	324
16:00	5	45	67	296	110	5	0	0	0	0	0	0	0	528
17:00	5	51	97	309	91	2	0	0	0	0	0	0	0	555
18:00	1	30	129	237	35	3	0	0	0	0	0	0	0	435
19:00	4	15	74	117	20	2	0	0	0	0	0	0	0	232
20:00	2	4	46	61	10	0	0	0	0	0	0	0	0	123
21:00	1	2	33	49	11	0	0	0	0	0	0	0	0	96
22:00	1	5	12	20	11	0	0	0	0	0	0	0	0	49
23:00	3	1	5	10	3	0	0	0	0	0	0	0	0	23
TOTALS	35	107	274	2000	557	31	1%	10%	1083	4	29%	1966	4	57%
% of Totals	2%	8%	21%	55%	15%	1%								100%

Directional Peak Periods	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
All Speeds	Volume	Volume	Volume	Volume
AM Volumes	316	389	1083	1966
% AM	8%	10%	29%	52%
AM Peak Hour	07:00	01:00	04:00	07:00
Volume	166	108	0	0
% AM	53%	28%	0%	0%
PM Volumes	555	449	0	0
% PM	16%	12%	0%	0%
PM Peak Hour	14:00	16:00	0	0
Volume	128	110	0	0
% PM	23%	24%	0%	0%
TOTALS	871	838	1083	1966
% of Totals	21%	21%	27%	50%

Street Name	Direction	15th	50th	Average	85th	95th	ADT
Royal Oaks Dr	East Bound	21	27	26	30	34	3754
Royal Oaks Dr	West Bound	21	27	26	31	34	3182

SPEED

Royal Oaks Dr e/o Eastford Ave

City: Duarte
Project #: CA14_5077_001W

Day: Thursday
Date: 2/13/2014

West Bound

Time	<15	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70+	Total
00:00 AM	0	0	0	1	2	2	1	0	0	0	0	0	0	6
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	1	3	3	0	0	0	0	0	0	0	7
05:00	0	1	8	10	8	10	1	1	0	0	0	0	0	29
06:00	0	1	2	22	58	35	7	1	0	0	0	0	0	126
07:00	0	0	2	49	256	177	18	7	1	0	0	0	0	510
08:00	0	0	1	24	175	155	30	1	1	0	0	0	0	387
09:00	0	0	2	19	83	48	10	3	0	0	0	0	0	165
10:00	0	1	3	22	66	30	12	1	0	0	0	0	0	135
11:00	0	2	2	25	44	39	13	2	0	0	0	0	0	127
12:00 PM	0	2	2	18	49	22	8	1	0	0	0	0	0	102
13:00	0	0	1	21	82	55	13	0	0	0	0	0	0	172
14:00	0	1	0	19	49	51	10	2	1	0	0	0	0	133
15:00	0	0	2	14	84	53	6	1	0	0	0	0	0	160
16:00	0	2	1	17	72	46	9	1	0	0	0	0	0	148
17:00	0	0	0	24	99	58	21	3	0	0	0	0	0	205
18:00	0	1	1	33	68	37	14	0	0	0	0	0	0	154
19:00	0	0	0	17	34	30	5	1	0	0	0	0	0	87
20:00	0	0	0	11	29	18	7	1	0	0	0	0	0	68
21:00	0	0	2	17	49	11	6	0	1	0	0	0	0	33
22:00	0	0	1	2	5	5	3	1	1	0	0	0	0	18
23:00	0	0	1	1	7	3	2	0	0	0	0	0	0	14
Totals	11	26	133	186	689	426	72	132	68	5	13	0	0	2789
% of Totals	0%	1%	13%	32%	46%	32%	7%	13%	8%	0%	1%	0%	0%	100%

Directional Peak Periods	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
All Speeds	Volume	Volume	Volume	Volume
AM Volumes	897	274	353	1265
% AM	32%	10%	13%	45%
AM Peak Hour	11:00	08:00	07:00	07:00
Volume	1000	980	700	700
PM Volumes	13	104	3	0
% PM	0%	4%	0%	0%
PM Peak Hour	12:00	17:00	14:00	17:00
Volume	1200	1700	1400	1700

Street Name	Direction	15th	50th	Average	85th	95th	ADT
Royal Oaks Dr	East Bound	31	35	35	39	43	3582
Royal Oaks Dr	West Bound	30	34	34	39	42	2789

EXHIBIT "B"

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
 TEMPLE STATION

3/17/2014
 Page 2

Traffic Collision History Report
 Midblock Collisions

Arterial: ROYAL OAKS DR
 Limit 1: BUENA VISTA ST
 Limit 2: MOUNT OLIVE DR

Total Number of Collisions: 26
 Date Range Reported: 1/1/2009 - 2/28/2014

Seq. No.	Date Time	Dist/Dir	Location	Collision Pattern	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# Kld
X 911-01982-0542-250	2/12/11 17:10	0' In Int.	Royal Oaks Dr/Highland Av			East		East			0	0
X 911-02209-0542-472	2/20/11 12:33	0' In Int.	Royal Oaks Dr/Random Ln	Broadside	Other Motor Vehicle	North		East		Other Than Driver	0	0
X 911-02301-0542-472	2/22/11 13:00	0' In Int.	Royal Oaks Dr/Chimes Av	Sideswipe	Other Motor Vehicle	West		West		Other Hazardous Movement	0	0
X 911-04004-0542-471	4/2/11 06:50	0' In Int.	Royal Oaks Dr/Miltonwood Av	Other	Non-Collision	West		East		Auto R/W Violation	0	0
X 911-10783-0541-472	9/6/11 12:00	92' East of	Royal Oaks Dr/Buena Vista St	Hlt Object	Fixed Object	East		East		Improper Turning	0	0
X 912-02033-0542-242	2/22/12 20:15	462' East of	Royal Oaks Dr/Chimes Av	Other	Parked Motor Vehicle	East		East		Driving Under Influence	0	0
X 912-04632-0541-471	4/29/12 18:06	75' East of	Royal Oaks Dr/Junipero Dr	Sideswipe	Parked Motor Vehicle	West		West		Improper Turning	1	0
Y 912-06571-0542-472	6/22/12 14:55	156' East of	Royal Oaks Dr/Chimes Av	Sideswipe	Other Motor Vehicle	West		West		Improper Passing	0	0
Y 912-08860-0542-472	8/28/12 23:00	405' East of	Royal Oaks Dr/Chimes Av	Rear-End	Other Motor Vehicle	East		East		Following Too Closely	0	0
X 913-03203-0541-472	4/6/13 15:40	0' In Int.	Royal Oaks Dr/Buena Vista St	Broadside	Other Motor Vehicle	North		East		Unknown	0	0
X 913-05618-0542-144	6/14/13 20:41	205' West of	Royal Oaks Dr/Random Ln	Other	Parked Motor Vehicle	East		South		Unsafe Speed	0	0

**LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TEMPLE STATION**

3/17/2014
Page 3

**Traffic Collision History Report
Midblock Collisions**

Arterial: ROYAL OAKS DR
Limit 1: BUENA VISTA ST
Limit 2: MOUNT OLIVE DR

Total Number of Collisions: 28
Date Range Reported: 1/1/2009 - 2/28/2014

Seq. No.	Date Time	Dist/Dir	Location	Collision Pattern	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# Ktd
X 913-07016- 0542-471	7/23/13 23:00	162' East of	Royal Oaks Dr/Chimes Av (E)	Rear-End	Parked Motor Vehicle	East		East		Improper Turning	1	0
X 913-07080- 0542-472	7/25/13 21:00	320' East of	Royal Oaks Dr/Chimes Av (E)	Rear-End	Parked Motor Vehicle	East		East		Improper Turning	0	0
X 913-07991- 0542-250	8/22/13 12:11	38' East of	Royal Oaks Dr/Highland Av	Rear-End	Other Motor Vehicle	West		West		Unsafe Speed	0	0
X 914-02442- 0542-250	2/18/14 17:00	10' East of	Royal Oaks Dr/Chimes Av (E)			West		West			0	0

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
 TEMPLE STATION

3/17/2014
 Page 4

Traffic Collision History Report
 Midblock Collisions

Arterial: ROYAL OAKS DR
 Limit 1: BUENA VISTA ST
 Limit 2: MOUNT OLIVE DR

Total Number of Collisions: 26
 Date Range Reported: 1/1/2009 - 2/28/2014

Seq. No.	Date Time	Dist/Dir	Location	Collision Pattern	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# Kid
Total Number of Collisions: 26 Segment Length: 1.26 miles (6,675')												

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Sorted By	'Date and Time'

EXHIBIT "C"

ITM Peak Hour Summary

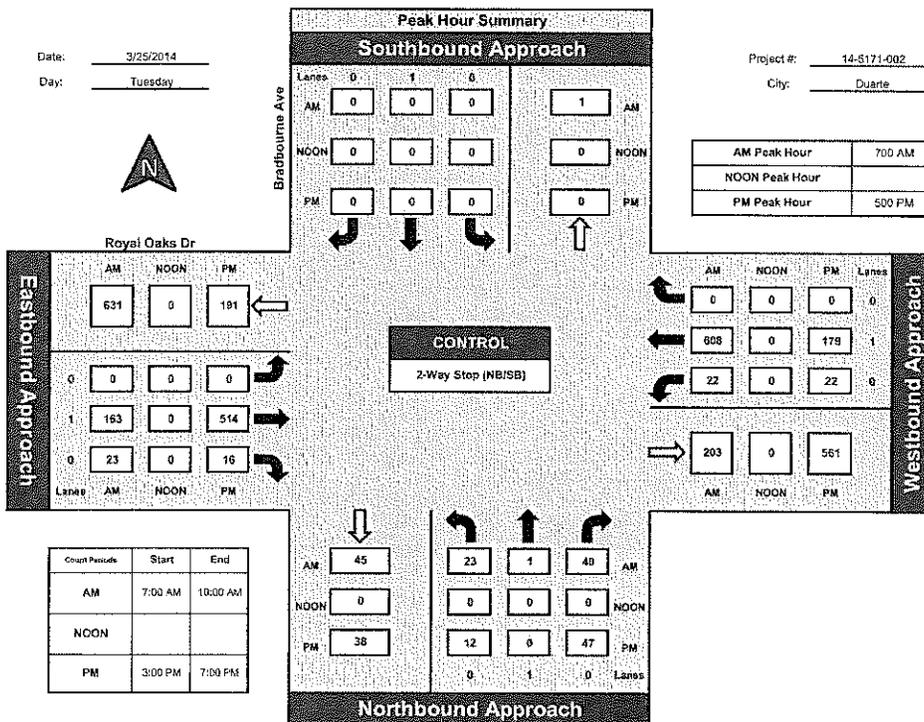


National Data & Surveying Services

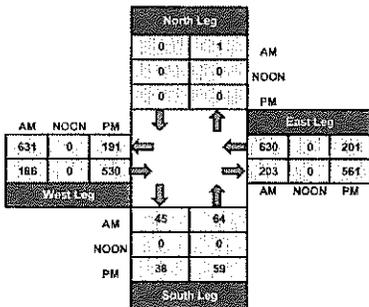
Bradbourne Ave and Royal Oaks Dr, Duarte

Date: 3/25/2014
Day: Tuesday

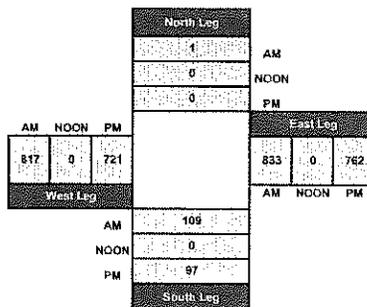
Project #: 14-5171-002
City: Duarte



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5171-002
 N/S Street: Bradbourne Ave
 E/W Street: Royal Oaks Dr
 DATE: 3/25/2014
 CITY: Duarte

DAY: Tuesday

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	1	2	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	1	0
8:00 AM	0	1	0	0	1	0	0	0
8:15 AM	0	0	0	0	2	2	0	0
8:30 AM	0	0	0	0	1	0	0	0
8:45 AM	0	0	0	0	1	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	1	1	0	1	0	1	0
9:30 AM	0	0	0	0	0	1	0	0
9:45 AM	0	0	0	0	0	1	0	0
TOTALS	1	2	1	0	8	6	2	0

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	3	0	0	2	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	4	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	1	0	0	0	0
TOTALS	0	10	0	0	8	0						

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	5	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	2	2	1	0
4:00 PM	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	1	1	0	0
4:30 PM	0	0	0	0	2	0	0	0
4:45 PM	0	0	0	0	0	2	0	0
5:00 PM	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	0	4	0	3
5:30 PM	0	0	0	0	1	0	0	0
5:45 PM	0	0	0	0	3	2	0	0
6:00 PM	0	0	0	0	2	1	0	0
6:15 PM	0	0	0	0	2	0	2	0
6:30 PM	0	0	0	0	1	1	0	0
6:45 PM	0	0	0	0	0	2	0	0
TOTALS	0	0	0	0	14	17	8	5

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0	0	0	1	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0
4:45 PM	0	0	1	0	1	0	0	1	0	1	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0
5:15 PM	0	0	1	0	0	0	0	1	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	1	1	0
6:00 PM	0	0	0	0	0	0	0	1	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	1	0
6:30 PM	0	0	0	0	0	0	0	1	0	1	1	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	0	1	2	0	1	0	0	8	1	3	8	0

EXHIBIT "D"

EXHIBIT D

WESTBOUND ROYAL OAKS DRIVE AT BRADBOURNE AVENUE*



*Photo shows existing edge of striping. Centerline is raised pavement markers (RPM's). Yellow stripe in photo is a google earth direction of travel control and does not exist.

EXHIBIT "E"

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 14-5212-001
 N/S Street: Bradbourne Ave
 E/W Street: Royal Oaks Dr
 DATE: 4/12/2014
 CITY: Duarte

DAY: Saturday

A M
 PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	2	0	1	0
7:15 AM	0	0	0	0	1	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	3	0	0	0
8:00 AM	0	0	0	0	3	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	3	0	0
8:45 AM	0	0	1	0	1	1	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	1	0	0	0
9:45 AM	0	0	0	0	1	0	0	1
TOTALS	0	0	2	0	12	4	1	1

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	2	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	15	0	0	3	0
8:15 AM	0	0	0	0	0	0	0	36	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	4	0	0	1	0
8:45 AM	0	0	0	0	0	0	0	2	0	0	4	0
9:00 AM	0	0	0	0	0	0	0	2	0	0	36	0
9:15 AM	0	0	0	0	0	0	0	5	0	0	93	0
9:30 AM	0	0	0	0	0	0	0	1	0	0	102	0
9:45 AM	0	0	2	0	0	0	0	1	0	0	46	0
TOTALS	0	0	2	0	0	0	0	70	0	0	289	1

P M
 PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	1	0	0	0
4:15 PM	0	0	0	0	0	1	0	0
4:30 PM	0	0	0	0	1	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	2	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	3	0	0
6:00 PM	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	1	0
6:45 PM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	4	4	1	2

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0
3:45 PM	0	0	1	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	0	0	1	0	0	0	0	4	0	1	7	0

ITM Peak Hour Summary

Prepared by:

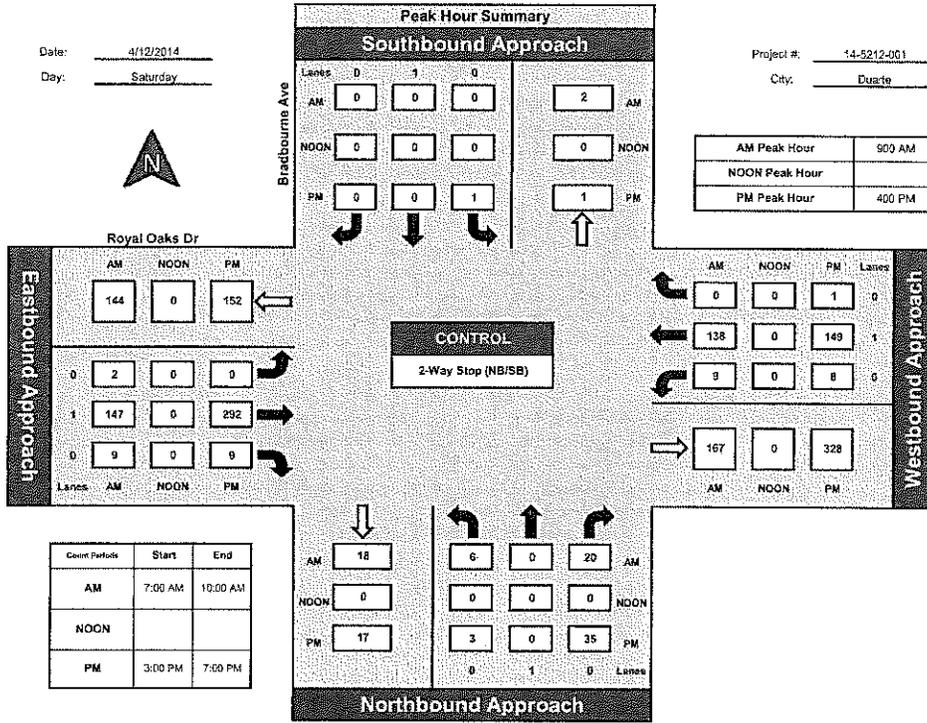


National Data & Surveying Services

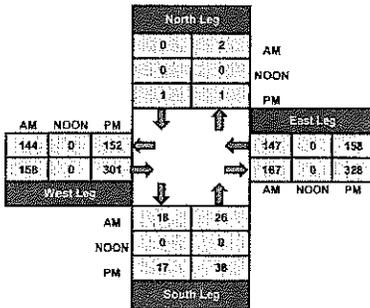
Bradbourne Ave and Royal Oaks Dr, Duarte

Date: 4/12/2014
Day: Saturday

Project #: 14-5212-001
City: Duarte



Total Ins & Outs



Total Volume Per Leg

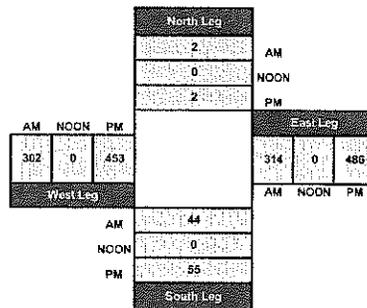


EXHIBIT "F"

RESOLUTION NO. 10-04

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUARTE, CALIFORNIA, ADOPTING A POLICY FOR THE INSTALLATION OF SPEED TABLES ON CITY STREETS

WHEREAS, the City Council of the City of Duarte ("City Council" or "City" as applicable) recognizes that "speed tables" may be an effective traffic calming device for certain residential streets within the City under specified conditions; and

WHEREAS, the City Council directed the Traffic Safety Commission ("Commission") to develop a comprehensive policy regulating the installation of speed tables; and

WHEREAS, the Commission developed a draft policy establishing specific traffic engineering criteria, resident petition requirements, funding specifications and other requirements that shall be met prior to the Commission considering the recommendation of the installation of speed tables for a particular residential street; and

WHEREAS, the City Council held a workshop on the Commission's draft policy as part of the City Council meeting on January 26, 2010;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF DUARTE, CALIFORNIA, RESOLVES AS FOLLOWS:

Section 1. The City Council approves and adopts the "Policy for the Installation of Speed Tables" set forth in Attachment "A" to this Resolution, which shall govern future consideration of speed table installations within the City.

Section 2. The approval and adoption of the Policy for the Installation of Speed Tables set forth in Attachment "A" is exempt from the California Environmental Quality Act pursuant to 14 C.C.R. Section 15301(c) as a minor alteration to existing streets.

PASSED, APPROVED, AND ADOPTED this 9th day of March, 2010.

/s/ Margaret Finlay
Mayor Margaret Finlay

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF DUARTE)

I, Marla Akana, City Clerk of the City of Duarte, County of Los Angeles, State of California, hereby attest to the above signature and certify that Resolution No. 10-04 was adopted by the City Council of said City of Duarte at a regular meeting of said Council held on the 9th day of March, 2010, by the following vote:

AYES: Councilmembers: Fasana, Gaston, Paras-Caracci, Reyes, Finlay

NOES: Councilmembers: None

ABSENT: Councilmembers: None

/s/ Marla Akana
City Clerk Marla Akana
City of Duarte, California

POLICY FOR THE INSTALLATION OF SPEED TABLES

Traffic calming is defined by the Institute of Transportation Engineers as: "the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users." (Lockwood, Ian. ITE Traffic Calming Definition. ITE Journal, July 1997, pg. 22)

In addition to physical devices, such as speed tables, traffic calming measures may also include the use of the radar trailer, additional speed enforcement by the L.A. County Sheriff Department, installation of additional signage and/or pavement markings, or other measures determined to be appropriate by staff and/or recommended by the Traffic Safety Commission. These measures, singularly or in combination, will likely be implemented and their effects evaluated before consideration of the installation of the speed tables.

I. Speed Table Characteristics, Effects and Placement Requirements

- A. Speed tables are an appropriate mechanism for reducing speeds on certain streets in Duarte when properly installed under the right circumstances.
- B. Approved speed table dimensions are: A minimum height of 3" x 21" in width. Length of the table will vary according to the street width. The speed table shall not overlap the concrete gutter on either side of the street.
- C. Speed tables can be considered for installation when the benefits normally derived by residents from a local residential street are significantly diminished by the speed of traffic (even though there have been few or no reported accidents) as evidenced by a substantial majority of the abutting residents signing a petition for the installation of speed tables.
- D. Speed tables shall only be used on local residential streets (i.e., streets where the primary function is to provide access to abutting residents). The majority of street mileage in Duarte can clearly be classified as local residential streets. Speed tables will not be considered for streets that are classified as collector streets or higher in the City's General Plan.
- E. Experience has shown that the average motorist reduces speed to approximately 25 MPH to traverse a 3-inch speed table. Installation of speed tables on streets other than local residential streets could have potentially severe traffic safety consequences, almost certainly affect emergency services and other service delivery activities, and likely create the diversion of large amounts of through traffic onto adjacent local residential streets which were not intended for that purpose.
- F. Speed tables will be considered on streets where the traffic volumes in both directions are at least 1,000 vehicles per day and no more than 4,000 vehicles per day.

- G. Speed tables shall be installed on logical segments of local residential streets. Logical segments are considered to be segments between arterial streets or between changes in street direction. They will not normally be installed in isolated blocks along a continuous street or within cul-de-sac streets less than 1,200 feet in length. Speed tables shall not be installed where traffic signals or stop signs exist less than 1,200 feet apart along the street segment(s).
- H. Cul-de-sac streets longer than 1,200 feet may qualify for speed tables. The cost of installing speed tables on relatively short cul-de-sac streets cannot normally be justified.
- I. More than two-thirds (>66.6%) of residents on logical continuous segments of a local residential street must support the installation of speed tables. One vote, by the property owner(s), is allowed for each property. Note that the greater than two-thirds residential support is only one aspect of qualifying for the speed table installation. The additional requirements stated within this policy shall also be met.
- J. Streets eligible for the installation of speed tables shall have a speed limit of 25 MPH as determined in accordance with State Law, and shall have an 85th percentile speed greater than 35 MPH as determined by a Speed Survey. The need to reduce speed substantially at speed tables would not make these devices appropriate for streets posted higher than 25 MPH because of the severe speed differential such installation would create along the street. Severe differentials between the speeds of vehicles on a street are known to contribute to traffic collisions.
- K. The street shall be no more than one lane in each direction.
- L. The street should not be a truck route or a transit route.
- M. The street shall not have grades greater than 5%. On hilly/rolling streets, the eligible segment of the street, if any, shall meet the minimum distance requirements.
- N. Speed tables shall not be installed on streets with horizontal curves with less than 300 feet centerline radius, and on streets with vertical curves with less than minimum safe stopping sight distance.
- O. Speed tables shall not be installed on streets where a significant portion of the traffic will be diverted to nearby residential or local streets.
- P. Speed tables should generally be avoided where the drainage gutter or flow of water is in the center of the roadway. Drainage and hydraulic impacts shall be carefully evaluated on a case-by-case basis for such streets.
- Q. Speed tables may be considered in City dedicated residential alleys on a case-by-case basis based on all other criteria and engineering review.
- R. Speed table petitions not returned within 90 days of the application will lose their priority status.

- S. Additions, alterations, or removal of any or all speed tables may occur at any time.
- T. The representative(s) of a street not meeting the minimum criteria established in this policy will be able to appeal the decision to the City Council.
- U. Due to the expense and disruption to the flow of traffic, other traffic calming measures may be designed, implemented, measured and evaluated prior to the consideration of the installation of speed tables.
- V. Should two or more applications for speed tables be approved, and insufficient funds are available to perform all projects at the time of approval, a priority ranking of the installation of the speed tables for individual streets shall be determined as follows:
 - (1) One point for every 50 vehicles traveling the street in a 24-hour study.
 - (2) One point for each residential unit fronting the street, plus one point for each 25 feet of apartment frontage.
 - (3) One point for every 10 vehicles that are considered "bypass traffic."
 - (4) One point for every 10 vehicles that are traveling at speeds greater than 35 MPH as determined by a Speed Survey.

The accumulative total of points, based upon the above criteria, shall determine the priority ranking. The street with the largest number of points shall be ranked first priority with subsequent ranking of priority determined by the next largest number, etc.

II. Location Selection Guidelines

In selecting precise locations for the speed table installation, the following guidelines shall be adhered to:

- A. Speed tables shall not be located over manholes, water valves, or street monumentation, or whenever possible, within twenty-five feet of fire hydrants, as they prevent/impepe access to these facilities.
- B. Speed tables should be located five to ten feet away from driveways, whenever possible, to minimize their effect on driveway access.
- C. Whenever possible, the width of the speed tables should be evenly split between two adjacent properties to minimize the impact on (access to) individual properties.
- D. Speed tables should be located near streetlights, whenever possible, in order to enhance their visibility at night.
- E. Speed tables should be located a minimum distance of 200 feet from corners, whenever possible, and shall never be located within a corner radius.
- F. Where speed tables are installed on streets having curves with greater than a 300-foot radius, no speed tables shall be installed on the horizontal curve(s).

- G. Speed tables shall be spaced at a minimum interval of 250 feet and a maximum interval of 600 feet. Speed tables will be placed no closer than 200 feet from traffic control devices or four-way intersections.
- H. No fewer than two speed tables will be placed on a residential street, as two speed tables are the minimum for effective speed control.

III. Signs and markings

- A. All signs and markings required with the speed tables shall be part of the contract bid package and will be installed at the concurrently with the installation of the speed tables.
- B. An advanced warning device shall be installed to alert motorists of upcoming speed tables. This device consists of 30-inch street signs stating "SPEED TABLES AHEAD" in four-inch (4") series "C" letters, above that is a pictorial of a speed table.

IV. Removal of Speed Tables

Removing speed tables from a street maybe considered when the criteria of one or more of the three options listed below are met:

Option 1:

- A. For Speed Tables Installed Due to Excessive Speed: Speed tables are ineffective in reducing speeds of vehicles based on speed survey conducted for a 72-hour period. The average 85th percentile speed of the 3 days of speed survey data must be less than 2 mph lower than those speeds demonstrated prior to the installation of speed tables in order to be considered ineffective.

Option 2:

- A. For Bypass Locations: Speed tables are ineffective in reducing the volume of vehicles, based on an average daily traffic (ADT) count. Traffic volumes must be reduced by less than 10% from the street's ADT count prior to the installation of speed tables in order to be considered ineffective.

NOTE: When speed tables were installed due to both excessive speed and bypass issues, the criteria of Option 1 and Option 2 shall be met before the removal of the speed tables maybe considered.

Option 3:

- A. There is a petition with more than a two-thirds (>66.6%) majority of street's property owner's signatures in favor of the speed table removal. Only one owner's signature per property is allowed. The property owner shall have driveway access onto the street segment previously qualified for the installation of the speed tables.

Removal Procedures:

- A. A community meeting maybe held to discuss the advantages of speed tables.

- B. If a Traffic Safety Commission decision is made to remove existing speed tables, a Council report shall be drafted. When approved by the City Council, the removal procedures may be initiated.
 - C. For Options 1 and 2, the City of Duarte will pay for all costs for the removal of the speed tables and signs.
 - D. For Option 3, the City shall be compensated by those requesting the removal of the speed tables for the full cost of the original installation, including design, construction, inspection, administration, the cost of the removal of the speed tables and signs, as well as any paving and striping required following the removal of the speed tables.
- V. **Funding**
- A. Funding to be established on an annual basis by the City Council. Funding levels are likely to vary each year. Speed tables will be installed, in the order of the priority ranking, as funding permits.
 - B. An individual or a group of individuals may fund a street that qualifies for speed tables. The individual or group of individuals must enter into a memorandum of understanding (MOU) with the City of Duarte, wherein they agree to pay for all costs associated with the installation of speed tables on their street (design, construction, inspection, administration, etc). Once a MOU is executed, the location to receive speed tables shall be included in the next City CIP speed table project. Private payment for speed tables does not relieve a location from the requirement of a two-thirds majority of residents favoring the installation of speed tables, or from any other criterion set forth in these guidelines.

PROCEDURES FOR THE INSTALLATION OF SPEED TABLES

- A. The City Council adopted policies and procedures for the installation of speed tables will be made available to all interested parties.
- B. A representative of a local residential street who believes the residents on their street will support the installation of speed tables shall submit a request in writing to the Traffic Safety Commission.
- C. If upon determination that a street is not eligible for speed tables, the representative(s) of the street will be notified in writing giving the reason why the street is not eligible.
- D. Upon determination that a street is eligible for further consideration, the representative of the street will be advised to submit a petition (forms provided by the City) from the abutting property owners indicating that more than 2/3rds of the property owners (>66.6%) support the installation of speed tables on their street. The petition forms provided by the City will state: "If there is subsequently a desire by property owners to remove the speed tables, the tables will only be considered for removal after receipt of a petition from a greater than 2/3rds majority (>66.6%) asking for the removal along with sufficient funds to cover the full cost of the original installation, including design, construction, inspection, administration, the cost of the removal of the speed tables and signs, as well as any paving and striping required following the removal of the speed tables."
- E. The sponsor of the petition is required to contact every property owner of the abutting properties on the subject street. If a property owner is against the installation of the proposed speed tables, the word "OPPOSED" will be noted on the petition signature space. If the sponsor is unable to contact a property owner, "NO CONTACT" will be noted on the petition signature space with the days and times that contact was attempted. It is required that the sponsor makes at least two attempts on separate days to contact the property owner.
- F. If the property owner does not reside at the property, a copy of the petition along with a cover letter describing the purpose of the petition shall be mailed to the owner to the address identified on the latest Tax Assessor's records. Copies of this correspondence and any return correspondence from the property owner to the sponsor shall be included in the petition package submitted to the City.
- G. Any petitions submitted prior to eligibility determination by City staff will not be processed ahead of schedule and shall be subject to rejection if all required information on the installation of speed tables is not included thereon.
- H. To be considered for the program, petitions must be received by the Traffic Safety Commission's staff liaison within 90 days from the date of the application.

- I. Upon verification of the petition, staff will make every reasonable effort to notify the surrounding area of the proposal for speed tables on a particular street. Such notification may include information in City publications (Duartean), City website, and neighborhood newsletters, when available, and in some instances, special signs posted on the street. If there is substantial opposition to the installation of speed tables by people who travel the street on a regular basis, the Engineering Division staff will consult with the various parties and attempt to reach consensus. If an agreement cannot be reached on a particular street, the matter will be referred to the City Council for final determination.
- J. Upon verification of the petition, the Engineering Division staff will, within 60 days, make traffic speed and volume measurements and review the traffic collision history for the street in question. If the petition is received between April 15th and August 15th, the traffic study will be conducted after school begins in September. In addition, staff will submit the list of requests to the Sheriff Department, Fire Department, Duarte Unified School District transit, Foothill Transit, and MTA Transit for their comments.
- K. In the event the number of requests for speed tables exceeds the funds available, the Traffic Safety Commission will rank the requests in a recommended order of priority and submit these recommendations to the City Council for approval. The priority ranking system is defined in Section I, Speed Table Characteristics, Effects and Placement Requirements, Paragraph V.
- L. The physical installation of speed tables and the associated traffic control devices shall conform to design standards established by the Traffic Safety Commission and the Engineering Division.