

**TRAFFIC AND TRANSPORTATION
ADVISORY COMMISSION
CITY OF THOUSAND OAKS, CALIFORNIA**

2100 Thousand Oaks Boulevard, Thousand Oaks, California 91362-2903

(805) 449-2400

<http://www.toaks.org>

AGENDA

November 16, 2016



6:30 P.M.

**Chair – Michael Rieder
Commissioners Susan Engler, Tom Gregory, and Angie Simpson**

The City of Thousand Oaks is committed to maintain a desirable living environment while ensuring that change reinforces both environmental quality and economic viability; to respect the role of citizens, Traffic Commissioners and staff in identifying, discussing, and forwarding recommendations regarding traffic and transportation concerns to City Council; to provide excellent community services in a fair, efficient and responsive manner; and to promote public confidence and trust.

Staff

Clifford G. Finley, Deputy Public Works Director; Jim Mashiko, Senior Engineer; Robert Sweeting, Associate Engineer; Dominga Zambrano, Recording Secretary; Sergeant Brad Clifton – Thousand Oaks Police Department

Any person who wishes to speak regarding an item on the agenda or on a subject within the City's jurisdiction during the "Public Comments" portion of the agenda must file a "Public Speaker Card" with the Recording Secretary before that portion of the Agenda is called. Any person who wishes to speak on a specific Agenda item must file a "Public Speaker Card" before the specific item is called. Persons addressing the Traffic Commission are requested to state their name and city of residence for the record.

Under state law, issues presented or introduced under "Public Comments" can have no action and will be referred to the Traffic Engineering Division Manager for administrative action or scheduled on a subsequent agenda.

Pursuant to Section 1-4.02 of the Thousand Oaks Municipal Code, any person wishing to appeal a decision of the Traffic and Transportation Advisory Commission shall file a written appeal and pay an appeal fee with the City Clerk's Office within 14 calendar days of their decision. The matter will be referred to the City Council at the earliest reasonable and available date. The appeal fee will be refunded only if the City Council overturns the Traffic and Transportation Advisory Commission's decision.

Traffic and Transportation Advisory Commission Agenda Packets are available for review at City Hall, East Valley Sheriff Station, Goebel Senior Adult Center, Greater Conejo Valley Chamber of Commerce, and the Public Works Department. Any public documents provided to a majority of the Traffic and Transportation Advisory Commission regarding any item on this agenda will be made available for public inspection in the Public Works Department at 2100 Thousand Oaks Boulevard, Thousand Oaks, during normal business hours. Live and Archived videos, Agendas and Summary Notes are available on the City's website at www.toaks.org. The Traffic and Transportation Advisory Commission Meetings are re-broadcast on Thursdays at 6:00 p.m. (TOTV Channel 10).

Americans with Disabilities Act (ADA): In compliance with ADA, if you need special assistance to participate in this meeting or other services in conjunction with this meeting, please contact the Public Works Department at (805) 449-2398. Assisted listening devices are available for use at this meeting. Upon request, the agenda and documents in this agenda packet can be made available in appropriate alternative formats to persons with a disability. Notification of at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

Traffic and Transportation Advisory Commission

AGENDA

Wednesday, November 16, 2016

Board Room

1. Call to Order: Regular Meeting 6:30 p.m. – Board Room of the Civic Arts Plaza
2. Pledge of Allegiance
3. Roll Call: Chair Michael Rieder, Commissioners Susan Engler, Tom Gregory, and Angie Simpson

Deputy Public Works Director Clifford G. Finley, Senior Engineer Jim Mashiko, Associate Engineer Robert Sweeting, Recording Secretary Dominga Zambrano and Thousand Oaks Police Department Sergeant Brad Clifton

4. Oath of Office by City Clerk's Office to newly appointed Traffic Commissioner Rick Lemmo (Commissioner Lemmo to be seated at dais upon completion of Oath)
5. Election of New Vice-Chair – Term Expires October 2017
6. Public Comments
7. Summary Notes of October 19, 2016 – Attached for Information
8. Engineer's Reports:
 - a. Speed Hump Petition Request for Via Mirabella – (Action Item)
Report by Senior Engineer Jim Mashiko
 - b. Traffic Commission Start Time to 6:00 PM – (Action Item)
Report by Senior Engineer Jim Mashiko
 - c. Emergency Vehicle Preemption at Traffic Signals – (Information Item)
Report by Associate Engineer Robert Sweeting
 - d. Waverly Heights Neighborhood Traffic Statistics – (Information Item)
Report by Senior Engineer Jim Mashiko
 - e. Bicycle Advisory Team (BAT) Recommendations – (Information Item)

9. Status Report of Prior Traffic Commission Recommendations:
 - a) Greenmeadow Avenue Speed Cushions: Approved by City Council (vote 5-0) on August 30, 2016. Installation to occur in mid-November 2016.
10. Commission Referrals from October 19, 2016
 - a) Emergency Vehicle Pre-emption at Traffic Signals added to November 19, 2016 agenda as information item.
11. Work Program and Commission Schedule – (Attached)
12. Traffic Commission Comments/Discussion

Vote on cancelling December 21, 2016 meeting – (Action Item)
13. Adjournment: The next meeting to be held at 6:30 p.m. on December 21, 2016 or January 18, 2017 in the Board Room of the Civic Arts Plaza on the 3rd Floor.

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Summary Notes

October 19, 2016

Item #7

Traffic and Transportation Advisory Commission

SUMMARY NOTES
Wednesday, October 19, 2016
Board Room

1. Call to Order: Meeting called to order at 6:30 p.m.
2. Pledge of Allegiance
3. Roll Call: Vice-Chair Michael Rieder, Commissioners Tom Gregory and Angie Simpson
 - **Commissioner Simpson absent.**

Deputy Public Works Director Clifford G. Finley, Senior Engineer Jim Mashiko, Recording Secretary Dominga Zambrano and Thousand Oaks Police Department Sergeant Brad Clifton

 - **Engineering Division Manager Mohammad Fatemi also present.**
4. Commendation for former Commissioner Sharon McMahon
5. Oath of Office by City Clerk's Office to newly appointed Traffic Commissioner Susan Engler (Commissioner Engler to be seated at dais upon completion of Oath)
 - **Commissioner Engler sworn in prior to start of meeting.**
6. Election of New Chair – Term Expires October 2017
 - **Motion by Commissioner Gregory to nominate Commissioner Rieder – nomination accepted, motion carried 2 to 0.**
7. Election of New Vice-Chair – Term Expires October 2017
 - **Motion by Commissioner Gregory to defer item to November 16, 2016 meeting – motion carried 3 to 0.**
8. Public Comments
Speakers:
 1. **Brian Winic**
 2. **Randy Wagner**
 3. **Diana Merville**

Written Statement Cards: 1

9. Summary Notes of June 15, 2016 – Attached for Information
10. Engineer's Reports:
 - a. Traffic Signal Installation Priority Locations – (Information Item)
Report by Associate Engineer Robert Sweeting
Speakers: None
Written Statement Cards: None
 - b. Traffic Commission Start Time to 6:00 PM – (Action Item)
Report by Senior Engineer Jim Mashiko
Speakers: None
Written Statement Cards: None

Motion by Commissioner Gregory to defer item to November 16, 2016 meeting for full Commission vote – motion carried 3 to 0.
 - c. Bicycle Advisory Team (BAT) Recommendations – (Information Item)
11. Status Report of Prior Traffic Commission Recommendations:
 - a) Greenmeadow Avenue Speed Cushions: Approved by City Council (vote 5-0) on August 30, 2016. Installation to occur in mid-November 2016.
 - b) Greenmeadow Drive: Resurfacing completed in September 2016. Additional centerline to be added to keep traffic on proper half of road. End treatment striping at easterly road terminus currently under evaluation by staff. Update to be provided at future meeting.
 - c) Flashing Yellow Arrows (FYAs) activated in May 2016:
 - 1) Thousand Oaks Boulevard/Dallas Drive
 - 2) Moorpark Road/Thousand Oaks High School Driveway
 - 3) Hillcrest Drive/Marin Street
FYAs to be activated in Winter 2016 at:
 - 1) Thousand Oaks Boulevard/Duesenberg Drive
 - 2) Thousand Oaks Boulevard/Rancho Road

Additional information available at website: www.toaks.org/flashingyellowarrow.
12. Commission Referrals from June 15, 2016
 - None



13. Work Program and Commission Schedule – (Attached)
14. Traffic Commission Comments/Discussion
15. Adjournment: The next meeting to be held at 6:30 p.m. on November 16, 2016 in the Board Room of the Civic Arts Plaza on the 3rd Floor.
 - **Meeting adjourned at 7:30 p.m.**

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DRAFT



Engineer's Report

Speed Hump Petition Request for Via Mirabella

- Action Item

Item #8A

TO: Traffic and Transportation Advisory Commission

FROM: Jim Mashiko, Senior Engineer

DATE: November 16, 2016

SUBJECT: Petition Request for Speed Humps on Via Mirabella

ISSUE:

Petition request for the installation of speed humps on Via Mirabella, between Via Katrina and Via Mariano.

RECOMMENDATION:

1. Consider this staff report, receive public input, and decide on an improvement program as appropriate.
2. Staff recommends that the most viable solution is to request additional Police enforcement of the speed limit during the morning and evening commute and peak school periods. Use of the portable radar feedback sign should supplement enforcement activities. Traffic conditions for the installation of speed humps do not meet adopted guidelines.

BACKGROUND:

This study evaluates the traffic conditions along Via Mirabella, between Via Katrina and Via Mariano (Attachment #1). A petition circulated by residents was submitted to staff on September 12, 2016, which contained 29 signatures from the 37 properties fronting the quarter-mile long segment of Via Mirabella requesting the installation of speed humps. The petition represents 78 percent of the properties along the street that are in support of the installation of speed humps.

Traffic volume and speed measurements were recorded along Via Mirabella in late September 2016. The results of the recent survey will be discussed later in the report.

Approximately 150 notices were mailed to the local neighborhood inviting residents to provide input regarding this speed hump request at the November 16, 2016 Traffic and Transportation Advisory Commission (Traffic Commission) meeting (Attachment #2).

STREET DESCRIPTION:

Via Mirabella is a north-south residential street with a *prima facie* speed limit of 25 mph. The street provides access to an isolated section of the neighborhood located north of Sycamore Canyon School (Grades K-8).

Sycamore Neighborhood Park is located at the northwest corner of the intersection of Via Katrina and Via Mirabella.

Residential frontage begins approximately 350 feet north of Via Katrina. On-street parking is permitted along the entire road segment. The street is fully improved with curb and gutter, sidewalks, and street lights.

SPEED HUMP WARRANTS/GUIDELINES:

The criteria that must be satisfied for staff to recommend the installation of speed humps along a residential street are identified in City Council Resolution 2009-045 (Attachment #3). From that document, the key guidelines that staff focuses on are as follows:

1. Petition Rate exceeds 75 percent;
2. Daily traffic exceeds 2,000 vehicles per day (vpd);
3. 75 percent of vehicles exceed the 25 mph speed limit;
4. The street meets the Vehicle Code definition as a Residential Street with no more than two traffic lanes.

The speed hump guidelines allow for the daily vehicle traffic threshold to be relaxed by 500 vehicles, down to 1,500 vpd if two or more of the following road conditions exist:

1. The street in question is adjacent to a school attended by children;
2. There are no street lights;
3. There are no sidewalks;
4. There are many hidden driveways;
5. There is high pedestrian activity in the area;
6. Sight distance issues exist at street intersections that are not resolvable by other methods;
7. Short-cutting exceeds 35 percent of total vehicle volume;
8. Park is located along the street;
9. The street is narrow;
10. There are winding blind curves along the street.

Since conditions 1, 5 and 8 are present along Via Mirabella, the minimum daily volume threshold criteria of 1,500 vpd applies to this petition request.

TRAFFIC SPEED & VOLUME MEASUREMENTS ON VIA MIRABELLA:

Machine counts were placed at two points along Via Mirabella. One was located north of Via Laguna and a second measurement recorded south of Via Laguna. Traffic investigations conducted by staff did not include holidays and/or inclement weather conditions that may affect traffic count results.

The traffic data is tabulated below for the two machine counts:

North of Via Laguna	Daily Traffic VPD	Prevailing Speed(85th) mph	Percent over 25 mph
Between 118 & 110 Via Mirabella	584	30	53%
City Speed Hump Warrant	1,500	--	75%
Warrant Satisfied?	No	--	No

South of Via Laguna	Daily Traffic VPD	Prevailing Speed(85th) mph	Percent over 25 mph
At 191 Via Mirabella	1,296	32	60%
City Speed Hump Warrant	1,500	--	75%
Warrant Satisfied?	No	--	No

The measured traffic volume at both locations along Via Mirabella does not meet the daily volume threshold of 1,500 vpd. The segment south of Via Laguna carries 1,296 vpd which is 204 vehicles below the City's minimum requirement. The traffic volume on Via Mirabella, north of Via Laguna, is significantly less at 584 vpd.

Neither location meets the speed component of the speed hump policy which requires 75 percent of the vehicles traveling greater than 25 mph. The measured values were 53 percent and 60 percent exceeding 25 mph.

COLLISION HISTORY:

For the 54-month period between January 1, 2012 and June 30, 2016, there has been one reported automobile related collision filed with the Thousand Oaks Police Department for the petition zone along Via Mirabella.

The incident occurred on March 23, 2016, involving a single vehicle that struck a tree while traveling northbound on Via Mirabella. The incident was related to unsafe speed (Vehicle Code violation 22350). It is questionable as to whether speed humps could have prevented this incident as the driver indicated he was speeding as a result of playing a game in which people attempt to squirt each other with water squirt guns.

Petition Request for Speed Humps on Via Mirabella

November 16, 2016

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Some vehicular collisions are not reported to the Police Department. This is because the Vehicle Code only requires injury related collisions and collisions involving property damage that exceeds \$750 to be reported to local authorities.

DISCUSSION:

Staff does not recommend the installation of speed humps on Via Mirabella at this time because the traffic conditions do not fulfill the City's Speed Hump Policies as outlined above. In consideration of the adjacent school zone and park, plus the pedestrian activity, the daily traffic volume threshold was "relaxed" from 2,000 vpd to 1,500 vpd. The daily traffic volume along Via Mirabella reaches 584 vpd or 1,242 vpd, to the north and south of Via Laguna. Both levels do not meet the City policy requirement.

The vehicle speeds on Via Mirabella are similar to typical residential streets of its type and function for neighborhood access. The data indicates 85 percent of traffic is traveling at or below a speed of 30 to 32 mph (also known as the 85th percentile speed or "prevailing speed") in the petition zone. In comparison, staff has found that the prevailing speeds on similar residential streets in Thousand Oaks generally range between 33 to 35 mph.

Installing speed humps on streets that do not meet the City's speed hump criteria could encourage the proliferation of speed humps throughout the City on streets where traffic conditions are below the guidelines. However, since the City of Thousand Oaks adopted a formal Speed Hump Policy on June 21, 1983, the following ten City streets have been approved for speed humps without City speed hump guidelines being fully met:

STREET and AVERAGE DAILY TRAFFIC (ADT)*	SPECIAL CIRCUMSTANCE(S) CITED
1. Burning Tree Drive (1,900 vpd)	Short-cutting traffic (Pederson Road to Avenida de los Arboles)
2. Calle Almendro (1,970 vpd)	Ladera Elementary School traffic
3. Calle Tulipan (2,400 vpd)	100 vehicles below ADT warrant; No sidewalks, no street lights; Short-cut traffic (Avenida de los Arboles to Avenida de las Plantas)
4. Calle Bouganvilla (1,820 vpd)	Traffic diversion from Calle Tulipan speed humps; Park Oaks school traffic; No street lights; Sidewalk on one side of street; Short-cut traffic (Avenida de los Arboles to Avenida de las Plantas); Impaired sight distance due to road curvature

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5. Calle Olivo (1,242 vpd)	Traffic diversion (Calle Almendro speed humps); Ladera School traffic; No street lights; No sidewalk; Short-cut traffic (Pederson Road to Avenida de los Arboles); Impaired sight distance due to road curvature
6. Colgate Drive (550 vpd)	Equestrian zone; No sidewalks; No street lights; Waverly Adult School traffic; Traffic diversion from Montgomery Road
7. Northam Avenue (1,530 vpd)	Traffic diversion from speed humps on adjacent street; Short cut traffic (Michael Drive to Lynn Road)
8. Paige Lane (1,550 vpd)	Narrow street (24'-28' wide); No sidewalk; No curb/gutter; No street lights; Equestrian zone
9. Sandhurst Avenue (1,020 vpd)	Lang Ranch Elementary School traffic
10. Upper Ranch Road (1,664 vpd)	No sidewalks; Impaired sight distance due to road curvature; Neighborhood park north of Oak Place; Short-cut traffic (Kanan Road to Westlake Boulevard)
*Standard ADT at time of approval = 2,500 vpd for all cases except for Calle Olivo	

Should the Traffic Commission vote to recommend the installation of speed humps for Via Mirabella, a report will be submitted to City Council for consideration. The Traffic Commission must cite special considerations to support a deviation from the City's Speed Hump Policies. The reasons should be clearly explained.

Due to a greater emphasis to consider the impact of speed humps on emergency response time, the current practice is to employ speed cushions. Speed cushions are speed humps with strategically placed "slots" so that fire trucks maintain contact with level pavement. The cut-outs are too wide apart for standard passenger vehicles to avoid. Thus, the targeted passenger vehicles must slow down in the same manner as if speed humps are in place. Attachment #4 depicts a typical parabolic shaped speed cushion design which spans a distance of 12-feet and a height of 3-inches.

Petition Request for Speed Humps on Via Mirabella

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The Federal Highway Administration (FHWA), other public agencies and Thousand Oaks' experience with speed cushions confirms these devices are as effective as speed humps in reducing vehicle speeds but with less impact to emergency response time.

The use of speed cushions is consistent with the City's Speed Hump Policy (Resolution 2009-45).

If speed cushions are recommended for installation on Via Mirabella, approximately five (5) speed cushions would be placed on the quarter-mile long street. Attachment #5 depicts a possible arrangement of the speed humps along the street. Advanced warning signs and orange flags would be posted along the street that may reduce the aesthetic qualities of the neighborhood.

Traffic diversion to other parallel routes generally occurs after a speed hump installation when there are nearby adjacent routes. With speed cushions, the diversion impacts are generally less. Based on the layout of the neighborhood streets, it does not appear that a convenient parallel route would be attractive for traffic diversion. Calle del Prado is another option to/from the neighborhood north of Sycamore Canyon School. Fortunately, this route does not have residential frontage to the south of Via Laguna, which would likely keep any diversion impacts to a minimum. Via Magnolia can serve as an alternate route to the northern most portion of the neighborhood.

CONSIDERATION OF OPTIONS:

Based on the preceding information and analysis, several options could be taken which may help reduce vehicle speeds on Via Mirabella.

Option 1: Installation of Speed Cushions (Citizen's Request)

Speed cushions can resolve most speeding concerns where the City's speed hump criteria are satisfied. Five speed cushions with signage, striping and pavement legends would cost the City approximately \$20,000.

PROS: Speed cushions can be successful in reducing vehicle speeds on a select number of residential sections of Thousand Oaks; traffic diversion is not likely to occur since no convenient alternative route exists.

CONS: Speed hump criteria are not satisfied (see above discussion). Installing speed cushions on streets that do not meet the City's Speed Hump Policies could encourage a proliferation of speed cushions on other streets where the guidelines are not fully met; warning signs usually reduce the aesthetic qualities of a neighborhood; could lead to an increase of noise and air pollution.

Option 2: Police Enforcement of 25 mph Speed Limit

PROS: The most effective deterrent to speeding.

CONS: Short-term, expensive deterrent; most effective when officer is present. Since speeding is a random occurrence, the officer's time is not always well spent waiting for the few motorists driving at "unreasonable" speeds.

Option 3: Radar Speed Display Panel

The Thousand Oaks Police Department has an operational mobile radar speed display panel to help deter speeding throughout areas of the City. The Police Department and the Public Works Traffic Division work collectively in using the radar speed display panels where speeding concerns are greatest.

PROS: Visual deterrent to speeding; raises neighborhood awareness of speeding concerns.

CONS: Usually effective only when display panel is present.

Option 4: Increase the Number and Size of Speed Limit Signs

PROS: Somewhat effective during the first two months of sign installation because larger signs are used and flags attract attention; City costs for installation are approximately \$200 per sign.

CONS: Reduced aesthetic qualities of neighborhoods; resident opposition especially in newer tracts; results are temporary. Typically, after the third month, drivers begin to ignore sign presence.

Option 5: Mail Newsletter Requesting Homeowners to "Slow Down" via Homeowners' Association or Neighborhood Watch

Often in residential tracts, speeding is by residents in the area. Homeowners' Associations and Neighborhood Watch Groups have been helpful in getting the word out to residents to slow down.

PROS: Citizens are able to resolve problems cooperatively by promoting considerate driver behavior.

CONS: Drivers may not remember to slow down unless a physical traffic control device (signs, striping, etc.) is installed. Speeding issues may recur in the future unless Homeowners' Associations or Neighborhood Watch Groups constantly remind residents.

Option 6: Neighborhood Speed Awareness Program (NSAP)

Often in residential tracts, speeding is by residents in the area. The NSAP is a program which allows the residents themselves to increase awareness of the speeding concerns within the neighborhood.

PROS: Allows residents to participate in a program which increases neighborhood awareness of speeding concerns; residents are instructed in the proper use of radar equipment; warning letters are issued to the speeders signed by a Police Sergeant regarding penalty fees for citations; police will visit offender after third warning letter is mailed.

CONS: Has not yet been proven to slow motorists down.

Attachments

Attachment #1 – Neighborhood Map

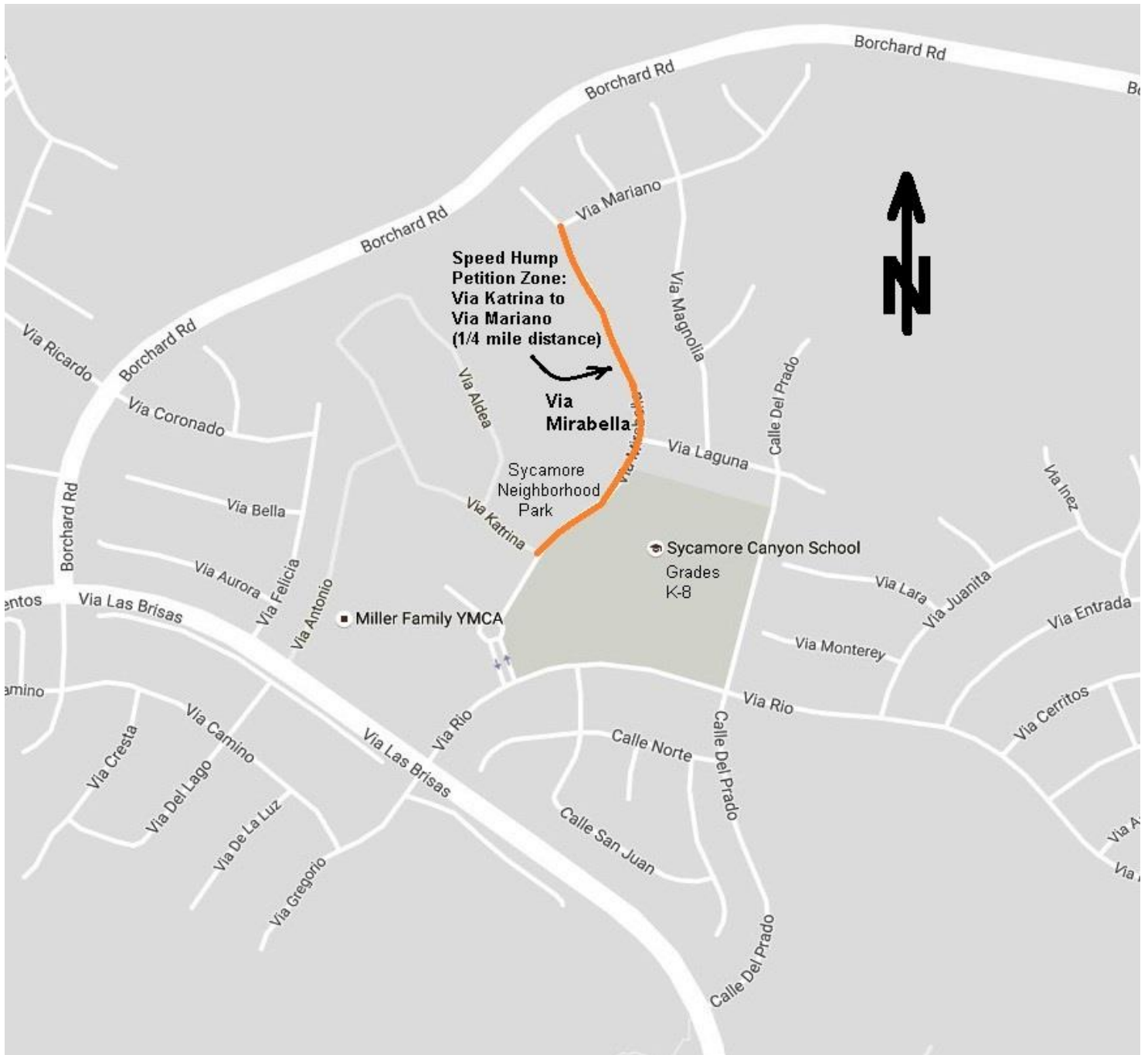
Attachment #2 – November 16, 2016 Traffic Commission Meeting Notice

Attachment #3 – Resolution 2009–045 (City of T.O. Speed Hump Policies)

Attachment #4 – Speed Cushion Design

Attachment #5 – Possible Arrangement of Speed Cushions on Via Mirabella

Via Mirabella Neighborhood Map





Public Works Department

2100 Thousand Oaks Boulevard • Thousand Oaks, CA 91362
Phone 805/449.2400 • Fax 805/449.2475 • www.toaks.org

November 10, 2016

CURRENT RESIDENT
4558 Via Mariano
Thousand Oaks, CA 91320

Traffic and Transportation Advisory Commission Meeting Notice

You are invited to attend and participate in a public meeting to be held on November 16, 2016 at 6:30 p.m. in the Civic Arts Plaza Board Room, 3rd floor, at 2100 Thousand Oaks Boulevard, Thousand Oaks, CA, 91362. The City's Traffic and Transportation Advisory Commission is scheduled to consider a petition request for the installation of speed humps on Via Mirabella, between Via Katrina and Via Mariano.

The Traffic Commission will be considering a Traffic Engineering Report, available at the Public Works Department or online at www.toaks.org beginning November 10, 2016.

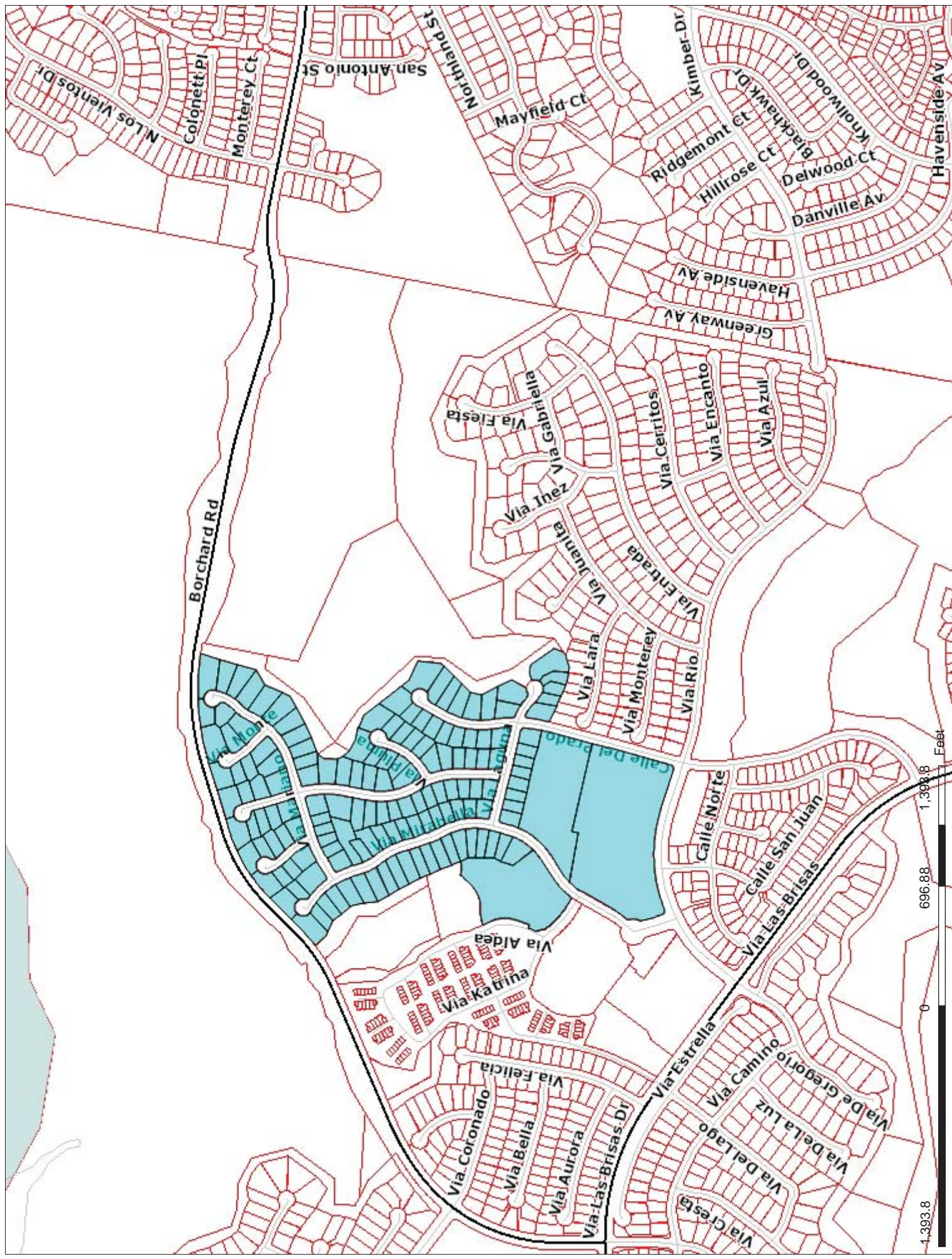
Staff recommends that the most viable solution is to request additional Police enforcement of the speed limit during the morning and evening commute and peak school periods. Use of the portable radar feedback sign should supplement enforcement activities. Traffic conditions for the installation of speed humps do not meet adopted guidelines.

If you cannot attend the meeting and would like to forward your written concerns to the Traffic Commission, please submit all correspondence to the Public Works Department by 12:00 p.m. on November 16, 2016.

If you have any questions, please contact Jim Mashiko, Senior Engineer, at (805) 449-2418 or jmashiko@toaks.org.

In compliance with the AMERICANS WITH DISABILITIES ACT, if you need special assistance to participate in this meeting, please contact the Public Works Department at (805) 449-2398. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

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RESOLUTION NO. 2009-045

**RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF THOUSAND OAKS ESTABLISHING
ELIGIBILITY CRITERIA, RULES AND
REGULATIONS, AND PROCEDURES FOR
PROCESSING SPEED HUMP INSTALLATION
REQUESTS**

WHEREAS, the Thousand Oaks City Council adopted Speed Hump Requirements, Policies and Procedures on June 21, 1983 regarding the installation of speed humps; and

WHEREAS, the intent of the City Council Policy in 1983 was to guard against the proliferation of speed humps Citywide which would burden emergency vehicle response times and create a significant inconvenience to the motoring public; and

WHEREAS, since adoption of the City Council Speed Hump Policy in 1983, "significant speeding problems" were identified on 23 residential streets; and

WHEREAS, from 1983 to 2009, City Councils took action to calm traffic and approved the installation of Speed Humps on the 23 "significant speeding problem" streets; and

WHEREAS, in February 1993, the City Council adopted an Amendment to the Circulation Element of the General Plan which added a goal that reads: "To move commuter traffic through the City on arterial streets in order to protect collector and neighborhood streets from the impacts of commuter traffic"; and

WHEREAS, in 1995 and 1996, the City Traffic and Transportation Commission reviewed the original 1983 City Council adopted Speed Hump Policies and confirmed the policies are current to meet the needs of the motoring public and the goals of the City Council; and

WHEREAS, the installation of Speed Humps has demonstrated to be an effective traffic calming measure to reduce the negative effects of motor vehicle use, alter poor driver behavior, and improve community conditions for all motorists and non-motorized street users; and

WHEREAS, Speed Humps are traffic calming measures and are defined as a "road design feature of the roadway"; and

WHEREAS, the City Council, by Resolution, may restrict traffic flow on streets in order to reduce residential speeding utilizing Speed Humps for the purpose of implementing the goals and objectives of the Circulation Element of the General Plan; and

WHEREAS, each request for Speed Humps is first reviewed by the City Traffic and Transportation Advisory Commission at a community noticed meeting, taking into consideration the engineer's report and findings and all relevant issues and matters including public input and testimony regarding the appropriateness of the proposed Speed Humps, and making a recommendation to the City Council; and

WHEREAS, on April 15, 2009 the Traffic and Transportation Advisory Commission reviewed the elements of the 1983 Speed Hump Policy, discussed current residential speeding concerns, amended the shared costs concepts, discussed matters involving future speed humps near schools, the impact of speed humps on emergency response vehicles and recommended by a vote of 5-0 that the following 2009 Speed Hump Policy be approved by the City Council.

* * * * *

NOW, THEREFORE, BE IT RESOLVED by the Thousand Oaks City Council that the following ELIGIBILITY CRITERIA, RULES AND REGULATIONS, AND PROCEDURES FOR PROCESSING SPEED HUMP REQUESTS are hereby adopted:

SECTION A – ELIGIBILITY CRITERIA POLICY FOR SPEED HUMPS

1. Petition: Either upon the direction of the City Council or upon filing with the City a written Speed Hump Petition of Affirmation request signed by **75** percent or more of the affected property owners fronting along the street, the City Council may consider a designated street for placement of Speed Hump Systems. Prior to scheduling Speed Hump request for a public meeting, the City shall distribute a mail-in petition to fronting property owners to ensure sufficient neighborhood support for the installation of Speed Humps still exists.

2. Traffic Volume: Average traffic volume must exceed 2,000 vehicles per day (vpd). This criteria may be reduced to 1,500 vpd if two or more of the following road conditions exist as determined by the City Engineer:
 - a. the street where speeding is a concern is adjacent to a school attended by children;
 - b. there are no street lights;
 - c. there are no sidewalks;
 - d. there are many hidden driveways;
 - e. there is high pedestrian activity in the area;
 - f. sight distance issues exist at street intersections that are not resolvable by other methods;
 - g. short cutting exceeds 35 percent of total vehicle volume;
 - h. a park is located on the street;
 - i. the street is narrow;
 - j. there are winding blind curves along the street.
3. Traffic Speed: More than 75 percent of the surveyed motorists exceed a speed of 25 mph.
4. Road Width: The road must not be wider than 40 feet.
5. Travel Lanes: The maximum number of travel lanes shall be two. Roadways with two travel lanes and a 2-way left turn lane shall not be considered.
6. Residential Street: The road must meet California Vehicle Code definition of a residential street and have a speed limit of 25 mph. The residential street shall not be a Cul-de-Sac and shall be a minimum of a quarter mile (1,320 feet) in length.
7. Control of Approach Speed: The approach speed at the location of the first speed hump must be able to be effectively controlled via a physical design feature as determined by the City Engineer. The physical design of the road shall reasonably allow vehicles speeds to be effectively and safely controlled to the approach of the Speed Hump system. In most cases, and based on an engineering evaluation, speed humps shall not be installed on a street where the horizontal street grade exceeds a longitudinal slope of 8 percent.
8. Emergency Vehicle Response: Requested Speed Hump system shall not significantly increase emergency vehicle response time. If emergency response time is increased more than 15 seconds per 1,000 linear feet of Speed Hump zone along the street as determined by the City Engineer, then Speed Lumps in lieu of Speed Humps shall be installed. Local Fire, Police, and Ambulance providers shall be requested to provide technical input during the engineering evaluation phase to determine if there may be a significant increase in emergency response time.

9. Diverted Traffic: Speed Humps shall not be installed on streets where the City Engineer determines that the installation shall create a significant level of diverted traffic to nearby street(s). A significant level is usually considered to be an increase of traffic volume of 35% or higher and/or an increase of traffic on an existing school or park.

SECTION B – RULES AND REGULATIONS POLICY FOR SPEED HUMPS

1. Design: Speed Humps or Speed Lumps shall be installed in conformance with design guidelines that have been established by the City. Speed Humps or Speed Lumps may be modified, altered, or removed by the City at any time as the City determines to be appropriate.
2. Petition Review: All requests for Speed Humps shall originate from the property owners “along the affected streets” in the form of a formal written petition (Petition of Affirmation) and be circulated by the property owners themselves. Petition forms are available in the Public Works Department. The City shall conduct an engineering review and technical evaluation process and prepare a report. City employees shall not collect petition signatures. The petition area shall be determined by the City and may or may not include other neighborhood streets that may be affected by the requested Speed Humps. The purpose of the petition is to show general and strong neighborhood support for Speed Humps. Each property owner’s signature shall be verified. One signature per property shall be allowed. The petition area shall be determined by the City. The City Traffic and Transportation Advisory Commission or City Council or both shall conduct a public meeting. Public Works Department staff shall notify the anticipated area of Speed Hump impact which is generally larger than the “petition area” since neighbors not living on the street with the Speed Humps may still be affected because of the potential for diverted traffic routes.
3. Prerequisite Education Program: The “lead” petitioners shall demonstrate that they have completed an educational program to get-the-word out to their neighbors and homeowner groups in the area to “Slow Down” while in the neighborhood. The educational program should consist of mailed information letters, the distribution of flyers, and issuance of HOA newsletters by the residents themselves throughout the affected neighborhood(s). Completion of the City’s “Neighborhood Speed Awareness Program” is encouraged to be completed before petitions are gathered. (A minimum of three, two hour recording sessions are required and training and equipment is provided at no charge by the City.)

4. Traffic Engineering Investigation: After compliance and completion of the above items, the Traffic Engineering Division shall begin the traffic review process. The review includes verification of petition signatures, conducting traffic surveys to obtain traffic data, and comparison of road conditions with the Eligibility Criteria. A request shall meet all items in Section A – Eligibility Criteria Policy for Speed Humps.

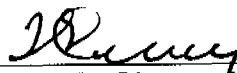
SECTION C – PROCEDURE POLICY FOR PROCESSING SPEED HUMP REQUESTS

1. Meeting Schedule Process: If all the Eligibility Criteria is met, a meeting of the Traffic and Transportation Advisory Commission or City Council shall be scheduled to review the request after staff has completed the necessary traffic data measuring work, evaluation, and report. If recommended by the Traffic and Transportation Advisory Commission, the request shall be presented to the City Council for final approval at the soonest available and reasonable City Council meeting date. The lead petitioner shall be advised of the recommendation and meeting date by staff. Staff shall also establish and distribute notices of the meeting to area residents in the “notification area.”
2. Appeal Process: If all Eligibility Criteria are not satisfied, the speed hump request shall be denied by staff in favor of alternate measures (signing, striping, etc.) which may help reduce vehicle speeds. The lead petitioner may submit written appeal to staff for a review by the Traffic and Transportation Advisory Commission within 14 calendar days. An appeal fee shall be charged per current user fee policies. If the Traffic and Transportation Advisory Commission denies the request, the process is terminated unless an appeal to the City Council is filed within 14 calendar days after the date of denial. An appeal may be filed by any resident and should be on the current Traffic and Transportation Appeal form. Every effort shall be made to schedule the appeal with the City Council within ninety calendar days. If the City Council overturns the decision of the Traffic and Transportation Advisory Commission, the appeal fee shall be refunded.

3. Decision Process: If approved and as directed by the City Council, the design process begins for the installation of Speed Humps on the requested street. The decision of the City Council is final. Depending on the availability of City funding, the design process shall commence. After completion of Speed Hump design plans, requirements, and bidding procedures, if any, every effort shall be made to install the traffic calming measure within 20 weeks.


PASSED AND ADOPTED this 19th day of May, 2009.

CITY OF THOUSAND OAKS



Thomas P. Glancy, Mayor

ATTEST:



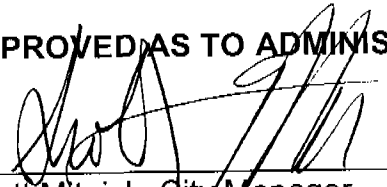
Linda Lawrence, City Clerk

APPROVED AS TO FORM:
Office of the City Attorney



Amy Albano, City Attorney

APPROVED AS TO ADMINISTRATION:



Scott Mitnick, City Manager

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF VENTURA) SS.
CITY OF THOUSAND OAKS)


I, LINDA D. LAWRENCE, City Clerk of the City of Thousand Oaks, DO
HEREBY CERTIFY that the foregoing is a full, true, and correct copy of Resolution
No. 2009-045, which was duly and regularly passed and adopted by said City
Council at a regular meeting held May 19, 2009, by the following vote:

AYES: Councilmembers Irwin, Fox, Bill-de la Peña, Gillette and Mayor Glancy

NOES: None

ABSENT: None

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the
official seal of the City of Thousand Oaks, California.


Linda D. Lawrence, City Clerk
City of Thousand Oaks, California

Typical Speed Cushion Design

Length spans 12'

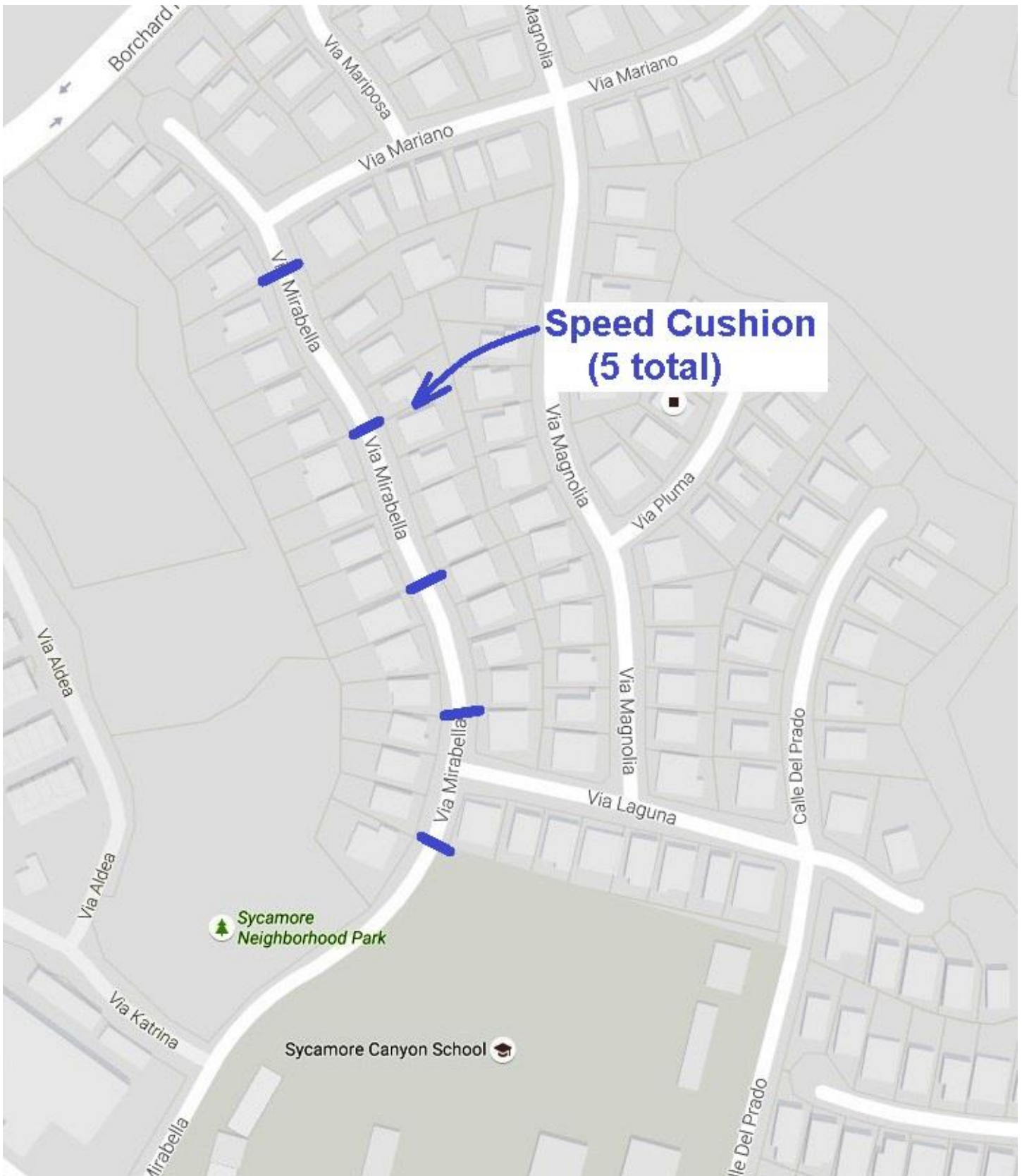
Height = 2" or 3"

"Cut Outs" for Fire Trucks



"Arrowhead"
Striping Pattern

Possible Arrangement of Speed Cushions on Via Mirabella



Engineer's Report

Traffic Commission Start
Time to 6:00 PM

- Action Item

Item #8B

TO: Traffic and Transportation Advisory Commission

FROM: Jim Mashiko, Senior Engineer

DATE: November 16, 2016

SUBJECT: Traffic and Transportation Advisory Commission Meeting Start Time (Continued from November 19, 2016)

RECOMMENDATION:

Recommend to City Council to revise Traffic and Transportation Advisory Commission (Traffic Commission) meeting start time to 6:00 PM to be consistent with other City Commission meetings.

BACKGROUND:

This item was previously agendized on the October 19, 2016 meeting. The Traffic Commission voted 4-0 to delay this item until the November 16, 2016 meeting.

Section 5 of Resolution 2013-043 (Attachment #1) documents a 6:30 PM meeting start time for the Traffic Commission (formerly 7:30 PM).

On September 12, 2016 the Planning Commission modified their meeting start time to 6:00 PM (formerly 6:30 PM).

Including this recent Planning Commission action, the four primary City of Thousand Oaks Committee/Commission meetings that are televised on a regular basis start at the following times:

<u>Committee/Commission</u>	<u>Meeting Start Time</u>
City Council	6:00 PM
Planning Commission	6:00 PM
Traffic Commission	6:30 PM
Youth Commission	6:00 & 6:30 PM

DISCUSSION/ANALYSIS:

The Traffic Commission is the only televised City Commission with a regular start time of 6:30 PM, revising the start time to 6:00 PM would make this meeting consistent with both the City Council and Planning Commission meetings. Should the Traffic Commission vote to recommend revising the start time, staff will prepare a City Council report identifying the rationale behind the recommended course of action. If approved by City Council, the Traffic Commission meeting start time would likely take effect in January 2017.

Staff supports the proposed change because it would:

1. Allow meetings to conclude a half-hour earlier for typical meetings;
2. Allow for an additional half-hour of Traffic Commission debate if needed;
and
3. Align with the regular City Council and Planning Commission 6:00 PM start time.

Attachment:

Attachment #1 – Resolution 2013-043

RESOLUTION NO. 2013-043

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF THOUSAND OAKS ESTABLISHING THE
TRAFFIC AND TRANSPORTATION ADVISORY
COMMISSION (RESCINDING RESOLUTION NO.
2006-094)**

WHEREAS, the City Council originally established the Traffic and Transportation Advisory Commission on November 16, 1993 (Resolution No. 93-231) to meet on a regular basis to identify, discuss, and forward recommendations regarding traffic and transportation concerns to the City Council; and

WHEREAS, on June 25, 1996, the City Council per Resolution No. 96-132 revised the number of Commission members from nine members to seven; and

WHEREAS, on April 27, 2004, the City Council per Resolution No. 2004-062 established an appeal fee to be charged to persons aggrieved by decisions made by the Traffic and Transportation Advisory Commission; and

WHEREAS, on December 14, 2004, the City Council per Resolution No. 2004-245 rescinded Resolution No. 96-132 and revised provisions for Commission Officers, Meetings, Rules and Appeal Process; and

WHEREAS, on June 7, 2005, the City Council per Resolution No. 2005-086 rescinded Resolution No. 2004-245 and revised provisions for Commission Composition and Organization; and

WHEREAS, on April 19, 2006, the City Council per Resolution No. 2006-094 rescinded Resolution No. 2005-086 and restructured the Traffic Commission to five-members; and

WHEREAS, on May 15, 2013, the Traffic and Transportation Advisory Commission voted unanimously to recommend to the City Council that the Commission meeting start time be changed from 7:30 p.m. to 6:30 p.m. to achieve consistency with meeting start times of other City Committees/Commissions.

NOW THEREFORE, THE CITY OF THOUSAND OAKS CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. Rescind Prior Resolution.

Council Resolution No. 2006-094 is hereby rescinded and superseded by this Resolution.

Section 2. Establishment and Name.

There is hereby formally established a Traffic and Transportation Advisory Commission to serve as an advisory Commission to the City Council.

Section 3. Function and Duties.

The purpose of the Traffic and Transportation Advisory Commission is to act in an advisory capacity to the City Council relative to traffic and transportation issues. The function and duties of the Traffic and Transportation Advisory Commission are as follows:

- To gather and review information relating to traffic issues.
- To identify traffic problems and needs of the residents.
- To develop and recommend local and regional transportation needs and proposed solutions to the City Council.

The Traffic and Transportation Advisory Commission may submit progress reports to the City Council on their activities, other periodic reports deemed appropriate, and any transportation and traffic recommendations that the City Council may need to approve or act on. The Traffic and Transportation Advisory Commission may submit an annual report to the City Council on their activities.

Section 4. Composition and Organization.

The Traffic and Transportation Advisory Commission shall consist of five (5) members each nominated by a Councilmember subject to approval by a majority of the City Council. The nomination process shall be governed pursuant to the Maddy Act (Government Code Sections 54970 thru 54974).

Members shall be residents of the City but shall not be officials or employees of the City.

Commission terms shall expire at the end of the nominating Councilmember's term. A majority of members of the Traffic Commission, regardless of vacancies, shall constitute a quorum, and a simple majority of those present shall be required to pass a motion unless otherwise required by law or the Municipal Code.

In the absence of specific rules of order and procedure, the conduct of meetings shall be governed by Mason's Manual of Legislative Procedure. However, the failure to follow any procedural rule shall not be considered jurisdictional and shall not jeopardize or invalidate any decision. No citizen shall serve more than two consecutive terms unless their expertise is particularly valuable or if other qualified citizens have not applied.

Each Councilmember shall have the power to nominate a Commission member to fill a vacancy created by the death, removal, resignation or inability to perform Commissioner's duties. All such appointments shall be subject to the approval of the City Council. The term of such a Commissioner appointed to fill a vacancy shall expire at the end of the nominating Councilmember's term.

Section 5. Officers, Meetings and Rules.

The Traffic and Transportation Advisory Commission shall hold public meetings on the third Wednesday of each month at 6:30 p.m. Members shall notify the Chair and assigned City staff to advise in advance of absences. If a member misses three (3) regular meetings in any twelve-month period, the Commissioner will be advised in writing that they may be removed from office by the City Council. The Commission shall annually elect a Chair and Vice Chair and such other officers deemed necessary. Regular meetings of the Traffic and Transportation Advisory Commission shall be open to the public and Agendas posted pursuant to the Brown Act (Government Code Sections 54950 thru 54963). Meetings shall not be held during the month of August unless directed by Council.

Summary Notes of all meetings shall be available to the public for review and copying.

Section 6. Funding, Expenditures and Assistance.

The individual members of the Traffic and Transportation Advisory Commission shall receive no compensation for their services. Members, however, shall be entitled to reimbursement for reasonable and necessary expenditures incurred from activities performed within the course and scope of duties for the Commission.

The Traffic and Transportation Advisory Commission may request and receive reasonable assistance from City staff in terms of clerical help, reprographic services, meeting space and professional assistance. Any project utilizing over 20 hours of staff time requires advanced City Council approval. Any requests for financial assistance shall be submitted by City staff on behalf of the Traffic and Transportation Advisory Commission and processed through the normal City budgeting process.


Section 7. Appeal Process.

Pursuant to Section 1- 4.02 of the Thousand Oaks Municipal Code, any person wishing to appeal a decision of the Traffic and Transportation Advisory Commission shall file a written appeal with the City Clerk Department via the Public Works Traffic Engineering Division Manager within 14 calendar days of the Commission's decision. The matter will be referred to the City Council at the

earliest reasonable and available date, which shall be generally within 90 days of the appeal filing. The appeal fee is set by Resolution and shall be paid with the filing of a written appeal. The appeal fee may be reimbursed by the City Council if the Council rules in favor of the appellant. If approved by the City Council, the reimbursed appeal fee is to be returned to the appellant filing the appeal within approximately 30 calendar days.

PASSED AND ADOPTED this 25th day of June, 2013.

CITY OF THOUSAND OAKS




Claudia Bill-de la Peña, Mayor

ATTEST:



Linda D. Lawrence, City Clerk

**APPROVED AS TO FORM:
Office of City Attorney**



Christopher G. Norman, Assistant City Attorney

APPROVED AS TO ADMINISTRATION:



Scott Mitnick, City Manager

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF VENTURA) SS.
CITY OF THOUSAND OAKS)


I, LINDA D. LAWRENCE, City Clerk of the City of Thousand Oaks, DO
HEREBY CERTIFY that the foregoing is a full, true, and correct copy of Resolution
No. 2013-043, which was duly and regularly passed and adopted by said City
Council at a regular meeting held June 25, 2013, by the following vote:

AYES: Councilmembers Adam, Price, Irwin, and Mayor Bill-de la Peña

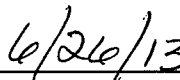
NOES: None

ABSENT: Councilmember Fox

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the
official seal of the City of Thousand Oaks, California.



Linda D. Lawrence, City Clerk
City of Thousand Oaks, California



Date Attested

Engineer's Report

Emergency Vehicle Preemption at Traffic Signals

- Information Item

Item #8C

TO: Traffic and Transportation Advisory Commission

FROM: Jim Mashiko, Senior Engineer

DATE: November 16, 2016

SUBJECT: Traffic Signal Emergency Vehicle Preemption Devices

RECOMMENDATION:

Receive report as information.

BACKGROUND:

At the October 19, 2016 Traffic and Transportation Advisory Commission meeting, a request was made to provide details on how the City allows emergency vehicles (fire, police and ambulance) to reduce delays for emergency response calls. Emergency Vehicle Preemption devices allow emergency vehicles to preempt traffic signals (change them to green) to reduce emergency response times. In early 2011, the City of Thousand Oaks started to evaluate two known emergency vehicle preemption products. The City of Ventura and the City of Simi Valley, as part of a collaborate effort with the County of Ventura Fire Department (VCFD) and the City of Ventura Fire Department, also evaluated both products for emergency response time and functionality.

In October 2011, City staff met with the other four agencies to determine the preferred preemption device. Attendees included fire chiefs, fire captains, traffic engineers, traffic signal maintenance personnel and purchasing agents. It was the desire of VCFD to pick one unit that will be used county wide. The VCFD fire apparatus can move from fire station to fire station county wide during emergencies and having a standard preemption device will enable all emergency vehicles the ability to preempt traffic signals where they have been installed. Based on the evaluation, GTT Opticom preemption equipment was unanimously preferred.

DISCUSSION/ANALYSIS:

Preventive traffic signal components include GPS intersection receiver units, vehicle sending units, antennas, phase selectors, card racks, interface panels, cables, software and other related items. Of the City's 132 traffic signals,

Traffic Signal Installation Priority Locations

November 16, 2016

Page 2

43 traffic signals are connected to GTT Opticom preemption units. Additionally, four units are connected to Caltrans traffic signals. Road segments include sections of Moorpark Road, Thousand Oaks Boulevard, Hillcrest Drive, Ventu Park Road, Lynn Road, Rancho Conejo Boulevard, Camino dos Rios, Wendy Drive and Westlake Boulevard (Attachment #1).

There are five fire stations with seven service vehicles and the Thousand Oaks Police Department has four police vehicle units. Currently, there are no ambulances utilizing the preemption devices.

The City anticipates adding more preemption equipment to additional intersections in coordination with VCFD. Selected sites are generally those roads that carry the most traffic as it relates to the proximity of the Fire Stations and are used most frequently by the emergency response vehicles.

Prepared by: Robert Sweeting, Associate Engineer

Attachment:

Attachment #1 – Traffic Signal Preemption Location List

DPW: 823-15\rs\dlz\Traffic Commission\2016\111616 Traffic Signal Preemption Staff Report.docx

Emergency Vehicles Preemption Locations

1	Broadbeck Dr	@	Caminos Dos Rios	
2	Hillcrest Dr	@	McCloud Ave	
3	Hillcrest Dr	@	West Drwy	
4	Hillcrest Dr	@	Lynn Rd	
5	Hillcrest Dr	@	Marin St	
6	Hillcrest Dr	@	Wilbur Rd	
7	Hillcrest Dr	@	Sears Drwy	
8	Hillcrest Dr	@	Conejo Blvd	
9	Hillcrest Dr	@	Moorpark Rd	
10	Hillcrest Dr	@	Teller Rd	
11	Hillcrest Dr	@	Rancho Conejo Blvd	
12	Hillcrest Dr	@	Ventu Park Rd	
13	Hillcrest Dr	@	Duesenberg Dr	
14	Hillcrest Dr	@	Skyline Dr	
15	Kanan Rd	@	Westlake Blvd	
16	Lynn Rd	@	Ave de los Arboles	
17	Lynn Rd	@	Janss Rd	
18	Lynn Rd	@	Gainsborough Rd	
19	Moorpark Rd	@	Ave de los Arboles	
20	Moorpark Rd	@	Lancer Way	
21	Moorpark Rd	@	Ave de las Flores	
22	Moorpark Rd	@	Columbia Rd	
23	Moorpark Rd	@	Park Oaks	
24	Moorpark Rd	@	Janss Rd	
25	Moorpark Rd	@	Wilbur Rd	
26	Moorpark Rd	@	Thousand Oaks Blvd	
27	Moorpark Rd	@	Gainsborough Rd	
28	Olsen Rd	@	Moorpark Rd	
29	Thousand Oaks Blvd	@	Auburn Rd	
30	Thousand Oaks Blvd	@	Marmon Ave	
31	Thousand Oaks Blvd	@	Cord Ave	
32	Thousand Oaks Blvd	@	Pierce Arrow Ave	
33	Thousand Oaks Blvd	@	Packard Cir	
34	Thousand Oaks Blvd	@	Westlake Blvd	
35	Thousand Oaks Blvd	@	Promenade Way	
36	Thousand Oaks Blvd	@	Lakeview Canyon Rd	
37	Thousand Oaks Blvd	@	Duesenberg Dr	
38	Thousand Oaks Blvd	@	Hampshire Rd	
39	Thousand Oaks Blvd	@	Conejo School Rd	
40	Thousand Oaks Blvd	@	Erbes Rd/ Los Feliz Dr	
41	Thousand Oaks Blvd	@	Rancho Rd	
42	Westlake Blvd	@	Cloverleaf St	
43	Westlake Blvd	@	Valley Springs Dr	
44	Rancho Conejo Blvd	@	NB Ramps	Caltrans
45	Rancho Conejo Blvd	@	SB Ramps	Caltrans
46	Wendy Dr	@	NB Ramps	Caltrans
47	Wendy Dr	@	SB Ramps	Caltrans

Engineer's Report

Waverly Heights Neighborhood Traffic Statistics

- Information Item

Item #8D

TO: Traffic and Transportation Advisory Commission

FROM: Jim Mashiko, Senior Engineer

DATE: November 16, 2016

SUBJECT: Waverly Heights Neighborhood Traffic Statistics

RECOMMENDATION:

Receive status report as information.

BACKGROUND:

A number of residents addressed the Traffic and Transportation Advisory Commission (Traffic Commission) at the October 19, 2016 meeting related to existing neighborhood traffic concerns and the potential impact of the relocation of additional activities to the Waverly Heights Adult School access from Montgomery Road and Old Farm Road.

Staff has been in communication with the residents and is in the process of scheduling a meeting to discuss traffic concerns and options. Attached are copies of traffic counts that have been shared with the residents and school district (Attachment #1).

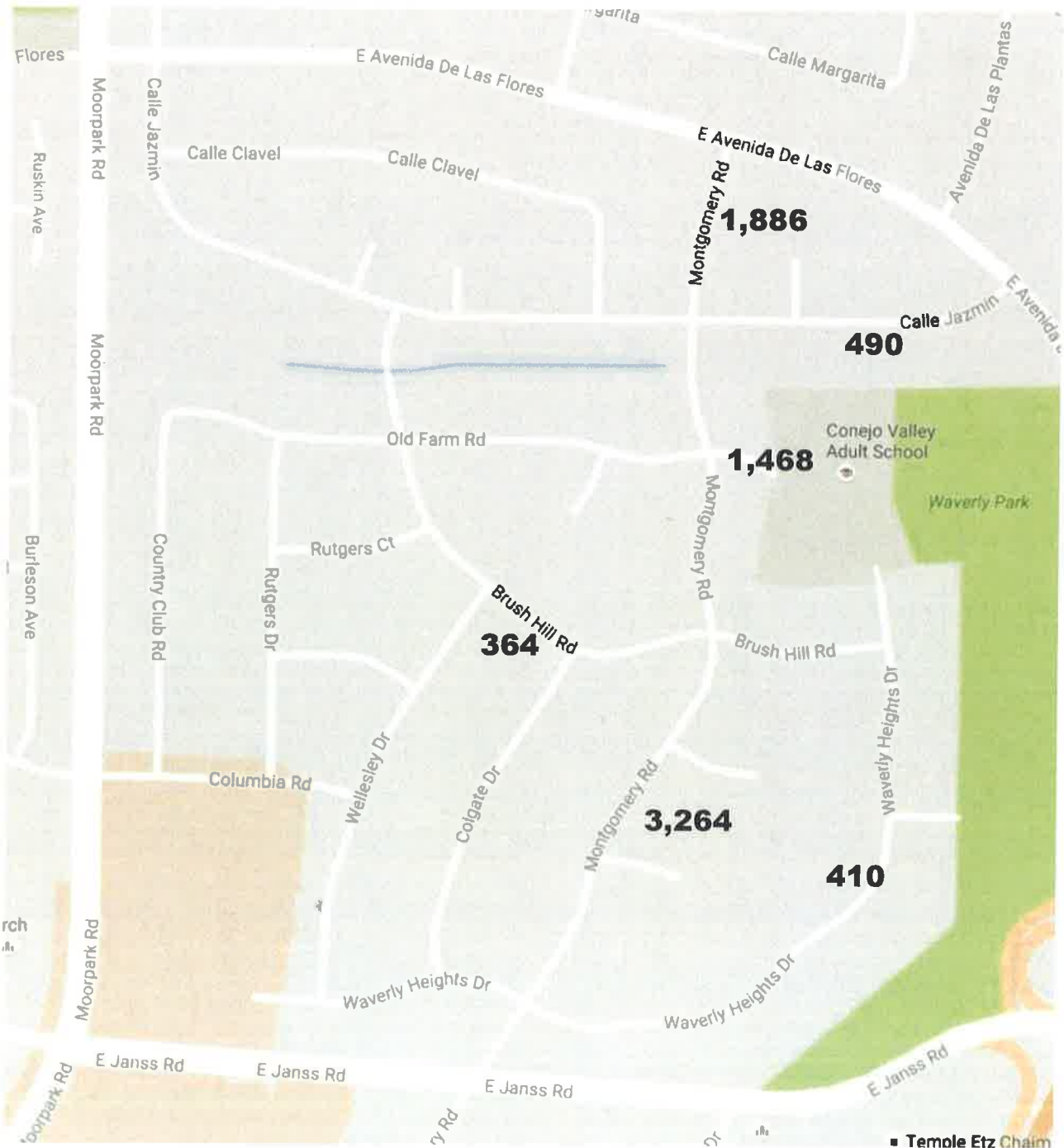
Additional status updates will be provided to the Traffic Commission on this issue.

Attachment:

Attachment #1 – Traffic Counts

DPW: 115-51\jm\dlz\Traffic Commission\2016\111616 Waverly Heights Neighborhood Traffic Statistics.docx

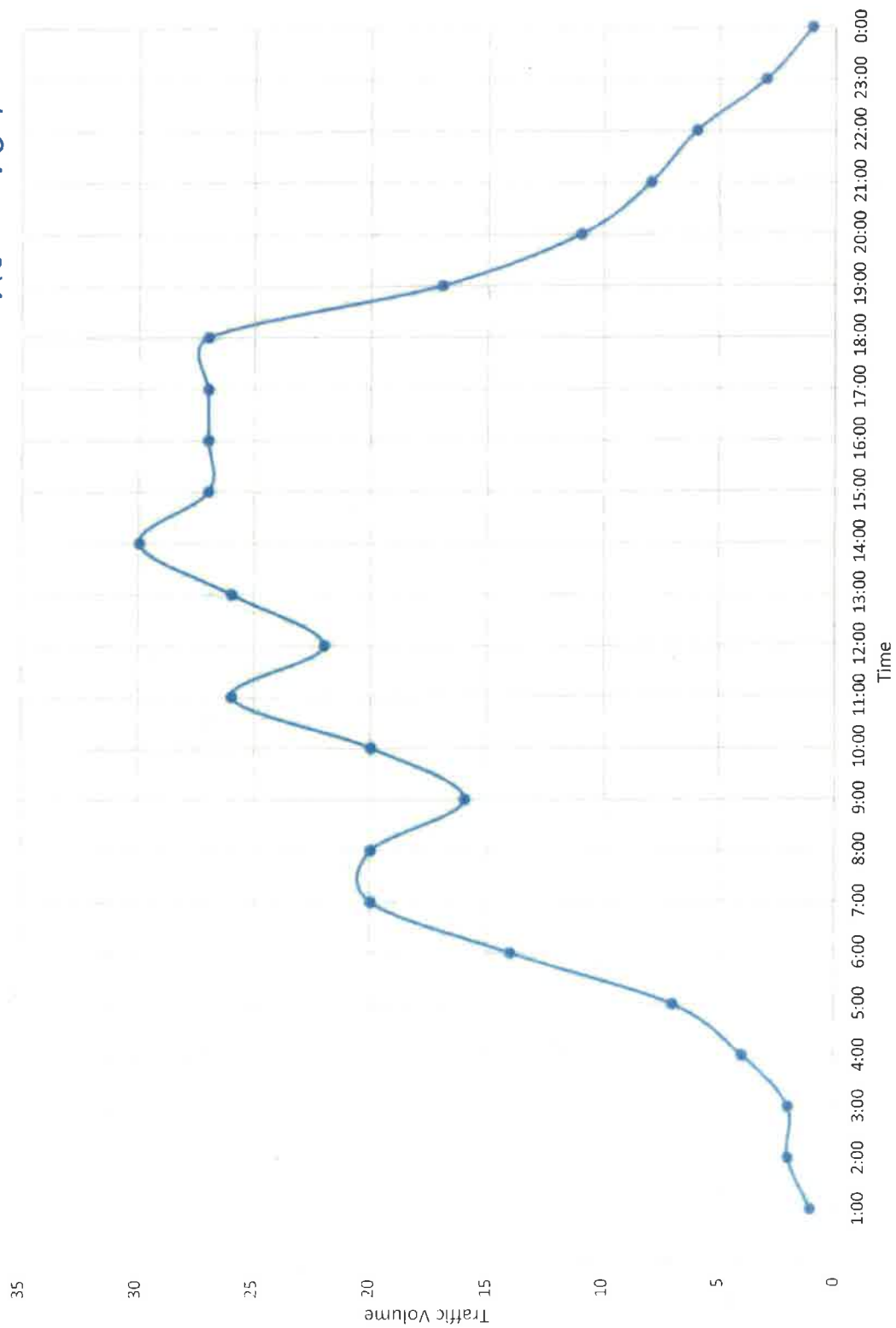
Existing Waverly Neighborhood Daily Traffic Volumes



September 2016 data expressed as vehicles per day (vpd), midweek data when Adult School was in session.

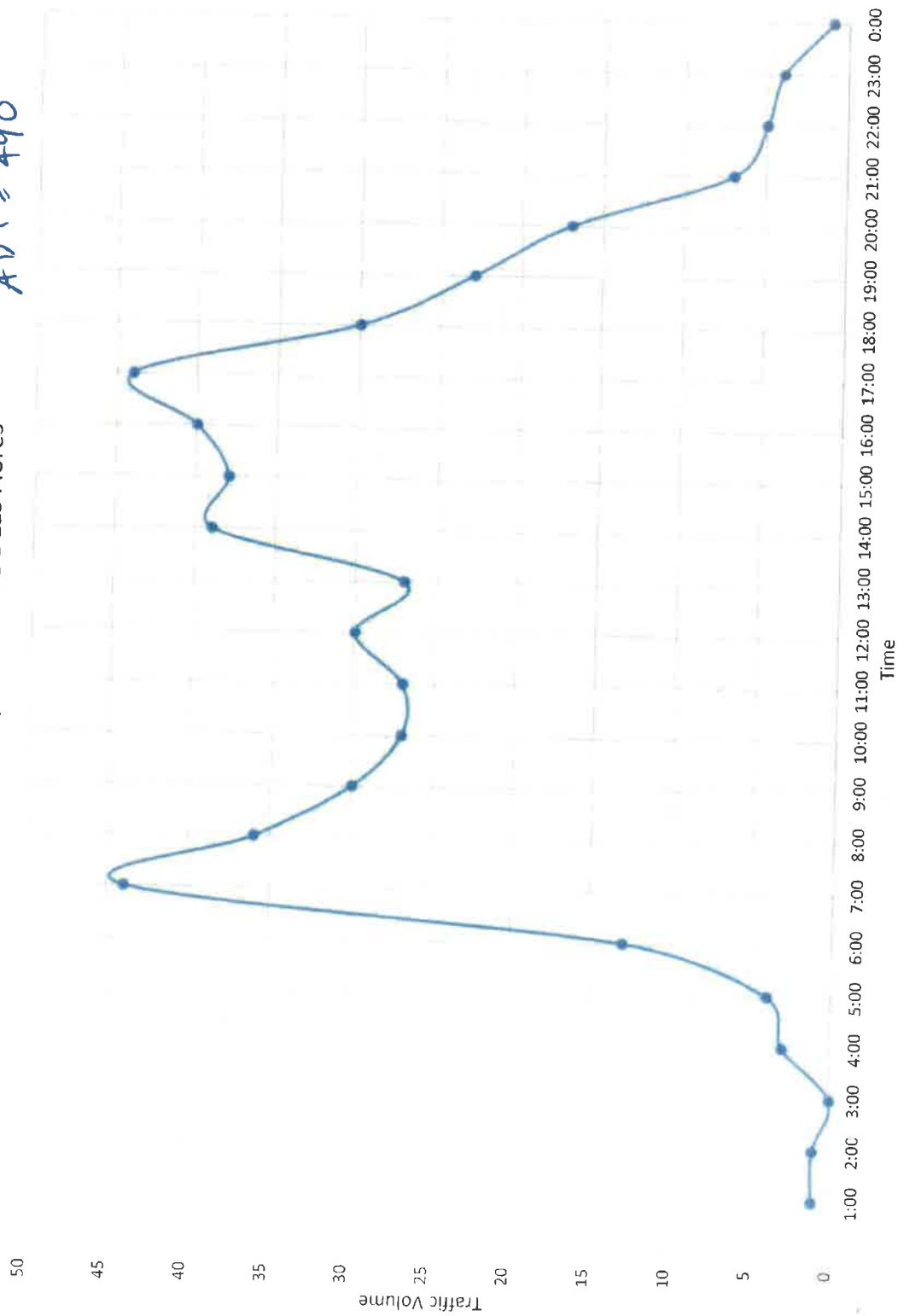
Brush Hill Road E/O Wellesley Drive

ADT = 364



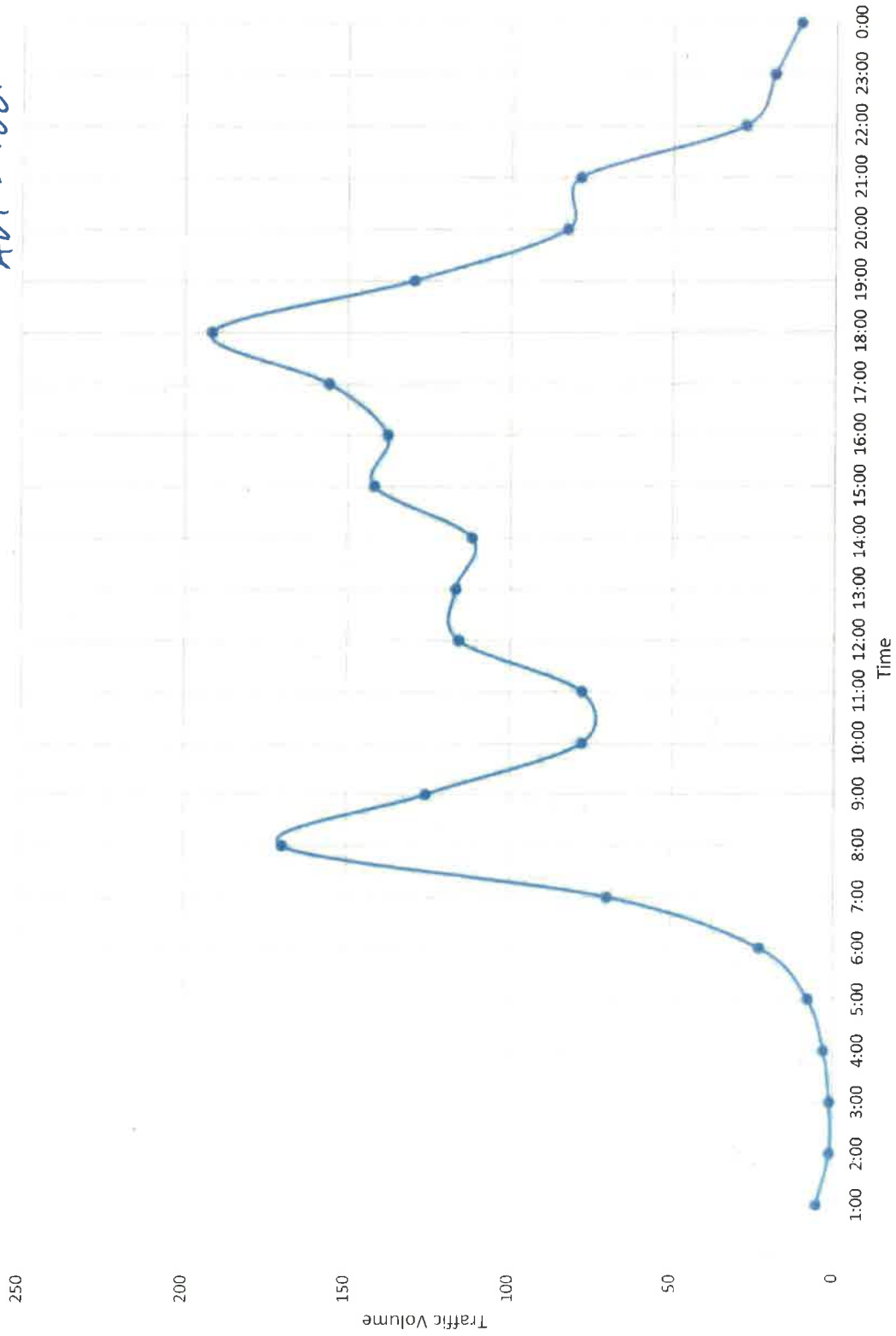
Calle Jazmin W/O Avenida De Las Flores

ADT = 490



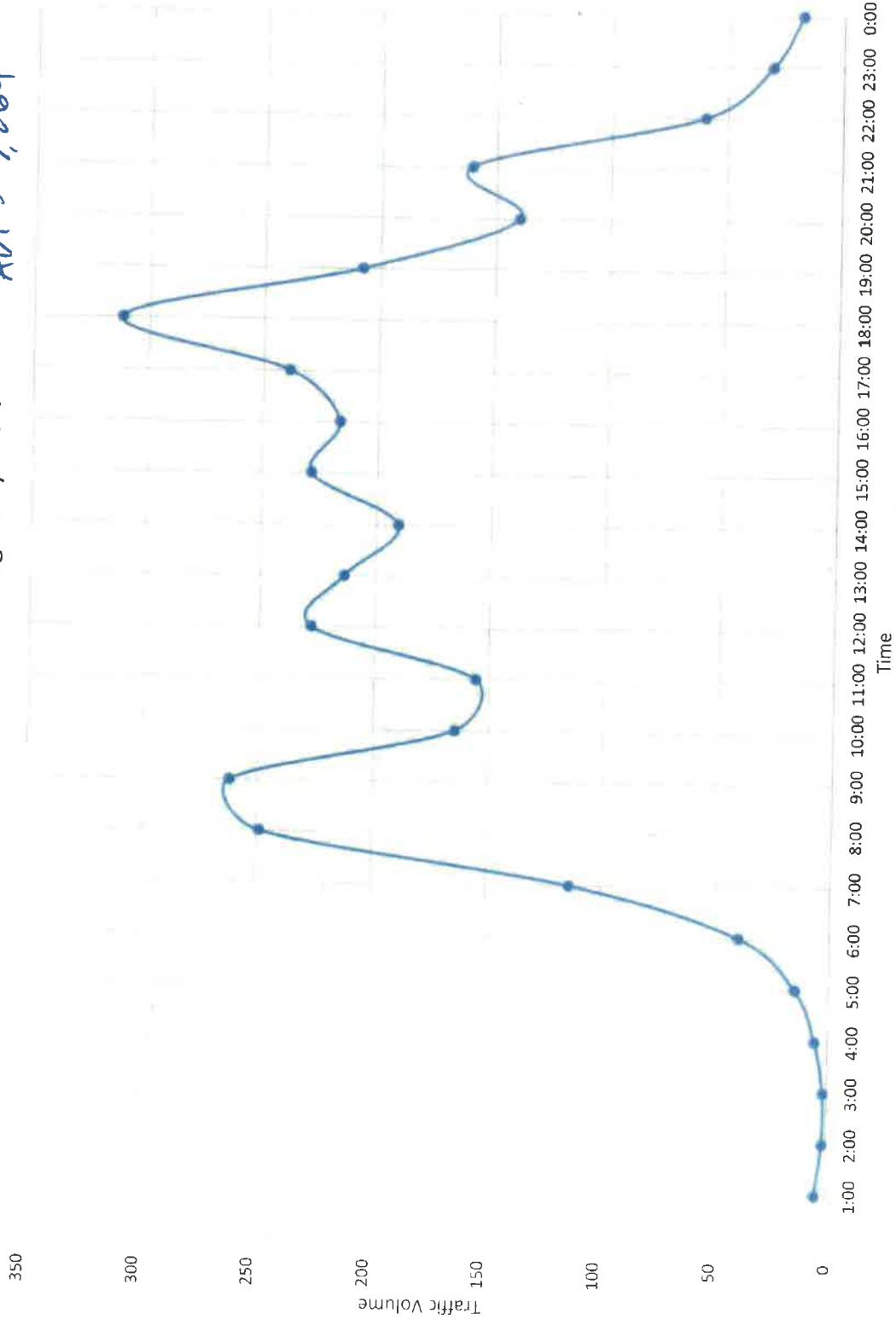
Montgomery Road S/O Avenida De Las Flores

ADT = 1886



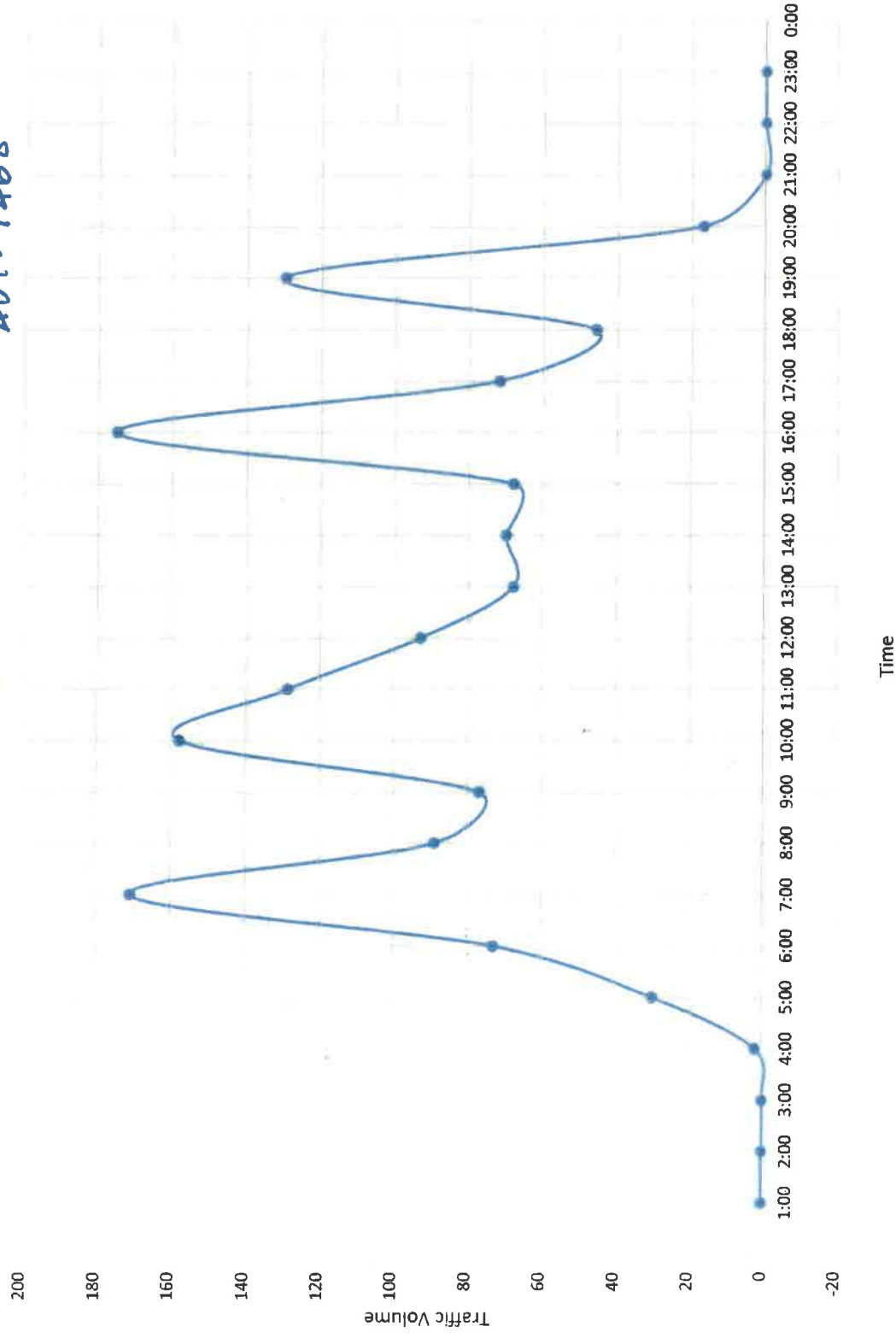
Montgomery Road S/O Montgomery Court

ADT = 3,264



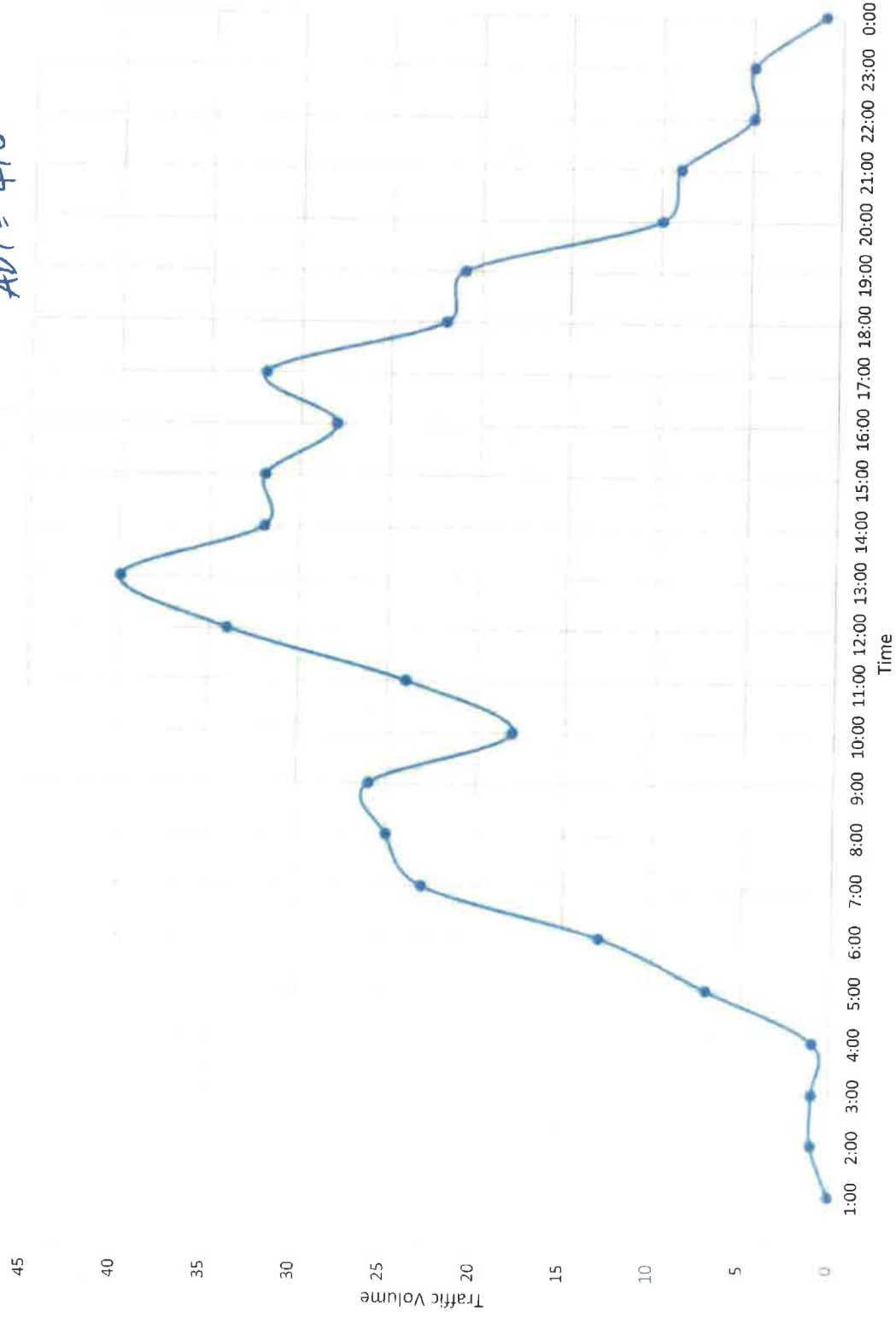
Old Farm Road ~~E/O~~ Montgomery Road

ADT = 1468



Waverly Heights Drive S/O Princeton Drive

ADT = 410



Engineer's Report

Bicycle Advisory Team (BAT) Recommendations

- Information Item

Item #8E

TO: Traffic and Transportation Advisory Commission

FROM: Jim Mashiko, Senior Engineer

DATE: November 16, 2016

SUBJECT: Bicycle Advisory Team (BAT) Update

RECOMMENDATION:

Receive status report as information.

Monthly Status of the BAT Recommendations:

Bicycle and Pedestrian Master Plan

The first public outreach activity for the Bicycle and Pedestrian Master Plan took place at the Thousand Oaks Rotary Street Fair on October 16, 2016. BAT members Sharon McMahon, J.C. Simmons and Les Leach volunteered at the booth between 9:00 a.m. and noon, and City staff Kathy Lowry and Monica Fuller “worked” the booth between noon and 4:00 p.m. People attending the Street Fair had the opportunity to provide input by marking on large maps where they would like to see more bicycle and pedestrian opportunities throughout the City. Attendees could add their names to an e-mail list to be notified of future activities.

Staff recently became aware of and is applying for a Southern California Association of Governments 2016 Sustainability Planning Grant to fund the preparation of the Bicycle and Pedestrian Master Plan. Staff should be notified if the project is recommended for funding in January 2017. Until staff is notified, no new work will be done on the Master Plan. If the grant is awarded, then the project would start up in April 2017. If the grant is not awarded, the project will start up in January 2017.

Bicycle Friendly Community

The League of American Bicyclists is renewing the designation of the City of Thousand Oaks as a Bicycle Friendly Community at the Bronze Level (Attachment #1). The City was first recognized in 2008 by the League of American Bicyclists and is very proud of this accomplishment.

“50 Best Bike Cities”

In the November/December 2016 edition of Bicycling Magazine, the City of Thousand Oaks again ranked as one the “50 Best Bike Cities” in the nation; Thousand Oaks has been in the top 50 since 2012. The ranking of the best cities for cycling is based on a number of factors including cycling infrastructure, transportation budgets, bike usage, historical performance, and future projects.

Seven California cities made the list. Thousand Oaks was the only agency in Ventura County to be recognized.

International Mountain Bicycling Association (IMBA)/Clif Bar Company Grant

The IMBA and Clif Bar Company have awarded the City and Concerned Off Road Bicyclist Association (CORBA) a grant for the Los Robles Trailhead Improvements in the amount of \$500. Nationally, only 10 grants were awarded.

The Los Robles Trail provides 25 miles of trails via a contiguous route from Westlake Village to Newbury Park. The nearly 2,000 acre ridgeline trail is located at the southern portion of the Conejo Open Space. The project will improve the trailhead located at the southern terminus of Moorpark Road. There is limited parking due to the small size and steep grade of the parking lot and there are no public facilities. The improvements will enhance the parking lot and provide amenities including a restroom, water fountain and a shade structure. Additional funding for the project will come from developer fees and future grants.

Prepared by: Kathy Lowry, Engineering Associate

Attachment:

Attachment #1 – Bicycle Friendly Community Bronze Level

CITY OF THOUSAND OAKS
BICYCLE FRIENDLY COMMUNITY
BRONZE DESIGNATION



Work Program and Commission Schedule

Item #11

Traffic and Transportation Advisory Commission

FUTURE AGENDA ITEMS

November 16, 2016

ACTION ITEMS:

- **Via Mirabella Speed Hump Petition (November 2016)**
- **Lynn Road Traffic Concerns (south of 101 Freeway)**

INFORMATION ITEMS:

- **Residential Street Traffic Calming Options**
- **Greenmeadow Drive (south of Lynn Road) Traffic Calming – Status Report**
- **Westlake Boulevard Sidewalk Installation Project – Status Report**
- **Flashing Yellow Arrow Installation – Status Report**
- **Traffic Impact Mitigation Fee Study – Status Report**
- **Rancho Road Sidewalk and Bike Lane Improvement Project (CI5308) – Status Report**