CITY OF DEL REY OAKS

650 CANYON DEL REY RD. · DEL REY OAKS, CALIFORNIA 93940
PHONE (831) 394-8511 · FAX (831) 394-6421

AGENDA
TRAFFIC COMMITTEE MEETING
THURSDAY, SEPTEMBER 8, 2016 AT 6:00 P.M.
CHARLIE BENSON MEMORIAL HALL, CITY HALL

1. **6:00 P.M. - ROLL CALL** – *Attendees*

2. **CONSCENT AGENDA**:
   - **A.** Minutes: Traffic Committee Meeting – 05/19/2016

3. **OLD BUSINESS** *Discussion Items*
   - **A.** Review Hatch Mott McDonald Striping Plan: Carlton Drive
   - **B.** Review City Council Recommendations: Stop Sign Placement Portola Drive
   - **C.** Future Traffic Calming: Quendale Avenue and Portola Drive

4. **NEW BUSINESS**
   - **A.** Establish Traffic Committee Meeting Schedule: Second Thursday of each Month at 6 pm

5. **Next Meeting:** If approved, the next regular meeting of the Traffic Committee will be Thursday, October 13th, 2016 at 6 pm.

6. **ADJOURNMENT**

Information distributed to the members at the meeting becomes part of the public record. A copy of written material, pictures, etc. must be provided to the secretary for this purpose. All enclosures and materials regarding these agenda items are available for public review at the Del Rey Oaks City Hall, 650 Canyon Del Rey Road, Del Rey Oaks.

City of Del Rey Oaks Traffic Committee Meeting held May 19, 2016 at 6 p.m.

In attendance: Alexis Bunten, Caitlyn Baczuk, Layne Buckley, Nicole Bulich, Keith Higgins and Deputy City Clerk Carvalho

Keith Higgins, Hatch Mott McDonald Showed a PowerPoint presentation about his experience and the company noting the following:

Stated his company is an international company based in London
Move here in 1980 background in traffic engineering
Greater Monterey area since 1982
Interim traffic engineer for Seaside and Monterey
General Jim Moore/Fort Ord prior to dissolution of base in 1994
Traffic calming for Salinas, Seaside, Atherton
Committee members and city staff are both his clients.
Prior to General Jim Moore Carlton had a lot more traffic
Went over scope of work
Wants to know what the research will include. Wants it to include factual as well as personal.
Decide on actual classification of actual street

Caitlyn Baczuk: Needs to be clearly classified based on what is actually on that street.
Layne Buckley: If local road will it always be a local road?
Keith Higgins: Speed surveys are for major streets usually, or not enforceable.
Caitlyn Baczuk: General Plan has not been updated so can't be anything other than stated there
Alexis Bunten: Definitions need to be stated.
Keith Higgins: General traffic calming: Speed signs, speed cushions and complete road closure Neighbors will have different perspective of the same street. You can't ignore a physical device. Implement guidelines include -

Fire Departments do bristle at the idea of speed cushions on main routes

DCC Carvalho: Informed Keith Higgins that Carlton is a main fire route
Keith Higgins: Level 1 has been completed, Level 2 discussed characterization of Carlton.
Layne Buckley: Asked for numbers of accidents on Carlton to be at the next meeting.
Keith Higgins: Look at Carlton and what type of devices are appropriate. If we qualify as a local street. He's seen lots worse roads but any street with driveways has blind spots. Some ideas: Sidewalk, curb potential, minimum size for roundabout 100' outside, stop signs are not necessarily the answer. There are requirements for stop signs and council may need to rescind their decision if they are illegal.

Committee members and Mr. Higgins left to do a walk of Carlton Drive.

8:06 returned from walk and closed the meeting.

Attest: **Date:**

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PROJECT NOTES

1. REMOVE 47 FEET OF EXISTING ISLAND, REPAIR/REPAVE TO MATCH EXISTING PAVEMENT SECTION.
2. ROLLED CURB MADE WITH PORTABLE SPEED BUMPS (2.5" HIGH X 12" WIDE, TYP).
3. REPLACE EXISTING EMPIRE FOUNDARY, OAKLAND, CA CATCH BASIN GRATE WITH ADA COMPLIANT GRATE.
4. SPEED FEEDBACK SIGNS (CITY PROVIDED), PERMANENT OR TEMPORARY?
5. ISLAND MADE WITH 6" WHEELSTOPS.

CONCEPTUAL PLANS
SUBJECT TO REVISION

LEGEND

- = NEW STRIPING
- = NEW CROSSWALK / STOP BAR STRIPE
- = NEW TYPE I (10') ARROW
- = NEW BIKE LANE PAVEMENT LEGEND
- STOP = NEW PAVEMENT LEGEND
- = REMOVE EXISTING ISLAND / PAVEMENT LEGEND
- = EXISTING SIGN
- = NEW/RELOCATED SIGN
- △ = EXISTING SIGN PANEL & SIGN TO REMAIN
- ▭ = EXISTING SIGN PANEL & POST TO BE REMOVED
- ⬭ = INSTALL NEW SIGN PANEL & POST
- (#) = CALTRANS STRIPING DETAIL #

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

GENERAL NOTES

1. ALL SIGNING, STRIPING AND PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE CALTRANS STANDARD SPECIFICATIONS AND STANDARD PLANS (2015) AND ANY SUBSEQUENT REVISIONS ADOPTED BY CALTRANS, AND THE 2014 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (2014 CA MUTCD).
2. A LIST OF MATERIALS PROPOSED BY THE CONTRACTOR TO BE USED ON THIS PROJECT SHALL BE SUBMITTED TO THE CITY'S PROJECT INSPECTOR FOR APPROVAL PRIOR TO THE START OF WORK AND WITHIN TWO (2) WEEKS OF CONTRACT EXECUTION. THE LIST SHALL INCLUDE MANUFACTURER'S SPECIFICATIONS FOR ALL APPLICABLE PRODUCTS.
3. THE CONTRACTOR SHALL OBTAIN THE PERMITS NECESSARY TO PERFORM THE IMPROVEMENTS SHOWN IN THESE PLANS FROM THE APPROPRIATE AGENCIES AND SHALL COMPLY WITH THE AGENCIES' REQUIREMENTS. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE NATIONAL, STATE AND LOCAL LAWS.
4. ALL UTILITIES AND IMPROVEMENTS THAT BECOME DAMAGED DURING CONSTRUCTION SHALL BE COMPLETELY RESTORED BY THE CONTRACTOR TO THE SATISFACTION OF THE CITY ENGINEER AT THE CONTRACTOR'S EXPENSE.
5. OBTAIN APPROVAL FOR EXACT EQUIPMENT LOCATIONS FROM THE CITY ENGINEER PRIOR TO FINAL PLACEMENT. LOCATIONS OF EQUIPMENT SHOWN ON THESE PLANS ARE APPROXIMATE. THE ENGINEER SHALL LOCATE THE EQUIPMENT IN THE FIELD PRIOR TO ANY INSTALLATION WORK.
6. THE CONTRACTOR SHALL REMOVE ALL EXISTING STRIPING, PAVEMENT MARKINGS AND MARKERS WHICH CONFLICT WITH NEW STRIPING, MARKINGS AND MARKERS AS INDICATED. ALL CONFLICTING STRIPING AND MARKINGS SHALL BE REMOVED BY GRINDING OR WET SANDBLASTING, OR OTHER METHOD APPROVED BY THE CITY ENGINEER AND SEALED WITH A TYPE II SLURRY SEAL AFTER REMOVAL.
7. ALL CONSTRUCTION MATERIALS, SIGNS, PAINT, THERMOPLASTIC STRIPING, AND PAVEMENT MARKERS SHALL BE FURNISHED BY THE CONTRACTOR.
8. ALL NEW STRIPING, PAVEMENT LEGEND AND SYMBOL MARKINGS SHALL BE THERMOPLASTIC, UNLESS OTHERWISE NOTED ON PLANS.
9. ALL SIGN CALL-OUTS ARE PER THE 2014 CA MUTCD, UNLESS OTHERWISE NOTED. SIZES FOR ALL NEW SIGNS SHALL BE STANDARD SIZES PER THE 2014 CA MUTCD AND THE 2004 STANDARD HIGHWAY SIGNS MANUAL, UNLESS OTHERWISE NOTED ON THE PLANS.
10. ALL NEW SIGNS SHALL BE STANDARD COLORS PER MUTCD REQUIREMENTS, UNLESS NOTED OTHERWISE ON THE PLANS.
11. ALL SIGNS SHALL BE A MINIMUM HIP STYLE III SHEETING TO MEET CURRENT FHWA REFLECTIVITY REQUIREMENTS.

DATE _____

KEITH HIGGINS, P.E.
PROJECT ENGINEER

Designed By: KH · Checked By: KH
Drawn By: JO

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GILROY, CA 95020
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CARLTON DRIVE TRAFFIC CALMING

DEL REY OAKS, CALIFORNIA

SIGNING AND STRIPING PLAN

DATE: 08-30-16	SCALE:	DEL REY OAKS CALIFORNIA	PD-1
ACAD FILE NO: 376043	1" = 30'		SHEET 1 OF 1

Drawing: \\Gil-data-vm\proddserver\2016\376043 - Carlton Dr Evaluation & Design\14.1 Conceptual\376043 C3.dwg
Aug 30, 2016, 11:52am