

**Your**

**TRANSPORTATION**

**Committee**

**reports as follows:**

TRANSPORTATION COMMITTEE REPORT relative to reducing the speed limit from 30 to 25 miles per hour on segments of Alma Real Drive and Corona Del Mar.

Recommendations for Council action, as initiated by Motion (Rosendahl – Koretz):

1. REQUEST the City Attorney to prepare an ordinance amending Los Angeles Municipal Code Section 80.81 to establish a speed limit of 25 miles per hour on Alma Real Drive between La Cruz Drive and Altata Drive (north intersection), and on Corona Del Mar between Chautauqua Boulevard and Altata Drive (north intersection).
2. DIRECT the Department of Transportation (DOT) to remove the existing 30-miles-per-hour speed limit signs and install 25-miles-per-hour speed limit signs for the affected street segments.

Fiscal Impact Statement: None submitted. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

### SUMMARY

At its meeting held April 21, 2010, Council considered Motion (Rosendahl – Koretz) relative to reducing the speed limit from 30 to 25 miles per hour on Alma Real Drive between La Cruz Drive and Altata Drive (north intersection), and on Corona Del Mar between Chautauqua Boulevard and Altata Drive (north intersection). Motion movers state that local residents and community members have expressed concerns about speeding on these street segments. To address such concerns, DOT has installed traffic calming devices on Alma Real, including eight speed humps. However, the residents still believe that reducing the speed limit would help address their speeding concerns, and that the 25-mile-per-hour prima facie speed limit established for other streets in the neighborhood is also desirable for Alma Real and Corona Del Mar.

Motion movers go on to state that the 30 mile-per-hour speed limit was established based upon a current engineering and traffic survey. The California Vehicle Code requires that speed limits be established based upon an engineering and traffic survey, in order for jurisdictions to legally use radar enforcement. These factors include prevailing critical speeds, collision history, and the existence of any conditions not readily apparent to motorists, and are intended to provide an objective basis for setting speed limits and precluding speed traps. Speed limits set according to these criteria ensure that the greater majority of reasonable motorists will not be subject to arbitrary citations.

DOT has indicated that a reduction of the speed limit to 25 miles per hour on these street segments would preclude the use of radar for enforcement, because a lower speed limit is not supported by the engineering and traffic survey. Consequently, the Police Department has

expressed concern about losing the ability to conduct radar enforcement. The residents requesting the speed limit reduction have been informed and hence have the understanding that radar enforcement will no longer be available if the speed limit is reduced. Council referred Motion to the Transportation Committee for consideration.

At its meeting held May 26, 2010, the Transportation Committee discussed this matter with representatives of the City Attorney's Office and DOT. While radar enforcement may no longer be available for enforcement purposes, the City Attorney's representative stated that the City of Los Angeles may legally reduce the speed limit of a residential street. The Committee recommended that Council request the City Attorney to draft the ordinance necessary to reduce the speed limit from 30 to 25 miles per hour on the segments of Alma Real Drive and Corona Del Mar identified above, and also to direct DOT to install the new speed limit signs.

Respectfully submitted,

TRANSPORTATION COMMITTEE

**- NOT OFFICIAL UNTIL COUNCIL ACTS -**

<u>MEMBER</u>	<u>VOTE</u>
ROSENDAHL:	YES
LABONGE:	YES
ALARCON:	ABSENT
KORETZ:	YES
PARKS:	YES

JAW  
CD 11

[10-0668\\_rpt\\_tran\\_5-27-10](#)