

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

May 14, 2010

To: The Honorable City Council

From: Dorothy Tate, Acting Commission Executive Assistant
Board of Transportation Commissioners



Subject: ORDINANCE APPROVAL - RECOMMENDED SPEED LIMIT REVISION
FOR SHERMAN WAY BETWEEN BALBOA BOULEVARD AND
CLYBOURN AVENUE

At its regular meeting of May 13, 2010, the Board of Transportation Commissioners considered the evidence presented at the public hearing and approved the Ordinance referenced above. A copy of the Board's action, along with the Ordinance is attached for your information.

If you need further information, please contact Brian Gallagher, Senior Transportation Engineer at (818) 374-4676.

DT

Attachments

c: John Fisher
Brian Gallagher
Jasmin San Luis

**BOARD REPORT
CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION**

02, 06 – East Valley #10-2071
Sherman Way bet. Clybourn Av & Balboa
Bl

DATE: May ¹³ 11, 2010

TO: Board of Transportation Commissioners

**SUBJECT: ORDINANCE APPROVAL - RECOMMENDED SPEED LIMIT REVISION
FOR SHERMAN WAY BETWEEN BALBOA BOULEVARD AND
CLYBOURN AVENUE**

RECOMMENDATION:

1. That your Board approve revising the speed limit on Sherman Way between Balboa Boulevard and Clybourn Avenue from 35 miles per hour to 40 miles per hour, so as to be able to retain radar enforcement.
2. That your Board recommend to the City Council that they approve the attached City Attorney's draft ordinance amending Section 80.81 of the Los Angeles Municipal Code (L.A.M.C.) to establish the recommended speed limit.
3. That two copies of this report and the draft ordinance be forwarded to the City Clerk for assignment of a council file number and transmittal to the City Council.

INITIATED BY:

A speed study was initiated by a request from the Los Angeles Police Department (LAPD) to determine the appropriate speed limit and to permit enforcement by the use of radar.

DISCUSSION:

In order for jurisdictions to legally use radar enforcement, the California Vehicle Code requires that the speed limits be re-established every seven years (or ten years following a one-time three year extension) using factual and impartial criteria. These factors include prevailing critical speeds, collision history and the existence of any conditions not readily apparent to motorists. These criteria 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.

An engineering and traffic survey has been completed for Sherman Way between Balboa Boulevard and Clybourn Avenue as required by California Vehicle Code Section 40802(b), in order to justify enforcement of the speed limit by radar. The attached

May 13, 2010

Department of Transportation called and left messages offering to discuss the proposed changes with the Lake Balboa Neighborhood Council and the Greater Valley Glen Neighborhood Council. On March 2, 2010, the Department of Transportation discussed the proposed changes with Lydia Mather, President, Van Nuys Neighborhood Council. On March 2, 2010, and April 19, 2010, the Department of Transportation left voice mail messages for Randall Luse, President, North Hollywood North East Neighborhood Council soliciting comments about the proposed speed limit revision.

Approved by:

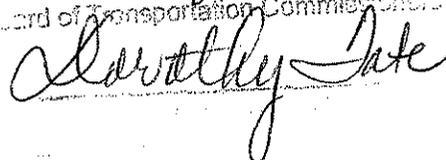

RITA L. ROBINSON
General Manager
Department of Transportation

Date Signed: 4/22/10

RLR:brg
Board report_ShermanWay BalboaClybourn10

- c: Councilmember Paul Krekorian, 2nd Council District
- Councilmember Tony Cardenas, 6th Council District
- City Clerk (2)
- City Attorney
- Board of Transportation Commissioners (7)
- Captain Phillip Trotter, LAPD
- Survey Section, LADOT
- DOT Western District, Ken Firoozmand

Attachments

Approved: May 13, 2010
 Board of Transportation Commissioners


ORDINANCE NO. _____

An ordinance amending Section 80.81 of the Los Angeles Municipal Code to change the speed limit on Sherman Way in the City of Los Angeles.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1. Subdivision S of Subsection (2) of Section 80.81 of the Los Angeles Municipal Code is amended by deleting the following:

On Sherman Way from Clybourn Avenue to Balboa Boulevard.

Sec 2. Subdivision S of Subsection (3) of Section 80.81 of the Los Angeles Municipal Code is amended by adding the following in alphabetical order:

Sherman Way between Clybourn Avenue and Balboa Boulevard.

Sec. 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

JUNE LAGMAY, City Clerk

By _____
Deputy

Approved _____

Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By 
SHELLEY I. SMITH
Assistant City Attorney

Date 10/23/09

File No. _____

ENGINEERING REPORT
Engineering and Traffic Survey for
Sherman Way between Clybourn Avenue and Balboa Boulevard

Sherman Way between Clybourn Avenue and Balboa Boulevard is designated as a "Major Highway". Currently, Sherman Way between Clybourn Avenue and Balboa Boulevard is posted with a 35 miles per hour speed limit.

Sherman Way between Clybourn Avenue and Balboa Boulevard has a roadway width varying from 53 to 94 feet, with striping as follows:

- Balboa Boulevard to just west of Albertson's Way / Sherman Circle (2.87 miles) the roadway is 94 feet wide, with a 14 to 15 foot wide raised center median island with left-turn channelization, and has three lanes in each direction.
- From just west of Albertson's Way / Sherman Circle to Whitsett Avenue (2.61 miles) the roadway is 80 feet wide, with three lanes in each direction, and two-way left-turn channelization.
- Whitsett Avenue to Laurel Canyon Boulevard (0.49 miles) is 83 feet wide, with a raised median beginning west of the 170 Freeway Northbound Ramps, with median cut-outs for left-turn pockets.
- Laurel Canyon Boulevard to Radford Avenue (0.25 miles) is 86 feet wide, with two lanes plus a bike lane in each direction, and a raised median.
- Radford Avenue to Vineland Avenue (1.25 miles) is 74 to 80 feet wide, with two lanes plus a bike lane in each direction, and two-way left-turn channelization.
- Vineland Avenue to Clybourn Avenue (0.47 miles) is 53 to 76 feet wide with one lane eastbound and two lanes westbound, and two-way left-turn channelization.
- Riverton Avenue to Clybourn Avenue (0.21 miles) is 53 to 59 feet wide, with one lane in each direction and two-way left-turn channelization.

Sherman Way between Balboa Boulevard and Varna Avenue:

The frontage along the segment of Sherman Way between Balboa Boulevard and Varna Avenue is developed with a mixture of residential and business areas. Bridget of Sweden Elementary School is located at Sherman Way and Whitaker Avenue, the Van Nuys Airport is located between Hayvenhurst Avenue and Valjean Avenue, Valley Elementary School is located at Haskell Avenue and Sherman Way, Foundations Community School is on the south side of Sherman Way west of Albertson's Way / Sherman Circle, the Northridge Hospital Medical Center Sherman Way Campus is located on the south side of Sherman Way west of Sherman Circle, Pinecrest School is located on Sherman Way between Katherine Avenue and Hazeltine Avenue, Hazeltine Avenue is located on Sherman Way between Hazeltine Avenue and Costello Avenue, and the Tujunga Wash is located between Allott Avenue and Varna Avenue. There are continuous

sidewalks or off-street pedestrian walking areas for the entire segment, on both sides of the roadway. The curb lanes are sufficiently wide to be safely shared by bicyclists and motorists, but peak hour parking restrictions are necessary on several blocks where the curb lane is not wide enough for both parked cars and through traffic. There is an uncontrolled marked school crosswalk at Whitaker Avenue, next to the Bridget of Sweden Elementary School, but it is being considered for removal due to low pedestrian volumes and restricted visibility of pedestrians in the crosswalk due to landscaped medians. The roadway is straight, with a grade from -1 to +1 percent.

The segment of Sherman Way between Balboa Boulevard and Varna Avenue is a distance of approximately 4.37 miles, with observed critical speeds between 38 and 39 miles per hour, and an average critical speed of 38.8 miles per hour. The average lower limit of pace is 30.8 miles per hour, and the average median speed is 33.7 miles per hour. According to the requirements for setting speed limits described in the California Manual on Uniform Traffic Control Devices (California MUTCD), effective September 26, 2006, the speed limit on this segment of Sherman Way between Balboa Boulevard and Varna Avenue should be set at 40 miles per hour, unless there are roadway characteristics that are unexpected to drivers that can justify a 5 miles per hour reduction. A review of field conditions and accident records indicates that there are no observed conditions that objectively could be considered as not readily apparent to motorists. The accident rate on Sherman Way between Clybourn Avenue and Balboa Boulevard; which includes this segment, is 1.43 accidents per million-vehicle-miles; which is relatively low. Accordingly, any speed limit reduction below the proposed 40 miles per hour speed limit would not be justified. The posted speed limit for Sherman Way, west of Balboa Boulevard, has recently been proposed to be set at 40 miles per hour.

If the current 35 miles per hour speed limit were to be retained for this segment, then 36.9 percent of the motorists would be considered as speed violators. In the absence of factors, this high rate of violators would be unreasonable and would not distinguish occasional violators from the majority of reasonable drivers.

Sherman Way between Varna Avenue and Clybourn Avenue:

The frontage along the segment of Sherman Way between Varna Avenue and Clybourn Avenue is developed with business areas. The Sun Valley Health Center and the LAUSD Bus Depot are located on the north side of Sherman Way between Bakman Avenue and Fair Avenue, and the Bob Hope Airport has frontage on the south side of Sherman Way between Vineland Avenue and Clybourn Avenue. There are continuous sidewalks or off-street pedestrian walking areas on both sides of the roadway for most of the segment, except for about 640 feet on the north side of Sherman Way between Vineland Avenue and the alley east of Sherman Way where there is a level, paved off-street parking area that pedestrians can still walk through, and for 690 feet on the south side of Sherman Way from 370 feet west of Riverton Avenue to 280 feet east of Riverton Avenue adjacent to Bob Hope Airport, where a fence extends all the way out to the curb. Field observations did not see any pedestrians walking on the south side of the

street for this 690-foot segment though, and a privately funded, mid-block pedestrian signal is being considered near 10817 Sherman Way, just west of this location to improve pedestrian mobility in this area. The curb lanes are sufficiently wide to be safely shared by bicyclists and motorists, but peak hour parking restrictions are necessary on most of the blocks between Varna Avenue and Whitsett Avenue where the curb lane is not wide enough for both parked cars and through traffic. The roadway is straight and level, except for a horizontally curved segment between Whitsett Avenue and Radford Avenue; where there is also a vertical crest and a vertical sag with grades ranging from -4 percent to +3 percent.

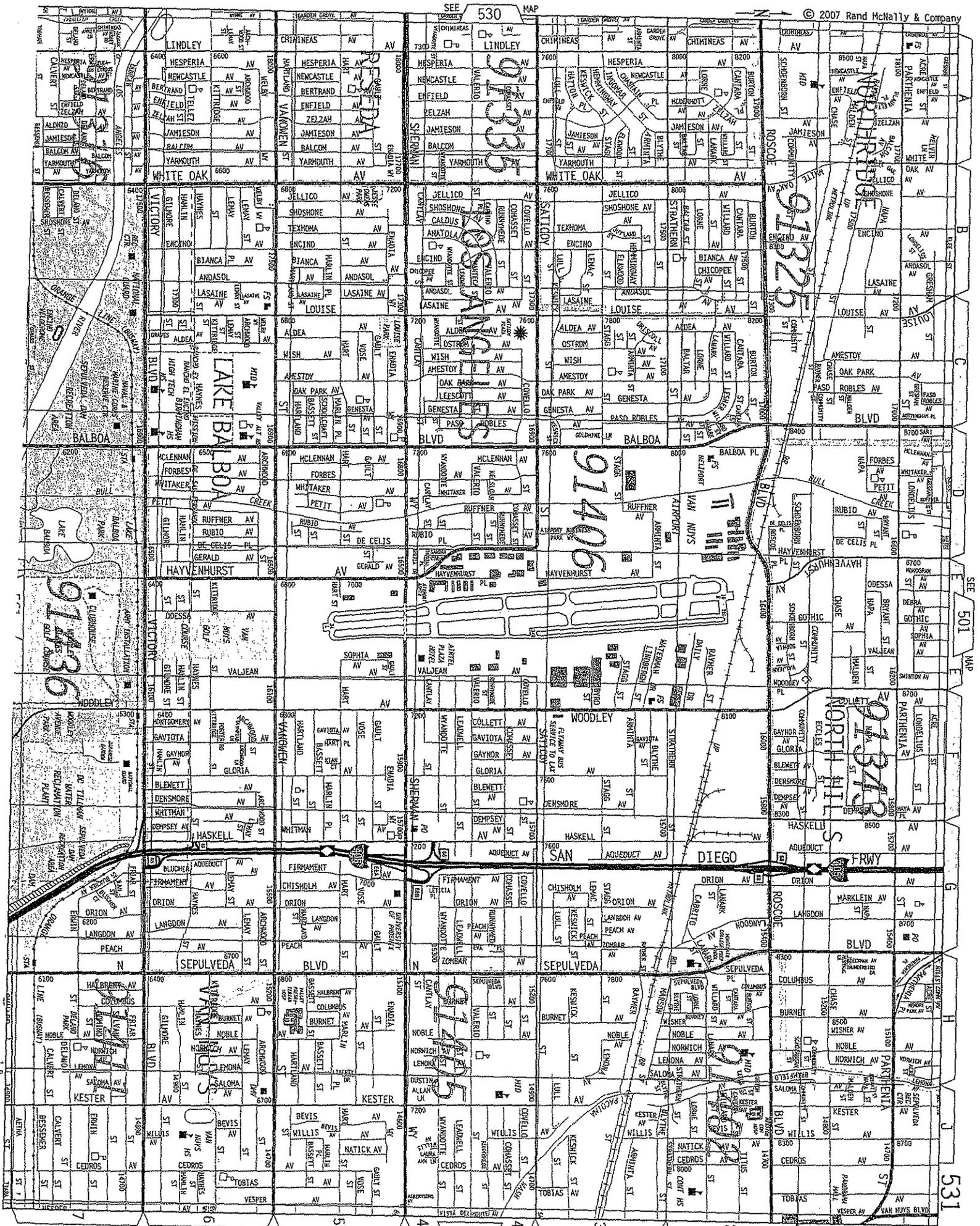
The segment of Sherman Way between Varna Avenue and Clybourn Avenue is a distance of approximately 3.58 miles, with observed critical speeds between 35 and 42 miles per hour, and an average critical speed of 38.2 miles per hour. The average lower limit of pace is 30.6 miles per hour, and the average median speed is 33.4 miles per hour. According to the requirements for setting speed limits described in the California Manual on Uniform Traffic Control Devices (California MUTCD), effective September 26, 2006, the speed limit on this segment of Sherman Way between Varna Avenue and Clybourn Avenue should be set at 40 miles per hour, unless there are roadway characteristics that are unexpected to drivers that can justify a 5 miles per hour reduction. A review of field conditions and accident records indicates that there are no observed conditions that objectively could be considered as not readily apparent to motorists. The accident rate on Sherman Way between Balboa Boulevard and Clybourn Avenue, which includes this segment, is 1.43 accidents per million-vehicle-miles; which is relatively low. Accordingly, any speed limit reduction below the proposed 40 miles per hour speed limit would not be justified.

If the current 35 miles per hour speed limit were to be retained for this segment, then 42.0 percent of the motorists would be considered as speed violators. In the absence of factors, this high rate of violators would be unreasonable and would not distinguish occasional violators from the majority of reasonable drivers.

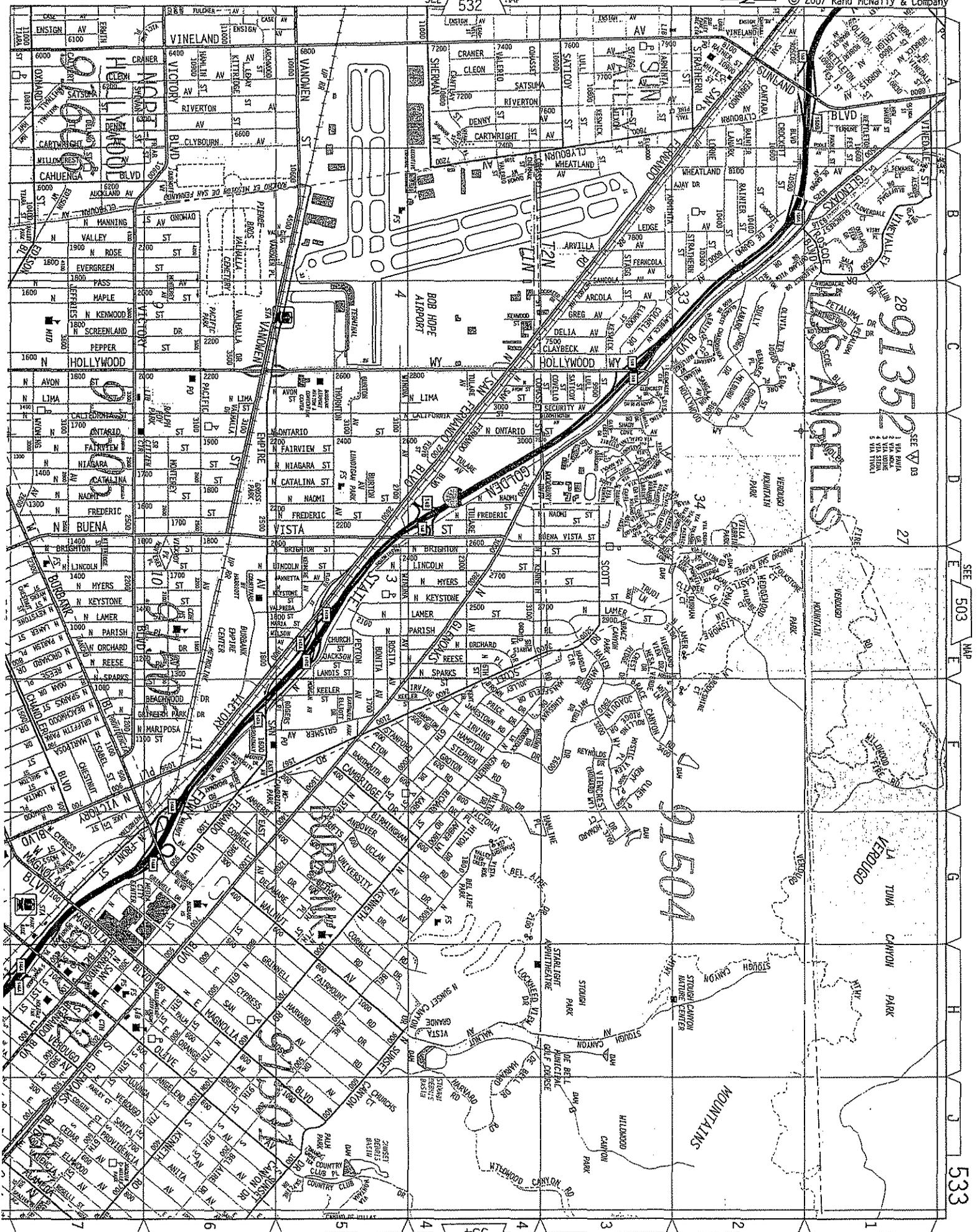
Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Sherman Way between Balboa Boulevard and Clybourn Avenue, be increased to 40 miles per hour.

Approved: John E. Fisher Title: Principal Transportation Engineer

Date: May 12, 2009







28
91352
 SEE V D3
 1 VIA PARK
 2 VIA HAVEN
 3 VIA SHERB
 4 VIA THORO
 27

91504

SEE 503 MAP

533

City Hall East
200 N. Main Street
Room 800
Los Angeles, CA 90012

(213) 978-8100 Tel
(213) 978-8312 Fax
CTrutanich@lacity.org
www.lacity.org/atty



CARMEN A. TRUTANICH
City Attorney

October 22, 2009

11/10/09

c: Alan Willis

The Honorable Board of
Transportation Commissioners
City of Los Angeles
100 S. Main Street, 10th Floor
Los Angeles, CA 90012

Pat Sanchez

Note: Received 11/9/09

Re: A Draft Ordinance Amending Section 80.81 of the Los Angeles
Municipal Code to Change the Speed Limit on Sherman Way in the City of
Los Angeles

Honorable Members:

Pursuant to standing instructions from the City Council and the request of the Department of Transportation, this office has prepared and transmits with this letter, approved as to form and legality, a draft of ordinance amending Los Angeles Municipal Code Section 80.81 to establish the speed limit on certain portions of Sherman Way in Council Districts 2 and 6, at 40 miles per hour, in order to ensure radar enforcement. This draft ordinance has been approved by the Los Angeles Police Department as well as by the affected Council Offices, completing all requirements of City Council Rule 38.

Should you have any questions, please feel free to contact me at (213) 978-8147.

Sincerely,

CARMEN A TRUTANICH, City Attorney

By


SHELLEY ILENE SMITH
Assistant City Attorney

Transmittal

M:GC:SS: Speed Limit on Sherman Way 2009 Ltr

ORDINANCE NO. _____

An ordinance amending Section 80.81 of the Los Angeles Municipal Code to change the speed limit on Sherman Way in the City of Los Angeles.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1. Subdivision S of Subsection (2) of Section 80.81 of the Los Angeles Municipal Code is amended by deleting the following:

On Sherman Way from Clybourn Avenue to Balboa Boulevard.

Sec 2. Subdivision S of Subsection (3) of Section 80.81 of the Los Angeles Municipal Code is amended by adding the following in alphabetical order:

Sherman Way between Clybourn Avenue and Balboa Boulevard.

Sec. 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

JUNE LAGMAY, City Clerk

By _____ Deputy

Approved _____

Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By  _____
SHELLEY I. SMITH
Assistant City Attorney

Date 10/23/09 _____

File No. _____