TRANSMITTAL

To:	Date: 11/16/2018
THE COUNCIL	
From:	
THE MAYOR	

TRANSMITTED FOR YOUR CONSIDERATION. PLEASE SEE ATTACHED.

(Ana Guerrero) for

ERIC GARCETTI
Mayor

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: November 13, 2018

To: Honorable Eric Garcetti, Mayor
City of Los Angeles
Attention: Mandy Morales, Legislative Coordinator

From: Jasmin San Luis, Acting Commission Executive Assistant
Board of Transportation Commissioners

Subject: **ORDINANCE APPROVAL FOR RECOMMENDED SPEED LIMIT REVISIONS AND ADDITIONS (COUNCIL FILE NO. 15-1006)**

At its regular meeting of November 8, 2018, the Board of Transportation Commissioners considered the evidence presented at the public hearing. The five commissioners present at this meeting were in favor of moving the above-reference report forward. A copy of the Board's action is attached for your information. After review of the attached document, please forward them to the City Clerk's office for council consideration.

If you need further information, please contact Nader Asmar, Principal Transportation Engineer, at (213) 972-8662.

JSL

Attachment

c: Nader Asmar

BOARD REPORT
CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

Date: November 8, 2018

To: Board of Transportation Commissioners

From: Seleta J. Reynolds, General Manager
Department of Transportation

Subject: **Ordinance Approval for Recommended Speed Limit Revisions and Additions (Council File No. 15-1006)**

SUMMARY

Approval of the speed limit changes and additions contained in this report will allow for the ability to enforce speeds on the City's streets. This Board Report requests approval of the proposed speed limit changes and additions and requests a recommendation to the City Council to adopt a draft ordinance to reflect these changes in the Los Angeles Municipal Code.

RECOMMENDATIONS

That the Board:

1. APPROVE the increase of the speed limit on the street segments listed in Attachment A to allow for the use of electronic enforcement of speeds on those street segments;

2. APPROVE the decrease of the speed limit on the street segments listed in Attachment B to allow for the use of electronic enforcement of speeds on those street segments;

3. APPROVE the establishment of speed limits to the street segments listed in Attachment C to begin using electronic enforcement of speeds on those street segments;

4. RECOMMEND to the City Council that they approve the attached City Attorney's draft ordinance (Attachment D) amending Section 80.81 of the Los Angeles Municipal Code (LAMC) to establish these recommended speed limits; and

5. INSTRUCT the Commission Executive Assistant to forward two copies of this report and the draft ordinance to the City Clerk for transmittal to the Mayor and City Council for adoption.

BACKGROUND

Council Motion 15-1006 (Englander-Bonin) asked the Los Angeles Department of Transportation (LADOT), in consultation with the Los Angeles Police Department (LAPD), to provide a report on the state of speed enforcement in the City of Los Angeles and make recommendations to more effectively enforce safe travel speeds. At that time, 19 percent of the City's posted speed limits were enforceable due to expired speed surveys. City Council directed the Department to update surveys so that all streets could be enforced electronically.

In order for jurisdictions to legally enforce speed using electronic means, the California Vehicle Code Section 40802, requires that cities establish speed limits (or re-establish them every seven years or 10 years following a one-time three-year extension) using factual and impartial criteria. These factors include prevailing 85th percentile (critical) speeds, collision history, and the existence of any conditions not readily apparent to motorists. These criteria are intended to provide an objective basis to set speed limits and preclude speed traps.

In the LADOT report presented to the Transportation Committee on June 8, 2016, the Department requested additional staff for the Traffic Surveys section, and funds to hire an outside engineering firm to supplement staff work to complete additional speed surveys at an accelerated rate. The stated goals of the program are to achieve 100 percent enforcement of the City's High Injury Network by the end of Calendar Year 2017 and to complete engineering surveys citywide in 2018.

DISCUSSION

LADOT continues to advocate for more local control over the ability to set speed limits. Specifically, engineers should be able to apply engineering judgement and take into account the varying contexts of streets and neighborhoods when evaluating speed limits. Given the very strict standards set at the state level, the City has no choice but to make counter-intuitive changes to speed limits in order for them to be enforceable. Assembly Bill 2363, signed September 2018, will establish and convene a Zero Traffic Fatalities Task Force. The Bill requires the task force to develop coordinated processes and policies to reduce traffic fatalities to zero which includes reviewing the process for establishing speed limits and making a recommendation as to whether an alternative methodology for determining speed limits should be considered.

In July 2017, the National Traffic Safety Bureau released a report entitled *Reducing Speeding Related Crashes in Passenger Vehicles,* wherein the authors argue that speed reduction is foundational to reducing traffic fatalities. The report encourages seven states, including California, to lower legal barriers to automated enforcement. Further, the report states that setting speed limits using the current methodology may have unintended consequences. However, given the current legal context, LADOT and LAPD recognize the urgent need for streets to be enforceable to avoid the outcome wherein drivers know that streets are not enforceable and that they can speed with impunity. See information on speed limit changes in the attached Frequently Asked Questions/FAQ (Attachment E).

The following summarizes the speed survey work completed since the last report, dated October 12, 2017, to the Transportation Committee:

- The number of enforceable citywide segments increased from 335 to 605
- The miles of enforceable citywide streets increased from 658 to 1110 (452 miles were completed without changing any speed limits)
- The percentage of enforceable citywide miles increased from 53 percent to 88 percent

- Approval of these speed limit increases and decreases will bring the enforceable citywide mileage percentage to 97.5 percent

Department staff completed engineering and traffic surveys for the 86 street segments listed in Attachments A, B, and C, as required by California Vehicle Code Section 40802.(b), to justify the electronic enforcement of the posted speed limits. The attached engineering reports for each segment (Attachment F) summarize the findings of the engineering and traffic surveys and the basis for the recommended speed limits. These recommended speed limits for each segment are consistent with traffic conditions and roadway characteristics and will facilitate the safe and orderly movement of traffic.

The report also includes one Traffic Control Report that recommends the reduction of the current posted speed limit to 25 miles per hour. This is in accordance with California Vehicle Code Sections 22352.(b).(1), 40802.(a).(2), and 40802.(b).(1), for roadways designated as "Local" streets on the California Road Systems Map and that meet the definitions of a "Residence District" under California Vehicle Code Section 515. Roadway segments meeting these criteria are eligible for electronic enforcement of the 25 miles per hour posted speed limits and do not require engineering and traffic surveys.

The Department informed each council office of the speed limit changes in their districts. LADOT sent letters to each affected neighborhood council in the vicinity of any speed limit change to make them aware of the proposed speed limit changes. The Department also sent letters to each principal of all public and private schools affected by of the proposed speed limit changes.

FINANCIAL IMPACT

There is no impact to the City's General Fund. There may be revenue generated by the subsequent enforcement of the renewed speed limits.

SJR:tc

Attachments
A. Speed Limit Increases to LAMC
B. Speed Limit Decreases to LAMC
C. Establish Speed Limit in LAMC
D. Draft Ordinance
E. FAQ on Speed Limit Changes
F. Engineering Reports

c: Honorable Gil Cedillo, 1st District
Honorable Paul Krekorian, 2nd District
Honorable Bob Blumenfield, 3rd District
Honorable David E. Ryu, 4th District
Honorable Paul Koretz, 5th District
Honorable Nury Martinez, 6th District
Honorable Monica Rodgriguez, 7th District
Honorable Marqueece Harris-Dawson, 8th District

Honorable Curren D. Price Jr., 9^{th} District
Honorable Herb J. Wesson Jr., 10^{th} District
Honorable Mike Bonin, 11^{th} District
Honorable Mitchell Englander, 12^{th} District
Honorable Mitch O'Farrell, 13^{th} District
Honorable Jose Huizar, 14^{th} District
Honorable Joe Buscaino, 15^{th} District
Los Angeles Police Department
City Attorney's Office
LADOT District Offices

Approved: 11/8/2018
Board of Transportation Commissioners

Commission Executive Assistant

ATTACHMENT A
Speed Limit Increases to LAMC

Segment ID No.	Segment	Length (mi)	Existing Speed Limit (mph)	Proposed Speed Limit (mph)
28	223rd St between Normandie Av and Western Av	0.56	35	40
50	Arleta Av between Devonshire St and Roscoe Bl	3.36	40	45
57	Avenue 28 between Cypress Av and Figueroa St	0.48	25	30
61	Avenue 60 between CL E/O Hellman Av and Figueroa St	0.86	30	35
64.4	Balboa Bl between Victory Bl and Burbank Bl	1.0	40	45
72	Bell Canyon Rd between Valley Circle Bl and CL w/o Overland Dr	0.81	35	45
81.1	Beverly Glen Bl between Ventura Bl and Sumac Dr	0.68	30	35
81.2	Beverly Glen Bl between Sumac Dr and Mulholland Dr	1.32	35	40
89	Brand Bl between CL E/O Acala Av and Sepulveda Bl	1.32	40	45
102	Cahuenga Bl East between Barham Bl and Pilgrimage Bridge	1.19	40	45
116	Centinela Av between Santa Monica Bl and Ocean Park Bl	1.52	30	35
120	Century Park East between Olympic Bl and Pico Bl	0.53	35	40
123.2	Chandler Bl between Coldwater Canyon Av and Van Nuys Bl	2.1	35	40
126	Chatsworth Dr between Golden State Fwy (5) and Chatsworth St	0.91	40	45
129	Chautauqua Bl between Sunset Bl and Pacific Coast Hwy	1.0	30	35
137	Clybourn Av between Strathern St and Cohasset St	0.63	35	40
138	Clybourn Av between Vanowen St and Victory Bl	0.5	35	40
142.2	Colfax Av between Moorpark St and Ventura Bl	0.6	35	40
153.4	Corbin Av between Roscoe Bl and Ventura Bl	3.3	35	40
170	Deep Canyon Dr between Mulholland Dr and Hutton Dr	1.18	30	35
172.2	Devonshire St between De Soto Av and Topanga Canyon Av	1.0	35	40
219	Gladstone Av between Maclay St and Polk St	1.7	30	35
226	Glenoaks Bl between Foothill Bl and CL s/o Hubbard St	2.4	35	40
237	Harry Bridges Bl between 200' e/o Broad Av and Figueroa St	1.1	35	45
246	Hayvenhurst Av between Saticoy St and Victory Bl	1.5	35	40
252	Highlander Rd between Platt Av and Valley Circle Bl	1.0	30	35
262.1	Huntington Dr between City Limit and Van Horne Av	1.14	35	40
273.2	John S Gibson Bl between Harbor Fwy NB Ramps and Channel St	0.2	35	40
287.1	Lassen St between Woodman Av and Sepulveda Bl	0.98	35	40
293	Lindley Av between Nordhoff St and Ventura Bl	4.82	35	40
339	Mountaingate Dr between Sepulveda Bl and Canyonback Rd	1.07	35/40	40
341.1	Mulholland Dr between Topanga Canyon Bl and San Feliciano Dr	0.65	35	40

351.2	Nordhoff St between De Soto Av and Topanga Canyon Bl	0.94	35	40
352	Nordhoff Way between Nordhoff St and Corbin Av	0.54	40	45
356	Normandie Av between 190th St and City Limit s/o 225th St	2.47	35	40
376.2	Oxnard St between De Soto Av and Shoup Av	1.35	35	40
380.1	Palisades Dr between Calle Arbolada and Avenida De Santa Ynez	1.62	35	40
380.2	Palisades Dr between Avenida De Santa Ynez and Sunset Bl	1.84	45	50
385.09	Parthenia St between Van Nuys Bl and Sepulveda Bl	1.06	35	40
396	Plummer St between Woodman Av and Van Nuys Bl	0.28	35	40
401.2	Reseda Bl between Rinaldi St and Devonshire St	1.3	40	45
401.4	Reseda Bl/Mecca Av between 200' n/o Linnet St and Winford Dr	2.46	35	40
407.2	Obama Bl (form. Rodeo Rd) between La Brea Av and Jefferson Bl	1.22	35	40
424.1	San Vicente Bl between Pico Bl and Wilshire Bl	2.16	35	40
433	Sepulveda Bl between San Fernando Rd and Roxford St	1.1	45	50
434.4	Sepulveda Bl between Skirball Center Dr and Getty Center Dr	2.65	40	45
434.5	Sepulveda Bl between Getty Center Drive and CL s/o Cashmere St	2.29	40	45
435	Sepulveda Bl between City Limit n/o Ohio Av and Venice Bl	3.26	35/40	40
436.1	Sepulveda Bl between CL n/o Center Dr and 84th Pl	1.33	40	45
436.2	Sepulveda Bl between 84th Pl and 92nd St	0.58	30	35
437.1	Sesnon Bl between Balboa Bl and Neon Way	1.19	35	40
437.2	Sesnon Bl between Neon Way and Longacre Av	1.25	30	40
444	Shoup Av between Roscoe Bl and Ventura Bl	3.5	35	40
453	Stadium Way between Riverside Dr and Academy Rd	1.27	35	40
461.1	Sunland Av between Foothill Bl and Nohles Dr	0.66	40	45
469	Terra Bella St between San Fernando Rd and Nordhoff St	2.58	35	40
482.4	Valley Circle Bl between Burbank Bl and Calenda Dr	0.75	40	45
482.5	Valley Circle Bl between Calenda Dr and Avenue San Luis	0.34	35	40
497.4	Venice Bl between Cadillac Av and McLaughlin Av	3.5	35/40	40
506.4	Victory Bl between Shoup Av and Valley Circle Bl	2.38	40	45
534.2	Whitsett Av between Riverside Dr and Ventura Bl	1.0	35	40
536.1	Wilbur Av between Tampa Av and Devonshire St	2.64	40	45
536.2	Wilbur Av between Devonshire St and Nordhoff St	1.5	40	45
542.1	Winnetka Av between Devonshire St and Nordhoff St	1.75	40	45
542.2	Winnetka Av between Nordhoff St and Ventura Bl	4.2	35	40
547.1	Woodley Av between Balboa Bl and Rinaldi St	2.08	30	35
547.3	Woodley Av between Victory Bl and Burbank Bl	1.21	40	45
	Total Miles	**101.66**		

ATTACHMENT B

Speed Limit Decreases to LAMC

Segment ID No.	Segment	Length (mi)	Existing Speed Limit (mph)	Proposed Speed Limit (mph)
42.2	Alvarado St between Hollywood Fwy (101) and Hoover St	2.11	35	30
43.1	Amalfi Dr between Romany Dr and Upper Mesa Rd	1.65	30	25
52	Art St between Wheatland Av and Stonehurst Av	0.68	30	25
75	Bellevue Av between Coronado St and Hoover St	0.83	30	25
173	Dewey St between Walgrove Av and Stewart Av	0.6	30	25
199.1	Figueroa St between Pico Bl and MLK Jr Bl	2.24	35	30
212.1	Frigate Av between Lomita Bl and Pacific Coast Hwy	0.56	30	25
338	Mt Olympus Dr between Electra Dr and Laurel Canyon Bl	0.37	30	25
385	Parthenia Pl between Parthenia St and Sepulveda Bl	0.35	35	30
391.09	Pico Bl between Main St and Figueroa St	0.53	35	30
480.2	Valjean Av between Sherman Way and Victory Bl	1.0	30	25
526	Westholme Av between Hilgard Av and Wilshire Bl	0.67	30	25
	Total Miles	11.59		

ATTACHMENT C
Establish Speed Limit in LAMC

Segment ID No.	Segment	Length (mi)	Existing Speed Limit (mph)	Proposed Speed Limit (mph)
111.2	Capitol Dr between Meyler St and Western Av	0.8	35	35
211.5	Franklin Av between Cahuenga Bl and Highland Av	0.4	N/A	25
251.1	Highland Av between Cahuenga Bl West and Santa Monica Bl	1.55	35	35
288.9	Laurel Canyon Bl between Mt Olympus Dr and Selma Av	0.27	35	35
341.2	Mulholland Dr between San Feliciano Dr and Calabasas Rd	1.5	40	40
371.1	Overland Av between Santa Monica Bl and Pico Bl	0.81	25	25
426.4	Santa Monica Bl between C/L at Moreno Dr and San Diego Fwy	2.27	35	35
497.5	Venice Bl between McLaughlin Av and Lincoln Bl	1.9	40	40
	Total Miles	**9.50**		

ATTACHMENT D

Draft Ordinance Amending Los Angeles Municipal Code

Section 80.81

ORDINANCE NO. ____________________

An ordinance amending Section 80.81 of Chapter VIII, Division "P" of the Los Angeles Municipal Code to change the speed limit of various streets in the City of Los Angeles.

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

Section 1. Section 80.81 of Chapter VII, Division "P" of the Los Angeles Municipal Code is amended in its entirety to read as follows:

SEC. 80.81. SPEED ZONE SCHEDULES.

(1) **30 M.P.H. Prima Facie Speed Limit.** Upon the streets designated in this subsection, a prima facie speed limit of 30 miles per hour is hereby declared to be reasonable, safe, and more appropriate to facilitate the orderly movement of traffic.

A

Abbot Kinney Boulevard between Washington Boulevard and Main Street.
Adlon Road between Empress Avenue and Hayvenhurst Avenue.
Airdrome Street between Venice Boulevard and Robertson Boulevard.
Aldea Avenue between Lassen Street and Superior Street.
Allenford Avenue between 26th Street and Sunset Boulevard.
Alma Street between 27th Street and 37th Street.
Alonzo Avenue between Medley Drive and Valley Vista Boulevard.
Alvarado Street between the Hollywood Freeway (101) and Hoover Street.
Amestoy Avenue between Killion Street and Ventura Boulevard.
Apperson Street between Haines Canyon Avenue and Newhome Avenue.
Apollo Drive between Hercules Drive and Willow Glen Road.
Arleta Avenue between Brand Boulevard and Fox Street.
Avalon Boulevard between 700 feet south of Broad Avenue and Denni Street.
Avalon Boulevard between Manchester Avenue and Imperial Highway.
Avenue 19 between North Broadway and Lacy Street.
Avenue 20 between North Broadway and North Main Street.
Avenue 26 between Pasadena Avenue and San Fernando Road.
Avenue 28 between Cypress Avenue and Figueroa Street.
Avenue 36 between Eagle Rock Boulevard and Fletcher Drive.
Avenue 51 between Eaton Street and York Boulevard.
Avenue 52 between Figueroa Street and Griffin Avenue.
Avenue 54 between Monte Vista Street and York Boulevard
Avenue 57 between Figueroa Street and the Pasadena Freeway (110).
Avenue 64 between Meridian Street and the Pasadena Freeway (110).

B

Baden Avenue between Lassen Street and Plummer Street.
Balboa Avenue between Rancho Street and Ventura Boulevard.
Ballina Canyon Road between Ballina Drive and Westfall Drive.
Barrington Avenue between Olympic Boulevard and Saltair Avenue.
Bassett Street between Noble Avenue and Sepulveda Boulevard.
Beachy Avenue between Filmore Street and Wentworth Street.
Beachwood Drive between Franklin Avenue and Westshire Drive.
Beacon Street between 3rd Street and Harbor Boulevard.
Beacon Street between 7th Street and Crescent Street.
Beethoven Street between Rose Avenue and the City Limit south of Zanja Street.
Beethoven Street between the City Limit north of Ida Avenue and Maxella Avenue.
Bellaire Avenue between Coldwater Canyon Avenue and Magnolia Boulevard.
Benedict Canyon Drive between Mulholland Drive and 1500 feet northerly of Liebe Drive.
Benton Way between Beverly Boulevard and Sunset Boulevard.
Beverly Glen Boulevard between 250 feet south of Ruthven Lane and Sunset Boulevard.
Beverwil Drive between City limits north of Rodeo Drive and Sawyer Street.
Bixel Street between Miramar Street and 8th Street.
Blinn Avenue between Opp Street and Pacific Coast Highway.
Braddock Drive between Sawtelle Boulevard and Culver Boulevard.
Bradford Place between Bambi Place and Signature Drive.
Bradley Avenue between Hubbard Street and Bledsoe Street.
Branford Street between San Fernando Road and Glenoaks Boulevard.
Brunswick Avenue between Glendale Boulevard and Goodwin Avenue.
Buckingham Road between Adams Boulevard and West Boulevard.
Budlong Avenue between Adams Boulevard and Jefferson Boulevard.
Bundy Drive between Norman Place and Wilshire Boulevard.

C

Cahuenga Boulevard between Franklin Avenue and Melrose Avenue.
Calneva Drive between Hayvenhurst Avenue and Mulholland Drive.
Canoga Avenue between Ventura Boulevard and Villena Avenue.
Cantara Street between Coldwater Canyon Avenue and Woodman Avenue.
Canyon Drive between Franklin Avenue and terminus north of Carolus Drive.
Capri Drive between Sunset Boulevard and Casale Road.
Carrillo Drive between Olympic Boulevard and San Vicente Boulevard.
Castle Heights Avenue between Beverwil Drive (north intersection) and National Boulevard.
Center Street between Ramirez Street and Banning Street.
Cesar E. Chavez Avenue between Bridge Street and Indiana Street.

Channel Street between Pacific Avenue and Park Western Drive.

Chase Street between Topanga Canyon Boulevard and 150 feet west of Sale Avenue.

Chase Street between Vanalden Avenue and De Soto Avenue.

Chimineas Avenue between Eddleston Drive and Rinaldi Street.

Clark Street between De Soto Avenue and Winnetka Avenue.

Cliffwood Avenue between San Vicente Boulevard and Sunset Boulevard.

Club View Drive between Comstock Avenue and Santa Monica Boulevard.

Cochran Avenue between Wilshire Boulevard and Venice Boulevard.

Cohasset Street between Platt Avenue and Woodlake Avenue.

Coil Avenue between Blinn Avenue and Pacific Coast Highway.

Coldwater Canyon Avenue between Hacienda Drive and Mulholland Drive.

Coldwater Canyon Drive between Mulholland Drive and Gloaming Drive.

Coliseum Street between Obama Boulevard and Hauser Boulevard.

Compton Avenue between 41st Street and Slauson Avenue.

Comstock Avenue between Beverly Glen Boulevard and Wilshire Boulevard.

Coralmount Drive between Western Avenue and Park Western Drive.

Corbin Avenue between Rosita Street and Wells Drive.

Covello Street between Hazeltine Avenue and Van Nuys Boulevard.

Crescent Heights Boulevard between Guthrie Avenue and Olympic Boulevard.

Culver Boulevard between Nicholson Street and Pacific Avenue.

Cypress Avenue between Figueroa Street and Verdugo Road.

D

Daly Street between Avenue 26 and North Broadway.

Darnoch Way between Highlander Road and Pomelo Drive.

Delay Drive between Fletcher Drive and San Fernando Road.

Delevan Drive between Delevan Place and York Boulevard.

Delevan Place between Delevan Drive and Trent Way.

Division Street between El Paso Drive and San Fernando Road.

Dixie Canyon Avenue between Moorpark Street and Valley Vista Boulevard.

Doheny Drive between the terminus north of Swallow Drive and the City Limit south of Shoreham Drive.

Dronfield Avenue between Osborne Street and the south City limits of the City of San Fernando.

E

El Paso Drive between Avenue 50 and Eagle Rock Boulevard.

Elmhurst Drive between Haines Canyon Avenue and Tujunga Canyon Boulevard.

Encino Avenue between Killion Street and Ventura Boulevard.

Entrada Drive between Pacific Coast Highway and the City Limit near Adelaide Drive.

Erwin Street between Shoup Avenue and Topanga Canyon Boulevard.

Erwin Street between White Oak Avenue and Wilbur Avenue.
Escalon Drive between Encino Hills Drive and Hayvenhurst Avenue.
Ethel Avenue between Chandler Boulevard and Victory Boulevard.
Etiwanda Avenue between Vincennes Street and Vintage Street.
Eton Avenue between Nordhoff Street and Parthenia Street.
8th Street between Fairfax Avenue and La Brea Avenue.
8th Street between Irolo Street and Lucerne Boulevard.
18th Street between Spaulding Avenue and La Cienega Boulevard.
80th Street between Sepulveda Boulevard and Campion Drive.
83rd Street between Sepulveda Boulevard and Hastings Avenue.
83rd Street between Vermont Avenue and Van Ness Avenue.
89th Street between Western Avenue and Van Ness Avenue.

F

Farralone Avenue between Andora Avenue and Plummer Street.
Farralone Avenue between Lassen Street and Plummer Street.
Farralone Avenue between Roscoe Boulevard and Sherman Way.
Federal Avenue between Olympic Boulevard and Wilshire Boulevard.
Figueroa Street between 5th Street and Pico Boulevard.
Figueroa Street between Pico Boulevard and Martin Luther King, Jr. Boulevard.
Filmore Street between Beachy Avenue and Woodman Avenue.
Firmament Avenue between Sherman Way and Vanowen Street.
Fletcher Drive between Avenue 36 and San Fernando Road.
Flora Avenue between Lincoln Park Avenue and Sierra Street.
Forman Avenue between Camarillo Street and Moorpark Street.
Fountain Avenue between Sunset Boulevard and Western Avenue.
Fountain Avenue between Highland Avenue and La Brea Avenue.
Fox Street between Chatsworth Street and Laurel Canyon Boulevard.
Franklin Avenue betweenCommonwealth Avenue and Normandie Avenue.
1st Street between Indiana Street and Alameda Street.
1st Street between Harbor Boulevard and Meyler Street.
1st Street between the City Limit east of Hanford Avenue and the City Limit east of Miraleste Drive.
4th Street between Western Avenue and La Brea Avenue.
54th Street between Central Avenue and Western Avenue.
54th Street between Western Avenue and Crenshaw Boulevard.

G

Gayley Avenue between Le Conte Avenue and Veteran Avenue.
Gower Street between Franklin Avenue and Melrose Avenue.
Grand Boulevard between Main Street and Venice Boulevard.
Greenbriar Drive between Gleneagles Drive and Vanalden Avenue.
Griffin Avenue between Mission Road and Montecito Drive.

H

Haskell Avenue between Hartsook Street and Ventura Boulevard.
Hatteras Street between Hazeltine Avenue and Sepulveda Boulevard.
Hauser Boulevard between Pico Boulevard and 6th Street.
Hayvenhurst Avenue between Ventura Boulevard and Calneva Drive.
Highland Avenue between Olympic Boulevard and Wilshire Boulevard.
Hilgard Avenue between Le Conte Avenue and Sunset Boulevard.
Hill Street between Bernard Street and Ord Street.
Hill Street between Olympic Boulevard and Martin Luther King, Jr. Boulevard.
Hillhurst Avenue between Los Feliz Boulevard and Hollywood Boulevard.
Hillrose Street between Sherman Grove Avenue and Pinyon Avenue.
Hillsboro Avenue between Robertson Boulevard and Monte Mar Drive.
Hollywood Boulevard between La Brea Avenue and Laurel Canyon Boulevard.
Hooper Avenue between Slauson Avenue and Washington Boulevard.
Hoover Street between Manchester Avenue and El Segundo Boulevard.
Hoover Street between Santa Monica Boulevard and Temple Street.
Hyde Park Boulevard between West Boulevard and Wilton Place.

I

Idaho Avenue between Centinela Avenue and Bundy Drive.
Indiana Street between Cesar E. Chavez Avenue and Union Pacific Avenue.
Inglewood Boulevard between Venice Boulevard and the City Limits of Culver City north of Washington Boulevard.
Inglewood Boulevard between National Boulevard and Rose Avenue.

J

Johanna Avenue between La Canada Way and Sunland Boulevard.
Jolette Avenue between Garris Avenue and Balboa Boulevard.
Justice Street between March Avenue and Woodlake Avenue.

K

Kelvin Avenue between Ventura Boulevard and Wells Drive.
Kenter Avenue between Bundy Drive and Homewood Road (North Intersection).
Kentwood Avenue between Riggs Place and Manchester Avenue.
Kittridge Street between White Oak Avenue and Reseda Boulevard.
Kittridge Street between Valley Circle Boulevard and the City Limit at Julie Lane.

L

La Brea Avenue between the City limit at Romaine Street and Olympic Boulevard.

La Brea Avenue between Franklin Avenue and the City Limit north of Fountain Avenue.

La Tijera Boulevard between the City Limit north of 63rd Street and the City Limit south of 64th Street.

Lachman Lane between Luna Vista Drive and Jacon Way.

Lanai Road between Hayvenhurst Avenue and Hayvenhurst Drive.

Lanark Street between Hollywood Way and Wheatland Avenue.

Lanark Street between Woodman Avenue and Hazeltine Avenue.

Larchmont Boulevard between 3rd Street and Beverly Boulevard.

Laurel Canyon Boulevard between Hubbard Street and Chatsworth Drive.

Laurel Pass between Mulholland Drive and Wonderland Avenue.

Lennox Avenue between Sherman Way and Vanowen Street.

Libbit Avenue between Magnolia Boulevard and Ventura Boulevard.

Lincoln Park Avenue between Flora Avenue and Mission Road.

Lindley Avenue between Halsted Street and Lassen Street.

Louise Avenue between Raymer Street and Nordhoff Street and between Luverne Place and Ventura Boulevard.

Louise Avenue between the terminus north of Rushing Drive and Rinaldi Street.

Lurline Avenue between Chatsworth Street and Prairie Street.

M

Main Street between Pico Boulevard and the City Limit south of 120th Street.

Mandeville Canyon Road between Sunset Boulevard and Sky Valley Road.

Manning Avenue between Pico Boulevard and National Boulevard.

Maple Avenue between Pico Boulevard and Woodlawn Avenue.

March Avenue between Justice Street and Roscoe Boulevard.

March Avenue between Stagg Street and Platt Avenue.

Marengo Street between the City Limit east of Evergreen Avenue and Soto Street.

McCarthy Vista between Wilshire Boulevard and San Vicente Boulevard.

Melvin Avenue between Chatsworth Street and Devonshire Street.

Mercury Avenue between Huntington Drive North and Sierra Street.

Mildred Avenue between Ocean Avenue and Washington Boulevard.

Military Avenue between Exposition Boulevard and National Boulevard.

Mindanao Way between Alla Road and Lincoln Boulevard.

Montana Avenue between Church Lane and Veteran Avenue.

On those sections of Montana Avenue within the City of Los Angeles between Barrington Avenue and the City Limit at Stanford Street.

Monte Mar Drive between Robertson Boulevard and Beverly Drive.

Motor Avenue between Manning Avenue and the City Limit south of Venice Boulevard.

Motor Avenue between Pico Boulevard and Manning Avenue.

Mt. Gleason Avenue between Big Tujunga Canyon Road and Foothill Boulevard.
Mulholland Drive between Cahuenga Boulevard West and Longbow Drive.
Mulholland Drive between Calneva Drive and Encino Hills Drive.

N

Napoli Drive between Amalfi Drive and Sunset Boulevard.
Nicada Drive between Beverly Glen Boulevard and Mulholland Drive.
Nichols Canyon Road between Willow Glen Road and Hollywood Boulevard.
Nogales Drive between Caladero Street and Rosita Street.
Nordhoff Place between Corbin Avenue and Oakdale Avenue.
Normandie Avenue between Franklin Avenue and Wilshire Boulevard.
Normandie Avenue between Olympic Boulevard and Pico Boulevard.
North Broadway between Avenue 21 and Johnston Street.
19th Street between Crescent Avenue and Western Avenue.
92nd Street between Central Avenue and Vermont Avenue.
92nd Street between Croesus Avenue and Success Avenue.
96th Street between Airport Boulevard and Sepulveda Boulevard.
98th Street between Bellanca Avenue and Sepulveda Boulevard.

O

Oakdale Avenue between Nordhoff Place and Plummer Street.
Ohio Avenue between Barrington Avenue and Westwood Boulevard.
Ohio Avenue between Santa Monica Boulevard and Centinela Avenue.
Olive Street between its intersections with Hill Street and Olympic Boulevard.
Orion Avenue between Victory Boulevard and Sherman Way.
Oro Vista Avenue between Big Tujunga Canyon Road and Foothill Boulevard.
Osage Avenue between La Tijera Boulevard and Manchester Avenue.
Osborne Street between the City Limit north of Garrick Avenue and Foothill Boulevard.
Osborne Street between Woodman Avenue and Van Nuys Boulevard.
Oso Avenue between Saticoy Street and Sherman Way.
Overland Avenue between Palms Boulevard and the City Limit near Washington Boulevard.
Owensmouth Avenue between Chatsworth Street and Lassen Street.
Owensmouth Avenue between Roscoe Boulevard and Parthenia Street.
Oxnard Street between Fallbrook Avenue and Platt Avenue.
103rd Street between the City Limit east of Weigand Avenue and Avalon Boulevard.
120th Street between Avalon Boulevard and Vermont Avenue.
120th Street between Central Avenue and Avalon Boulevard.
104th Street between Western Avenue and Gramercy Place.
108th Street, westbound, between Western Avenue and Gramercy Place.
182nd Street between Figueroa Street and Vermont Avenue.

182nd Street between Normandie Avenue and Western Avenue.
186th Street between Western Avenue and Vermont Avenue.

P

Pacific Avenue between 17th Street and 22nd Street.
Pacific Avenue between the City Limit near Marine Court and Via Marina.
Palms Boulevard between Lincoln Boulevard and Penmar Avenue.
Park Western Drive between Western Avenue and Channel Street.
Parthenia Place between Parthenia Street and Sepulveda Boulevard.
Peoria Street between Roscoe Boulevard and Lankershim Boulevard.
Petit Avenue between Bosque Drive and Magnolia Boulevard.
Pico Boulevard between Main Street and Figueroa Street.
Plummer Street between Lindley Avenue and Reseda Boulevard.
Polk Street between San Fernando Road and Laurel Canyon Boulevard.
Pomelo Drive from March Avenue to 600 feet south of Darnoch Way.
Prairie street between De Soto Avenue and Shirley Avenue.

R

Ramirez Street between Vignes Street and Center Street.
Rancho Street between Balboa Avenue and Louise Avenue.
Rayen Street between Reseda Boulevard and Wilbur Avenue.
Raymer Street between Keswick Street and Sepulveda Boulevard.
Rimpau Boulevard between Pico Boulevard and Wilshire Boulevard.
Rimpau Boulevard between Third Street and Wilshire Boulevard.
Rosewood Avenue between Vermont Avenue and Normandie Avenue.
Rosita Street between Corbin Avenue and Vanalden Avenue.
Rosita Street between Reseda Boulevard and Vanalden Avenue.
Royal Hills Drive between Sepulveda Boulevard and Caribeth Street.

S

San Feliciano Drive between Avenue San Luis and Mulholland Drive.
San Jose Street between Balboa Boulevard and Zelzah Avenue.
San Pascual Avenue between the City Limit at San Ramon Drive and York Boulevard.
San Vicente Boulevard between Wilshire Boulevard and Gretna Green Way.
San Ysidro Drive between the Beverly Hills City Limit and Summitridge Drive.
Santa Fe Avenue between Banning Street and 7th Street.
Santa Fe Avenue between 7th Street and 25th Street.
Sawtelle Boulevard between Ohio Avenue and Olympic Boulevard.
Sawtelle Boulevard between Olympic Boulevard and Pico Boulevard.
Sayre Street between the City Limit east of Shablow Avenue and Glenoaks Boulevard.

Schuyler Road between the terminus north of Lloydcrest Drive and the City Limit southe of Cerrocrest Drive.

Serrania Avenue between Dumetz Road and Ventura Boulevard.
Short Avenue between Centinela Avenue and Alla Road.
Sierra Street between Fiora Avenue and Mercury Avenue.
Simshaw Avenue between Hubbard Street and Gridley Street.
Solano Avenue between Jarvis Street and Academy Road.
Southwest Drive between 8th Avenue and Van Ness Avenue.
St. Estaban Street between Commerce Avenue and Tujunga Canyon Boulevard.
Stanmoor Drive between Manchester Avenue and La Tijera Boulevard.
Stansbury Avenue between Valley Vista Boulevard and Ventura Boulevard.
State Street between Marengo Street and Cesar E. Chavez Avenue.
Stonehurst Avenue between Sunland Boulevard and Wentworth Street.
Stone Canyon Avenue between Jadestone Drive and Valley Vista Boulevard.
Stone Canyon Road between Chalon Road and Sunset Boulevard.
Summerland Avenue between Gaffey Street and Western Avenue.
Summitrose Street between Fairgrove Avenue and Mt. Gleason Avenue.
Sunland Boulevard between Vineland Avenue and Nettleton Street.
Sunset Boulevard between Virgil Avenue and Crescent Heights Boulevard.
6th Street between Fairfax Avenue and San Vicente Boulevard.
7th Avenue between California Avenue and Rose Avenue.
7th Street between Figueroa Street and Vermont Avenue.
74th Street between La Tijera Boulevard and Sepulveda Boulevard.
76th Street between Flight Avenue and Sepulveda Boulevard.
79th Street between Sepulveda Boulevard and La Tijera Boulevard.

T

Tampa Avenue between Ventura Boulevard and Wells Drive.
Terra Bella Street between Eldridge Avenue and Foothill Boulevard.
Thornburn Street between La Tijera Boulevard and La Cienega Boulevard.
Thurman Avenue between Venice Boulevard and Washington Boulevard.
Tujunga Canyon Boulevard between La Tuna Canyon and Wentworth Street.
Tulsa Street between De Soto Avenue and Lurline Avenue.
Tunney Avenue between Lassen Street and Devonshire Street.
23rd Street between Figueroa Street and Hoover Street.
30th Street between Trinity Street and Figueroa Street.
39th Street between Buckingham Road and Vermont Avenue.
228th Street between Normandie Avenue and Western Avenue.

U

Union Pacific Avenue between Grande Vista Avenue and Indiana Street.

V

Valerio Street between Sepulveda Boulevard and Woodman Avenue.
Valley Vista Boulevard between Ethel Avenue / Ventura Boulevard and Sepulveda Boulevard.
Van Ness Avenue between 76th Street and Slauson Avenue.
Van Ness Avenue between Harold Way and 3rd Street.
Van Nuys Boulevard between Riverside Drive and Valley Vista Boulevard.
Vanalden Avenue between Devonshire Street and Nordhoff Street.
Vanalden Avenue between Kittridge Street and the terminus north of Parthenia Street.
Vanalden Avenue between Wilbur Avenue and Devonshire Street.
Variel Avenue between Bassett Street and Roscoe Boulevard.
Vaughn Street between Foothill Boulevard and Glenoaks Boulevard.
Venice Way between Pacific Avenue and Venice Boulevard.
Ventura Canyon Avenue between Saticoy Street and Woodman Avenue.
Vermont Avenue between Hollywood Boulevard and Olympic Boulevard.
Vernon Avenue between Alameda Street and the City Limit west of Crenshaw Boulevard.
Veteran Avenue between Pico Boulevard and Wilshire Boulevard.
Via Dolce between Washington Boulevard and the City Limit west of Marquesas Way.
Vose Street between Sepulveda Boulevard and Kester Avenue.

W

Wawona Street between Trent Way and Palmar Drive.
Wells Drive between Avenida Hacienda and Dumetz Road.
Wentworth Street between Sharp Avenue and Ventura Canyon Avenue.
Wentworth Street between Sherman Grove Avenue and Tujunga Canyon Boulevard.
West Boulevard between Buckingham Road and Pico Boulevard.
West Boulevard between Florence Avenue and Slauson Avenue.
West Channel Road between Ocean Avenue and Pacific Coast Highway.
Westfall Drive between Caribeth Drive and Oldham Street.
Westwood Boulevard. between Pico Boulevard and Santa Monica Boulevard.
Wheatland Avenue between Sunland Boulevard and Wentworth Street.
White Oak Avenue between Ventura Boulevard and White Oak Place.
Wilbur Avenue between Nordhoff Street and Rayen Street.
Wiley Post Avenue between Airlane Avenue and La Tijera Boulevard.
Will Rogers Street between Westchester Parkway and Airlane Avenue.
Willoughby Avenue between Vine Street and those portions of Willoughby Avenue within the City of Los Angeles westerly to Gardner Street.
Wilton Place between Olympic Boulevard and Washington Boulevard.
Winnetka Avenue between Ventura Boulevard and the terminus 680 feet south of Phaeton Drive.

Woodcliff Road between Valley Vista Boulevard and Mulholland Drive.
Woodlake Avenue between Ventura Boulevard and Victory Boulevard.
Woodland Avenue between Maple Avenue and Martin Luther King, Jr. Boulevard.

Y

Yolanda Avenue between Lassen Street and Nordhoff Street.
York Boulevard between the Glendale Freeway (2) and the Glendale City Limit.
York Boulevard between the City Limit east of San Pascual Avenue and Eagle Rock Boulevard.

Z

Zanja Street between Lincoln Boulevard and City Limit east of Meier Street.
Zelzah Avenue between Rinaldi Street and the northerly limits of the City of Los Angeles.

(2) **35 M.P.H. Prima Facie Speed Limit.** Upon the streets designated in this subsection, a prima facie speed limit of 35 miles per hour is hereby declared to be reasonable, safe and more appropriate to facilitate the orderly movement of traffic.

A

Academy Road between the Pasadena Freeway (110) and west boundary of Elysian Park (at Morton Place).
Adams Boulevard between Compton Avenue and Fairfax Avenue.
Airport Boulevard between La Tijera Boulevard and Century Boulevard.
Alameda Street between Spring Street and 25th Street.
Alhambra Avenue between the City Limit east of Lowell Avenue and Valley Boulevard.
Alla Road between Maxella Avenue and the Marina Freeway (90).
Allesandro Street between Riverside Drive and Glendale Boulevard.
Alondra Boulevard between Figueroa Street and Vermont Avenue.
Anaheim Street between Henry Ford Avenue and Figueroa Place.
Anaheim Street between Vermont Avenue and Western Avenue.
Arbor Vitae Street between Airport Boulevard and the City Line east of Bellanca Avenue.
Arleta Avenue between Fox Street and Devonshire Street.
Arlington Avenue between 54th Street and Olympic Boulevard.
Arroyo Drive between the City Limit at Arroyo Verde Street and Marmion Way.
Avalon Boulevard between the City Limit north of 246th Street and the northerly line of Denni Street.
Avalon Boulevard between Imperial Highway and the City Limit south of 120th Street.
Avalon Boulevard between Jefferson Boulevard and Manchester Avenue.

Avenue of the Stars between Pico Boulevard and Santa Monica Boulevard.
Avenue San Luis between Mulholland Drive and Shoup Avenue.
Avenue 19 between Lacy Street and San Fernando Road.
Avenue 50 between Figueroa Street and York Boulevard.
Avenue 60 between the City Limit east of Hellman Avenue and Figueroa Street.
Avenue 66 between York Boulevard and Meridian Street.
Avenue 64 between Meridian Street and the City limit north of Rosswood Terrace.

B

Balboa Boulevard between Burbank Boulevard and Ventura Boulevard.
Barham Boulevard between Cahuenga Boulevard and the City boundary line of the City of Burbank.
Barrington Avenue between Federal Avenue – Indianapolis Street and Olympic Boulevard.
Bellanca Avenue between Arbor Vitae Street and Manchester Avenue.
Belle Porte Avenue between the south line of Lomita Boulevard and the northeasterly line of Anaheim Street.
Benedict Canyon Drive between 1500 feet northerly of Liebe Drive and the City limits southerly of Delresto Drive.
Beverly Boulevard between the City Limit west of La Cienega Boulevard and Glendale Boulevard.
Beverly Glen Boulevard between Mulholland Drive and 250 feet south of Ruthven Lane.
Beverly Glen Boulevard between Pico Boulevard and Olympic Boulevard.
Beverly Glen Boulevard between Sunset Boulevard and Pico Boulevard.
Beverly Glen Boulevard between Ventura Boulevard and Sumac Drive.
Bledsoe Street between Foothill Boulevard and San Fernando Road.
Bradley Avenue between Penrose Street and Tujunga Avenue.
Bradley Avenue between Roxford Street and the City limit south of Aztec Street.
Branford Street between the southwesterly line of San Fernando Road and the easterly line of Woodman Avenue.
Broad Avenue between the southerly line of Lomita Boulevard and the easterly line of Avalon Boulevard.
Broadway between Colorado Boulevard and the Glendale City Limits.
Broadway between Manchester Avenue and Pico Boulevard.
Broadway Place between 36th Place and 40th Place.
Bundy Drive between Wilshire Boulevard and Ocean Park Boulevard.
Burbank Boulevard between 1,000 feet east of McLennan Avenue and Ventura Boulevard.
Burbank Boulevard between De Soto Avenue and the City limit west of Valerie Avenue.
Burton Way from La Cienega Boulevard to the City limits near Doheny Drive, north roadway, and to Robertson Boulevard, south roadway.

C

Cahuenga Boulevard between Cahuenga Terrace and Franklin Avenue and between Lankershim Boulevard and Victory Boulevard.

Cahuenga Boulevard West between Highland Avenue and Oakcrest Drive.

Cahuenga Boulevard West between Lankershim Boulevard and Oakcrest Drive.

Califa Street between De Soto Avenue and Topanga Canyon Boulevard.

Camarillo Street between the west line of Clybourn Avenue and the east line of Tujunga Avenue.

Canoga Avenue between Candice Place and Lassen Street.

Canoga Avenue between Roscoe Boulevard and Ventura Boulevard.

Capitol Drive between Gaffey Street and Meyler Street.

Capitol Drive between Meyler Street and Western Avenue.

Carson Street between Normandie Avenue and Western Avenue.

Centinela Avenue between Culver Drive and the City limit northwest of Stewart Avenue.

Centinela Avenue between Santa Monica Boulevard and Ocean Park Boulevard.

Centinela Avenue between Washington Place and Palms Boulevard.

Central Avenue between Olympic Boulevard and Florence Avenue.

Century Boulevard between Anzac Avenue and the City Limit west of Success Avenue

Century Boulevard between Central Avenue and Vermont Avenue.

Century Boulevard between Halldale Avenue and Van Ness Avenue

Century Boulevard between La Cienega Boulevard and Sepulveda Boulevard.

Century Park East between Olympic Boulevard and Santa Monica Boulevard.

Century Park West between Olympic Boulevard and Santa Monica Boulevard.

Cesar E. Chavez Avenue between North Broadway and Figueroa Street.

Cesar E. Chavez Avenue between North Spring Street and Bridge Street.

Chandler Boulevard between Clybourn Avenue and Vineland Avenue.

Chase Street between Haskell Avenue and Hayvenhurst Avenue.

Chase Street between Woodman Avenue and Van Nuys Boulevard.

Chatsworth Street between Balboa Boulevard and Wilbur Avenue.

Chatsworth Street between Santa Susana Avenue and the terminus east of Mason Avenue.

Chautauqua Boulevard between Sunset Boulevard and Pacific Coast Highway.

Chavez Ravine Road between Adobe Street and Scott Avenue.

Church Lane between Ovada Place and Waterford Street.

On those portions of Clybourn Avenue within the City of Los Angeles between Cohasset Street and Sherman Place.

On those portions of Clybourn Avenue within the City of Los Angeles between ~~*Dubnoff Way*~~ Victory Boulevard and Burbank Boulevard.

Coast Boulevard between Century Boulevard and Imperial Highway.

Coldwater Canyon Avenue between Hacienda Drive and Roscoe Boulevard.

Coldwater Canyon Drive from Gloaming Drive to the north City limits of the City of Beverly Hills.

Colfax Avenue between Victory Boulevard and Moorpark Street.

Collis Avenue between Huntington Drive and the City Limits north of Coleman Avenue.

Colorado Boulevard between Eagle Rock Boulevard and Figueroa Street.

Colorado Boulevard between Figueroa Street and the east City limits of the City of Los Angeles.

Colorado Boulevard between the west City limits of the City of Los Angeles and Eagle Rock Boulevard.

Compton Avenue between Imperial Highway and 92nd Street.

Constellation Boulevard between Century Park East and Century Park West.

Crenshaw Boulevard between 79th Street and Wilshire Boulevard.

Crescent Heights Boulevard between the City limit north of Romaine Street and Wilshire Boulevard.

Crescent Heights Boulevard between Selma Avenue and the City limit south of Sunset Boulevard.

Culver Boulevard between Nicholson Street and 1000 feet east of Nicholson Street.

D

"D" Street between McFarland Avenue and Broad Avenue.

Daly Street between North Broadway and Mission Road.

Deep Canyon Drive between Mulholland Drive and Hutton Drive.

Devonshire Street between Topanga Canyon Boulevard and the terminus west of Larwin Avenue

Dumetz Road between Serrania Avenue and Topanga Canyon Boulevard.

E

Eagle Rock Boulevard between Colorado Boulevard and Fletcher Drive.

Eagle Rock Boulevard between San Fernando Road and Fletcher Drive.

Eastern Avenue between Valley Boulevard and Huntington Drive South.

El Segundo Boulevard between Figueroa Street and Vermont Avenue.

Eldridge Avenue between Harding Street and Polk Street.

Empyrean Way between Avenue of the Stars and Century Park East.

Erwin Street between DeSoto Avenue and Topanga Canyon Boulevard.

Eubank Avenue between Lomita Boulevard and Pacific Coast Highway.

Exposition Boulevard between La Brea Avenue and Flower Street.

8th Street between Figueroa Street and Irolo Street.

8th Street between Olympic Boulevard and Soto Street.

18th Street between La Cienega Boulevard and Robertson Boulevard.

83rd Street between La Tijera Boulevard and Sepulveda Boulevard.

88th Street between Sepulveda Westway and Liberator Avenue.

F

Fairfax Avenue between the City limits north of Fountain Avenue and Hollywood Boulevard.

Fairfax Avenue between Pico Boulevard and Venice Boulevard.

Fairfax Avenue between Pico Boulevard and Willoughby Avenue.

Fairfax Avenue between Venice Boulevard and La Cienega Boulevard.

Fallbrook Avenue between Roscoe Boulevard and the terminus north of Eccles Street.

Falmouth Avenue between Cabora Drive and 92nd Street.

Figueroa Place between Pacific Coast Highway and Anaheim Street.

Figueroa Street between Harry Bridges Boulevard and Mauretania Street.

Figueroa Street between Colorado Boulevard and San Fernando Road.

Figueroa Street between Colorado Boulevard and Scholl Canyon Road.

Figueroa Street between El Segundo Boulevard and Manchester Avenue.

Figueroa Street between 5th Street and Alpine Street.

Figueroa Street between Martin Luther King, Jr. Boulevard and Manchester Avenue.

Fletcher Drive between San Fernando Road and Glendale Boulevard.

Florence Avenue between West Boulevard and Central Avenue.

Flower Street between Figueroa Street and Pico Boulevard.

Fountain Avenue between Hyperion Avenue and Sunset Boulevard.

On those portions of Frampton Avenue within the City of Los Angeles between 240th Street and Lomita Boulevard.

Franklin Avenue between Western Avenue and Normandie Avenue.

Franklin Avenue between Highland Avenue and La Brea Avenue.

Franklin Avenue between Cahuenga Boulevard and Western Avenue.

Fries Avenue between Anaheim Street and 800 feet south of "A" Street.

Front Street between Pacific Avenue and Harbor Boulevard.

Fulton Avenue between Raymer Street and Ventura Boulevard.

1st Street between Glendale Boulevard and Flower Street.

4th Street between Indiana Street Alameda Street.

4th Street between Olive Street and Beaudry Street.

48th Street between Normandie Avenue and the City Limit west of Crenshaw Boulevard.

54th Street between Crenshaw Boulevard and the City limit west of Hillcrest Drive.

G

Gaffey Street between Summerland Avenue and Paseo Del Mar.

Gage Avenue between Central Avenue and Van Ness Avenue.

Galaxy Way between Avenue of the Stars and Century Park East.

Gateway Boulevard between Pico Boulevard and Ocean Park Boulevard.

Gavina Avenue between Hubbard Street and Los Angeles County Line.

Gladstone Avenue between Maclay Street and Polk Street.
Glendale Boulevard between Beverly Boulevard and Alvarado Street.
Glendale Boulevard between the City Limit north of Seneca Avenue and the Glendale Freeway (2).
Glenoaks Boulevard between the City Limit north of Brownell Street and Van Nuys Boulevard.
Glenoaks Boulevard between Van Nuys Boulevard and Osborne Street.
Grand Avenue between 39th Street and Olympic Boulevard.
Grand View Boulevard between Palms Boulevard and Venice Boulevard.
Grande Vista Avenue between Olympic Boulevard and the City Limit at Washington Boulevard.
Griffin Avenue between Avenue 52 and Montecito Drive.
Griffith Park Boulevard between Sunset Boulevard and Los Feliz Boulevard.

H

Harbor Boulevard between Front Street and the terminus of Harbor Boulevard at the extension of 16th Street.
Haskell Avenue between Chase Street and Roscoe Boulevard.
Hauser Boulevard between Pico Boulevard and Washington Boulevard.
Hazeltine Avenue between Ventura Boulevard and Covello Street.
Highland Avenue between Cahuenga Boulevard West and Santa Monica Boulevard.
Highland Avenue between Santa Monica Boulevard and Wilshire Boulevard.
Highlander Road between Platt Avenue and Valley Circle Boulevard.
Hill Street between Ord Street and Temple Street.
Hollywood Boulevard between Gower Street and Sunset Boulevard.
Honolulu Avenue between the Glendale City limit and La Tuna Canyon Road.
Hoover Street between Martin Luther King, Jr. Boulevard and Manchester Avenue.
Hoover Street between Exposition Boulevard and Wilshire Boulevard.
Howard Hughes Parkway between Sepulveda Boulevard and the San Diego Freeway (405).
Huntington Drive (North Roadway) and Huntington Drive (South Roadway) between Eastern Avenue / El Sereno Avenue and Soto Street.
Huntington Drive North and Huntington Drive South between Van Horne Avenue and Eastern Avenue / El Sereno Avenue.
Hunington Drive South between Eastern Avenue and Huntington Drive.
Hyperion Avenue between Fountain Avenue and the extension of Ferncroft Road.

I

Imperial Highway between San Pedro Street and Vermont Avenue.

Inglewood Boulevard between the City Limit south of Washington Boulevard and Jefferson Boulevard.

J

Jefferson Boulevard between the City Limit at the San Diego Freeway (405) northbound On-Ramp and Inglewood Boulevard.

Jefferson Boulevard between La Cienega Boulevard and Central Avenue.

Jefferson Boulevard between Central Avenue and the City limit at Holdrege Avenue.

K

Kester Avenue between Saticoy Street and Ventura Boulevard.

L

La Brea Avenue between Olympic Boulevard and Coliseum Street.

On those sections of La Cienega Boulevard within the City of Los Angeles between the City limits at Romaine Street and Bowcroft Street.

La Tuna Canyon Road between Glenoaks Boulevard and Ledge Avenue.

Lankershim Boulevard between San Fernando Road and Ventura Boulevard.

Larchmont Boulevard between Beverly Boulevard and Melrose Avenue.

Lassen Street between Topanga Canyon Boulevard and Valley Circle Boulevard.

Laurel Canyon Boulevard between Mount Olympus Drive and Selma Avenue.

Laurel Canyon Boulevard between Riverside Drive and Mulholland Drive.

Leimert Boulevard between Vernon Avenue and Martin Luther King, Jr. Boulevard

Lomita Boulevard between the City Limit west of Western Avenue and the City Limit east of Frampton Avenue.

Long Beach Avenue between Slauson Avenue and Washington Boulevard.

Lorena Street between Grande Vista Avenue and Cesar E. Chavez Avenue.

Los Feliz Boulevard between the City Limit east of Seneca Avenue and Western Avenue.

Louise Avenue between Oxnard Street and Ventura Boulevard.

Louise Avenue between Rinaldi Street and Nordhoff Street.

M

Maclay Street between Foothill Boulevard and the terminus east of Fenton Avenue.

Magnolia Boulevard between Balboa Boulevard and Hayvenhurst Avenue.

Magnolia Boulevard between Clybourn Avenue and Sepulveda Boulevard.

Main Street, Venice, between the City limits of the City of Santa Monica near Navy Street and Windward Avenue.

Main Street between Alameda Street and Mission Road.

Manchester Avenue between Lincoln Boulevard and Pershing Drive.

Manchester Avenue between Van Ness Avenue and Central Avenue.

Marengo Street between Mission Road and Soto Street.

Marilla Street between the east line of Topanga Canyon Boulevard and the easterly line of Owensmouth Avenue.

Marmion Way between Figueroa Street and Monte Vista Street.

Marmion Way between Arroyo Drive and Avenue 64.

Martin Luther King, Jr. Boulevard between Central Avenue and Leimert Boulevard.

Marylee Street between Owensmouth Avenue and Topanga Canyon Boulevard.

McLaughlin Avenue between Federal Avenue-Indianapolis Street and the City Limit south of Washington Place.

Melrose Avenue between Orlando Street and Vermont Avenue.

Mission Road between 1st Street and Soto Street.

Monterey Road from Huntington Drive North to the City Limit east of Lomitas Drive.

Moorpark Street between Moorpark Way and Van Nuys Boulevard.

Moorpark Way between Moorpark Street and Riverside Drive.

Mulholland Drive between Mulholland Place and Calneva Drive.

Myra Avenue between Fountain Avenue and Hoover Street.

N

National Boulevard between the City Limit south of Venice Boulevard and Bundy Drive.

National Place between Overland Avenue and Malcolm Avenue.

Nordhoff Street between Osborne Street and Haskell Avenue.

Normandie Avenue between the City Limit north of 178th Street and 190th Street.

Normandie Avenue between Pico Boulevard and Manchester Avenue.

Normandie Avenue between the City Limit adjacent to Lomita Boulevard and Pacific Coast Highway.

On those portions of Normandie Avenue within the City of Los Angeles between Manchester Avenue and Century Boulevard.

North Broadway between College Street and Avenue 21.

North Broadway between Johnston Street and Mission Road.

North Spring Street between Avenue 16 and Alameda Street.

9th Street in San Pedro between Western Avenue and Gaffey Street.

92nd Street between Normandie Avenue and Van Ness Avenue.

98th Street between Vermont Avenue and Avalon Boulevard.

O

Ocean Park Boulevard between Gateway Boulevard and Centinela Avenue.

Olympic Boulevard between Century Park East and Sepulveda Boulevard.

Olympic Boulevard between Figueroa Street and Santee Street.
Olympic Boulevard between Gladys Avenue and Soto Street.
Olympic Boulevard between Robertson Boulevard and Figueroa Street.
Olympic Boulevard between Soto Street and Indiana Street.
Overland Avenue between Pico Boulevard and Palms Boulevard.
Owensmouth Avenue between Victory Boulevard and Valerio Street.
Oxnard Street between the terminus east of Aldea Avenue and Cahill Avenue.
Oxnard Street between Winnetka Avenue and De Soto Avenue.
Oxnard Street between Shoup Avenue and Fallbrook Avenue.
108th Street between Vermont Avenue and Central Avenue.
111th Street between Aviation Boulevard and La Cienega Boulevard.
135th Street between Figueroa Street and Vermont Avenue.

P

Pacific Avenue between 4th Street and Channel Street.
Pacific Avenue between 22nd Street and Shepard Street.
Palms Boulevard between Walgrove Avenue and National Boulevard.
Parthenia Street between Lindley Avenue and Tampa Avenue.
Pasadena Avenue between North Broadway and Avenue 39.
Paseo Del Mar between the westerly line of Gaffey Street and the westerly City limits.
Penrose Street between Sunland Boulevard and Tujunga Avenue.
Penrose Street between Sunland Boulevard and Wheatland Avenue.
Peoria Street between Stonehurst Avenue and Tujunga Avenue.
Pershing Drive between Culver Boulevard and Westchester Parkway.
Pico Boulevard between Figueroa Street and La Cienega Boulevard.
Pico Boulevard between La Cienega Boulevard and Centinela Avenue.
Platt Avenue between Cohasset Street and Ingomar Street.
Plummer Street between De Soto Avenue and the terminus east of Variel Avenue.
Plummer Street between Reseda Boulevard and Tampa Avenue.
Polk Street between Eldridge Avenue and Glenoaks Boulevard.

R

Redondo Boulevard between Jefferson Boulevard and La Brea Avenue.
Reseda Boulevard between Devonshire Street and 200 feet north of Linnet Street.
Riverside Drive between Figueroa Street and Los Feliz Boulevard.
Robertson Boulevard between National Boulevard and Whitworth Drive.
Roscoe Boulevard between Haskell Avenue and Lankershim Boulevard.
Rose Avenue between Lincoln Boulevard and Walgrove Avenue.
Rossmore Avenue between Wilshire Boulevard and Melrose Avenue.
Rowena Avenue between Glendale Boulevard and Hyperion Avenue.

Roxford Street between Foothill Boulevard and Sepulveda Boulevard.

S

San Fernando Mission Boulevard between the City Limits northeasterly of Amboy Avenue and Sepulveda Boulevard and between Louise Avenue and Newcastle Avenue.

On that portion of San Fernando Road east of the Southern Pacific right-of-way between the north City limits of Burbank and the south City limits of San Fernando.

San Fernando Road between Edward Avenue and Tyburn Street.

San Fernando Road between Pasadena Avenue and Poplar Street.

San Pedro Place between 40th Street and 41st Place.

San Pedro Street between 120th Street and Pico Boulevard.

San Vicente Boulevard between Gretna Green Way and the City Limit east of 26th Street.

San Vicente Boulevard between Venice Boulevard and Pico Boulevard.

On those portions of San Vicente Boulevard within the city of Los Angeles between Wilshire Boulevard and La Cienega Boulevard

Santa Ana Boulevard (south roadway) between Wilmington Avenue and Mona Boulevard.

Santa Ana Boulevard (north roadway) between Graham Avenue and Mona Boulevard.

Santa Monica Boulevard between Sunset Boulevard and the Hollywood Freeway (101).

Santa Monica Boulevard between the City Limit at Moreno Drive and the San Diego Freeway (405).

Saticoy Street between Clybourn Avenue and Woodman Avenue, and between Van Nuys Boulevard and Woodley Avenue.

Saticoy Street (south) between Saticoy Street and Whitsett Avenue.

Sawtelle Boulevard from the City limits southeast of Culver Drive to the City limits near Borman Street.

Seaside Avenue between the westerly line of Altoona Place and the Long Beach City limits easterly.

Sepulveda Boulevard between 84th Place and 92nd Street.

Sepulveda Boulevard between 92nd Street and Lincoln Boulevard.

Sherman Way between Clybourn Avenue and Shoup Avenue.

Shirley Avenue between Ventura Boulevard and Wells Drive.

Silver Lake Boulevard between Virgil Avenue and Glendale Boulevard.

Slauson Avenue from the City limits near Hillcrest Drive to Central Avenue.

Slauson Avenue from the City limits near Buckler Avenue to the City limits near Keniston Avenue.

Soto Street between Huntington Drive South and City limit south of Washington Boulevard.

Stadium Way between Academy Road and the Pasadena Freeway (110).

Strathern Street between Bellaire Avenue and San Fernando Road.

Sunset Boulevard between Pacific Coast Highway and the City limit at Ladera Drive.

Sunset Boulevard between Figueroa Street and Virgil Avenue.

Sunset Boulevard between Crescent Heights Boulevard and the City limit west of Havenhurst Drive.

2nd Street between Glendale Boulevard and Figueroa Street.

6th Street between Fairfax Avenue and Western Avenue.

6th Street between Alameda Street and the Los Angeles River.

6th Street between Western Avenue and Figueroa Street.

7th Street between Boyle Avenue and Alameda Street.

T

Tampa Avenue between Parthenia Street and Plummer Street.

Temple Street between Hoover Street and Broadway.

Topham Street between Cahill Avenue and Victory Boulevard.

Torrance Boulevard between Western Avenue and Normandie Avenue.

Townsend Avenue between Colorado Boulevard and Yosemite Drive.

Tujunga Avenue between Bradley Avenue and Peoria Street and between Penrose Street and Ventura Boulevard.

Tunney Avenue between Devonshire Street and Tampa Avenue.

Tuxford Street between the easterly line of Lankershim Boulevard and the westerly line of Sunland Boulevard.

3rd Place between Indiana Street and Velasco Street.

3rd Street between Boylston Street and Doheny Drive.

13th Street between Weymouth Avenue and Gaffey Street.

25th Street, San Pedro, between the westerly line of Gaffey Street and the westerly line of Gunnell Avenue.

240th Street between Frampton Avenue and Western Avenue.

V

Valjean Avenue between Saticoy Street and Sherman Way.

Valley Boulevard between Block Place and the easterly City limits of the City of Los Angeles.

Valley Circle Boulevard between Roscoe Boulevard and the City Limit east of Box Canyon Road.

Van Ness Avenue between 54th Street and Slauson Avenue.

Van Ness Avenue northbound, between 76th Street and Century Boulevard.

Van Nuys Boulevard between Foothill Boulevard and Riverside Drive.

Vanalden Avenue between Gleneagles Drive and Ventura Boulevard.

Vanowen Street between the east City limit at Clybourn Avenue and Haskell Avenue.

Variel Avenue between Oxnard Street and Victory Boulevard.

Venice Boulevard between Figueroa Street and Crenshaw Boulevard.

Venice Boulevard between Naples Avenue and Mildred Avenue.

Ventura Boulevard between Lankershim Boulevard and Winnetka Avenue and between Kelvin Avenue and Valley Circle Boulevard.

Verdugo Road between Eagle Rock Boulevard and Hilda Avenue.

Vermont Avenue between Los Feliz Boulevard and Hollywood Boulevard.

Vermont Avenue between Olympic Boulevard and Manchester Avenue.

Vermont Avenue between the south line of Lomita Boulevard adjacent to the City limits and the northerly line of Pacific Coast Highway.

On portions of Vermont Avenue within the City of Los Angeles between Manchester Avenue and El Segundo Boulevard.

Veteran Avenue between Sunset Boulevard and Wilshire Boulevard.

Via Marisol between Avenue 57 and Monterey Road (south intersection).

Vine Street between Melrose Avenue and Franklin Avenue.

Vineland Avenue between Lorne Street and Stagg Street.

Virgil Avenue between Wilshire Boulevard and Sunset Boulevard.

Vista Del Mar between Culver Boulevard and Palace Street.

W

Washington Boulevard between the City Limit near Walnut Avenue and Pacific Avenue, Venice.

Washington Boulevard from Alameda Street to Fairfax Avenue.

Washington Place between Grandview Boulevard and Albright Avenue.

Webb Avenue between Lankershim Boulevard and Laurel Canyon Boulevard.

West Jefferson Boulevard between Culver Boulevard and Lincoln Boulevard.

West Silver Lake Drive between Moreno Drive and Armstrong Avenue.

On the eastern portion of Western Avenue within the City of Los Angeles between 220th Street and Torrance Boulevard.

On those portions of Western Avenue within the City of Los Angeles between 220th Street and 248th Street.

On those portions of Western Avenue in San Pedro within the City of Los Angeles, between the north line of the extension of 3rd Street and the City limits at Trudie Drive.

Western Avenue between 108th Street and Los Feliz Boulevard.

Western Avenue between 248th Street and the Los Angeles City Limit south of 261st Street.

Westmont Drive from Gaffey Street to west City limits.

Westwood Boulevard between Malcolm Avenue and Pico Boulevard.

Westwood Boulevard between Santa Monica Boulevard and Wilshire Boulevard.

Weymouth Avenue between 13th Street and Western Avenue.

White Oak Avenue between Rinaldi Street and San Jose Street.

Whitnall Highway (both roadways) between the Burbank City limit and Cleon Avenue.

Whittier Boulevard between the Los Angeles River and Indiana Street.

Wilbur Avenue between Parthenia Street and Roscoe Boulevard.

Wilmington Boulevard between Lomita Boulevard and "C" Street.
Wilmington Avenue between 97th Street and Imperial Highway.
Wilshire Boulevard between the Beverly Hills City Limit and Veteran Avenue.
Wilshire Boulevard between Figueroa Street and San Vicente Boulevard.
Wilshire Boulevard between Federal Avenue and Centinela Avenue.
Wilton Place between Beverly Boulevard and Sunset Boulevard.
Wilton Place between 3rd Street and Olympic Boulevard.
Woodlake Avenue between Roscoe Boulevard and Sherman Way and between the terminus north of Schoolcraft Street and Victory Boulevard.
Woodlake Avenue between Victory Boulevard and Ventura Boulevard.
Woodley Avenue between Balboa Boulevard and Rinaldi Street.
Woodman Avenue between Chatsworth Street and Ventura Boulevard .

Y

Yosemite Drive between Eagle Rock Boulevard and Figueroa Street.

Z

Zelzah Avenue between Rinaldi Street and Chatsworth Street.

(3) **40 M.P.H. Prima Facie Speed Limit.** Upon the streets designated in this subsection, a prima facie speed limit of 40 miles per hour is hereby declared to be reasonable, safe, and more appropriate to facilitate the orderly movement of traffic.

A

Alameda Street between 300 feet north of Pacific Coast Highway and Harry Bridges Boulevard.
Alameda Street between 25th Street and Slauson Avenue.
Aviation Boulevard between 116th Street and Arbor Vitae Street.

B

Balboa Boulevard between Pineridge Drive and Rinaldi Street.
Balboa Boulevard between Rinaldi Street and Victory Boulevard.
Beverly Glen Boulevard between Sumac Drive and Mulholland Drive.
Broadway between Manchester Avenue and the City limit south of 120th Street.
Bundy Drive between Centinela Avenue and Ocean Park Boulevard.
Burbank Boulevard between the City Limit at Clybourn Avenue and the San Diego Freeway (405) Ramps.

C

Cahuenga Boulevard East between Pilgrimage Bridge and Cahuenga Terrace.

Canoga Avenue between Marilla Street and Roscoe Boulevard.
Centinela Avenue between Palms Boulevard and Bundy Drive.
Central Avenue between Florence Avenue and the City limit south of 120th Street.
Century Park East between Olympic Boulevard and Pico Boulevard.
Chandler Boulevard between Vineland Avenue and Coldwater Canyon Avenue.
Chandler Boulevard between Coldwater Canyon Avenue and Van Nuys Boulevard.
Chatsworth Street between Wilbur Avenue and Melvin Avenue.
Clybourn Avenue between Strathern Street and Cohasset Street.
Clybourn Avenue between Vanowen Street and Victory Boulevard.
Colfax Avenue between Moorpark Street and Ventura Boulevard.
Corbin Avenue between Lassen Street and Roscoe Boulevard.
Corbin Avenue between Roscoe Boulevard and Ventura Boulevard.
Culver Boulevard, south roadway, between the City Limits near Corinth Avenue and the Marina Freeway (90).

D

De Soto Avenue between Chatsworth Street and Ventura Boulevard.
Devonshire Street between Arleta Avenue and De Soto Avenue.
Devonshire Street between De Soto Avenue and Topanga Canyon Boulevard.

F

Figueroa Street between 190th Street and Rosecrans Avenue.
Foothill Boulevard between Hubbard Street and Bledsoe Street.
Foothill Boulevard between Maclay Street and Van Nuys Boulevard.
Foothill Boulevard between Clybourn Avenue and Van Nuys Boulevard.
Foothill Boulevard between Lowell Avenue and Sunland Boulevard.
Foothill Boulevard between Sunland Boulevard and Wentworth Avenue.

G

Gaffey Street between 500 feet north of Westmont Drive and Summerland Avenue.
Glenoaks Boulevard between Foothill Boulevard and the City Limit south of Hubbard Street.
Glenoaks Boulevard between Hollywood Way and the City Limit south of Cohasset Street.
Grand Avenue between Vista Del Mar and the City Limits of the City of El Segundo.

H

Harry Bridges Boulevard between Alameda Street and 200 feet east of Broad Avenue.

Haskell Avenue between Rinaldi Street and Chase Street.
Haskell Avenue between Strathern Street and Victory Boulevard.
Hayvenhurst Avenue between Burbank Boulevard and Ventura Boulevard.
Hayvenhurst Avenue between Rinaldi Street and Lassen Street.
Hayvenhurst Avenue between Saticoy Street and Victory Boulevard.
Henry Ford Avenue between Alameda Street and Pier A Way.
Hollywood Way between Glenoaks Boulevard and the City Limit of the City of Burbank.
Hubbard Street between Foothill Boulevard and Gavina Avenue.
Hubbard Street between Foothill Boulevard and the City limit east of Bradley Avenue.
Hubbard Street between the City limit east of Hubbard Place and Laurel Canyon Boulevard.
Huntington Drive (North Roadway) between the northerly City Limit to Van Horne Avenue
Huntington Drive (South Roadway) between the easterly City Limit and Van Horne Avenue.

I

Imperial Highway between Nash Street and La Cienega Boulevard.
Imperial Highway between San Pedro Street and Mona Boulevard.
Imperial Highway between Nash Street and Sepulveda Boulevard.

J

John S. Gibson Boulevard between Figueroa Street and the Harbor Freeway (110) Northbound On and Off Ramps.
John S. Gibson Boulevard between the Harbor Freeway (110) Northbound On and Off Ramps and Channel Street.

L

La Brea Avenue between Coliseum Street and Veronica Street.
La Cienega Boulevard between Century Boulevard and 116th Street.
La Tijera Boulevard between La Cienega Boulevard and 74th Street.
La Tijera Boulevard between 74th Street and Sepulveda Boulevard.
La Tuna Canyon Road between Elben Avenue and Ledge Avenue.
Lassen Street between Sepulveda Boulevard and Topanga Canyon Boulevard.
Lassen Street between Woodman Avenue and Sepulveda Boulevard.
Laurel Canyon Boulevard between Chatsworth Drive and Osborne Street.
Laurel Canyon Boulevard between Polk Street and Hubbard Street.
Laurel Canyon Boulevard between Sheldon Street and Riverside Drive.
Lindley Avenue between Nordhoff Street and Ventura Boulevard.

Lomita Boulevard, within the City of Los Angeles, between Figueroa Street and Wilmington Avenue.

Louise Avenue between Victory Boulevard and Roscoe Boulevard.

M

Magnolia Boulevard between Haskell Avenue and Libbit Avenue.

Manchester Avenue between Osage Avenue and Sepulveda Boulevard.

Manchester Avenue between Sepulveda Boulevard and Lincoln Boulevard.

Martin Luther King Jr. Boulevard between Leimert Boulevard and Obama Boulevard.

Mason Avenue between Trentino Lane and Victory Boulevard.

Mountaingate Drive between Sepulveda Boulevard and Canyonback Road.

Mulholland Drive between Longbow Drive and Mulholland Place.

Mulholland Drive between San Feliciano Drive and Calabasas Road.

Mulholland Drive between Topanga Canyon Boulevard and San Feliciano Drive.

N

Nordhoff Street between De Soto Avenue and Topanga Canyon Boulevard.

Nordhoff Street between Haskell Avenue and De Soto Avenue.

Normandie Avenue between 190th Street and the City Limit south of 225th Street.

O

Obama Boulevard between Exposition Boulevard and La Brea Avenue.

Obama Boulevard between La Brea Avenue and Jefferson Boulevard.

Olive View Drive between Cranston Avenue and Roxford Street.

Olympic Boulevard between Sepulveda Boulevard and Centinela Avenue.

Osborne Street between San Fernando Road and Woodman Avenue.

Oxnard Street between Clybourn Avenue and Sepulveda Boulevard.

Oxnard Street between De Soto Avenue and Shoup Avenue.

P

Palisades Drive between Calle Arbolada Drive and 550 feet south of Avenida de Santa Ynez.

Parthenia Street between Van Nuys Boulevard and Sepulveda Boulevard.

Parthenia Street between Sepulveda Boulevard and Haskell Avenue.

Parthenia Street between De Soto Avenue and Topanga Canyon Boulevard.

Paxton Street between Arleta Avenue and Foothill Boulevard.

Platt Avenue between Burbank Boulevard and Cohasset Street.

Plummer Street between Canoga Avenue and Valley Circle Boulevard.

Plummer Street between Tampa Avenue and De Soto Avenue.
Plummer Street between Woodman Avenue and Van Nuys Boulevard.
Plummer Street between Van Nuys Boulevard and Zelzah Avenue.
Polk Street between Glenoaks Boulevard and San Fernando Road.

R

Redondo Beach Boulevard between Figueroa Street and Vermont Avenue.

Reseda Boulevard between Hermano Drive and Winford Street (North Intersection).

Rinaldi Street between Porter Ranch Drive and Laurel Canyon Boulevard.
Riverside Drive between Clybourn Avenue and Van Nuys Boulevard.
Roscoe Boulevard between Haskell Avenue and Valley Circle Boulevard.
Rosecrans Avenue from Vermont Avenue to the east City limits.

S

San Fernando Mission Boulevard between Sepulveda Boulevard and Louise Avenue and between Newcastle Avenue and Reseda Boulevard.

San Fernando Road between 300 feet north of Monte Street and the City Limit north of Hubbard Street.

San Fernando Road between Clybourn Avenue and Cohasset Street.
San Fernando Road between Fox Street and Clybourn Avenue.
San Fernando Road between Edward Avenue and Poplar Street.
San Vicente Boulevard between Pico Boulevard and Wilshire Boulevard.
Sawtelle Boulevard between Palms Boulevard and Venice Boulevard.
Sawtelle Boulevard between Pico Boulevard and Palms Boulevard.
Saticoy Street between Hayvenhurst Avenue and Woodlake Avenue.

On those portions of Sepulveda Boulevard within the City of Los Angeles between Venice Boulevard and the City Limit north of Center Drive.

On those portions of Sepulveda Boulevard within the jurisdiction of the City of Los Angeles between the City Limit south of Cashmere Street and the City Limit north of Ohio Avenue

Sepulveda Boulevard between_the City Limit north of Ohio Avenue and Venice Boulevard.

Sepulveda Boulevard between Plummer Street and Valley Vista Boulevard.
Sepulveda Boulevard between Rinaldi Street and Plummer Street.
Sepulveda Boulevard between Valley Vista Boulevard and Skirball Center Drive.

Sepulveda Boulevard between the City Limit west of Normandie Avenue and Western Avenue.

Sesnon Boulevard between Balboa Boulevard and Neon Way..
Sesnon Boulevard between Neon Way and Longacre Avenue.
Sheldon Street between Glenoaks Boulevard and Roscoe Boulevard.
Sherman Way between Shoup Avenue and Platt Avenue.

Shoup Avenue between Roscoe Boulevard and Ventura Boulevard.
Stadium Way between Riverside Drive and Academy Road.
Sunland Boulevard between Sunland Park Drive and Nettleton Street.

T

Tampa Avenue between Devonshire Street and Plummer Street.
Tampa Avenue between Ventura Boulevard and Parthenia Street.
Terra Bella Street between San Fernando Road and Nordhoff Street.
25th Street between Gunnell Avenue and the west City limits.
223rd Street between Normandie Avenue and Western Avenue.

V

Valley Boulevard between Mission Road and Block Place.
Valley Circle Boulevard between Roscoe Boulevard and Bell Canyon Road.
Valley Circle Boulevard between Calenda Drive and Avenue San Luis.
Valley Circle Boulevard between Germain Street and Lassen Street.
Valley Circle Boulevard from Plummer Street to the City Limit west of Schumann Road.
Valmar Road between Mulholland Drive and the City Limit north of Brenford Street.
Vanowen Street between Haskell Avenue and Valley Circle Boulevard.
Venice Boulevard between Crenshaw Boulevard and Cadillac Avenue.
Venice Boulevard between Cadillac Avenue and McLaughlin Avenue.
Venice Boulevard between McLaughlin Avenue and Lincoln Boulevard.
Ventura Boulevard between Kelvin Avenue and Winnetka Avenue.
Vermont Avenue between 190th Street and Del Amo Boulevard.
On portions of Vermont Avenue within the City of Los Angeles between Artesia Boulevard and El Segundo Boulevard.
On the portions of Vermont Avenue within the City of Los Angeles between Artesia Boulevard and 190th Street.
Victory Boulevard between the City limit east of Clybourn Avenue and the San Diego Freeway (405) Ramps.
Victory Boulevard between De Soto Avenue and Shoup Avenue.
Vineland Avenue between Stagg Street and Chandler Boulevard.
Vineland Avenue between Chandler Boulevard and Ventura Boulevard.
Vista Del Mar between Imperial Highway and Palace Street.

W

W C Fields Drive between Barham Boulevard and Universal Center Drive.
Washington Boulevard from Alameda Street to the easterly City Limit near Grande Vista Avenue.
Westchester Parkway between Airport Boulevard and Will Rogers Place.

Westchester Parkway between Will Rogers Place and Emerson Avenue.
Western between Weymouth Place and 25th Street in the San Pedro area.
Western Avenue between 25th Street and Paseo Del Mar.
White Oak Avenue between Roscoe Boulevard and Ventura Boulevard.
Whitsett Avenue between Roscoe Boulevard and Riverside Drive.
Whitsett Avenue between Riverside Drive and Ventura Boulevard.
Wilbur Avenue between Roscoe Boulevard and Ventura Boulevard.
Winnetka Avenue between Nordhoff Street and Ventura Boulevard .
Woodley Avenue between Rinaldi Street and Victory Boulevard.

(4) **45 M.P.H. Prima Facie Speed Limit.** Upon the streets designated in this subsection, a prima facie speed limit of 45 miles per hour is hereby declared to be reasonable, safe, and more appropriate to facilitate the orderly movement of traffic.

A

Alameda Street between the City Limit north of Lomita Boulevard and 300 feet north of Pacific Coast Highway .
Anaheim Street between Figueroa Place and Vermont Avenue.
Anaheim Street between the Long Beach City Limit and Henry Ford Avenue.
Arleta Avenue between Devonshire Street and Roscoe Boulevard.

B

Balboa Boulevard between Foothill Boulevard and Pineridge Drive.
Balboa Boulevard between Victory Boulevard and Burbank Boulevard.
Bell Canyon Road between Valley Circle Boulevard and the City Limit west of Overland Drive.
Big Tujunga Canyon Road between Oro Vista Avenue and the City limits east of Mt. Gleason Avenue.
Brand Boulevard between the City limit east of Acala Avenue and Sepulveda Boulevard.

C

Cahuenga Boulevard East between Barham Boulevard and Pilgrimage Bridge.
Chatsworth Drive between Chatsworth Street and the Golden State Freeway (5).

Corbin Avenue between Rinaldi Street and Lassen Street.
Culver Boulevard between the Marina Freeway (90) and 1000 feet east of Nicholson Street.

D

De Soto Avenue between Chatsworth Street and the Simi Valley/San Fernando Valley Freeway (118).

F

Fallbrook Avenue between Roscoe Boulevard and Ventura Boulevard.
Figueroa Street between Rosecrans Avenue and El Segundo Boulevard.
Figueroa Street between Pacific Coast Highway and Lomita Boulevard.
Foothill Boulevard between Bledsoe Street and Sierra Highway.
Foothill Boulevard between Hubbard Street and Maclay Street.
Forest Lawn Drive between the Ventura Freeway (134) and Barham Boulevard.

G

Gaffey Street between Anaheim Street and 500 feet north of Westmont Drive.

H

Harry Bridges Boulevard between 200 feet east of Broad Avenue and Figueroa Street.
Hayvenhurst Avenue between Lassen Street and Roscoe Boulevard.

I

Imperial Highway between Sepulveda Boulevard and California Street.

J

Jefferson Boulevard between Lincoln Boulevard and Inglewood Boulevard.

L

La Brea Avenue between Stocker Street and Veronica Street.
La Cienega Boulevard between Bowcroft Street and the City limits southerly.
La Cienega Boulevard between Fairview Boulevard and the City limits near 64th Street.
On those sections of La Cienega Boulevard within the City of Los Angeles between the City limits near Thornburn Street-Industrial Avenue and Fairview Boulevard.
La Tuna Canyon Road between Elben Avenue and 3,800 feet east of Fire Road (West).
Laurel Canyon Boulevard between Osborne Street and Sheldon Street.

N

Nordhoff Way between Nordhoff Street and Corbin Avenue.
Normandie Avenue between Pacific Coast Highway and Vermont Avenue.

O

Osborne Street between Foothill Boulevard and San Fernando Road.
190th Street between Figueroa Street and Western Avenue.

P

Palos Verdes Drive North between the westerly line of Gaffey Street and the west City limits at Leesdale Avenue.
Parthenia Street between Haskell Avenue and Lindley Avenue.
Parthenia Street between Tampa Avenue and De Soto Avenue.

R

Reseda Boulevard between Sesnon Boulevard and Rinaldi Street.
Reseda Boulevard between Rinaldi Street and Devonshire Street .
Rinaldi Street between Porter Ranch Drive and Mason Avenue.

S

San Fernando Road between Sepulveda Boulevard and 300 feet north of Monte Street.
Sepulveda Boulevard between the City Limit north of Center Drive and 84th Place.
Sepulveda Boulevard between the Long Beach City Limit and the Carson City Limit.
Sepulveda Boulevard between Getty Center Drive and the City Limit south of Cashmere Street.
Sepulveda Boulevard between Skirball Center Drive and Getty Center Drive.
Sesnon Boulevard between Reseda Boulevard and Crystal Springs Circle.
Sheldon Street between Wentworth Street and Glenoaks Boulevard.
Sunland Boulevard between Foothill Boulevard and Nohles Drive
Sunland Boulevard between Nohles Drive and Sunland Park Drive.

T

Tampa Avenue between Rinaldi Street and Devonshire Street.
Temescal Canyon Road between Sunset Boulevard and Pacific Coast Highway.
223rd Street between Long Beach City Limit and Carson City Limit.

V

Valley Circle Boulevard between Bell Canyon Road and Burbank Boulevard.
Valley Circle Boulevard between Burbank Boulevard and Calenda Drive.
Vermont Avenue between Pacific Coast Highway and Anaheim Street.
Victory Boulevard between the San Diego Freeway (405) and De Soto Avenue.
Victory Boulevard between Shoup Avenue and Valley Circle Boulevard.
Vista Del Mar between Imperial Highway and the City Limit at Grand Avenue.

W

Wentworth Street between Sheldon Street and Stonehurst Avenue.
Wentworth Street between Mary Bell Avenue and Foothill Boulevard.
Western Avenue, within the City of Los Angeles, between 182nd Street and Torrance Boulevard.
Wilbur Avenue between Tampa Avenue and Devonshire Street.
Wilbur Avenue between Devonshire Street and Nordhoff Street.
Winnetka Avenue between Devonshire Street and Nordhoff Street.
Woodley Avenue between Victory Boulevard and Burbank Boulevard.

Z

Zelzah Avenue between Chatsworth Street and Nordhoff Street.

(5) **50 M.P.H. Prima Facie Speed Limit.** Upon the streets designated in this subsection, a prima facie speed limit of 50 miles per hour is hereby declared to be reasonable. safe and more appropriate to facilitate the orderly movement of traffic.

B

Burbank Boulevard between the San Diego Freeway (405) and 1,000 feet east of McLennan Avenue.

C

Corbin Avenue between Mason Avenue and Rinaldi Street.

F

Foothill Boulevard between Clybourn Avenue and Wheatland Avenue.
Foothill Boulevard between Wentworth Avenue and Wheatland Avenue.

G

Glenoaks Boulevard between Osborne Street and Hollywood Way.

I

Imperial Highway between California Street and Vista Del Mar.

L

La Tuna Canyon Road between 3,800 feet east of Fire Road (West) and Tujunga Canyon Boulevard.

P

Palisades Drive between 550 feet south of Avenida de Santa Ynez and Sunset Boulevard.

S

San Fernando Road between Sepulveda Boulevard and Sierra Highway.
Sepulveda Boulevard between San Fernando Road and Roxford Street.
Sesnon Boulevard between Crystal Springs Circle and Porter Ranch Drive.

T

Tampa Avenue between the City limit north of Sesnon Boulevard and Rinaldi Street.

W

Wentworth Street between Stonehurst Avenue and Mary Bell Avenue.
Westchester Parkway between Pershing Drive and Emerson Avenue.

(6) **25 M.P.H. Prima Facie Speed Limit.** Upon the streets designated in this subsection, a prima facie speed limit of 25 miles per hour is hereby declared to be reasonable, safe and more appropriate to facilitate the orderly movement of traffic.

A

Alexandria Avenue between Santa Monica Boulevard and Melrose Avenue.
Aliso Street between Alameda Street and North Broadway.
Alla Road between the City Limits south of Washington Boulevard and Maxella Avenue.
Allin Street and Marionwood Drive between Braddock Drive and Inglewood Boulevard.
Alma Real Drive between Altata Drive (north intersection) and La Cruz Drive.
Amalfi Drive between Romany Drive and Upper Mesa Road.

Arcadia Street between Alameda Street and North Broadway.
Art Street between Wheatland Avenue and Stonehurst Avenue.

B

Bel Air Road between Rial Lane and Sunset Boulevard.
Bellagio Road between Bel Air Road and Moraga Drive.
Bellevue Avenue between Coronado Street and Hoover Street.
Blinn Avenue between Pacific Coast Highway and "Q" Street.
Bowdoin Street between Temescal Drive and Erskine Drive.
Bristol Avenue between San Vicente Boulevard and Sunset Boulevard.
Bundy Drive between Chalon Road and Norman Place.
Burlingame Avenue between San Vicente Boulevard and Sunset Boulevard.

C

Canoga Avenue between Villena Avenue and Mulholland Drive.
Cascada Way between Bellagio Road and Glenroy Avenue.
Chalon Road between Bellagio Road (south intersection) and Stone Canyon Road.
Chalon Road between Mandeville Canyon Road and Westridge Road.
Chase Street between Louise Avenue and Wilbur Avenue.
Commonwealth Avenue between Beverly Boulevard and Wilshire Boulevard.
Copa De Oro Road between Sunset Boulevard and Bellagio Road.
Corona del Mar between Altata Drive (north intersection) and Chautauqua Boulevard.
Coronado Street between Sunset Boulevard and Temple Street.
Cudahy Street between Collis Avenue and Pueblo Avenue.

D

Day Street between the City Limit east of Amanita Avenue and Silverton Avenue.
Del Moreno Drive between Ventura Boulevard and Wells Drive.
Dewey Street between Walgrove Avenue and Stewart Avenue.
Dodson Avenue between 9th Street and Western Avenue.

E

Echo Park Avenue between Landa Street and Bellevue Avenue.
Edgemont Street between Los Feliz Boulevard and Santa Monica Boulevard.
Electra Drive between Mount Olympus Drive and Hercules Drive.
Emerson Avenue between 80th Street and Will Rogers Street.

F

Franklin Avenue between Cahuenga Boulevard and Highland Avenue.
Frigate Avenue between Lomita Boulevard and Pacific Coast Highway.

H

Hauser Boulevard between 3rd Street and 6th Street.
Hauser Boulevard between Washington Boulevard and Jefferson Boulevard.
Hercules Drive between Electra Drive and Apollo Drive.
Herrick Avenue between Brownell Street and Pierce Street.
Hillhurst Avenue between Vermont Avenue and Los Feliz Boulevard.
Hollywood Boulevard between Gower Street and La Brea Avenue.
Huston Street between Hazeltine Avenue and Cedros Avenue.

L

Laurel Canyon Boulevard between Mulholland Drive and Mount Olympus Drive.
Laurel Terrace Drive between Whitsett Avenue and Laurel Canyon Boulevard.

M

McVine Avenue between Ellenbogen Street and Foothill Boulevard.
Mount Olympus Drive between Electra Drive and Laurel Canyon Boulevard.

N

Neptune Avenue between Lomita Boulevard and "C" Street.
Nichols Canyon Road between Woodrow Wilson Drive and Willow Glen Road.

O

Outpost Drive between Mulholland Drive and Franklin Avenue.
Overland Avenue between Santa Monica Boulevard and Pico Boulevard.

P

Pacific Avenue between 62nd Avenue and Culver Boulevard.

Q

Quesan Place between Halton Street and Louise Avenue.

R

Rancho Street between Louise Avenue and White Oak Avenue.

Rockingham Avenue between the City limits north of 26th Street and Sunset Boulevard.

Roscomare Road between Chalon Road and Linda Flora Drive - Stradella Road.

S

Saint Pierre Road between Beverly Glen Boulevard and Bel Air Road.

San Marino Street between Vermont Avenue and Normandie Avenue.

San Rafael Avenue between Avenue 50 and Avenue 37.

Speedway between 62nd Avenue and 66th Avenue.

Stone Canyon Road between Lindamere Drive and Chalon Road.

Sunset Plaza Drive between Appian Way and the City limit southerly of Pine Tree Place.

7th Street between Central Avenue and Alameda Street.

T

Townsend Avenue between Avenue 51 and Oak Grove Drive.

Townsend Avenue between Hill Drive and Colorado Boulevard.

Trolley Way between Culver Boulevard and Surf Street.

V

Valjean Avenue between Sherman Way and Victory Boulevard.

Vermont Avenue between Los Feliz Boulevard and its terminus north of Aberdeen Avenue.

Vineland Avenue between San Fernando Road and Lorne Street.

W

Westholme Avenue between Hilgard Avenue and Wilshire Boulevard.

White Oak Avenue between Valley Vista Boulevard and Rancho Street.

Willow Glen Road between Laurel Canyon Boulevard and Nichols Canyon Road.

Willow Glen Road between Woodstock Road and Nichols Canyon Road.

Wilton Place between Beverly Boulevard and 3rd Street.

Woodley Avenue between Magnolia Boulevard and Ventura Boulevard.

Woodstock Road between Woodrow Wilson Drive and Willow Glen Road.

Wrightwood Lane between Fredonia Drive and Wrightwood Drive.

(7) **55 M.P.H. Prima Facie Speed Limit.** Upon the streets designated in this subsection, a prima facie speed limit of 55 miles per hour is hereby declared to be reasonable, safe, and more appropriate to facilitate the orderly movement of traffic.

P

Pershing Drive between Westchester Parkway and Imperial Highway.

T

On the Terminal Island Freeway (103) between the Los Angeles City limits easterly and the Los Angeles City limits southerly.

(8) **15 M.P.H. Prima Facie Speed Limit.** Upon streets designated in this subsection a prima facie speed limit of 15 miles per hour is hereby declared to be a reasonable, safe and more appropriate to facilitate the orderly movement of traffic.

D

Dell Avenue between Dante Court and South Venice Boulevard.

G

Gorham Place between Darlington Avenue and Gorham Avenue.

R

Rendall Place between Effie Street and Berkeley Avenue.

(9) **20 M.P.H. Prima Facie Speed Limit.** Upon streets designated in this subsection a prima facie speed limit of 20 miles per hour is hereby declared to be reasonable, safe, and more appropriate to facilitate the orderly movement of traffic.

C

Colden Avenue between Clovis Avenue and Vermont Avenue.
Crescent Avenue between Beacon Street and 21st Street.

S

7th Street between Vermont Avenue and Catalina Street.

Sec. 2. 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 positing 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.

Approved as to Form and Legality
MICHAEL N. FEUER, City Attorney

By______________________________
MICHAEL NAGLE
Deputy City Attorney

Date_____________________________

File No.__________________________

M:\GENERAL COUNSEL DIVISION\ORDINANCES AND REPORTS\ORDINANCES - DRAFT\LAMC 80.81 - Citywide Speed Limit Change entirety.docxx

I hereby certify that the foregoing ordinance was passed the Council of the City of Los Angeles.

ATTACHMENT E

Frequently Asked Questions

SPEED LIMIT CHANGES

As part of Vision Zero, the City's commitment to safe streets, we are ensuring that speed limits can be enforced citywide. Speed limits around schools and residential areas are not changing. They are set at a "prima facie" speed of 25 MPH. In some instances, school zone speeds are set to 15 MPH.

After Council approves changes to roughly 120 miles of speed limits, speed limits citywide will be virtually 100 percent enforceable.

FREQUENTLY ASKED QUESTIONS

1. **What is a speed survey?**

   Speed surveys are required by law to enforce speed limits. For LAPD to enforce speed limits on surface streets using **radar technology,** those streets must have had a traffic speed survey conducted by the Los Angeles Department of Transportation (LADOT) within the past seven years. If the speed survey expires, LAPD cannot enforce the speed limit using radar technology on that street. While LAPD can still enforce speed limits by pacing cars from behind, radar is the preferred method as pacing can be dangerous.

2. **What's your methodology for collecting speed surveys?**

   For LAPD to enforce speed limits on surface streets using radar technology, those streets must have a traffic speed survey that was conducted by LADOT within the past seven years. If the speed survey expires, LAPD can no longer enforce the speed limit. California Vehicle Code Section 21400 mandates the use of the 85th-percentile rule for setting speed limits, whereby the speed limit on a road reflects the speed of approximately 85 percent of the vehicles traveling on that road, determined by surveying the speeds at least 100 cars.

3. **Are there any alternatives to setting speed limits?**

   Not currently. But LADOT, along with the State of California, are working on potential alternatives to this speed limit methodology. City Council voted to support pursuing alternatives to existing speed setting methodology and has expressed concern that the existing methodology is a one-size-fits-all approach that is inappropriate for urban and suburban street typologies in Los Angeles. AB 2363 (Friedman) was signed by Governor Brown this fall and establishes a statewide Task Force to explore options to the speed setting methodology that prioritize safety when setting speeds.

4. **In what circumstances would you be required to increase speeds?**

   If the "critical speed" (i.e. the 85th percentile result) is higher than what is posted, the speed limit must be increased.

5. **Why is my street changing? Can you keep it the same? Can you make it lower?**

   Speed Limits are changing so that all streets in the city can be enforceable by radar technology. This is not the only effort the City of Los Angeles is making to improve safety. Engineering improvements can help to ensure people are driving at safe speeds. In the last 18 months, LADOT has installed over a thousand safety improvements at high priority intersections with safety needs. The City cannot leave speed limits the same or artificially lower speed limits in order to legally enforce.

6. **Vision Zero is about safety, how is increasing speeds safer?**

   Though it is counter-intuitive, these increases will allow LAPD to resume enforcing speeding laws. That enforcement will make L.A. streets safer.

7. **Will the Police actually enforce?**

   Yes. The City Council allocated additional resources to LAPD to conduct enforcement and gave direction that speed enforcement is a priority. LAPD has been enforcing newly established speed limits since February 2018.

ATTACHMENT F

Engineering Reports

ENGINEERING REPORT

Engineering and Traffic Survey for

223rd Street between Normandie Avenue and Western Avenue

223rd Street between Normandie Avenue and Western Avenue is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 0.56 mile street segment is posted with a 35 miles per hour speed limit. The development is a single family residential. The collision rate for this segment is 0.644 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 22,593 vehicles. The previous engineering and traffic survey expired on October 07, 2012.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for 223rd Street between Normandie Avenue and Western Avenue, a distance of 0.56 miles. The critical speed is 43 miles per hour. If the current speed limit was retained, then 70 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 43 miles per hour, the nearest five miles per hour increment, rounded up, is 45 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on 223rd Street between Normandie Avenue and Western Avenue be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T — Cox Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_223rdStNormandieAvWesternAv28

ENGINEERING REPORT

Engineering and Traffic Survey for

Arleta Avenue between Devonshire Street and Roscoe Boulevard

Arleta Avenue between Devonshire Street and Roscoe Boulevard is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 3.4 mile street segment is posted with a 40 miles per hour speed limit. The development is a single family residential and business. The collision rate for this segment is 0.512 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 18,034 vehicles. The previous engineering and traffic survey expired on August 8, 2017.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Arleta Avenue between Devonshire Street and Roscoe Boulevard, a distance of 3.4 miles. The critical speed is 48 miles per hour. If the current speed limit was retained, then 60 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 48 miles per hour, the nearest five miles per hour increment, rounded up, is 50 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 45 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Arleta Avenue between Devonshire Street and Roscoe Boulevard be increased from 40 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: _T. C_ Title: Senior Transportation Engineer Date: 10-24-18

TC

ER_ ArletaAvDevonshireStRoscoeBl50

ENGINEERING REPORT

Engineering and Traffic Survey for

Avenue 28 between Cypress Avenue and Figueroa Street

Avenue 28 between Cypress Avenue and Figueroa Street is designated as a "Local" in the Mobility 2035 Element of the City's General Plan. The entire 0.48 mile street segment is posted with a 25 miles per hour speed limit. The development is single family residential and business. The collision rate for this segment is 1.645 accidents per million vehicle miles traveled, which is above the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 8,077 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for, Avenue 28 between Cypress Avenue and Figueroa Street, a distance of 0.48 miles. The critical speed is 36 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Avenue 28 shall be established at 35 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Avenue 28 has a higher than expected Collision Rate (1.645 accidents per million vehicle miles traveled, which is above the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled). Based upon this factor, a reduction from the indicated speed of five miles per hour should be taken and a 30 mile per hour speed limit is justified.

SUMMARY

For the reason described above, the Department recommends that the existing 25 miles per hour speed limit on Avenue 28 between Cypress Avenue and Figueroa Street be increased, by an establishing ordinance, to 30 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: [signature] Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_Ave28CypressAvFigueoraSt57

ENGINEERING REPORT

Engineering and Traffic Survey for

Avenue 60 between City Limit E/O Hellman Avenue and Figueroa Street

Avenue 60 between City Limit E/O Hellman Avenue and Figueroa Street is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 0.86 mile street segment is posted with a 30 miles per hour speed limit. The development is a mix of single/multi family residential and business. The collision rate for this segment is 0.211 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 15,051 vehicles. The previous engineering and traffic survey expired on March 20, 2011.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Avenue 60 between City Limit E/O Hellman Avenue and Figueroa Street, a distance of 0.86 miles. The critical speed is 39 miles per hour. If the current speed limit was retained, then 90 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 39 miles per hour, the nearest five miles per hour increment, rounded up, is 40 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 35 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Avenue 60 between City Limit E/O Hellman Avenue and Figueroa Street be increased from 30 miles per hour to 35 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cox Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_ Av60CityLimHellmanAvFigueroaSt61

ENGINEERING REPORT

Engineering and Traffic Survey for

Balboa Boulevard between Victory Boulevard and Burbank Boulevard

Balboa Boulevard between Victory Boulevard and Burbank Boulevard is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 1 mile street segment is posted with a 40 miles per hour speed limit. The development is parks and business (near Victory Boulevard and near Burbank Boulevard). The collision rate for this segment is 1.016 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 25,423 vehicles. The previous engineering and traffic survey expired on October 2, 2007.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Balboa Boulevard between Victory Boulevard and Burbank Boulevard, distance of 1 mile. The critical speed is 52 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Balboa Boulevard shall be established at 50 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Balboa Boulevard has on-street parking for park access as well as multiple driveways that exit onto narrow curb lanes. Transit buses have stops in the curb lane that can directly block vehicles. Based upon these factors and conditions, a reduction from the indicated speed of five miles per hour should be taken and a 45 miles per hour speed limit is justified.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Balboa Boulevard between Victory Boulevard and Burbank Boulevard be increased from 40 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cox Title: Senior Transportation Engineer Date: 10-24-18

TC

ER_BalboaBlVictoryBlBurbankBl64.4

ENGINEERING REPORT

Engineering and Traffic Survey for

Bell Canyon Road between Valley Circle Boulevard and City Limit W/O Overland Drive

Bell Canyon Road between Valley Circle Boulevard and City Limit W/O Overland Drive is designated as a "Avenue III" in the Mobility 2035 Element of the City's General Plan. The entire 0.81 mile street segment is posted with a 35 miles per hour speed limit. The development is open space and single family residential with no driveway access. The collision rate for this segment is 0.198 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 5,718 vehicles. The previous engineering and traffic survey expired on December 18, 2006.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Bell Canyon Road between Valley Circle Boulevard and City Limit W/O Overland Drive, a distance of 0.81 miles. The results of the survey indicate that the 85th percentile speed (critical speed) for this segment is 47 miles per hour. According to the requirements for setting speed limits described in the California Vehicle Code Section 627 and MUTCD Section 2B.13, the speed limit on this segment of Bell Canyon Road should be set at 45 miles per hour.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Bell Canyon Road between Valley Circle Boulevard and City Limit W/O Overland Drive be increased from 35 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T Cory Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_BellCynBlValleyCirBlCityLimitOverlandDr72

ENGINEERING REPORT

Engineering and Traffic Survey for

Beverly Glen Boulevard between Ventura Boulevard and Sumac Drive

Beverly Glen Boulevard between Ventura Boulevard and Sumac Drive is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 0.68 mile street segment is posted with a 30 miles per hour speed limit. The development is single/multi-family residential and business (at Ventura Boulevard). The collision rate for this segment is 0.74 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 14,594 vehicles. The previous engineering and traffic survey expired on April 20, 2017.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Beverly Glen Boulevard between Ventura Boulevard and Sumac Drive, a distance of 0.68 miles. The results of the survey indicate that the 85th percentile speed (critical speed) for this segment is 36 miles per hour. According to the requirements for setting speed limits described in the California Vehicle Code Section 627 and MUTCD Section 2B.13, the speed limit on this segment of Beverly Glen Boulevard should be set at 35 miles per hour.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Beverly Glen Boulevard between Ventura Boulevard and Sumac Drive be increased from 30 miles per hour to 35 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T Cox Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_BeverlyGlenBlVenturaBlSumacDr81.1

ENGINEERING REPORT

Engineering and Traffic Survey for

Beverly Glen between Sumac Drive and Mulholland Drive

Beverly Glen between Sumac Drive and Mulholland Drive is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 1.32 mile street segment is posted with a 35 miles per hour speed limit. The development is single family residential and undeveloped hillside. The collision rate for this segment is 0.36 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 26,814 vehicles. The previous engineering and traffic survey expired on April 20, 2017.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Beverly Glen between Sumac Drive and Mulholland Drive, a distance of 1.32 miles. The critical speed is 44 miles per hour. If the current speed limit was retained, then 49 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment, rounded down, is 40 miles per hour. Therefore, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Beverly Glen between Sumac Drive and Mulholland Drive be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Coy Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_BeverlyGlenBlSumacDrMulhollandDr81.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Brand Boulevard between City Limit E/O Acala Avenue and Sepulveda Boulevard

Brand Boulevard between City Limit E/O Acala Avenue and Sepulveda Boulevard is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 1.3 mile street segment is posted with a 40 miles per hour speed limit. The development is a single family residential and business. The collision rate for this segment is 0.532 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 11,728 vehicles. The previous engineering and traffic survey expired on January 26, 2015.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Brand Boulevard between City Limit E/O Acala Avenue and Sepulveda Boulevard, a distance of 1.3 miles. The critical speed is 49 miles per hour. If the current speed limit was retained, then 60 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 49 miles per hour, the nearest five miles per hour increment, rounded up, is 50 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 45 miles per hour is justified, and no further reductions can be taken.

<u>SUMMARY</u>

Therefore, for the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Brand Boulevard between City Limit E/O Acala Avenue and Sepulveda Boulevard be increased from 40 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Coy Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_BrandBlCityLimAcalaAvSepulvedaBl89

ENGINEERING REPORT

Engineering and Traffic Survey for

Cahuenga Boulevard East between Barham Boulevard and Pilgrimage Bridge

Cahuenga Boulevard East between Barham Boulevard and Pilgrimage Bridge is designated as a "Local Street" in the Mobility 2035 Element of the City's General Plan. The entire 1.19 mile street segment is posted with a 40 miles per hour speed limit. The development is undeveloped land and single family residential. The collision rate for this segment is 0.27 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 14,175 vehicles. The previous engineering and traffic survey expired on July 6, 2018.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Cahuenga Boulevard East between Barham Boulevard and Pilgrimage Bridge, distance of 1.19 miles. The critical speed is 51 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Cahuenga Boulevard East shall be established at 50 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Cahuenga Boulevard East has random discontinuous sidewalks forcing pedestrians to walk in the roadway. Based upon these factors and conditions, a reduction from the indicated speed of five miles per hour should be taken and a 45 miles per hour speed limit is justified.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Cahuenga Boulevard East between Barham Boulevard and Pilgrimage Bridge be increased from 40 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T Cay Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_CahuengaBlEastBarhamBlPilgrimageBridge102

ENGINEERING REPORT

Engineering and Traffic Survey for

Centinela Avenue between Santa Monica Boulevard and Ocean Park Boulevard

Centinela Avenue between Santa Monica Boulevard and Ocean Park Boulevard is designated as a "Collector" in the Mobility 2035 Element of the City's General Plan. The entire 1.52 mile street segment is posted with a 30 miles per hour speed limit. The development is business, commercial and single/multi family residential. The collision rate for this segment is 0.319 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 15,097 vehicles. The previous engineering and traffic survey expired on July 8, 2011.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for, Centinela Avenue between Santa Monica Boulevard and Ocean Park Boulevard distance of 1.52 miles. The critical speed is 42 miles per hour. If the current speed limit was retained, then 91 percent of drivers would be exceeding the posted speed limit.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Centinela Avenue shall be established at 40 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Centinela Avenue has numerous driveways that back directly onto the roadway along with numerous cross-streets. Various shrubbery and trees also limit the visibility for drivers exiting these driveways and cross-streets. Over half of this segment of Centinela Avenue is comprised of densely populated residential uses. This segment of Centinela Avenue also has varying roadway widths. Based upon these factors and conditions, a reduction from the indicated speed of five miles per hour should be taken and a 35 mile per hour speed limit is justified.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Centinela Avenue between Santa Monica Boulevard and Ocean Park Boulevard be increased from 30 miles per hour to 35 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cy Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_CentinelaAvSantaMonicaBlOceanParkBl116

ENGINEERING REPORT

Engineering and Traffic Survey for

Century Park East between Olympic Boulevard and Pico Boulevard

Century Park East between Olympic Boulevard and Pico Boulevard is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 0.53 mile street segment is posted with a 35 miles per hour speed limit. The development is multi-family residential (no driveway access) and business (at Olympic Boulevard). The collision rate for this segment is 0.479 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 14,380 vehicles. The previous engineering and traffic survey expired on March 21, 2013.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Century Park East between Olympic Boulevard and Pico Boulevard, distance of 0.5 miles. The critical speed is 46 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Century Park East shall be established at 45 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Century Park East has bus stops in the curb lane that can directly block oncoming vehicles. There is discontinuity in sidewalks and absence of sidewalks along this segment of Century Park East. Based upon these factors and conditions, a reduction from the indicated speed of five miles per hour should be taken and a 40 miles per hour speed limit is justified.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Century Park East between Olympic Boulevard and Pico Boulevard be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Coz Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_CenturyParkEastOlympicBlPicoBl120

ENGINEERING REPORT

Engineering and Traffic Survey for

Chandler Boulevard between Coldwater Canyon Avenue and Van Nuys Boulevard

Chandler Boulevard between Coldwater Canyon Avenue and Van Nuys Boulevard is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 2.1 mile street segment is posted with a 35 miles per hour speed limit. The development is single family residential. The collision rate for this segment is 0.19 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 13,704 vehicles. The previous engineering and traffic survey expired on January 16, 2012.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for, Chandler Boulevard between Coldwater Canyon Avenue and Van Nuys Boulevard, a distance of 2.1 miles. The critical speed is 45 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Chandler Boulevard shall be established at 45 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Chandler Boulevard is longer than one-quarter of a mile and has a ratio of separate dwelling houses or business structures to the length of the highway that is greater than 13 houses/ business structures per one-quarter mile. This portion of Chandler Boulevard also has bike lanes that are immediately next to the travel lanes and has discontinuous sidewalks that may force pedestrians to walk in the roadway. Based upon these factors and conditions, a reduction from the indicated speed of five miles per hour should be taken and a 40 miles per hour speed limit is justified.

SUMMARY

For the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Chandler Boulevard between Coldwater Canyon Avenue and Van Nuys Boulevard be increased to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T Coy Title: Senior Transportation Engineer Date: 10-24-18

TC

ER_ChandlerBlColdwaterCynVanNuys123.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Chatsworth Drive between Golden State Freeway (5) NB Off Ramp and Chatsworth St

Chatsworth Drive between Golden State Freeway (5) NB Off Ramp and Chatsworth Street is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 0.91 mile street segment is posted with a 40 miles per hour speed limit. The development is a single family residential. The collision rate for this segment is 0.328 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 9,229 vehicles. The previous engineering and traffic survey expired on January 30, 2015.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Chatsworth Drive between Golden State Freeway (5) NB Off Ramp and Chatsworth Street, a distance of 0.91 miles. The average critical speed is 48 miles per hour. If the current speed limit was retained, then 51 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 48 miles per hour, the nearest five miles per hour increment, rounded up, is 50 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 45 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Chatsworth Drive between Golden State Freeway (5) NB Off Ramp and Chatsworth Street be increased from 40 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T Cong Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_ChatsworthDrGolden StateFwyChatsworthSt

ENGINEERING REPORT

Engineering and Traffic Survey for

Chautauqua Boulevard between Sunset Boulevard and Pacific Coast Highway

Chautauqua Boulevard between Sunset Boulevard and Pacific Coast Highway is designated as a "Local Street" in the Mobility 2035 Element of the City's General Plan. The entire 1 mile street segment is posted with a 30 miles per hour speed limit. The development is a single family residential. The collision rate for this segment is 0.466 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 13,793 vehicles. The previous engineering and traffic survey expired on July 11, 2006.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Chautauqua Boulevard between Sunset Boulevard and Pacific Coast Highway, a distance of 1 mile. The critical speed is 39 miles per hour. If the current speed limit was retained, then 90 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 39 miles per hour, the nearest five miles per hour increment, rounded up, is 40 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 35 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Chautauqua Boulevard between Sunset Boulevard and Pacific Coast Highway be increased from 30 miles per hour to 35 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T Coy Title: Senior Transportation Engineer Date: 10-24-18

TC

ER_ ChautauquaBlSunsetBlPacificCoastHwy

ENGINEERING REPORT

Engineering and Traffic Survey for

Clybourn Avenue between Strathern Street and Cohasset Street

Clybourn Avenue between Strathern Street and Cohasset Street is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 0.63 mile street segment is posted with a 35 miles per hour speed limit. The development is single family residential, business, and industrial. The collision rate for this segment is 0.58 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 10,074 vehicles. The previous engineering and traffic survey expired on January 15, 2008.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for, Clybourn Avenue between Strathern Street and Cohasset Street, a distance of 0.63 miles. The critical speed is 46 miles per hour. If the current speed limit was retained, then 71 percent of drivers would be exceeding the posted speed limit.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Clybourn Avenue shall be established at 45 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Clybourn Avenue is longer than one-quarter of a mile and has a ratio of separate dwelling houses or business structures to the length of the highway that is greater than 16 houses/ business structures per one-quarter mile. There are also portions of Clybourn that have random sections of discontinuous sidewalks causing pedestrians to walk in the roadway. Based upon these factors and conditions, a reduction from the indicated speed of five miles per hour should be taken and a 40 mile per hour speed limit is justified.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Clybourn Avenue between Strathern Street and Cohasset Street be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cong Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_ClybournAvStrathernStCohassetSt137

ENGINEERING REPORT

Engineering and Traffic Survey for

Clybourn Avenue between Vanowen Street and Victory Boulevard

Clybourn Avenue between Vanowen Street and Victory Boulevard is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 0.5 mile street segment is posted with a 35 miles per hour speed limit. The development is mainly single family residential with some industrial near Vanowen Street. The collision rate for this segment is 0.43 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 4,275 vehicles. The previous engineering and traffic survey expired on January 30, 2016.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Clybourn Avenue between Vanowen Street and Victory Boulevard, a distance of 0.5 miles. The critical speed is 45 miles per hour. If the current speed limit was retained, then 91 percent of drivers would be exceeding the posted speed limit.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Clybourn Avenue shall be established at 45 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Clybourn Avenue is longer than one-quarter of a mile and has a ratio of separate dwelling houses or business structures to the length of the highway that is greater than 16 houses/ business structures per one-quarter mile. These residential dwellings have numerous driveways that back directly onto the roadway and on street parking can limit the visibility for drivers exiting these driveways. This portion of Clybourn Avenue also has bike lanes that are immediately next to the travel lanes. Based upon these factors and conditions, a reduction from the indicated speed of five miles per hour should be taken and a 40 mile per hour speed limit is justified.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Clybourn Avenue between Vanowen Street and Victory Boulevard be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Coy Title: Senior Transportation Engineer Date: 10-24-18

TC

ER_ ClybourneAvVanowenStVictoryBl138

ENGINEERING REPORT

Engineering and Traffic Survey for

Colfax Avenue between Moorpark Street and Ventura Boulevard

Colfax Avenue between Moorpark Street and Ventura Boulevard is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 0.6 mile street segment is posted with a 35 miles per hour speed limit. The development is single/multi family residential and business. The collision rate for this segment is 0.592 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 12,863 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Colfax Avenue between Moorpark Street and Ventura Boulevard, a distance of 0.6 miles. The critical speed is 44 miles per hour. If the current speed limit was retained, then 86 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment, rounded down, is 40 miles per hour. Therefore, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Colfax Avenue between Moorpark Street and Ventura Boulevard be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T Cong Title: Senior Transportation Engineer Date: 10-24-18

TC

ER_ColfaxAvMoorparkStVenturaBl142.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Corbin Avenue between Roscoe Boulevard and Ventura Boulevard

Corbin Avenue between Roscoe Boulevard and Ventura Boulevard is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 3.3 mile street segment is posted with a 35 miles per hour speed limit. The development is a single/multi family residential and commercial. The collision rate for this segment is 0.46 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 21,588 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Corbin Avenue between Roscoe Boulevard and Ventura Boulevard, a distance of 3.3 miles. The average critical speed is 43 miles per hour.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions not readily apparent to the driver. Since the average 85th percentile free-flowing speed for this entire segment was measured to be 43 miles per hour, the nearest five miles per hour increment, rounded up, is 45 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Corbin Avenue between Roscoe Boulevard and Ventura Boulevard be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cox Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_CorbinAvRoscoeBlVenturaBl

ENGINEERING REPORT

Engineering and Traffic Survey for

Deep Canyon Drive between Mulholland Drive and Hutton Drive

Deep Canyon Drive between Mulholland Drive and Hutton Drive is designated as a "Collector Street" in the Mobility 2035 Element of the City's General Plan. The entire 1.18 mile street segment is posted with a 30 miles per hour speed limit. The development is a single family residential. The collision rate for this segment is 0.000 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 3,970 vehicles. The previous engineering and traffic survey expired on August 7, 2010.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Deep Canyon Drive between Mulholland Drive and Hutton Drive, a distance of 1.18 miles. The critical speed is 38 miles per hour. If the current speed limit was retained, then 74 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 38 miles per hour, the nearest five miles per hour increment, rounded up, is 40 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 35 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Deep Canyon Drive between Mulholland Drive and Hutton Drive be increased from 30 miles per hour to 35 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. C. Coy Title: Senior Transportation Engineer Date: 10-24-18

TC

ER_ DeepCynDMulhollandDrHuttonDr170

ENGINEERING REPORT

Engineering and Traffic Survey for

Devonshire Street between De Soto Avenue and Topanga Canyon Boulevard

Devonshire Street between De Soto Avenue and Topanga Canyon Boulevard is designated as a "Avenue I" in the Mobility 2035 Element of the City's General Plan. The entire 1.0 mile street segment is posted with a 35 miles per hour speed limit. The development is business. The collision rate for this segment is 1.43 accidents per million vehicle miles traveled, which is above the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 22,387 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Devonshire Street between De Soto Avenue and Topanga Canyon Boulevard, a distance of 1.0 miles. The critical speed is 44 miles per hour. If the current speed limit was retained, then 87 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment, rounded down, is 40 miles per hour. Therefore, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

For the reasons described above, the Department recommends that the existing posted 35 miles per hour speed limit on Devonshire Street between De Soto Avenue and Topanga Canyon Boulevard be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: T Cong Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_DevonshireStDeSotoTopangaCyn172.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Gladstone Avenue between Maclay Street and Polk Street

Gladstone Avenue between Maclay Street and Polk Street is designated as a "Collector" in the Mobility 2035 Element of the City's General Plan. The entire 1.7 mile street segment is posted with a 30 miles per hour speed limit. The development is a single family residential and business. The collision rate for this segment is 0.15 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 7,368 vehicles. The previous engineering and traffic survey expired on January 29, 2018.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Gladstone Avenue between Maclay Street and Polk Street, a distance of 1.7 miles. The average critical speed is 38 miles per hour.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the average 85th percentile free-flowing speed for this entire segment was measured to be 38 miles per hour, the nearest five miles per hour increment, rounded up, is 40 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 35 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Gladstone Avenue between Maclay Street and Polk Street be increased from 30 miles per hour to 35 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Coy Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_GladstoneAvMaclayStPolkSt

ENGINEERING REPORT

Engineering and Traffic Survey for

Glenoaks Boulevard between Foothill Boulevard and City Limit S/O Hubbard Street

Glenoaks Boulevard between Foothill Boulevard and City Limit S/O Hubbard Street is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 2.4 mile street segment is posted with a 35 miles per hour speed limit. The development is single/multi family residential and business. The collision rate for this segment is 0.53 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 12,095 vehicles. The previous engineering and traffic survey expired on April 15, 2009.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for, Glenoaks Boulevard between Foothill Boulevard and City Limit S/O Hubbard Street distance of 2.4 miles. The critical speed is 46.5 miles per hour. If the current speed limit was retained, then 96 percent of drivers would be exceeding the posted speed limit.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Glenoaks Boulevard shall be established at 45 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Glenoaks Boulevard has varying roadway widths with many portions having no sidewalks or discontinuous sidewalks. There are numerous residential and business driveways. A majority of the residential driveways are along unimproved roadway frontage with narrow curb lanes. Based upon these factors and conditions, a reduction from the indicated speed of five miles per hour should be taken and a 40 mile per hour speed limit is justified.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Glenoaks Boulevard between Foothill Boulevard and City Limit S/O Hubbard Street be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cong Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_GlenoaksBlFoothillBlCityLimitHubbardSt226

ENGINEERING REPORT

Engineering and Traffic Survey for

Harry Bridges Boulevard between 200' E/O Broad Avenue and Figueroa Street

Harry Bridges Boulevard between 200' E/O Broad Avenue and Figueroa Street is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 1.1 mile street segment is posted with a 35 miles per hour speed limit. The development is industrial and business. The collision rate for this segment is 0.057 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 29,496 vehicles. The previous engineering and traffic survey expired on January 19, 2014.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Harry Bridges Boulevard between 200' E/O Broad Avenue and Figueroa Street, a distance of 1.1 miles. The results of the survey indicate that the 85th percentile speed (critical speed) for this segment is 47 miles per hour. According to the requirements for setting speed limits described in the California Vehicle Code Section 627 and MUTCD Section 2B.13, the speed limit on this segment of Harry Bridges Boulevard should be set at 45 miles per hour.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Harry Bridges Boulevard between 200' E/O Broad Avenue and Figueroa Street be increased from 35 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Coy Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_HarryBridgesBlBroadAvFigueroaSt237

ENGINEERING REPORT

Engineering and Traffic Survey for

Hayvenhurst Avenue between Saticoy Street and Victory Boulevard

Hayvenhurst Avenue between Saticoy Street and Victory Boulevard is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 1.5 mile street segment is posted with a 35 miles per hour speed limit. The development is single family residential, business and industrial. The collision rate for this segment is 0.45 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 20,135 vehicles. The previous engineering and traffic survey expired on January 26, 2011.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Hayvenhurst Avenue between Saticoy Street and Victory Boulevard, a distance of 1.5 miles. The critical speed is 44 miles per hour. If the current speed limit was retained, then 86 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment, rounded up, is 45 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Hayvenhurst Avenue between Saticoy Street and Victory Boulevard be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T Cong Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_ HayvenhurstAvSaticoySVictoryBl

ENGINEERING REPORT

Engineering and Traffic Survey for

Highlander Road between Platt Avenue and Valley Circle Boulevard

Highlander Road between Platt Avenue and Valley Circle Boulevard is designated as a "Collector Street" in the Mobility 2035 Element of the City's General Plan. The entire 1 mile street segment is posted with a 30 miles per hour speed limit. The development is a single family residential. The collision rate for this segment is 0.757 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 1,206 vehicles. The previous engineering and traffic survey expired on May 12, 2013.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Highlander Road between Platt Avenue and Valley Circle Boulevard, a distance of 1 mile. The critical speed is 39 miles per hour. If the current speed limit was retained, then 67 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 39 miles per hour, the nearest five miles per hour increment, rounded up, is 40 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 35 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Highlander Road between Platt Avenue and Valley Circle Boulevard be increased from 30 miles per hour to 35 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cox Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_HighlanderRdPlattAvValleyCircleBl252

ENGINEERING REPORT

Engineering and Traffic Survey for

Huntington Drive between City Limit of South Pasadena/Alhambra and Van Horne Avenue

Huntington Drive between City Limit of South Pasadena/Alhambra and Van Horne Avenue is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 1.14 mile street segment is posted with a 35 miles per hour speed limit. The development is single/multi-family residential and business. The collision rate for this segment is 0.31 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 28,616 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Huntington Drive between City Limit of South Pasadena/Alhambra and Van Horne Avenue, a distance of 1.14 miles. The average critical speed is 44 miles per hour. If the current speed limit was retained, then 78 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the average 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment, rounded up, is 45 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

For the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Huntington Drive between City Limit of South Pasadena/Alhambra and Van Horne Avenue be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: [signature] Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_HuntintonDrCityLimitVanHorneAv262.1

ENGINEERING REPORT

Engineering and Traffic Survey for

John S. Gibson Boulevard between Harbor Fwy (110) NB Ramps and Channel Street

John S. Gibson Boulevard between Harbor Fwy (110) NB Ramps and Channel Street is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 0.2 mile street segment is posted with a 35 miles per hour speed limit. The development is industrial. The collision rate for this segment is 0.994 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 22,972 vehicles. The previous engineering and traffic survey expired on July 30, 2015.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for John S. Gibson Boulevard between Harbor Fwy (110) NB Ramps and Channel Street, a distance of 0.2 miles. The average critical speed is 44 miles per hour. If the current speed limit was retained, then 69 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the average 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment, rounded up, is 45 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on John S. Gibson Boulevard between Harbor Fwy (110) NB Ramps and Channel Street be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T Cory Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_JohnGibsonBlHarborFwyChannelSt273.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Lassen Street between Woodman Avenue and Sepulveda Boulevard

Lassen Street between Woodman Avenue and Sepulveda Boulevard is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 0.98 mile street segment is posted with a 35 miles per hour speed limit. The development is single/multi family residential and business (at Sepulveda Boulevard). The collision rate for this segment is 0.92 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 12,129 vehicles. The previous engineering and traffic survey expired on January 23, 2016.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for, Lassen Street between Woodman Avenue and Sepulveda Boulevard, a distance of 0.98 miles. The critical speed is 47 miles per hour. If the current speed limit was retained, then 93 percent of drivers would be exceeding the posted speed limit.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Lassen Street shall be established at 45 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Lassen Street is longer than one-quarter of a mile and has a ratio of separate dwelling houses or business structures to the length of the highway that is greater than 16 houses/business structures per one-quarter mile. There is a lack of left turn channelization at unsignalized intersections. Based upon these factors and conditions, a reduction from the indicated speed of five miles per hour should be taken and a 40 mile per hour speed limit is justified.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Lassen Street between Woodman Avenue and Sepulveda Boulevard be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T Con Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_LassenStWoodmanAvSepulvedaBl287.1

ENGINEERING REPORT

Engineering and Traffic Survey for

Lindley Avenue between Nordhoff Street and Ventura Boulevard

Lindley Avenue between Nordhoff Street and Ventura Boulevard is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 4.82 mile street segment is posted with a 35 miles per hour speed limit. The development is single/multi family residential and business. The collision rate for this segment is 0.64 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 22,931 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Lindley Avenue between Nordhoff Street and Ventura Boulevard, a distance of 4.82 miles. The critical speed is 43.5 miles per hour. If the current speed limit was retained, then 85 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 43.5 miles per hour, the nearest five miles per hour increment, rounded down, is 40 miles per hour. Therefore, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Lindley Avenue between Nordhoff Street and Ventura Boulevard be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cey Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_LindleyAvNordhoffStVenturaBl293

ENGINEERING REPORT

Engineering and Traffic Survey for

Mountaingate Drive between Sepulveda Boulevard and Canyonback Road

Mountaingate Drive between Sepulveda Boulevard and Canyonback Road is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The 1.07 mile street segment is posted with a 35 miles per hour speed limit and a 40 miles per hour speed limit (eastbound from Ridge Road to Sepulveda). The development is open space and multi-family residential (with common gated driveway access). The collision rate for this segment is 0.000 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 3,291 vehicles. The previous engineering and traffic survey expired on March 26, 2008.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Mountaingate Drive between Sepulveda Boulevard and Canyonback Road, a distance of 1.07 miles. The average critical speed is 44 miles per hour. If the current speed limit was retained, then approximately 71 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the average 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment, rounded up, is 45 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35/40 miles per hour speed limit on Mountaingate Drive between Sepulveda Boulevard and Canyonback Road be increased from 35/40 miles per hour to a uniform 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cong Title: Senior Transportation Engineer Date: 10-24-18

TC

ER_ MountaingateDrSepulvedaBlCanyonbackRd339

ENGINEERING REPORT

Engineering and Traffic Survey for

Mulholland Drive between Topanga Canyon Boulevard and San Feliciano Drive

Mulholland Drive between Topanga Canyon Boulevard and San Feliciano Drive is designated as a "Avenue I and Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 0.65 mile street segment is posted with a 35 miles per hour speed limit. The development is single family residential and business. The collision rate for this segment is 0.492 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 11,443 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Mulholland Drive between Topanga Canyon Boulevard and San Feliciano Drive, a distance of 0.65 miles. The critical speed is 44 miles per hour.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment would be 45 miles per hour, which requires rounding up. Therefore, the five mile per hour reduction after rounding can be taken, and a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

For the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Mulholland Drive between Topanga Canyon Boulevard and San Feliciano Drive be increased, to establish by ordinance, a 40 miles per hour speed limit. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: T Coy Title: Senior Transportation Engineer Date: 10-24-18

TC

ER_MulhollandDrTopangaCynBlSanFelicianoDr341.1

ENGINEERING REPORT

Engineering and Traffic Survey for

Nordhoff Street between De Soto Avenue and Topanga Canyon Boulevard

Nordhoff Street between De Soto Avenue and Topanga Canyon Boulevard is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 0.94 mile street segment is posted with a 35 miles per hour speed limit. The development is business, commercial and industrial. The collision rate for this segment is 0.16 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 18,527 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Nordhoff Street between De Soto Avenue and Topanga Canyon Boulevard, a distance of 0.54 miles. The critical speed is 43 miles per hour. If the current speed limit was retained, then 88 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 43 miles per hour, the nearest five miles per hour increment, rounded up, is 45 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Nordhoff Street between De Soto Avenue and Topanga Canyon Boulevard be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: [signature] Title: Senior Transportation Engineer Date: October 24, 2018

TC
ER_ NordhoffStDeSotoAvTopangaCynBl351.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Nordhoff Way between Nordhoff Street and Corbin Avenue

Nordhoff Way between Nordhoff Street and Corbin Avenue is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 0.54 mile street segment is posted with a 40 miles per hour speed limit. The development is a commercial and business. The collision rate for this segment is 0.947 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 23,420 vehicles. The previous engineering and traffic survey expired on October 15, 2011.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Nordhoff Way between Nordhoff Street and Corbin Avenue, a distance of 0.54 miles. The critical speed is 48 miles per hour. If the current speed limit was retained, then 87 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 48 miles per hour, the nearest five miles per hour increment, rounded up, is 50 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 45 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Nordhoff Way between Nordhoff St and Corbin Avenue be increased from 40 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Coz Title: Senior Transportation Engineer Date: 10-24-18

TC

ER_ NordhoffWayNordhoffStCorbinAv

ENGINEERING REPORT

Engineering and Traffic Survey for

Normandie Avenue between 190th Street and City Limit s/o 225th Street

Normandie Avenue between 190th Street and City Limit s/o 225th Street is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 2.47 mile street segment is posted with a 35 miles per hour speed limit. The development is business, industrial, commercial and single/multi family residential. The collision rate for this segment is 0.298 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 18,550 vehicles. The previous engineering and traffic survey expired on October 9, 2015.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Normandie Avenue between 190th Street and City Limit s/o 225th Street, distance of 2.47 miles. The critical speed is 47 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Normandie Avenue shall be established at 45 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Normandie Avenue has numerous driveways and cross streets. Transit buses stop in the curb lane to load/unload passengers and can directly block vehicles. A high volume of trucks travel along this active industrial and commercial street segment. Based upon these factors and conditions, a reduction from the indicated speed of five miles per hour should be taken and a 40 miles per hour speed limit is justified.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Normandie Avenue between 190th Street and City Limit s/o 225th Street be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. C. Cong Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_NormandieAv190thSt225thSt356

ENGINEERING REPORT

Engineering and Traffic Survey for

Oxnard Street between De Soto Avenue and Shoup Avenue

Oxnard Street between De Soto Avenue and Shoup Avenue is designated as a "Avenue I" in the Mobility 2035 Element of the City's General Plan. The entire 1.35 mile street segment is posted with a 35 miles per hour speed limit. The development is business and single/multi family residential. The collision rate for this segment is 1.07 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 13,480 vehicles. The previous engineering and traffic survey expired on May 29, 2010.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Oxnard Street between De Soto Avenue and Shoup Avenue, a distance of 1.35 miles. The critical speed is 43 miles per hour. If the current speed limit was retained, then 85 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 43 miles per hour, the nearest five miles per hour increment, rounded down, is 40 miles per hour. Therefore, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

For the reasons described above, the Department recommends that the existing posted 35 miles per hour speed limit on Oxnard Street between De Soto Avenue and Shoup Avenue be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Coy Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_OxnardStDeSotoAvShoupAv376.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Palisades Drive between Calle Arbolada and 550' S/O Avenida De Santa Ynez

Palisades Drive between Calle Arbolada and 550' S/O Avenida De Santa Ynez is designated as a "Avenue I, Local" in the Mobility 2035 Element of the City's General Plan. The entire 1.62 mile street segment is posted with a 35 miles per hour speed limit. The development is single/multi-family residential (no driveway access) and business (at Palisades Circle). The collision rate for this segment is 0.759 accidents per million vehicle miles traveled, which is above the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 4,447 vehicles. The previous engineering and traffic survey expired on March 28, 2012.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for, Palisades Drive between Calle Arbolada and 550' S/O Avenida De Santa Ynez, a distance of 1.62 miles. The critical speed is 47 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Palisades Drive shall be established at 45 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Palisades Drive has sharp horizontal curves and steep vertical inclines along with numerous cross-streets . Based upon these factors, a reduction from the indicated speed of five miles per hour should be taken and a 40 mile per hour speed limit is justified.

SUMMARY

Therefore, for the reason described above, the Department recommends that the existing 35 miles per hour speed limit on Palisades Drive between Calle Arbolada and 550' S/O Avenida De Santa Ynez be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cory Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_PalisadesDrCalleArboladaAvenidaDeSantaYnez380.1

ENGINEERING REPORT

Engineering and Traffic Survey for

Palisades Drive between 550' S/O Avenida De Santa Ynez and Sunset Boulevard

Palisades Drive between 550' S/O Avenida De Santa Ynez and Sunset Boulevard is designated as a "Avenue 1, Avenue III" in the Mobility 2035 Element of the City's General Plan. The entire 1.84 mile street segment is posted with a 45 miles per hour speed limit. The development is single/multi family (no driveway access), open space and business (near Sunset Boulevard). The collision rate for this segment is 0.413 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 10,841 vehicles. The previous engineering and traffic survey expired on March 28, 2012.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Palisades Drive between 550' S/O Avenida De Santa Ynez and Sunset Boulevard, a distance of 1.84 miles. The critical speed is 54 miles per hour. If the current speed limit was retained, then 78 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 54 miles per hour, the nearest five miles per hour increment, rounded up, is 55 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 50 miles per hour is justified, and no further reductions can be taken.

<u>SUMMARY</u>

Therefore, for the reasons described above, the Department recommends that the existing 45 miles per hour speed limit on Palisades Drive between 550' S/O Avenida De Santa Ynez and Sunset Boulevard be increased from 45 miles per hour to 50 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cey Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_PalisadesDrAvenidaDeSantaYnezSunsetBl380.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Parthenia Street between Van Nuys Boulevard and Sepulveda Boulevard

Parthenia Street between Van Nuys Boulevard and Sepulveda Boulevard is designated as a "Boulevard II/Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 1.06 mile street segment is posted with a 35 miles per hour speed limit. The development is multi-family residential and business. The collision rate for this segment is 0.90 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 25,767 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Parthenia Street between Van Nuys Boulevard and Sepulveda Boulevard, a distance of 1.06 miles. The critical speed is 44 miles per hour. If the current speed limit was retained, then 66 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment, rounded down, is 40 miles per hour. Therefore, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Parthenia Street between Van Nuys Boulevard and Sepulveda Boulevard be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cory Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_ParthenialStVanNuysBlSepulvedaBl385.09

ENGINEERING REPORT

Engineering and Traffic Survey for

Plummer Street between Woodman Avenue and Zelzah Avenue

Plummer Street between Woodman Avenue and Zelzah Avenue is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 4.46 mile street segment is posted with a 35 and 40 miles per hour speed limit. The development is single/multi family residential and business. The collision rate for this segment is 0.53 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 18,710 vehicles. The previous engineering and traffic survey expired on September 20, 2014.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Plummer Street between Woodman Avenue and Zelzah Avenue, a distance of 4.46 miles. The critical speed is 44 miles per hour.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment, rounded down, is 40 miles per hour. Therefore, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

For the reasons described above, the Department recommends that the existing posted 35/40 miles per hour speed limit on Plummer Street between Woodman Avenue and Zelzah Avenue be respectively increased/maintained to a uniform 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Coy Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_PlummerStWoodmanAvZelzahAv396

ENGINEERING REPORT

Engineering and Traffic Survey for

Reseda Boulevard between Rinaldi Street and Devonshire Street

Reseda Boulevard between Rinaldi Street and Devonshire Street is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 1.3 mile street segment is posted with a 40 miles per hour speed limit. The development is single family residential and business. The collision rate for this segment is 0.38 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 36,930 vehicles. The previous engineering and traffic survey expired on October 5, 2015.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Reseda Boulevard between Rinaldi Street and Devonshire Street, a distance of 1.3 miles. The average critical speed is 47.5 miles per hour. If the current speed limit was retained, then 49 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver . Since the average 85th percentile free-flowing speed for this entire segment was measured to be 47.5 miles per hour, the nearest five miles per hour increment, rounded up, is 50 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 45 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Reseda Boulevard between Rinaldi Street and Devonshire Street be increased from 40 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: ____ Title: Senior Transportation Engineer Date: 10-29-18

TC
ER_ResedaBlRinaldiStDevonshireSt

ENGINEERING REPORT

Engineering and Traffic Survey for

Reseda Boulevard/Mecca Av between 200' N/O Linnet Street and Winford Drive (South I/S)

Reseda Boulevard/Mecca Av between 200' N/O Linnet Street and Winford Drive (South I/S) is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 2.46 mile street segment is posted with a 35 miles per hour speed limit. The development is single family residential and undeveloped land. The collision rate for this segment is 0.07 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 10,816 vehicles. The previous engineering and traffic survey expired on July 16, 2016.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for, Reseda Boulevard/Mecca Av between 200' N/O Linnet Street and Winford Drive (South I/S), a distance of 2.46 miles. The critical speed is 45 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Reseda Boulevard/Mecca Av shall be established at 45 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Reseda Boulevard/Mecca Av has horizontal curves and vertical inclines along with discontinuous sections of sidewalks that force pedestrians to walk in the roadway. Due to the remote adjacent hillsides there is a possible hazard of wild animals crossing the roadway. Based upon these factors and conditions, a reduction from the indicated speed of five miles per hour should be taken and a 40 miles per hour speed limit is justified.

SUMMARY

For the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Reseda Boulevard/Mecca Av between 200' N/O Linnet Street and Winford Drive (South I/S) be increased to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T Cong Title: Senior Transportation Engineer Date: 10-24-18

TC

ER_ResedaBlLinnetStWinfordDr401.4

ENGINEERING REPORT

Engineering and Traffic Survey for

Obama Boulevard (formerly Rodeo Road) between La Brea Avenue and Jefferson Boulevard

Ordinance 185746, effective 9/10/18, changed the name of Rodeo Road from Gramercy Place to approximately 250 feet westerly of Jefferson Boulevard to Obama Boulevard. Obama Boulevard (formerly Rodeo Road) between La Brea Avenue and Jefferson Boulevard is designated as a "Avenue I" in the Mobility 2035 Element of the City's General Plan. The entire 1.22 mile street segment is posted with a 35 miles per hour speed limit. The development is single/multi family residential, business and commercial. The collision rate for this segment is 0.256 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 29,275 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Obama Boulevard (formerly Rodeo Road) between La Brea Avenue and Jefferson Boulevard, a distance of 1.22 miles. The critical speed is 44 miles per hour. If the current speed limit was retained, then 66 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment, rounded down, is 40 miles per hour. Therefore, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Obama Boulevard (formerly Rodeo Road) between La Brea Avenue and Jefferson Boulevard be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cony Title: Senior Transportation Engineer Date: 10-29-18

TC
ER_ObamaBlRodeoRdLaBreaAvJeffersonBl407.2

ENGINEERING REPORT

Engineering and Traffic Survey for

San Vicente Boulevard between Pico Boulevard and Wilshire Boulevard

San Vicente Boulevard between Pico Boulevard and Wilshire Boulevard is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 2.16 mile street segment is posted with a 35 miles per hour speed limit. The development is single/multi-family residential and business. The collision rate for this segment is 0.15 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 33,745 vehicles. The previous engineering and traffic survey expired on March 26, 2011.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for San Vicente Boulevard between Pico Boulevard and Wilshire Boulevard, a distance of 2.16 miles. The critical speed is 44 miles per hour. If the current speed limit was retained, then 79 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment, rounded down, is 40 miles per hour. Therefore, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on San Vicente Boulevard between Pico Boulevard and Wilshire Boulevard be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cox Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_SanVicenteBlPicoBlWilshireBl424.1

ENGINEERING REPORT

Engineering and Traffic Survey for

Sepulveda Boulevard between San Fernando Road and Roxford Street

Sepulveda Boulevard between San Fernando Road and Roxford Street is designated as a "Avenue I" in the Mobility 2035 Element of the City's General Plan. The entire 1.1 mile street segment is posted with a 45 miles per hour speed limit. The development is industrial and undeveloped land. The collision rate for this segment is 0.56 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 5,946 vehicles. The previous engineering and traffic survey expired on February 14, 2010.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Sepulveda Boulevard between San Fernando Road and Roxford Street, a distance of 1.1 miles. The results of the survey indicate that the 85th percentile speed (critical speed) for this segment is 51.5 miles per hour. According to the requirements for setting speed limits described in the California Vehicle Code Section 627 and MUTCD Section 2B.13, the speed limit on this segment of Sepulveda Boulevard should be set at 50 miles per hour.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 45 miles per hour speed limit on Sepulveda Boulevard between San Fernando Road and Roxford Street be increased from 45 miles per hour to 50 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T Cong Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_SepulvedaBlSanFernandoRdRoxfordSt433

ENGINEERING REPORT

Engineering and Traffic Survey for

Sepulveda Boulevard between Skirball Center Drive and Getty Center Drive

Sepulveda Boulevard between Skirball Center Drive and Getty Center Drive is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 2.65 mile street segment is posted with a 40 miles per hour speed limit. The development is undeveloped land. The collision rate for this segment is 0.28 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 27,909 vehicles. The previous engineering and traffic survey expired on September 9, 2009.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for, Sepulveda Boulevard between Skirball Center Drive and Getty Center Drive, a distance of 2.65 miles. The critical speed is 52 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Sepulveda Boulevard shall be established at 50 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Sepulveda Boulevard has discontinuous sidewalks that force pedestrians to walk in the roadway. Due to the remote adjacent steep hillsides there is a possible hazard of wild animals crossing the roadway or falling rocks in the roadway. Based upon these factors and conditions, a reduction from the indicated speed of five miles per hour should be taken and a 45 miles per hour speed limit is justified.

SUMMARY

For the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Sepulveda Boulevard between Skirball Center Drive and Getty Center Drive be increased to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T Coz Title: Senior Transportation Engineer Date: 10 24-18

TC
ER_SepulvedaBlSkirballCenterGettyCenter434.4

ENGINEERING REPORT

Engineering and Traffic Survey for

Sepulveda Boulevard between Getty Center Drive and City Limit s/o Cashmere Street

Sepulveda Boulevard between Getty Center Drive and City Limit s/o Cashmere Street is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 2.29 mile street segment is posted with a 40 miles per hour speed limit. The development is single/multi family residential and business. The collision rate for this segment is 0.29 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 27,493 vehicles. The previous engineering and traffic survey expired on September 9, 2009.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Sepulveda Boulevard between Getty Center Drive and City Limit s/o Cashmere Street, a distance of 2.29 miles. The critical speed is 49 miles per hour. If the current speed limit was retained, then 75 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 49 miles per hour, the nearest five miles per hour increment, rounded down, is 45 miles per hour. Therefore, a speed limit of 45 miles per hour is justified, and no further reductions can be taken.

SUMMARY

For the reasons described above, the Department recommends that the existing posted 40 miles per hour speed limit on Sepulveda Boulevard between Getty Center Drive and City Limit s/o Cashmere Street be increased from 40 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cong Title: Senior Transportation Engineer Date: 10-29-18

TC
ER_SepulvedaBlGettyCenterCashmereSt434.5

ENGINEERING REPORT

Engineering and Traffic Survey for

Sepulveda Boulevard between City Limit n/o Ohio Avenue and Venice Boulevard

Sepulveda Boulevard between City Limit n/o Ohio Avenue and Venice Boulevard is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 3.26 mile street segment is posted with a 35 and 40 miles per hour speed limit. The development is single/multi family residential and business. The collision rate for this segment is 0.60 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 32,796 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Sepulveda Boulevard between City Limit n/o Ohio Avenue and Venice Boulevard, a distance of 3.26 miles. The critical speed is 43 miles per hour.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 43 miles per hour, the nearest five miles per hour increment, rounded down, is 40 miles per hour. Therefore, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 and 40 miles per hour speed limit on Sepulveda Boulevard between City Limit n/o Ohio Avenue and Venice Boulevard be respectively increased and maintained to a uniform 40 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: _[signature]_ Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_SepulvedaBlOhioAvVeniceBl435

ENGINEERING REPORT

Engineering and Traffic Survey for

Sepulveda Boulevard between City Limit N/O Center Drive and 84th Place

Sepulveda Boulevard between City Limit N/O Center Drive and 84th Place is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 1.33 mile street segment is posted with a 40 miles per hour speed limit. The development is business and single/multi family residential (walled off with no driveway access). The collision rate for this segment is 0.067 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 61,403 vehicles. The previous engineering and traffic survey expired on March 28, 2012.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Sepulveda Boulevard between City Limit N/O Center Drive and 84th Place, a distance of 1.33 miles. The results of the survey indicate that the 85th percentile speed (critical speed) for this segment is 47 miles per hour. According to the requirements for setting speed limits described in the California Vehicle Code Section 627 and MUTCD Section 2B.13, the speed limit on this segment of Sepulveda Boulevard should be set at 45 miles per hour.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Sepulveda Boulevard between City Limit N/O Center Drive and 84th Place be increased from 40 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: _______ Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_SepulvedaBlCLN_OCenterDr84thPl436.1

ENGINEERING REPORT

Engineering and Traffic Survey for

Sepulveda Boulevard between 84th Place and 92nd Street

Sepulveda Boulevard between 84th Place and 92nd Street is designated as a "Boulevard I" in the Mobility 2035 Element of the City's General Plan. The entire 0.58 mile street segment is posted with a 30 miles per hour speed limit. The development is commercial, business, and single/multi family residential (walled off with no driveway access). The collision rate for this segment is 0.277 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 57,167 vehicles. The previous engineering and traffic survey expired on March 28, 2012.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Sepulveda Boulevard between 84th Place and 92nd Street, a distance of 0.58 miles. The results of the survey indicate that the 85th percentile speed (critical speed) for this segment is 37 miles per hour. According to the requirements for setting speed limits described in the California Vehicle Code Section 627 and MUTCD Section 2B.13, the speed limit on this segment of Sepulveda Boulevard should be set at 35 miles per hour.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Sepulveda Boulevard between 84th Place and 92nd Street be increased from 30 miles per hour to 35 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Coz Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_SepulvedaBl84thPl92ndSt436.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Sesnon Boulevard between Balboa Boulevard and Neon Way

Sesnon Boulevard between Balboa Boulevard and Neon Way is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 1.19 mile street segment is posted with a 35 miles per hour speed limit. The development is single family residential and undeveloped land. The collision rate for this segment is 0.60 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 3,868 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Sesnon Boulevard between Balboa Boulevard and Neon Way, a distance of 1.19 miles. The critical speed is 44 miles per hour. If the current speed limit was retained, then 78 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment, rounded down, is 40 miles per hour. Therefore, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

For the reasons described above, the Department recommends that the existing posted 35 miles per hour speed limit on Sesnon Boulevard between Balboa Boulevard and Neon Way be increased, by an establishing ordinance, to 40 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: T Cong Title: Senior Transportation Engineer Date: 10-29-18

TC
ER_SesnonBlBalboaBlNeonWay437.1

ENGINEERING REPORT

Engineering and Traffic Survey for

Sesnon Boulevard between Neon Way and Longacre Avenue

Sesnon Boulevard between Neon Way and Longacre Avenue is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 1.25 mile street segment is posted with a 30 miles per hour speed limit. The development is single family residential and undeveloped land. The collision rate for this segment is 0.00 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 3,868 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Sesnon Boulevard between Neon Way and Longacre Avenue, a distance of 1.25 miles. The critical speed is 43 miles per hour. If the current speed limit was retained, then 93 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 43 miles per hour, the nearest five miles per hour increment, rounded down, is 40 miles per hour. Therefore, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

For the reasons described above, the Department recommends that the existing posted 30 miles per hour speed limit on Sesnon Boulevard between Neon Way and Longacre Avenue be increased from 30 to 40 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: T Coy Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_SesnonBlBalboaBlNeonWay437.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Shoup Avenue between Roscoe Boulevard and Ventura Boulevard

Shoup Avenue between Roscoe Boulevard and Ventura Boulevard is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 3.5 mile street segment is posted with a 35 miles per hour speed limit. The development is single/multi family residential and business. The collision rate for this segment is 0.317 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 25,559 vehicles. The previous engineering and traffic survey expired on December 16, 2007.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Shoup Avenue between Roscoe Boulevard and Ventura Boulevard, a distance of 3.5 miles. The critical speed is 42 miles per hour. If the current speed limit was retained, then 52 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 42 miles per hour, the nearest five miles per hour increment, rounded down, is 40 miles per hour. Therefore, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Shoup Avenue between Roscoe Boulevard and Ventura Boulevard be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cy Title: Senior Transportation Engineer Date: 10-29-18

TC
ER_ShoupAvRoscoeBlVenturaBl444

ENGINEERING REPORT

Engineering and Traffic Survey for

Stadium Way between Riverside Drive and Academy Road

Stadium Way between Riverside Drive and Academy Road is designated as a "Avenue I" in the Mobility 2035 Element of the City's General Plan. The entire 1.27 mile street segment is posted with a 35 miles per hour speed limit. The development is park and undeveloped land. The collision rate for this segment is 0.26 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 13,480 vehicles. The previous engineering and traffic survey expired on August 13, 2007.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Stadium Way between Riverside Drive and Academy Road, a distance of 1.27 miles. The critical speed is 44 miles per hour. If the current speed limit was retained, then 60 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment, rounded down, is 40 miles per hour. Therefore, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

For the reasons described above, the Department recommends that the existing posted 35 miles per hour speed limit on Stadium Way between Riverside Drive and Academy Road be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: [signature] Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_StadiumWyRiversideDrAcademyRd453.1

ENGINEERING REPORT

Engineering and Traffic Survey for

Sunland Boulevard between Foothill Boulevard and Nohles Drive

Sunland Boulevard between Foothill Boulevard and Nohles Drive is designated as a "Avenue I" in the Mobility 2035 Element of the City's General Plan. The entire 0.66 mile street segment is posted with a 40 miles per hour speed limit. The development is a mix of single/multi-family residential, commercial and business. The collision rate for this segment is 0.316 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 34,976 vehicles. The previous engineering and traffic survey will expire on April 22, 2020.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Sunland Boulevard between Foothill Boulevard and Nohles Drive, a distance of 0.66 miles. The critical speed is 49 miles per hour. If the current speed limit was retained, then 72 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional *reductions can be taken for conditions that are not readily apparent to the driver.* Since the 85th percentile free-flowing speed for this entire segment was measured to be 49 miles per hour, the nearest five miles per hour increment, rounded up, is 50 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 45 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Sunland Boulevard between Foothill Boulevard and Nohles Drive be increased from 40 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cong Title: Senior Transportation Engineer Date: 10-24-18

TC

ER_ SunlandBlFoothillBlNohlesDr

ENGINEERING REPORT

Engineering and Traffic Survey for

Terra Bella Street between San Fernando Road and Nordhoff Street

Terra Bella Street between San Fernando Road and Nordhoff Street is designated as a "Avenue II and Local" in the Mobility 2035 Element of the City's General Plan. The entire 2.58 mile street segment is posted with a 35 miles per hour speed limit. The development is single and multi-family residential. The collision rate for this segment is 0.000 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 22,711 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Terra Bella Street between San Fernando Road and Nordhoff Street, a distance of 2.58 miles. The critical speed is 44 miles per hour. If the current speed limit was retained, then 84 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment, rounded down, is 40 miles per hour. Therefore, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Terra Bella Street between San Fernando Road and Nordhoff Street be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T Cox Title: Senior Transportation Engineer Date: 10-29-18

TC
ER_TerraBellaStSanFernandoRdNordhoffSt469

ENGINEERING REPORT

Engineering and Traffic Survey for

Valley Circle Boulevard between Burbank Boulevard and Calenda Drive

Valley Circle Boulevard between Burbank Boulevard and Calenda Drive is designated as a "Avenue I" in the Mobility 2035 Element of the City's General Plan. The entire 0.75 mile street segment is posted with a 40 miles per hour speed limit. The development is single family residential. The collision rate for this segment is 0.18 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 34,454 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Valley Circle Boulevard between Burbank Boulevard and Calenda Drive, a distance of 0.75 miles. The results of the survey indicate that the 85th percentile speed (critical speed) for this segment is 46 miles per hour. According to the requirements for setting speed limits described in the California Vehicle Code Section 627 and MUTCD Section 2B.13, the speed limit on this segment of Valley Circle Boulevard should be set at 45 miles per hour.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Valley Circle Boulevard between Burbank Boulevard and Calenda Drive be increased from 40 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Coy Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_ValleyCircleBlBurbankBlCalendaDr482.4

ENGINEERING REPORT

Engineering and Traffic Survey for

Valley Circle Boulevard between Calenda Drive and Avenue San Luis

Valley Circle Boulevard between Calenda Drive and Avenue San Luis is designated as a "Avenue I" in the Mobility 2035 Element of the City's General Plan. The entire 0.34 mile street segment is posted with a 35 miles per hour speed limit. The development is single family residential and undeveloped land. The collision rate for this segment is 0.36 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 37,760 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Valley Circle Boulevard between Calenda Drive and Avenue San Luis, a distance of 0.34 miles. The critical speed is 44 miles per hour. If the current speed limit was retained, then 86 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment, rounded down, is 40 miles per hour. Therefore, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

<u>SUMMARY</u>

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Valley Circle Boulevard between Calenda Drive and Avenue San Luis be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cong Title: Senior Transportation Engineer Date: 10-29-18

TC
ER_ValleyCirBlCalendaDrAveSanLuis482.5

ENGINEERING REPORT

Engineering and Traffic Survey for

Venice Boulevard between Cadillac Avenue and McLaughlin Avenue

Venice Boulevard between Cadillac Avenue and McLaughlin Avenue is designated as a "Boulevard II and Modified Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 3.5 mile street segment is posted with a 35 and 40 miles per hour speed limit. The development is business and single/multi family residential. The collision rate for this segment is 0.44 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 41,461 vehicles. The previous engineering and traffic survey was conducted by CALTRANS and expired on October 11, 2014. Subsequently, Venice Boulevard between Lincoln Boulevard and the Santa Monica Freeway was relinquished by the State of California (CALTRANS) to the City of Los Angeles (CTC Res: R-3958 10-19-16).

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Venice Boulevard between Cadillac Avenue and McLaughlin Avenue, a distance of 3.5 miles. The critical speed is 43.5 miles per hour.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 43.5 miles per hour, the nearest five miles per hour increment would be 45 miles per hour, which requires rounding up. Therefore, the five mile per hour reduction after rounding can be taken, and a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

<u>SUMMARY</u>

For the reasons described above, the Department recommends that the existing 35/40 miles per hour speed limit on Venice Boulevard between Cadillac Avenue and McLaughlin Avenue be respectively increased/maintained, by an establishing ordinance, to a uniform 40 miles per hour speed limit. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: T Cox Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_VeniceBlCadillacAvMcLaughlinAv497.4

ENGINEERING REPORT

Engineering and Traffic Survey for

Victory Boulevard between Shoup Avenue and Valley Circle Boulevard

Victory Boulevard between Shoup Avenue and Valley Circle Boulevard is designated as a "Boulevard II, Collector" in the Mobility 2035 Element of the City's General Plan. The entire 2.38 mile street segment is posted with a 40 miles per hour speed limit. The development is single family residential, business, and commercial. The collision rate for this segment is 0.516 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 23,819 vehicles. The previous engineering and traffic survey expired on March 5, 2015.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Victory Boulevard between Shoup Avenue and Valley Circle Boulevard, a distance of 2.38 miles. The critical speed is 49 miles per hour. If the current speed limit was retained, then 75 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 49 miles per hour, the nearest five miles per hour increment, rounded down, is 45 miles per hour. Therefore, a speed limit of 45 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Victory Boulevard between Shoup Avenue and Valley Circle Boulevard be increased from 40 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Coy Title: Senior Transportation Engineer Date: 10-29-18

TC
ER_VictoryBlShoupAvValleyCirBl506.4

ENGINEERING REPORT

Engineering and Traffic Survey for

Whitsett Avenue between Riverside Drive and Ventura Boulevard

Whitsett Avenue between Riverside Drive and Ventura Boulevard is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 1.0 mile street segment is posted with a 35 miles per hour speed limit. The development is a single/multi family residential and business. The collision rate for this segment is 0.37 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 17,284 vehicles. The previous engineering and traffic survey expired on July 26, 2007.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Whitsett Avenue between Riverside Drive and Ventura Boulevard, a distance of 1.0 miles. The critical speed is 42.5 miles per hour. If the current speed limit was retained, then 75 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 42.5 miles per hour, the nearest five miles per hour increment, rounded up, is 45 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Whitsett Avenue between Riverside Drive and Ventura Boulevard be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cox Title: Senior Transportation Engineer Date: 10-29-18

TC
ER_WhitsettAvRiversideDrVenturaBl534.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Wilbur Avenue between Tampa Avenue and Devonshire Street

Wilbur Avenue between Tampa Avenue and Devonshire Street is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 2.64 mile street segment is posted with a 40 miles per hour speed limit. The development is a single family residential. The collision rate for this segment is 0.360 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 5,764 vehicles. The previous engineering and traffic survey expired on November 19, 2008.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Wilbur Avenue between Tampa Avenue and Devonshire Street, a distance of 2.64 miles. The critical speed is 49 miles per hour. If the current speed limit was retained, then 54 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85^{th} percentile free-flowing speed for this entire segment was measured to be 49 miles per hour, the nearest five miles per hour increment, rounded up, is 50 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 45 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Wilbur Avenue between Tampa Avenue and Devonshire Street be increased from 40 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cox Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_WilburAvTampaAvDevonshireSt536.1

ENGINEERING REPORT

Engineering and Traffic Survey for

Wilbur Avenue between Devonshire Street and Nordhoff Street

Wilbur Avenue between Devonshire Street and Nordhoff Street is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 1.5 mile street segment is posted with a 40 miles per hour speed limit. The development is single family residential (walled off with limited driveway access). The collision rate for this segment is 0.297 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 14,368 vehicles. The previous engineering and traffic survey expired on November 19, 2008.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Wilbur Avenue between Devonshire Street and Nordhoff Street, a distance of 1.5 miles. The results of the survey indicate that the 85th percentile speed (critical speed) for this segment is 45 miles per hour. According to the requirements for setting speed limits described in the California Vehicle Code Section 627 and MUTCD Section 2B.13, the speed limit on this segment of Wilbur Avenue should be set at 45 miles per hour.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Wilbur Avenue between Devonshire Street and Nordhoff Street be increased from 40 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cong Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_WilburAvDevonshireStNordhoffSt536.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Winnetka Avenue between Devonshire Street and Nordhoff Street

Winnetka Avenue between Devonshire Street and Nordhoff Street is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 1.75 mile street segment is posted with a 40 miles per hour speed limit. The development is single family residential (walled off with no driveway access), business and commercial. The collision rate for this segment is 0.24 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 21,697 vehicles. The previous engineering and traffic survey expired on October 29, 2007.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Winnetka Avenue between Devonshire Street and Nordhoff Street, a distance of 1.75 miles. The results of the survey indicate that the 85th percentile speed (critical speed) for this segment is 47 miles per hour. According to the requirements for setting speed limits described in the California Vehicle Code Section 627 and MUTCD Section 2B.13, the speed limit on this segment of Winnetka Avenue should be set at 45 miles per hour.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Winnetka Avenue between Devonshire Street and Nordhoff Street be increased from 40 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cong Title: Senior Transportation Engineer Date: 10-24-18

TC

ER_ WinnetkaAvDevonshireStNordhoffSt542.1

ENGINEERING REPORT

Engineering and Traffic Survey for

Winnetka Avenue between Nordhoff Street and Ventura Boulevard

Winnetka Avenue between Nordhoff Street and Ventura Boulevard is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 4.2 mile street segment is posted with a 35 miles per hour speed limit. The development is single/multi family residential and business. The collision rate for this segment is 0.62 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 33,067 vehicles. The previous engineering and traffic survey expired on October 29, 2007.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Winnetka Avenue between Nordhoff Street and Ventura Boulevard, a distance of 4.2 miles. The average critical speed is 43.5 miles per hour. If the current speed limit was retained, then 91 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the average 85th percentile free-flowing speed for this entire segment was measured to be 43.5 miles per hour, the nearest five miles per hour increment, rounded up, is 45 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

<u>SUMMARY</u>

Therefore, for the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Winnetka Avenue between Nordhoff Street and Ventura Boulevard be increased from 35 miles per hour to 40 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: ______ Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_WinnetkaAvNordhoffStVenturaBl542.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Woodley Avenue between Balboa Boulevard and Rinaldi Street

Woodley Avenue between Balboa Boulevard and Rinaldi Street is designated as a "Collector" in the Mobility 2035 Element of the City's General Plan. The entire 2.08 mile street segment is posted with a 30 miles per hour speed limit. The development is single family residential. The collision rate for this segment is 0.957 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 1,834 vehicles. The previous engineering and traffic survey expired on June 28, 2009.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Woodley Avenue between Balboa Boulevard and Rinaldi Street, a distance of 2.08 miles. The critical speed is 39 miles per hour. If the current speed limit was retained, then 70 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 39 miles per hour, the nearest five miles per hour increment, rounded up, is 40 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 35 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Woodley Avenue between Balboa Boulevard and Rinaldi Street be increased from 30 miles per hour to 35 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cox Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_WoodleyAvBalboaBlRinaldiSt547.1

ENGINEERING REPORT

Engineering and Traffic Survey for

Woodley Avenue between Balboa Boulevard and Rinaldi Street

Woodley Avenue between Balboa Boulevard and Rinaldi Street is designated as a "Collector" in the Mobility 2035 Element of the City's General Plan. The entire 2.08 mile street segment is posted with a 30 miles per hour speed limit. The development is single family residential. The collision rate for this segment is 0.957 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 1,834 vehicles. The previous engineering and traffic survey expired on June 28, 2009.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Woodley Avenue between Balboa Boulevard and Rinaldi Street, a distance of 2.08 miles. The critical speed is 39 miles per hour. If the current speed limit was retained, then 70 percent of drivers would be exceeding the posted speed limit.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, after rounding to the nearest five miles per hour increment, to reduce the indicated speed limit by five miles per hour, if the nearest increment required rounding up. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85^{th} percentile free-flowing speed for this entire segment was measured to be 39 miles per hour, the nearest five miles per hour increment, rounded up, is 40 miles per hour. Therefore, after taking a five miles per hour reduction, a speed limit of 35 miles per hour is justified, and no further reductions can be taken.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Woodley Avenue between Balboa Boulevard and Rinaldi Street be increased from 30 miles per hour to 35 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Co Title: Senior Transportation Engineer Date: 10-24-18

TC

ER_WoodleyAvBalboaBlRinaldiSt547.1

ENGINEERING REPORT

Engineering and Traffic Survey for

Woodley Avenue between Victory Boulevard and Burbank Boulevard

Woodley Avenue between Victory Boulevard and Burbank Boulevard is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 1.21 mile street segment is posted with a 40 miles per hour speed limit. The development is parks and open space. The collision rate for this segment is 0.712 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 17,959 vehicles. The previous engineering and traffic survey expired on January 30, 2011.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Woodley Avenue between Victory Boulevard and Burbank Boulevard, distance of 1.21 miles. The critical speed is 50 miles per hour. If the current speed limit was retained, then 75 percent of drivers would be exceeding the posted speed limit.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Woodley Avenue shall be established at 50 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Woodley Avenue lacks sidewalks on the eastside of the roadway. The eastside of the roadway is also used for parking for the parks and open space. The roadway's horizontal curvature can cause visibility problems for vehicles making ingress or egress from driveways or parking spaces. Based upon these factors and conditions, a reduction from the indicated speed of five miles per hour should be taken and a 45 miles per hour speed limit is justified.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Woodley Avenue between Victory Boulevard and Burbank Boulevard be increased from 40 miles per hour to 45 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. C. Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_WoodleyAvVictoryBlBurbankBl547.3

ENGINEERING REPORT

Engineering and Traffic Survey for

Alvarado Street between Hollywood Freeway (101) and Hoover Street

Alvarado Street between Hollywood Freeway (101) and Hoover Street is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 2.11 mile street segment is posted with a 35 miles per hour speed limit. The development is single/multi family residential and business. The collision rate for this segment is 2.29 accidents per million vehicle miles traveled, which is above the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 24,385 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Alvarado Street between Hollywood Freeway (101) and Hoover Street, a distance of 2.11 miles. The critical speed is 34 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Alvarado Street shall be established at 35 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Alvarado Street has a higher than expected Collision Rate (2.29 accidents per million vehicle miles traveled, which is above the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled). Based upon this factor, a reduction from the indicated speed of five miles per hour should be taken and a 30 mile per hour speed limit is justified.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Alvarado Street between Hollywood Freeway (101) and Hoover Street be decreased from 35 miles per hour to 30 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: T. Cog Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_AlvaradoStHollywoodFwyHooverSt42.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Amalfi Drive between Romany Drive and Upper Mesa Road

Amalfi Drive between Romany Drive and Upper Mesa Road is designated as a "Local" in the Mobility 2035 Element of the City's General Plan. The entire 1.65 mile street segment is posted with a 30 miles per hour speed limit. The development is single family residential. The collision rate for this segment is 0.000 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 1,482 vehicles. The previous engineering and traffic survey expired on April 10, 2016.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Amalfi Drive between Romany Drive and Upper Mesa Road, a distance of 1.65 miles. The results of the survey indicate that the 85th percentile speed (critical speed) for this segment is 27 miles per hour. According to the requirements for setting speed limits described in the California Vehicle Code Section 627 and MUTCD Section 2B.13, the speed limit on this segment of Amalfi Drive should be set at 25 miles per hour.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Amalfi Drive between Romany Drive and Upper Mesa Road be decreased from 30 miles per hour to 25 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cong Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_AmalfiDrRomanyDrUpperMesaRd43.1

ENGINEERING REPORT

Engineering and Traffic Survey for

Art Street between Wheatland Avenue and Stonehurst Avenue

Art Street between Wheatland Avenue and Stonehurst Avenue is designated as a "Local" in the Mobility 2035 Element of the City's General Plan. The entire 0.68 mile street segment is posted with a 30 miles per hour speed limit. The development is single family residential. The collision rate for this segment is 0.000 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 681 vehicles. The previous engineering and traffic survey expired on April 28, 2013.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for, Art Street between Wheatland Avenue and Stonehurst Avenue, a distance of 0.68 miles. The critical speed is 30 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Art Street shall be established at 30 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Art Street lacks sidewalks and has dense shrubbery causing pedestrians to walk in the roadway. There is also equestrian activity along this street. Based upon these factors and conditions, a reduction from the indicated speed of five miles per hour should be taken and a 25 mile per hour speed limit is justified.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Art Street between Wheatland Avenue and Stonehurst Avenue be decreased from 30 miles per hour to 25 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: _______ Title: Senior Transportation Engineer Date: 10-24-18

TC

ER_ArtStWheatlandAvStonehurstAv52

ENGINEERING REPORT

Engineering and Traffic Survey for

Bellevue Avenue between Coronado Street and Hoover Street

Bellevue Avenue between Coronado Street and Hoover Street is designated as a "Local, Collector" in the Mobility 2035 Element of the City's General Plan. The entire 0.83 mile street segment is posted with a 30 miles per hour speed limit. The development is single/multi family residential and business (at Silverlake Boulevard). The collision rate for this segment is 2.071 accidents per million vehicle miles traveled, which is above the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 3,736 vehicles. The previous engineering and traffic survey expired on July 1, 2018.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for, Bellevue Avenue between Coronado Street and Hoover Street, a distance of 0.68 miles. The critical speed is 30 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Bellevue Avenue shall be established at 30 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Bellevue Avenue has a higher than expected Collision Rate (2.071 accidents per million vehicle miles traveled, which is above the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled). Based upon this factor, a reduction from the indicated speed of five miles per hour should be taken and a 25 mile per hour speed limit is justified.

SUMMARY

For the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Bellevue Avenue between Coronado Street and Hoover Street be decreased from 30 miles per hour to 25 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: ______ Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_Bellevue AvCoronadoStHooverSt75

ENGINEERING REPORT

Engineering and Traffic Survey for

Dewey Street between Walgrove Avenue and Stewart Avenue

Dewey Street between Walgrove Avenue and Stewart Avenue is designated as a "Local" in the Mobility 2035 Element of the City's General Plan. The entire 0.6 mile street segment is posted with a 30 miles per hour speed limit. The development is single family residential. The collision rate for this segment is 0.000 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 1,164 vehicles. The previous engineering and traffic survey expired on October 24, 2015.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Dewey Street between Walgrove Avenue and Stewart Avenue, a distance of 0.6 miles. The results of the survey indicate that the 85th percentile speed (critical speed) for this segment is 27 miles per hour. According to the requirements for setting speed limits described in the California Vehicle Code Section 627 and MUTCD Section 2B.13, the speed limit on this segment of Dewey Street should be set at 25 miles per hour.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Dewey Street between Walgrove Avenue and Stewart Avenue be decreased from 30 miles per hour to 25 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Co Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_DeweyStWalgroveAvStewartAv173

ENGINEERING REPORT

Engineering and Traffic Survey for

Figueroa Street between Pico Boulevard and Martin Luther King Jr. Boulevard

Figueroa Street between Pico Boulevard and Martin Luther King Jr. Boulevard is designated as a "Avenue I" in the Mobility 2035 Element of the City's General Plan. The entire 2.24 mile street segment is posted with a 35 miles per hour speed limit. The development is business. The collision rate for this segment is 1.43 accidents per million vehicle miles traveled, which is above the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 28,426 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Figueroa Street between Pico Boulevard and Martin Luther King Jr. Boulevard, a distance of 2.24 miles. The critical speed is 37 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Figueroa Street shall be established at 35 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

<u>CONDITIONS NOT READILY APPARENT TO THE DRIVER</u>

This portion of Figueroa Street has a higher than expected Collision Rate (1.43 accidents per million vehicle miles traveled, which is above the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled). Based upon this factor, a reduction from the indicated speed of five miles per hour should be taken and a 30 mile per hour speed limit is justified.

<u>SUMMARY</u>

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Figueroa Street between Pico Boulevard and Martin Luther King Jr. Boulevard be decreased from 35 miles per hour to 30 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: ____________ Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_FigueroaStPicoBlMLK199.1

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

October 24, 2018

TRAFFIC
CONTROL
REPORT

CD 4 – Hollywood-Wilshire
Mount Olympus Dr bet.
Electra Dr & Laurel Canyon Bl

Speed Zone

DETERMINATIONS

1. That a 25 miles per hour speed limit be established for Mount Olympus Drive between Electra Drive and Laurel Canyon Boulevard. (LAMC Sections 80.07.(c), 80.81, and CVC Sections 22352.(b).(1), 40802.(a).(2), and 40802.(b).(1))

2. That the existing 30 miles per hour speed limit for Electra Drive between Hercules Drive and Mt. Olympus Drive; which would otherwise expire on January 19, 2018, be terminated, upon the date that the final Ordinance establishing a 25 miles per hour speed limit on this segment becomes effective. (LAMC Sections 80.07.1, 80.81)

3. That a copy of this report (there is no speed zone survey) be forwarded to the Los Angeles Police Department as notification that signs indicating a speed limit of 25 miles per hour will be posted, and affirming the speed limit stated above for radar/laser enforcement. (CVC Sections 40802.(a).2, 40802.(b).(1))

DISCUSSION

Section 22352.(b).(1) of the California Vehicle Code specifies that the prima facie speed limits are 25 miles per hour on any highway other than a state highway, in any business or residence district unless a different speed is determined by a local authority under procedures set forth in this code. California Vehicle Code Section 40802.(2) defines a "Speed Trap" as a particular section of a highway with a prima facie speed limit that is provided by this code or local ordinance under Section 22352 (or other CVC Sections), if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This section does not apply to a local street, road, or school zone. Section 40802.(b).(1) of the California Vehicle Code defines a local street or road as one that is functionally classified as "local" on the "California Road Systems Maps" that are approved by the Federal Highway Administration and maintained by the Department of Transportation (Caltrans).

A "residence district" is defined in California Vehicle Code Section 515 as a portion of a highway and the property contiguous thereto, other than a business district, upon both sides of which highway, collectively, within a distance of ¼ of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.

The California Road Systems Map No. 13V12 classifies Mount Olympus Drive between Electra Drive and Laurel Canyon Boulevard as a "Local" street. Mount Olympus Drive between Electra Drive and Laurel Canyon Boulevard is approximately 0.37 miles long with 29 dwelling houses on both sides (19 houses per ¼ mile). As a result, this street segment meets the California Vehicle Code definitions of a "Local" street within a "residence district", and it qualifies for the exemption of a "speed trap" for radar enforcement without an engineering speed survey, under CVC 40802.(a).(2). Although the length of this segment is less than 0.5 miles, that is the total length of the entire street of Mount Olympus Drive, from end to end, so the MUTCD suggested minimum segment length does not apply.

As a result, an Engineering and Traffic Survey establishing a speed limit for this street segment is no longer required for electronic enforcement of a 25 miles per hour speed limit. The existing speed zone survey that justified the existing 30 miles per hour speed limit; which expired on January 19, 1996, be terminated upon the adoption of an Ordinance approving the new 25 miles per hour posted speed limit for Mount Olympus Drive between Electra Drive and Laurel Canyon Boulevard.

For these reasons, it is recommended that the speed limit be reduced from 30 miles per hour to 25 miles per hour, as described in the Determination, to facilitate the safe and orderly movement of traffic, and so the Police Department may conduct electronic enforcement of the speed limit.

Approved by:

NADER ASMAR, P.E.
Principal Transportation Engineer
Vision Zero Programs

NA:js
tcr speedzone (Residence No Speed Trap) MtOlympusElectraLaurelCyn

c: LAPD Traffic Coordination Section,
LAPD West Traffic Division, Radar Coordinator
LADOT Hollywood Wilshire District Office
LADOT Vision Zero

ENGINEERING REPORT

Engineering and Traffic Survey for

Frigate Avenue between Lomita Boulevard and Pacific Coast Highway

Frigate Avenue between Lomita Boulevard and Pacific Coast Highway is designated as a "Local" in the Mobility 2035 Element of the City's General Plan. The entire 0.56 mile street segment is posted with a 30 miles per hour speed limit. The development is single family residential. The collision rate for this segment is 0.000 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 944 vehicles. The previous engineering and traffic survey expired on June 13, 2014.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Frigate Avenue between Lomita Boulevard and Pacific Coast Highway, a distance of 0.56 miles. The results of the survey indicate that the 85th percentile speed (critical speed) for this segment is 24 miles per hour. According to the requirements for setting speed limits described in the California Vehicle Code Section 627 and MUTCD Section 2B.13, the speed limit on this segment of Frigate Avenue should be set at 25 miles per hour.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Frigate Avenue between Lomita Boulevard and Pacific Coast Highway be decreased from 30 miles per hour to 25 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cong Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_FrigateAvLomitaBlPacificCoastHwy212.1

ENGINEERING REPORT

Engineering and Traffic Survey for

Parthenia Place between Parthenia Street and Sepulveda Boulevard

Parthenia Place between Parthenia Street and Sepulveda Boulevard is designated as a "Avenue II" in the Mobility 2035 Element of the City's General Plan. The entire 0.35 mile street segment is posted with a 35 miles per hour speed limit. The development is business and multi-family residential. The collision rate for this segment is 2.38 accidents per million vehicle miles traveled, which is above the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 5,471 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for, Parthenia Place between Parthenia Street and Sepulveda Boulevard, a distance of 0.35 miles. The critical speed is 36 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Parthenia Place shall be established at 35 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

<u>CONDITIONS NOT READILY APPARENT TO THE DRIVER</u>

This portion of Parthenia Place has a higher than expected Collision Rate (2.38 accidents per million vehicle miles traveled, which is above the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled). Based upon this factor, a reduction from the indicated speed of five miles per hour should be taken and a 30 mile per hour speed limit is justified.

<u>SUMMARY</u>

Therefore, for the reason described above, the Department recommends that the existing 35 miles per hour speed limit on Parthenia Place between Parthenia Street and Sepulveda Boulevard be decreased from 35 miles per hour to 30 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: T Cong Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_ParthenialPlParthenia StSepulvedaBl385

ENGINEERING REPORT

Engineering and Traffic Survey for

Pico Boulevard between Main Street and Figueroa Street

Pico Boulevard between Main Street and Figueroa Street has various portions designated as "Modified Avenue III, Avenue I or Modified Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 0.53 mile street segment is posted with a 35 miles per hour speed limit. The development is business and multi-family residential. The collision rate for this segment is 1.09 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 14,222 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Pico Boulevard between Main Street and Figueroa Street, a distance of 0.53 miles. The results of the survey indicate that the 85th percentile speed (critical speed) for this segment is 32 miles per hour. According to the requirements for setting speed limits described in the California Vehicle Code Section 627 and MUTCD Section 2B.13, the speed limit on this segment of Pico Boulevard should be set at 30 miles per hour.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Pico Boulevard between Main Street and Figueroa Street be decreased from 35 miles per hour to 30 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: T. Cox Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_PicoBlMainStFigueroaSt391.09

ENGINEERING REPORT

Engineering and Traffic Survey for

Valjean Avenue between Sherman Way and Victory Boulevard

Valjean Avenue between Sherman Way and Victory Boulevard is designated as a "Collector" in the Mobility 2035 Element of the City's General Plan. The entire 1.0 mile street segment is posted with a 30 miles per hour speed limit. The development is business and single family residential. The collision rate for this segment is 1.328 accidents per million vehicle miles traveled, which is above the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 2,079 vehicles. The previous engineering and traffic survey expired on April 29, 2014.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for, Valjean Avenue between Sherman Way and Victory Boulevard, a distance of 1.0 miles. The critical speed is 31 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Valjean Avenue shall be established at 30 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

<u>CONDITIONS NOT READILY APPARENT TO THE DRIVER</u>

This portion of Valjean Avenue has a higher than expected Collision Rate (1.328 accidents per million vehicle miles traveled, which is above the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled). Based upon this factor, a reduction from the indicated speed of five miles per hour should be taken and a 25 mile per hour speed limit is justified.

<u>SUMMARY</u>

For the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Valjean Avenue between Sherman Way and Victory Boulevard be decreased from 30 miles per hour to 25 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: T. Cop Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_ValjeanAvShermanWayVictoryBl480.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Westholme Avenue between Hilgard Avenue and Wilshire Boulevard

Westholme Avenue between Hilgard Avenue and Wilshire Boulevard is designated as a "Collector" in the Mobility 2035 Element of the City's General Plan. The entire 0.67 mile street segment is posted with a 30 miles per hour speed limit. The development is single family residential. The collision rate for this segment is 0.608 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 2,242 vehicles. The previous engineering and traffic survey expired on August 14, 2011.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Westholme Avenue between Hilgard Avenue and Wilshire Boulevard, a distance of 0.67 miles. The results of the survey indicate that the 85^{th} percentile speed (critical speed) for this segment is 27 miles per hour. According to the requirements for setting speed limits described in the California Vehicle Code Section 627 and MUTCD Section 2B.13, the speed limit on this segment of Westholme Avenue should be set at 25 miles per hour.

SUMMARY

For the reasons described above, the Department recommends that the existing 30 miles per hour speed limit on Westholme Avenue between Hilgard Avenue and Wilshire Boulevard be decreased from 30 miles per hour to 25 miles per hour. This will allow the Police Department to resume electronic enforcement of the speed limit.

Approved: [signature] Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_WestholmeAvHilgardAvWilshireBl526

ENGINEERING REPORT

Engineering and Traffic Survey for

Capitol Drive between Meyler Street and Western Avenue

Capitol Drive between Meyler Street and Western Avenue is designated as a "Avenue I" in the Mobility 2035 Element of the City's General Plan. The entire 0.8 mile street segment is posted with a 35 miles per hour speed limit. The development is single/multi family residential and business. The collision rate for this segment is 0.34 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 13,318 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Capitol Drive between Meyler Street and Western Avenue, a distance of 0.8 miles. The results of the survey indicate that the 85th percentile speed (critical speed) for this segment is 36 miles per hour. According to the requirements for setting speed limits described in the California Vehicle Code Section 627 and MUTCD Section 2B.13, the speed limit on this segment of Capital Drive should be set at 35 miles per hour.

SUMMARY

For the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Capitol Drive between Meyler Street and Western Avenue be established by ordinance at 35 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: T Coy Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_CapitolDrMeylerStWesternAv111.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Franklin Avenue between Cahuenga Boulevard and Highland Avenue

Franklin Avenue between Cahuenga Boulevard and Highland Avenue is designated as a "Modified Avenue III" in the Mobility 2035 Element of the City's General Plan. The development is business and multi-family residential. The collision rate for this segment is 2.02 accidents per million vehicle miles traveled, which is above the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 16,939 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Franklin Avenue between Cahuenga Boulevard and Highland Avenue, a distance of 0.40 miles. The critical speed is 28 miles per hour.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 28 miles per hour, the nearest five miles per hour increment would be 30 miles per hour, which requires rounding up. Therefore, the five mile per hour reduction after rounding can be taken, and a speed limit of 25 miles per hour is justified, and no further reductions can be taken.

<u>SUMMARY</u>

Therefore, for the reasons described above, the Department recommends that the speed limit on Franklin Avenue between Cahuenga Boulevard and Highland Avenue be established by ordinance at 25 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: T Cox Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_FranklinAvCahuengaBlHighlandAv211.5

ENGINEERING REPORT

Engineering and Traffic Survey for

Highland Avenue between Cahuenga Boulevard West and Santa Monica Boulevard

Highland Avenue between Cahuenga Boulevard West and Santa Monica Boulevard is designated as a "Avenue I, Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 1.55 mile street segment is posted with a 35 miles per hour speed limit. The development is business, commercial, and multi-family residential. The collision rate for this segment is 0.687 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 47,754 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Highland Avenue between Cahuenga Boulevard West and Santa Monica Boulevard, a distance of 1.55 miles. The results of the survey indicate that the 85th percentile speed (critical speed) for this segment is 35 miles per hour. According to the requirements for setting speed limits described in the California Vehicle Code Section 627 and MUTCD Section 2B.13, the speed limit on this segment of Highland Avenue should be set at 35 miles per hour.

SUMMARY

Therefore, for the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Highland Avenue between Cahuenga Boulevard West and Santa Monica Boulevard be established by ordinance at 35 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: T. Cox Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_HighlandAvCahuengaBlWestSantaMonicaBl251.1

ENGINEERING REPORT

Engineering and Traffic Survey for

Mulholland Drive between San Feliciano Drive and Calabasas Road

Mulholland Drive between San Feliciano Drive and Calabasas Road is designated as a "Avenue I" in the Mobility 2035 Element of the City's General Plan. The entire 1.5 mile street segment is posted with a 40 miles per hour speed limit. The development is single family residential, commercial and business. The collision rate for this segment is 0.31 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 11,847 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for, Mulholland Drive between San Feliciano Drive and Calabasas Road, a distance of 1.5 miles. The critical speed is 46 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Mulholland Drive shall be established at 45 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Mulholland has roadway widths that vary from 22 feet to 82 feet with horizontal and vertical curves. Numerous large trees and shrubbery line the roadway and center median that limit the sight distance foe vehicles crossing or entering Mulholland Drive at non-signalized intersections. Mulholland Drive from San Feliciano Drive to Flamingo Street has absence or discontinuous sections of sidewalks and off-street walking paths, forcing pedestrians to walk in the roadway. Based upon these factors and conditions, a reduction from the indicated speed of five miles per hour should be taken and a 40 miles per hour speed limit is justified.

SUMMARY

For the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Mulholland Drive between San Feliciano Drive and Calabasas Road be maintained, by an establishing ordinance, at 40 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: T. Cox Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_MulhollandDrSanFelicianoDrCalabasasRd341.2

ENGINEERING REPORT

Engineering and Traffic Survey for

Overland Avenue between Santa Monica Boulevard and Pico Boulevard

Overland Avenue between Santa Monica Boulevard and Pico Boulevard is designated as a "Collector, Modified Collector" in the Mobility 2035 Element of the City's General Plan. The entire 0.81 mile street segment is posted with a 25 miles per hour speed limit. The development is single and multi-family residential. The collision rate for this segment is 0.382 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 11,800 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for, Overland Avenue between Santa Monica Boulevard and Pico Boulevard, a distance of 0.81 miles. The critical speed is 32 miles per hour.

According to the requirements for setting speed limits described in the California Vehicle Code Sections 627 and 22358.5, and MUTCD Section 2B.13, the speed limit on this segment of Overland Avenue shall be established at 30 miles per hour, except the posted speed may be reduced by 5 miles per hour from the nearest 5 miles per hour increment, when justified by conditions based on accident records or highway, traffic, and roadside conditions not readily apparent to the driver. Residential density and pedestrian and bicyclist safety may also be considered justifiable conditions.

CONDITIONS NOT READILY APPARENT TO THE DRIVER

This portion of Overland Avenue is longer than one-quarter of a mile and has a ratio of separate dwelling houses or business structures to the length of the highway that is greater than 16 houses/ business structures per one-quarter mile. These residential dwellings have numerous driveways that back directly onto the roadway with narrow lanes and shrubbery that can limit the visibility for drivers exiting these driveways. Based upon these factors, a reduction from the indicated speed of five miles per hour should be taken and a 25 miles per hour speed limit is justified.

SUMMARY

For the reason described above, the Department recommends that the existing 25 miles per hour speed limit on Overland Avenue between Santa Monica Boulevard and Pico Boulevard be maintained, by an establishing ordinance, at 25 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: T Con Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_OverlandAvSantaMonicaBlPicoBl371.1

ENGINEERING REPORT

Engineering and Traffic Survey for

Santa Monica Boulevard between City Limit at Moreno Drive and San Diego Freeway (405)

Santa Monica Boulevard between City Limit at Moreno Drive and San Diego Freeway (405) is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 2.27 mile street segment is posted with a 35 miles per hour speed limit. The development is business and multi-family residential. The collision rate for this segment is 0.32 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 56,064 vehicles.

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Santa Monica Boulevard between City Limit at Moreno Drive and San Diego Freeway (405), a distance of 2.27 miles. The critical speed is 39 miles per hour.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 39 miles per hour, the nearest five miles per hour increment would be 40 miles per hour, which requires rounding up. Therefore, the five mile per hour reduction after rounding can be taken, and a speed limit of 35 miles per hour is justified, and no further reductions can be taken.

SUMMARY

For the reasons described above, the Department recommends that the existing 35 miles per hour speed limit on Santa Monica Boulevard between City Limit at Moreno Drive and San Diego Freeway (405) be established by ordinance at 35 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: T Cary Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_SantaMonicaBlCityLimMorenoDrSanDiegoFwy426.4

ENGINEERING REPORT

Engineering and Traffic Survey for

Venice Boulevard between McLaughlin Avenue and Lincoln Boulevard

Venice Boulevard between McLaughlin Avenue and Lincoln Boulevard is designated as a "Boulevard II" in the Mobility 2035 Element of the City's General Plan. The entire 1.9 mile street segment is posted with a 40 miles per hour speed limit. The development is business and single/multi family residential. The collision rate for this segment is 0.55 accidents per million vehicle miles traveled, which is below the expected citywide collision rate of 1.15 accidents per million vehicle miles traveled. The Average Daily Traffic for this segment is 36,938 vehicles. The previous engineering and traffic survey was conducted by CALTRANS and expired on October 11, 2014. Subsequently, Venice Boulevard between Lincoln Boulevard and the Santa Monica Freeway was relinquished by the State of California (CALTRANS) to the City of Los Angeles (CTC Res: R-3958 10-19-16).

An engineering and traffic survey, as defined by Section 627 of the California Vehicle Code, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices (California MUTCD 2014 – Revision 2), effective April 7, 2017, has been completed for Venice Boulevard between McLaughlin Avenue and Lincoln Boulevard, a distance of 1.9 miles. The critical speed is 44 miles per hour.

The California Vehicle Code Section 21400.(b) authorizes the Department of Transportation or local authorities, to round to the nearest five miles per hour increment. If the nearest increment required rounding up, the indicated speed can be reduced by five miles per hour. In effect, the law allows rounding down to the nearest five miles per hour increment. In such a case, no additional reductions can be taken for conditions that are not readily apparent to the driver. Since the 85th percentile free-flowing speed for this entire segment was measured to be 44 miles per hour, the nearest five miles per hour increment would be 45 miles per hour, which requires rounding up. Therefore, the five mile per hour reduction after rounding can be taken, and a speed limit of 40 miles per hour is justified, and no further reductions can be taken.

SUMMARY

For the reasons described above, the Department recommends that the existing 40 miles per hour speed limit on Venice Boulevard between McLaughlin Avenue and Lincoln Boulevard be established by ordinance at 40 miles per hour. This will allow the Police Department to conduct electronic enforcement of the speed limit.

Approved: T. Cong Title: Senior Transportation Engineer Date: 10-24-18

TC
ER_VeniceBlMcLaughlinAvLincolnBl497.5