

July 6, 2005

Honorable Mayor and Members of  
The Hermosa Beach City Council

Regular Meeting of  
July 12, 2005

## **CITYWIDE SPEED SURVEY AND POSTED SPEED LIMITS**

### **Recommendation:**

It is recommended that the City Council:

1. Approve the Citywide Speed Survey prepared by AAE, Inc.; and
2. Waive Full Reading and Introduce the Ordinance establishing citywide posted speed limits.

### **Summary:**

Based on the Engineering and Traffic Surveys conducted in the manner prescribed in the State of California Vehicle Code, it is the recommendation of the staff that the Ordinance (ATTACHMENT 1) be adopted setting the speed limits for all Arterial and Collector roadways.

### **Background:**

The State of California Vehicle Code (CVC) requires that an Engineering and Traffic Survey be conducted every five years, with the survey's results being used to establish or adjust the posted speed limits on streets where radar would be used as an enforcement tool. The surveys, conducted in conjunction with these report recommendations, were conducted in conformance with the CVC requirements.

Other policies, procedures and requirements associated with establishing or adjusting a speed limit include:

- It is a long-standing premise of engineering, enforcement and judicial officials that 85% of all motorists will travel a street segment at a speed that they feel is safe and prudent for the prevailing conditions, and that the posting of a speed limit significantly lower than the 85<sup>th</sup> percentile speed will have very little effect on the continuing actual speed of traffic on the street. Taking this into account, recommended speed limits are normally set at or near the 85<sup>th</sup> percentile speed as determined utilizing the Engineering and Traffic Survey.
- The CVC and Municipal Courts recognize that there may be extenuating circumstances or changes in the roadway or traffic characteristics that are not readily apparent to the motorists and may justify a reduction of the speed limit below the 85<sup>th</sup> percentile level.
- These conditions and circumstances include a high incidence of speed-related accidents, street alignment, narrowing of the roadway, obscured access from cross streets or driveways onto the major roadway, or new or unanticipated pedestrian or bicycle activity. A reduced speed limit based on these conditions is documented in the data submitted to the courts.

### **Analysis:**

The traffic engineering staff conducted traffic counts and segment speed surveys of Arterial and Collector roadways citywide. Staff performed the required fieldwork to collect the vehicular traffic volumes and performed the speed zone surveys. The results of the Engineering and Traffic Surveys are indicated in Table 1 (ATTACHMENT 1) showing streets for which the speed limits are to remain

unchanged, and Table 2.(ATTACHMENT 2) showing the streets where the speed limits are recommended to be changed.

Based upon the 85<sup>th</sup> percentile traffic data collected, it is determined that Prospect Avenue, Valley Drive and Ardmore Avenue need to have posted speed limits of 30 mph, an increase from the existing 25 mph speed limit. However, it is our engineering judgment that extenuating circumstances exist on Prospect Avenue and Ardmore Avenue between 2<sup>nd</sup> and 8<sup>th</sup> Streets and should remain posted at 25 mph.

The methodology allows for the justified speed limits based on the 85<sup>th</sup> percentile surveyed to be reduced by an additional 5 mph when the following factors are met:

- Multiple unprotected crossings
- Residential/School zone
- Horizontal Curves
- Vertical Curves
- Restricted Sight Distance
- Pedestrian Walking Corridor
- Multiple Stop-Controlled Crossing Streets
- Multiple Residential Driveways

All of these apply to Prospect Avenue and Ardmore Avenue, between 2<sup>nd</sup> and 8<sup>th</sup> Streets, is very narrow with horizontal curves and poor sight distance at side streets, therefore an additional 5 mph reduction is recommended leaving the speed limits currently posted unchanged.

Not enough of these factors apply to Valley Drive or Ardmore Avenue from 8<sup>th</sup> to Pier Avenue to make a similar finding. The segment of Valley Drive, between 21<sup>st</sup> and Pier Avenue, which is earmarked for an increase in posted speed limit, has a school that may be affected by the changing of the speed limit from 25 mph to 30 mph. It is state law that all motorists, upon observing school children, must drive at the speed of 25 mph or less; however, we are recommending that additional traffic control signs reinforcing the message be installed within the segment. The sign is a state standard sign with the text "SCHOOL, SPEED LIMIT 25 MPH WHEN CHILDREN ARE PRESENT". The survey also recommends reducing the speed limit on Ardmore from Gould Avenue to 21<sup>st</sup> Street from 35 mph to 30 mph.

The Public Works Commission heard this item on September 15, 2004. They supported the proposed posted speed limits with the exception of the portion recommending an increase in speed for the segment of Valley Drive between Pier Ave. and 8<sup>th</sup> Street. The Commission recommended that this segment not have an increased speed limit due to foot traffic and congestion (see Commission minutes – ATTACHMENT 4). The City's Traffic Engineering consultant could not agree with their finding.

**Option:**

Council may choose to not change the speed limits as recommended by the speed survey. The impact of not using the survey results for setting speed limits is reduced enforcement capability when citations are challenged in court. The use of radar enforcement requires that a speed survey be completed within the last five years and signage be in compliance with the survey.

**Fiscal Impact:**

The estimated cost for installing the proposed changes to the speed limits would be in the range of \$250-\$300 per sign. There are sufficient funds in the Street Maintenance budget to purchase the necessary signs.

**Attachments:**

1. Citywide Speed Zone Survey – Table 1
2. Citywide Speed Zone Survey – Table 2
3. Draft Resolution
4. Public Works Commission minutes

Respectfully submitted,

Concur:

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Richard D. Morgan, P.E.  
Director of Public Works/City Engineer

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Stephen R. Burrell  
City Manager

Concur:

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Michael Lavin  
Chief of Police

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Russell Tingley  
Fire Chief

Noted for fiscal impact:

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Viki Copeland  
Finance Director

**Table 1**

Street	No.	Location	Dir.	Date	10 mph Pace	% in 10 mph Pace	50 <sup>th</sup> percent'l (mph)	85 <sup>th</sup> percent'l (mph)	Posted Speed Limit (mph)	Recom'd Speed Limit (mph)
Ardmore Ave.	1	No. City Limit to Gould Ave.	N/S	7/18/03	28-37	75.0	32.8	36.5	35	35
	5	2 <sup>nd</sup> St. to 8 <sup>th</sup> St.	N/S	7/18/03	20-29	79.0	26.3	29.8	25	25
Artesia Blvd.	6	Pacific Coast Hwy. To East City Limit	E/W	7/18/03	27-36	71.7	30.8	36.1	40	40
Aviation Blvd.	7	Pacific Coast Hwy. To East City Limit	E/W	7/21/03	29-38	88.0	35.2	37.1	35	35
Gould Ave.	8	Ardmore Ave. to Manhattan Ave.	E/W	7/18/03	21-30	92.0	25.7	28.4	25	25
Hermosa Ave.	9	27 <sup>th</sup> St. to 22 <sup>nd</sup> St.	E/W	7/18/03	27-36	85.0	30.3	33.7	30	30
	10	22 <sup>nd</sup> St. to 16 <sup>th</sup> St.	E/W	7/21/03	24-33	80.0	28.6	33.5	30	30
	11	8 <sup>th</sup> St. to Herondo St.	E/W	7/21/03	24-33	81.0	28.6	31.7	30	30
Herondo St.	12	Valley Dr. to Hermosa Ave.	E/W	7/21/03	27-36	80.0	32.5	36.3	35	35
Longfellow Ave.	13	Valley Dr. to Hermosa Ave.	E/W	7/21/03	18-27	86.0	23.2	25.9	25	25
Manhattan Ave.	14	No. City Limit to Longfellow Ave.	N/S	7/21/03	21-30	79.0	26.0	29.7	30	30
	15	Longfellow Ave. to 27 <sup>th</sup> St.	N/S	7/21/03	21-30	83.0	24.8	29.5	30	30
	16	Pier Ave. to 1 <sup>st</sup> St.	N/S	7/21/03	17-26	85.0	22.3	25.5	25	25
Monterey Ave.	17	19 <sup>th</sup> St. to Pier Ave.	N/S	7/21/03	20-29	87.0	24.6	28.3	25	25
	18	Pier Ave. to Herondo St.	N/S	7/21/03	22-31	77.0	26.5	30.5	25	25
Pacific Coast Hwy.	19	Artesia Blvd. to 15 <sup>th</sup> St.	N/S	7/21/03	33-42	90.8	37.6	41.2	35	35
	20	15 <sup>th</sup> St. to South City Limit	N/S	7/21/03	26-35	92.0	30.2	34.0	30	30

**Table 1 (cont'd)**

Street	No.	Location	Dir.	Date	10 mph Pace	% in 10 mph Pace	50 <sup>th</sup> percent'l (mph)	85 <sup>th</sup> percent'l (mph)	Posted Speed Limit (mph)	Recom'd Speed Limit (mph)
Pier Ave.	21	Pacific Coast Hwy. to Ardmore Ave.	E/W	7/22/03	17-26	92.0	19.9	24.4	25	25
	22	Ardmore Ave. to Monterey Blvd.	E/W	7/22/03	19-28	91.0	23.0	26.3	25	25
	23	Monterey Blvd. to Hermosa Ave.	E/W	7/22/03	18-27	97.0	22.6	24.5	25	25
Prospect Ave.	24	Artesia Blvd. to 21 <sup>st</sup> St.	N/S	7/22/03	18-27	96.0	23.2	25.4	25	25
	25	21 <sup>st</sup> St. to Aviation Blvd.	N/S	7/22/03	26-35	88.0	29.5	33.6	25	25
	26	Aviation Blvd. to 6 <sup>th</sup> ST.	N/S	7/22/03	23-32	91.0	27.1	30.3	25	25
	27	6 <sup>th</sup> St. to South City Limit	N/S	7/22/03	22-31	95.0	25.3	28.5	25	25
Valley Dr.	28	North City Limit to Gould Ave.	N/S	7/23/03	23-32	82.0	26.3	31.0	30	30
Second St.	33	Pacific Coast Hwy. to Valley Dr	E/W	7/23/03	17-26	89.0	21.8	25.0	25	25
	34	Valley Dr. to Hermosa Ave.	E/W	7/23/03	20-29	90.0	23.8	27.0	25	25
Eighth St.	35	East City Limit to Pacific Coast Hwy.	E/W	7/25/03	16-25	84.0	20.0	23.9	25	25
	36	Pacific Coast Hwy. to Ardmore Ave.	E/W	7/23/03	17-26	90.0	21.6	24.9	25	25
Thirtieth St.	37	Pacific Coast Hwy. to Ardmore Ave.	E/W	7/23/03	16-25	84.0	19.9	25.2	25	25

**Table 2**

Street	No.	Location	Dir.	Date	10 mph Pace	% in 10 mph Pace	50 <sup>th</sup> percent'l (mph)	85 <sup>th</sup> percent'l (mph)	Posted Speed Limit (mph)	Recom'd Speed Limit (mph)
Ardmore Ave.	2	Gould Ave. to 21 <sup>st</sup> St.	N/S	7/18/03	23-32	82.0	29.2	31.9	35	30
	4	Pier Ave. to 8 <sup>th</sup> St.	N/S	7/18/03	20-29	67.0	26.9	32.0	25	30
Valley Dr.	29	Gould Ave. to 21 <sup>st</sup> St.	N/S	7/23/03	20-29	81.0	25.5	29.6	25	30
	30	21 <sup>st</sup> St. to Pier Ave.	N/S	7/23/03	24-33	90.0	26.6	29.8	25	30
	31	Pier Ave. to 8 <sup>th</sup> St.	N/S	7/23/03	22-31	88.0	25.4	29.7	25	30
	32	8 <sup>th</sup> St. to 2 <sup>nd</sup> St.	N/S	7/23/03	25-34	85.0	29.8	33.5	25	30