

December 2, 2002

Honorable Chairman and Members of
the Public Works Commission

Regular Meeting of
December 18, 2002

REQUEST FOR SPEED CONTROL ON GOULD AVENUE BETWEEN VALLEY DRIVE AND SEPULVEDA BOULEVARD

Recommendation:

It is recommended that the Public Works Commission to provide direction to Staff.

Background:

A resident of Gould Avenue has written a letter expressing concern for traffic safety on Gould Avenue and requesting that the City examine alternatives to slow traffic. Suggestions as to the methods of potentially slowing the speed of the vehicles using that segment of Gould Avenue were included in the correspondence.

In response to this request, a speed survey was conducted and site analysis and observations were made. The speed survey indicates that the 85th percentile was 38 mph, which is well above the posted speed limit of 25 mph. The field investigation revealed that the street is very wide and relatively steep at the east end. Due to the extensive site distance and openness of the roadway, the speeding of vehicles comes as no surprise.

Analysis:

Staff has investigated the resident's concern. A speed survey was conducted and site analysis and observations were made. The posted speed limit on Gould Avenue is 25 miles per hour (mph). The speed surveys indicated that the average speed on the street was 31.73 mph, Ten-Mile-Pace was 28 to 37 mph and maximum-recorded speed was 58 mph. The speed survey was taken over a three-day period which included weekend days, which are judged to be the busiest days in beach cities. Over 70% of the vehicles that were driving over the 25 mph posted speed limit, 50% were driving over 32 mph and about 10% were driving over 40mph. The speeding occurred at all times of day and night.

Based on the condition observed and the site geometric condition presented, the solutions to slow traffic down would involve physical changes to the roadway. Said changes would be based on the premise of removing the openness of that segment of the roadway and giving the feel of a residential street to drivers using the roadway. This could be accomplished by narrowing the roadway, adding a median with lush landscaping, adding landscaping, adding physical barriers and/or other traffic calming devices.

Alternatives:

1. Direct Staff to prepare roadway geometric improvement concepts for the Commission's consideration.
2. Take no action.

Attachments:

1. Location Map
2. Resident's Letter

Respectfully submitted,

Concur:

Raymond R. Abassi, P.E., T.E.
City Traffic Engineer

Harold C. Williams, P.E.
Director of Public Works/City Engineer

Michael Lavin
Chief of Police