

AGENDA
RANCHO PALOS VERDES TRAFFIC SAFETY COMMISSION
NOVEMBER 30, 2009
CITY HALL COMMUNITY ROOM
7:00 P.M.

7:00 P.M. REGULAR SESSION

CALL TO ORDER

ROLL CALL

FLAG SALUTE

APPROVAL OF AGENDA

CHAIR'S COMMUNICATION

SHERIFF'S STATUS REPORT

PUBLIC COMMENTS

This section of the agenda is for audience comments for items **not** on the agenda.

REGULAR NEW BUSINESS

1. Armaga Springs Road Speed Limit

Recommendation:

Conduct an Engineering and Traffic survey to re-establish the speed limit on Armaga Springs Road and forward a recommendation to City Council for consideration and adoption of a Resolution.

2. Palos Verdes Drive East Safety Improvement Project

Recommendation:

Approve the Final Draft Preliminary Review Report for Palos Verdes Drive East and authorize staff to forward a recommendation to City Council for consideration.

INFORMATIONAL ITEMS

- 1. School Safety Update**
- 2. Hawthorne Blvd Roadway Resurfacing Update**

APPROVAL OF MINUTES

Recommendation:

Approval of October 26, 2009 meeting minutes.

ADJOURNMENT: Adjourn to a time and place certain **only** if you wish to meet prior to the next regular meeting.

Traffic Safety Commission Agenda

November 30, 2009

Page 2

American with Disabilities Act: In compliance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the Department of Public Works at 310-544-5252 at least 48 hours prior to the meeting.

Note: Staff reports are available for inspection at City Hall, 30940 Hawthorne Boulevard during regular business hours 7:30 A.M. to 5:30 P.M. Monday – Thursday and 7:30 A.M. to 4:30 P.M. on Friday.

Materials related to an item on this agenda submitted to the Traffic Safety Commission after distribution of the agenda packet are available for public inspection at the front counter of the lobby on the City Hall Administration Building/Public Works at 30940 Hawthorne Boulevard, Rancho Palos Verdes during normal business hours. You can also view the agenda and staff reports at the City's website <http://www.palosverdes.com/RPV>

MEMORANDUM



RANCHO PALOS VERDES

TO: TRAFFIC SAFETY COMMISSION
FROM: RAY HOLLAND, DIRECTOR OF PUBLIC WORKS
BY: NICOLE JULES, P.E., SENIOR ENGINEER
DATE: NOVEMBER 30, 2009
SUBJECT: ARMAGA SPRING ROAD SPEED LIMIT

RECOMMENDATION

Conduct an Engineering and Traffic survey to re-establish the speed limit on Armaga Springs Road and forward a recommendation to City Council for consideration and adoption of a Resolution.

BACKGROUND/DISCUSSION

In 1997, the Traffic Committee recommended and the City Council approved and passed Resolution No. 97-88 Establishing speed limits on various streets, one of which was Armaga Spring Road. At that time, the residents of Stoneridge, petitioned the Public Works Department to increase the speed limit from 25 mph to 35 mph, stating a 35-mph speed limit is more reasonable given the characteristics of the Armaga Spring Road. A copy of the October 21, 1997 staff report, Resolution and neighborhood petition are attached for your reference.

Armaga Spring Road Roadway Classification

The Roadway Functional Classification system is an important land use and transportation planning tool that establishes the hierarchy of roads based on their use relating to mobility and accessibility developed by local, regional, state and federal jurisdictions collectively.

Municipalities use the functional classification of a roadway in zoning, subdivision and land development ordinances and used in conjunction with official maps. The classification is also used for setting capital improvement and maintenance priorities, funding as well as design standards. For example, a roadway's classification can be used in determining priorities for restoration, rehabilitation, resurfacing and reconstruction. Further, the classification is the basis for eligibility for Federal funding.

According to the Federal Government: "All roads that are a part of the public road system are to be functionally classified as an integral system."

The categories of the Functional Classification System are:

Armaga Spring Road Speed Limit

November 30, 2009

Page 2

- Principal Arterial (for Mobility only)
- Minor Arterial (for Mobility only)
- Collector (for Mobility and Access)
- Local Road (for access only)

The City's General Plan in conjunction with the Federal Classification System Map identifies the classification of all streets in Rancho Palos Verdes. Armaga Spring Road is classified as a local road on both documents.

Although Armaga Spring Road is classified as a local road, it functions as a collector road in the sense that there are very few direct residential access points (driveways) and there is greater mobility and Armaga Spring Road actually collects traffic from local roads.

Speed Limits on Local Roads

Local streets, according to federal definition, consists of all roads not defined as arterials or collectors on the Federal Functional Classification Map. The California Vehicle Code additionally defines a local street as that which is either classified as a local street on the federal system map or meets specific conditions (primarily providing access to abutting residential property; roadway width of 40 feet or less, not more than one-half of a mile of length uninterrupted by traffic signals, and not more than one traffic lane in each direction). Streets that do not meet this definition are considered "non-local". Below is an excerpt from the California Vehicle Code:

Speed Traps

40802. (a) A "speed trap" is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, 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 paragraph does not apply to a local street, road, or school zone.

(b) (1) For purposes of this section, a local street or road is defined by the latest functional usage and federal-aid system maps submitted to the federal Highway Administration, except that when these maps have not been submitted, or when the street or road is not shown on the maps, a "local street or road" means a street or road that primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.

(2) For purposes of this section "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period.

Armaga Spring Road Speed Limit

November 30, 2009

Page 3

"School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign.

(c) (1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C) (i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A "speed trap" is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, 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:

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 10 years.

(ii) This subparagraph does not apply to a local street, road, or school zone.

Added Sec. 2, Ch. 315, Stats. 1995. Effective January 1, 1996. Operative January 1, 1999.

Amended Sec. 2, Ch. 104, Stats. 1996. Effective January 1, 1997.

Amended Sec. 1, Ch. 1037, Stats. 1998. Effective January 1, 1999.

Amended Sec. 18, Ch. 1008, Stats. 1999. Effective January 1, 2000.

Amended Sec. 3, Ch. 521, Stats. 2000. Effective January 1, 2001

Armaga Spring Road is approximately 1800 linear feet long (approximately 0.4 mile), is 40' wide and provides direct access to 7 properties. Therefore, because it does not meet the definition of a local road per the CVC, it is considered a "non-local" road.

Per CVC Section 40802, defining Speed Traps, however, prohibits the enforcement of excessive speed, utilizing radar, on non-local streets in business and residence districts unless the speed limit is justified by a **current** Engineering and Traffic Survey. Therefore, roads that are in residence or business districts but are not defined as local streets can not be enforced using radar technology, unless the speed limit is established through an Engineering and Traffic Survey. Speed traps are a viable concern for motorists leaving rural highways and entering residence or business districts, in remote areas, yet they are also prohibited in urban environments.

CONCLUSION

Armaga Spring Road is a unique case in which its physical characteristics do not meet the definition of a local road per the California Vehicle Code. Therefore, Staff recommends establishing a reasonable speed limit on Armaga Spring Road by conducting an Engineering and Traffic Survey and forward to City Council for consideration and approval.

Attachments:

October 21, 1997 Staff Report

Stoneridge Neighborhood Petition, July 1997

Resolution No. 97-88

Copy of the Federal/State Functional Classification Map

RPV General Plan, Page 121

Map of Armaga Spring Road

RESOLUTION NO. 97-88

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO PALOS VERDES ESTABLISHING SPEED LIMITS ON VARIOUS STREETS

WHEREAS, engineering and traffic surveys have been conducted on various streets within the City as required by provisions of the California Vehicle Code; and

WHEREAS, it has been determined that the establishment of speed limits that are reasonable and safe will facilitate the orderly movement of vehicular traffic within the City;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO PALOS VERDES RESOLVES AND ORDERS AS FOLLOWS:

Section 1. Speed limits are established on the following streets in accordance with Section 15.32.010 and 15.32.020 of the City of Rancho Palos Verdes Traffic Ordinance adopted pursuant to Section 10.04.010 of the Rancho Palos Verdes Municipal Code:

<u>ROAD</u>	<u>SURVEYED</u>	<u>LIMITS</u>
Armaga Spring Road	08/25/97	35 Miles Per Hour on Armaga Spring Road from Indian Valley Road to Highridge Road.
Crenshaw Boulevard	10/10/96	45 Miles Per Hour on Crenshaw Boulevard from Rolling Hills Estates City Boundary south of Silver Spur Road to Crest Road.
Crenshaw Boulevard	07/10/95	35 Miles Per Hour on Crenshaw Boulevard from Crest Road to Seacrest Drive.
Crest Road	10/10/96	40 Miles Per Hour on Crest Road from Ganado Drive to Rolling Hills City Boundary north of Ganado Drive.
Crest Road	10/10/96	45 Miles Per Hour on Crest Road from Ganado Drive to Palos Verdes Drive East.
Crest Road	10/10/96	45 Miles Per Hour on Crest Road from Hawthorne Boulevard to Crenshaw Boulevard.
Crestridge Road	7/10/95	40 Miles Per Hour on Crestridge Road from Highridge Road to Crenshaw Blvd.

<u>ROAD</u>	<u>SURVEYED</u>	<u>LIMITS</u>
Forrestal Drive	10/10/96	35 Miles Per Hour on Forrestal Drive from terminus of Forrestal Drive north of Pirate Drive to Palos Verdes Drive South.
Granvia Altamira	10/10/96	35 Miles Per Hour on Granvia Altamira from Palos Verdes Estates City Boundary north of Monero Drive to Hawthorne Boulevard.
Hawthorne Blvd.	10/10/96	45 Miles Per Hour on Hawthorne Boulevard from Rolling Hills Estates City Boundary south of Palos Verdes Drive North to Silver Spur Road. 25 Miles Per Hour - Truck traffic in northbound direction only.
Hawthorne Boulevard	10/10/96	45 Miles Per Hour on Hawthorne Boulevard from Indian Peak Road to Grayslake Road/Highridge Road.
Hawthorne Boulevard	10/10/96	45 Miles Per Hour on Hawthorne Boulevard from Grayslake Road/Highridge Road to Palos Verdes Drive West.
Highridge Road	10/10/96	35 Miles Per Hour on Highridge Road from Hawthorne Boulevard to Rolling Hills Estates City Boundary south of Peacock Ridge Road.
Indian Peak Road	07/06/95	40 Miles Per Hour on Indian Peak Road from Rolling Hills Estates City Boundary to Crenshaw Blvd.
La Rotonda Drive	04/06/93	35 Miles Per Hour on La Rotonda Drive from Paseo Del Mar to Palos Verdes Drive South.

<u>ROAD</u>	<u>SURVEYED</u>	<u>LIMITS</u>
Miraleste Drive	10/10/96	35 Miles Per Hour on Miraleste Dr. from Palos Verdes Drive East to Los Angeles City Boundary South of First Street.
Montemalaga Drive	07/06/95	40 Miles Per Hour on Montemalaga Drive from the Palos Verdes Estates City Boundary to Silver Spur Road.
Palos Verdes Drive East	10/10/96	30 Miles Per Hour on Palos Verdes Drive East from southerly City boundary of Rolling Hills Estates to Diamonte Lane.
Palos Verdes Drive East	10/10/96	35 Miles Per Hour on Palos Verdes Drive East from Diamonte Lane to Ganado Drive.
Palos Verdes Drive East	4/6/93	30 Miles Per Hour on Palos Verdes Drive East from Ganado Drive to Palos Verdes Drive South.
Palos Verdes Drive South	07/06/95	45 Miles Per Hour on Palos Verdes Drive South from Palos Verdes Drive East to 2400' west of Schooner Drive (Eastern edge of Portuguese Bend slide area).
Palos Verdes Drive South	10/10/96	40 Miles Per Hour on Palos Verdes Drive South from 2400' west of Schooner Drive(Eastern edge of Portuguese Bend slide area) to 1500' east of Seacove Drive (Wayfarers Chapel).
Palos Verdes Drive South	10/10/96	45 Miles Per Hour on Palos Verdes Drive South from 1500' east of Seacove Drive (Wayfarers Chapel) to Hawthorne Boulevard.
Palos Verdes Drive West	10/10/96	45 Miles Per Hour on Palos Verdes Drive West from Hawthorne Boulevard to southerly City Boundary of Palos Verdes Estates.
Paseo Del Mar	04/06/93	40 Miles Per Hour on Paseo Del Mar from Palos Verdes Drive South to La Rotonda Drive.

<u>ROAD</u>	<u>SURVEYED</u>	<u>LIMITS</u>
Ridgegate Drive	07/06/95	30 Miles Per Hour on Ridgegate Drive from Highridge Rd. to Hawthorne Blvd.
Silver Spur Road	10/10/96	40 Miles Per Hour on Silver Spur Road from Rolling Hills Estates City Boundary north of Elkmont Drive to Rolling Hills Estates City Boundary south of Silver Arrow Drive.
25th Street	07/06/95	45 Miles Per Hour on Palos Verdes Drive South from Los Angeles City Boundary to Palos Verdes Drive East.
Toscanini Drive	10/10/96	25 Miles Per Hour (25 mph prima facie residential district) on Toscanini Drive from Western Avenue to Mt. Shasta Dr.
Via Siena	10/10/96	25 Miles Per Hour (25 MPH prima facie residential district) on Via Siena from Bramante Plaza to Miraleste Drive.
Western Avenue	04/06/93	45 Miles Per Hour on Western Avenue from Lomita City Boundary to Delasonde.
Western Avenue	04/06/93	35 Miles Per Hour on Western Avenue from Delasonde to southerly City boundary of the City of Los Angeles

Section 2. All previous resolutions and orders establishing speed limits within the City of Rancho Palos Verdes are hereby rescinded.

Section 3. The City Clerk is hereby ordered to file certified copies of this resolution with the Los Angeles County Sheriff's Office.

Section 4. The speed limits established in Section 1 of this resolution shall become effective upon posting of the speed limit signs.

PASSED, APPROVED and ADOPTED on OCTOBER 21, 1997.

/S/ JOHN C. McTAGGART
Mayor

ATTEST:

/S/ JO PURCELL
City Clerk

State of California)
County of Los Angeles) ss
City of Rancho Palos Verdes)

I, JO PURCELL, City Clerk of the City of Rancho Palos Verdes, hereby certify that the above Resolution No. 97-88 was duly and regularly passed and adopted by the said City Council at a regular meeting thereof held on October 21, 1997.

City Clerk



Images should not be relied upon for any purpose

Copyright (C) 2009 City of Rancho Palos Verdes

Distribution of electronic and paper images for the City's GIS system is prohibited without written authorization by the City Manager or designee.

MEMORANDUM



RANCHO PALOS VERDES

TO: TRAFFIC SAFETY COMMISSION
FROM: RAY HOLLAND, DIRECTOR OF PUBLIC WORKS
BY: NICOLE JULES, P.E., SENIOR ENGINEER
DATE: NOVEMBER 30, 2009
SUBJECT: PALOS VERDES DRIVE EAST SAFETY IMPROVEMENT PROJECT

RECOMMENDATION

Approve the Final Draft Preliminary Review Report for Palos Verdes Drive East and authorize staff to forward a recommendation to City Council for consideration.

BACKGROUND/DISCUSSION

At the last TSC meeting, the Commission reviewed all of the public comments received regarding the PVDE Conceptual plan. As a result, Willdan has prepared a revised Draft Preliminary Review Report for your final consideration and recommendation to City Council for implementation.

The Final Draft preliminary report is attached for your consideration. It is anticipated that Staff will present the report to the City Council for direction in proceeding with the comprehensive study and further necessary actions at the January 19, 2009 meeting.

Attachments:

2009 Final Draft Preliminary Review of Palos Verdes Drive East, November 2009