



AGENDA ITEM NO. 7

CITY OF HAWTHORNE CITY COUNCIL AGENDA BILL

For the meeting of September 23, 2014
Originating Department: Engineering

City Manager: Michael Goodson Dir. of Public Works: Arnold Shadbehr

SUBJECT:

Second Reading of Ordinance No 2078, An Ordinance of the City Council of the City of Hawthorne, California, Approving Engineering & Traffic Surveys Prepared by Albert Grover & Associates for the City of Hawthorne (July 2014) And Approving Amendment to Hawthorne Municipal Code Chapter 10.16.

RECOMMENDED MOTION:

Open and Close Public Hearing - Approve Ordinance 2078 on September, 2014.

NOTICING PROCEDURES:

A Notice of Public Hearing was published in the Hawthorne Press Tribune on September 11th and 18th, 2014 for the Hearing Scheduled on September 23, 2014 at the Regular City Council Meeting.

FISCAL IMPACT:

The Cost of the preparation of the Engineering & Traffic Survey as well as the replacement signs will be paid out of Prop C and Gas tax Funds.

ATTACHMENT:

1. Staff Report
2. Ordinance No. 2078 (including Grover Traffic Survey Report).



Staff Report City of Hawthorne

To: Honorable Mayor & City Council Members

Through: Michael Goodson, City Manager

From: Arnold Shadbehr, Chief of Public Works & General Services

Date: September 23, 2014

Subject: Second Reading of Ordinance 2078 Approving Engineering & Traffic Surveys Prepared by Albert Grover and Associates for the City of Hawthorne (Dated July 2014).

Recommendation

The City Council open and close public hearing and then approve Ordinance 2078 on September 23, 2014.

Summary Report

The purpose of the Citywide Engineering and Traffic Surveys is to establish speed limits on the City's roadways in accordance with the California Vehicle Code. The California Vehicle Code authorizes cities to designate and regulate speed zones within their jurisdictions based on an engineering and traffic survey conducted in accordance with the methods established by the Department of Transportation. The City's last speed study was performed in 2007.

The "2014 Engineering and Traffic Survey" (the "Study" or "Report") has been prepared and is available for review in the Public Works Department. The Study evaluates the posted speed limits along 43 street segments within the City. Adoption of this Study will allow the City to update the speed limits on several street segments and enable the Hawthorne Police Department to utilize radar or other electronic speed measuring devices for speed enforcement.

The California Vehicle Code (CVC) sections 40801 and 40802 require Engineering and Traffic Surveys that verify the prima facie speed limit before enforcement by such a device is legal. The law further specifies that these surveys be conducted every 7 years.

The Engineering and Traffic Surveys for the City were conducted in accordance with procedures outlined in the California Manual on Uniform Traffic Control Devices (California MUTCD) 2012, and as required by Section 627 of the California Vehicle Code. The Code further describes three elements of an engineering and traffic survey:

1. Measurement of prevailing speed;
2. Accident history; and
3. Roadway characteristics not readily apparent to the motorist.

Posted speed limits are established primarily to protect the general public from the reckless and unpredictable behavior of dangerous drivers. They provide law enforcement with a clearly understood method to identify and apprehend violators of the basic speed law (CVC Section 22350). This law states that "No person shall drive a vehicle on a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property." The posted speed limit gives motorists a clear warning of the maximum speed that is reasonable and prudent under typical driving conditions.

The basic fundamentals for establishing speed limits recognize that the majority of drivers behave in a safe and reasonable manner, and therefore, the normally careful and competent actions of a reasonable driver should be considered legal. Speed limits established on these fundamentals conform to the consensus that those who drive the highway determine what speed is reasonable and safe, not on the judgment of one or a few individuals. A radar speed study is usually used to record the prevailing speed of reasonable drivers.

Speed limits are also established to advise drivers of conditions that may not be readily apparent to a reasonable driver. For this reason, accident history, roadway conditions, traffic characteristics, and land use must also be analyzed before determining speed limits. Speed limit changes are usually made in coordination with physical changes in roadway conditions or roadside developments.

Additionally, it is generally accepted that speed limits cannot be successfully enforced without voluntary compliance by a majority of drivers. Consequently,

only the driver whose behavior is clearly out-of-line with the normal flow of traffic is usually targeted for enforcement.

Existing vehicle speeds are surveyed by a certified radar operator with a calibrated radar unit in an unmarked vehicle. Speed samples are taken for each segment representing a statistically significant sample of current traffic. This data is then evaluated to identify the distribution of speeds. A key element in the evaluation is the identification of the 85th percentile speed. The 85th percentile speed is the speed at or below which 85 percent of the traffic travels. This threshold represents what is historically found to be a safe and reasonable speed for most drivers based on common roadway conditions. Therefore, a "basic speed limit" is established at the nearest 5-mile per hour (mph) increment to the 85th percentile speed. For example, if the 85th percentile speed is 48 mph, the basic speed limit is 50 mph.

Reported collisions are reviewed for each street segment to determine if there is a higher than average rate of collisions. A segment that has an above-average collision rate typically suggests conditions that are not readily apparent to motorists.

Each street segment is field inspected to identify roadway conditions that may not be readily apparent to motorists. A determination is made whether any conditions are significant and warrant the recommendation of the speed limit 5 mph or more below the basic speed limit.

The recommendations contained in the Report are intended to establish prima facie speed limits. They are not intended to be absolute for all prevailing conditions. All prima facie speed violations are actually violations of the basic speed law (Section 22350 of California Vehicle Code). This statute states that a person shall not drive a vehicle at a speed greater than is safe having regard for traffic, roadway, and weather conditions. A prima facie limit is intended to establish a maximum safe speed under normal conditions.

The recommendation made by the 2014 Engineering and Traffic Survey is to keep all existing speed limits the same. Table 2 of the Report identifies the street segments with recommended higher posted speed limits.

ORDINANCE NO. 2078

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA, APPROVING ENGINEERING & TRAFFIC SURVEYS PREPARED BY ALBERT GROVER & ASSOCIATES FOR THE CITY OF HAWTHORNE AND AMENDING CHAPTER 10.16 OF THE HAWTHORNE MUNICIPAL CODE RELATING TO PRIMA FACIE SPEED LIMITS ON VARIOUS STREETS WITHIN THE CITY.

WHEREAS, the City of Hawthorne retained Albert Grover & Associates to prepare an engineering and traffic survey (the "report") to update the speed limits on City of Hawthorne arterial and secondary arterial street network. (The report is attached as Exhibit "A" to this Ordinance). The overall study was conducted to comply with existing State regulations concerning the increasing or decreasing of speed limits within City boundaries; and

WHEREAS, the California Vehicle Code ("VC") requires that speed limits be established in accordance with appropriate engineering practice and methods; and

WHEREAS, to legally use radar for speed enforcement, VC Section 40802(b) requires that limits be established per Sections 22357 and 22358 of the VC, the limits must be justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation. However, a change in State law allows cities to extend the survey period up to seven or ten years depending on specific criteria.

WHEREAS, at 43 locations on the City's arterial and secondary arterial street network, spot speed surveys were taken in conformance with the State law for conducting engineering and traffic surveys for the purpose of establishing prima facie speed limits. The data was collected per the Caltrans Manual of Uniform Traffic Control Devices ("MUTCD") January 2012 California Supplement. Sections of the California MUTCD detailed regulations for conducting the required "Engineering and Traffic Survey" are present in Appendix A of the Report. Appendix A also contains definitions of terms used in speed zone surveys. Relevant excerpts from the VC regarding regulations governing speed limits are presented in Appendix B of the Report; and

WHEREAS, the actual speed zone surveys were conducted by Transportation Studies, Inc., a subcontractor of Albert Grover & Associates ("AGA"). A California registered traffic engineer from AGA drove the streets.

WHEREAS, on the basis of those surveys, staff has determined that the adoption of the following recommended speed limits and the amendment of Chapter 10.16 of the

Hawthorne Municipal Code are reasonable and safe and will facilitate the orderly movement of vehicular traffic.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HAWTHORNE DOES HEREBY ORDAIN AS FOLLOWS:

Section 1: The Report contains sufficient information to document that the conditions of VC Section 627 have been satisfied and that other conditions not readily apparent to a motorist are properly identified.

Section 2: Ordinance No. 2078 and the Report, attached to this Ordinance as Exhibit A (including Table 2 which delineates the new speed limits of the various streets within the City of Hawthorne) is hereby approved and adopted.

Section 3: Chapter 10.16 of the Hawthorne Municipal Code is hereby amendment as follows:

10.16.010 Forty miles per hour.

A prima facie speed limit of forty miles per hour is hereby declared to be most appropriate to facilitate the orderly movement of traffic and to be reasonable and safe upon the following streets and portions of streets in the City of Hawthorne.

- (1) 120th Street, from Prarie Avenue Crenshaw Boulevard;
- (2) 120th Street, from Crenshaw Boulevard to Van Ness Avenue;
- (3) El Segundo Boulevard, from Aviation to 405 Ramps;
- (4) El Segundo Boulevard, Inglewood Avenue to Hawthorne Boulevard;
- (5) El Segundo Boulevard, Hawthorne Boulevard to Prarie Avenue;
- (6) El Segundo Boulevard, Prarie Avenuc to Yukon Avcnue;
- (7) El Segundo Boulevard, from Yukon Avenue to Crenshaw Boulevard;
- (8) El Segundo Boulevard, from Crenshaw Boulevard to Van Ness Avenue;
- (9) Rosecrans Avenue, from Aviation to Hindry;
- (10) Rosecrans Avenue, from 405 Freeway to Inglewood Avenue;
- (11) Rosecrans Avenue, from Prarie Avenue to Yukon Avenue;
- (12) Rosecrans Avenue, from Yukon Avenue to Crenshaw Boulevard;
- (13) Marine Avenue, from Aviation to 405 Freeway;
- (14) Jack Northrop Avenue, from Crenshaw Boulevard to Prarie Avenue;
- (15) Aviation Boulevard, from Marine to Rosecrans Avenue;
- (16) Aviation Boulevard, from Rosecrans Avenue to 13200 Aviation;
- (17) Prarie Avenue, from Imperial Highway to 120th Street;
- (18) Prarie Avenue, from 120th Street to El Segundo Boulevard;
- (19) Prarie Avenue, from El Segundo Boulevard to 135th;
- (20) Prarie Avenue, from 135th Street to Rosecrans Avenue;

- (21) Prarie Avenue, from Rosecrans Avenue to Marine Avenue;
- (22) Crenshaw Boulevard, from 120th Street to El Segundo Boulevard;
- (23) Crenshaw Boulevard, from El Segundo Boulevard to 132nd Street.

10.16.020 Thirty-five miles per hour.

A prima facie speed limit of thirty-five miles per hour is hereby declared to be most appropriate to facilitate the orderly movement of traffic and to be reasonable and safe upon the following streets and portions of streets in the City of Hawthorne.

- (1) Inglewood Avenue, from Imperial Highway to 120th Street;
- (2) Inglewood Avenue, from 120th Street to El Segundo Boulevard;
- (3) Inglewood Avenue, from El Segundo Boulevard to 135th Street;
- (4) Inglewood Avenue, from 135th Street to Rosecrans Avenue;
- (5) Hawthorne Boulevard, from Imperial Highway to 120th Street;
- (6) Hawthorne Boulevard, from 120th Street to El Segundo Boulevard;
- (7) Hawthorne Boulevard, from El Segundo Boulevard to 135th Street;
- (8) Hawthorne Boulevard, from 135th Street to Rosecrans Avenue;
- (9) Birch Avenue, from 120th Street to El Segundo Boulevard;
- (10) Van Ness Avenue, from Imperial Highway to 120th Street;
- (11) Van Ness Avenue, from 120th Street to El Segundo Boulevard;
- (12) Imperial Highway, from Inglewood Avenue to Hawthorne Boulevard;
- (13) Imperial Highway, from Hawthorne Boulevard to Prarie Avenue;
- (14) 120th Street, from Felton to Inglewood Avenue;
- (15) 120th Street, from Inglewood Avenue to Hawthorne Boulevard;
- (16) 120th Street, from Hawthorne Boulevard to Prarie Avenue;
- (17) Marine Avenue, from Prarie Avenue to Yukon Avenue.

10.16.030 Thirty miles per hour.

A prima facie speed limit of thirty miles per hour is hereby declared to be most appropriate to facilitate the orderly movement of traffic and to be reasonable and safe upon the following streets and portions of streets in the City of Hawthorne.

- (1) 135th Street, from Aviation to Isis Avenue;
- (2) 135th Street, from Isis Avenue to Glasglow;
- (3) 147th Street, from Inglewood Avenue to Ocean Gate.

10.16.040 When effective.

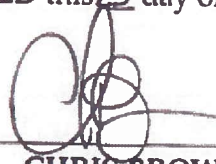
The prima facie speed limits provided for in Chapter 10.16.010 through 10.16.030 above shall be effective when appropriate signs giving notice thereof are erected upon those streets.

Section 4. This ordinance amendment will not have an adverse effect, either individually or cumulatively, on wildlife or the habitat upon which wildlife depends, and on the basis of substantial evidence, the presumption of adverse effect is rebutted. The ordinance amendments set forth in Section 3 are categorically exempt from the provisions of the California Environmental Quality Act.

Section 5. If any provision, clause, sentence or paragraph of this ordinance or application thereof to any person or circumstance shall be held invalid, such invalidity shall not affect the other provisions of this ordinance which can be given effect without the invalid provisions or application, and to this end the provisions of this ordinance are declared to be severable.

Section 6. The City Clerk shall certify to the passage and adoption of this ordinance and shall cause the same to be published once in a newspaper of general circulation, published and circulated in the City of Hawthorne, or if there is none, he shall cause it to be posted in at least three public places in the City of Hawthorne, California. The City Clerk shall also forward an executed copy of this ordinance to Quality Code Publishing @ 2100 Westlake Avenue North, Suite 106, Seattle, Washington 98109 or www.qcode.us.

PASSED, APPROVED AND ADOPTED this 23rd day of September, 2014.



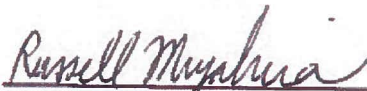
CHRIS BROWN, Mayor
City of Hawthorne, California

ATTEST:



NORB HUBER, City Clerk
City of Hawthorne, California

APPROVED AS TO FORM:



RUSSELL MIYAHIRA, City Attorney
City of Hawthorne, California

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) §
CITY OF HAWTHORNE)


I, **Monica Dicrisci**, the duly appointed Deputy City Clerk of the City of Hawthorne, California, **DO HEREBY CERTIFY** that the foregoing Ordinance, No. 2078 was duly adopted by the City Council of the City of Hawthorne, at their regular meeting of the City Council held **September 23, 2014** and that it was adopted by the following vote, to wit:

AYES: Councilmembers Reyes English, Michelin, Valentine, Vargas, Mayor Brown.

NOES: None.

ABSTAIN: None.

ABSENT: None.


Deputy City Clerk
City of Hawthorne, California