


CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

March 17, 2010

To: June Lagmay, City Clerk  
City Clerk's Office

From: Dorothy Tate, Acting Commission Executive Assistant  
Board of Transportation Commissioners

Subject: ORDINANCE APPROVAL - RECOMMENDED SPEED LIMIT REVISION  
FOR BRANFORD STREET BETWEEN GLENOAKS BOULEVARD AND  
WOODMAN AVENUE / VENTURA CANYON AV



At its regular meeting of March 11, 2010, the Board of Transportation Commissioners considered the evidence presented at the public hearing and approved the Ordinance referenced above. A copy of the Board's action, along with the Ordinance is attached for your information.

After your office reviews the Board Report, please forward it to the City Council for consideration.

If you need further information, please contact Alan Willis, Principal Transportation Engineer, at (213) 972-8430

DT

Attachments

c: John Fisher  
Alan Willis  
Jasmin San Luis

BY \_\_\_\_\_ DEPUTY

CITY CLERK

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RECEIVED  
CITY CLERKS OFFICE

**BOARD REPORT  
CITY OF LOS ANGELES  
DEPARTMENT OF TRANSPORTATION**

✓ 06 – East Valley #10-1677  
Branford St bet. Glenoaks Bl & Woodman  
Av / Ventura Canyon Av

DATE: *March 11,*  
~~January 29,~~ 2010

TO: Board of Transportation Commissioners

**SUBJECT: ORDINANCE APPROVAL - RECOMMENDED SPEED LIMIT REVISION  
FOR BRANFORD STREET BETWEEN GLENOAKS BOULEVARD AND  
WOODMAN AVENUE / VENTURA CANYON AV**

**RECOMMENDATION:**

1. That your Board approve revising the speed limit on Branford Street between San Fernando Road (Southwest Roadway) and Woodman Avenue / Ventura Canyon Avenue from 35 to 40 miles per hour, so as to be able to retain radar enforcement.
2. That your Board recommend to the City Council that they approve the attached City Attorney's draft ordinance amending Section 80.81 of the Los Angeles Municipal Code (L.A.M.C.) to establish the recommended speed limit.
3. That two copies of this report and the draft ordinance be forwarded to the City Clerk for assignment of a council file number and transmittal to the City Council.

**INITIATED BY:**

A speed study was initiated by a request from the Los Angeles Police Department (LAPD) to determine the appropriate speed limit and to permit enforcement by the use of radar.

**DISCUSSION:**

In order for jurisdictions to legally use radar enforcement, the California Vehicle Code requires that the speed limits be re-established every seven years (or ten years following a one-time three year extension) using factual and impartial criteria. These factors include prevailing critical speeds, collision history and the existence of any conditions not readily apparent to motorists. These criteria are intended to provide an objective basis for setting speed limits and precluding speed traps. Speed limits set

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~~January 29,~~ 2010

according to these criteria ensure that the greater majority of reasonable motorists will not be subject to arbitrary citations. \*

An engineering and traffic survey has been completed for Branford Street between Glenoaks Boulevard and Woodman Avenue / Ventura Canyon Avenue as required by California Vehicle Code Section 40802(b), in order to justify enforcement of the speed limit by radar. The attached Engineering Report summarizes the findings of the engineering and traffic survey and the basis for the recommended speed limit. The survey indicated that the existing speed limit of 30 miles per hour for Branford Street between San Fernando Road (Southwest Roadway) and Glenoaks Boulevard is consistent with traffic conditions and roadway characteristics and will facilitate the safe and orderly movement of traffic, and it will be retained. The survey also indicated that a speed limit of 40 miles per hour for Branford Street between San Fernando Road (Southwest Roadway) and Woodman Avenue / Ventura Canyon Avenue is consistent with traffic conditions and roadway characteristics and will facilitate the safe and orderly movement of traffic.

The average critical speed for Branford Street between Glenoaks Boulevard and San Fernando Road (Southwest Roadway) is 35.0 miles per hour. Normally, this critical speed would require that the speed limit be set at 35 miles per hour. The Department of Transportation is recommending a 30 miles per hour speed limit in order to address the following significant roadway conditions that could be considered as not readily apparent to motorists, or that create special problems for bicyclists or pedestrians:

- Unpredictable, intermittently changing roadway widths and jut-outs, combined with the absence of sidewalks or off-street walking paths, and cars that are parked diagonally on private property adjacent to parallel on-street parking; which forces pedestrians to walk in the roadway, and which interferes with driver visibility turning in and out of driveways; and
- Vehicles parked on the shoulder forces pedestrians to walk out from behind parked cars and trucks into the roadway which is just a single lane in each direction, causing drivers to suddenly stop and yield to pedestrians in their portion of the roadway; and
- Combination of parked trucks on the roadway and diagonal parked vehicles on private property just in advance of the numerous jut-outs interferes with the visibility between pedestrians and bicyclists on the roadway, and drivers or pedestrians exiting the driveways.

The accident rate for Branford Street between San Fernando Road (Southwest Roadway) and Glenoaks Boulevard is 2.66 accidents per million vehicle miles; which is 36 percent higher than the overall accident rate of 1.95 accidents per million miles on Branford between Glenoaks Boulevard and Woodman Avenue / Ventura Canyon Avenue and confirms that this segment of Branford Street may not be free from unexpected obstructions as drivers may expect.

*March 11,*  
~~January 29,~~ 2010

The average critical speed for Branford Street between Woodman Avenue / Ventura Canyon Avenue and San Fernando Road (Southwest Roadway) is 39.7 miles per hour. If the current 35 miles per hour speed limit were to be retained for this segment, then 65.0 percent of the motorists would be considered as speed violators. There are no significant roadway conditions for this segment of Branford Street that could be considered as not readily apparent to motorists, or that create special problems for bicyclists or pedestrians. The injury accident rate of 1.95 accidents per million vehicle miles for Branford Street between Glenoaks Boulevard and Ventura Canyon / Woodman Avenue is within the normal range, and substantiates the safety level of the roadway operation within 5 miles per hour of the critical speed. As mentioned above, a disproportionate amount of those accidents occurred on Branford Street between Glenoaks Boulevard and San Fernando Road (Southwest Roadway), outside of this segment where a 40 miles per hour speed limit is being proposed.

#### **COORDINATION:**

LAPD has reviewed the information supporting the proposed speed limit revision and has no objections as stated in their June 1, 2009 response to a Department of Transportation memo dated May 27, 2009. The Department of Transportation sent a letter to Councilmember Tony Cardenas, 6th District, on May 27, 2009, notifying him of the proposed speed limit revisions and the reasons for the changes.

On May 27, 2009, the Department sent letters to the Arleta Neighborhood Council, Pacoima Neighborhood Council, and Sun Valley Area Neighborhood Council, notifying them of the proposed speed limit changes to Branford Street, and the reasons for such an action. On July 20, 2009, the Department of Transportation left a voice message for the Arleta Neighborhood Council advising them of the opportunity to discuss the findings, and to advise them that this matter is to be heard by the Board of Transportation Commissioners. On May 19, 2009, Robert Rouge, a Board Member with the Arleta Neighborhood Council, had left a message with the Department of Transportation that the Arleta Neighborhood Council was having organizational problems and has not been able to manage a quorum since June 2008, and that they were not able to further discuss the proposed speed limits. The Department of Transportation has been unsuccessful in attempts to contact Jim Kallas, President, Arleta Neighborhood Council, on the telephone, as calls to his phone number listed on the directory for the Arleta Neighborhood Council go unanswered and he does not have any voice mail. On July 14, 2009, the Department of Transportation left a voice mail for Rueben Garcia, President of the Pacoima Neighborhood Council offering to meet and discuss the speed limit changes. On July 14, 2009, the Department of Transportation

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January 29, 2010

attended a meeting of the Sun Valley Neighborhood Council and discussed the pending speed limit revisions and answered questions from the group.

Approved by:

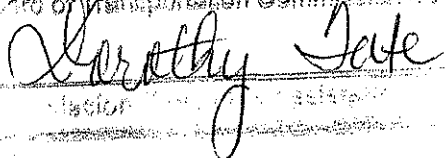
  
RITA L. ROBINSON  
General Manager  
Department of Transportation

Date Signed: 2/4/10

RLR:brg  
Board report\_BranfordSt bet WoodmanVenturaCanyonGlenoaks10

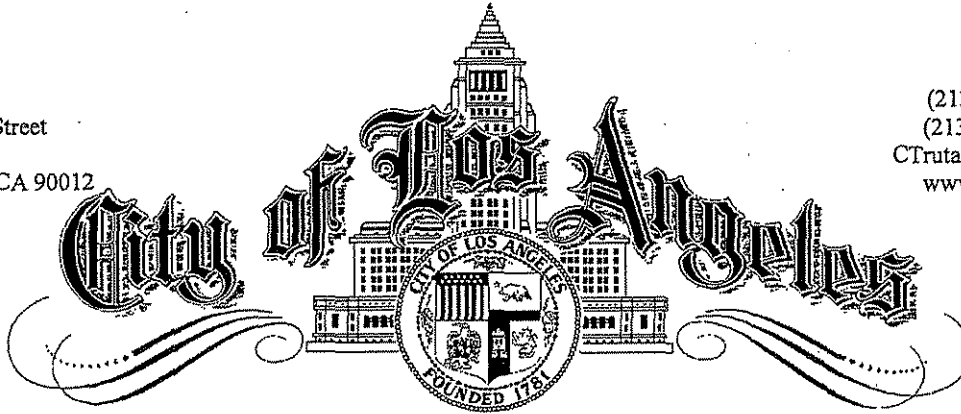
- c: Councilmember Tony Cardenas, 6<sup>th</sup> Council District
- City Clerk (2)
- City Attorney
- Board of Transportation Commissioners (7)
- Captain Phillip Trotter, LAPD
- Survey Section, LADOT
- Carolyn Jackson, LADOT

Attachments

Approved: March 11, 2010  
Board of Transportation Commissioners  
  
Dorothy Tate  
Director

City Hall East  
200 N. Main Street  
Room 800  
Los Angeles, CA 90012

(213) 978-8100 Tel  
(213) 978-8312 Fax  
CTrutanich@lacity.org  
www.lacity.org/atty



**CARMEN A. TRUTANICH**  
City Attorney

October 22, 2009

11/10/09

c: Alan Willis

The Honorable Board of  
Transportation Commissioners  
City of Los Angeles  
100 S. Main Street, 10<sup>th</sup> Floor  
Los Angeles, CA 90012

Pat Sanchez

Note: Received 11/9/09

Re: A Draft Ordinance Amending Section 80.81 of the Los Angeles Municipal Code to Change the Speed Limit on Branford Street in the City of Los Angeles

Honorable Members:

Pursuant to standing instructions from the City Council and the request of the Department of Transportation, this office has prepared and transmits with this letter, approved as to form and legality, a draft of ordinance amending Los Angeles Municipal Code Section 80.81 to establish the speed limit on certain portions of Branford Street in Council District 6, at 30 and 40 miles per hour, in order to ensure radar enforcement. This draft ordinance has been approved by the Los Angeles Police Department as well as by the affected Council Office, completing all requirements of City Council Rule 38.

Should you have any questions, please feel free to contact me at (213) 978-8147.

Sincerely,

CARMEN A TRUTANICH, City Attorney

By

  
SHELLEY ILENE SMITH  
Assistant City Attorney

Transmittal

M:GC:SS: Speed Limit on Branford St Ltr

**ORDINANCE NO. \_\_\_\_\_**

An ordinance amending Section 80.81 of the Los Angeles Municipal Code to change the speed limit on Branford Street in the City of Los Angeles.

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

Section 1. Subdivision B of Subsection (1) of Section 80.81 of the Los Angeles Municipal Code is amended by deleting the following:

On Branford Street from San Fernando Road to Glenoaks Boulevard.

Sec. 2. Subdivision B of Subsection (1) of Section 80.81 of the Los Angeles Municipal Code is amended by adding the following in alphabetical order:

Branford Street between San Fernando Road (Southwest Roadway) and Glenoaks Boulevard.

Sec. 3. Subdivision B of Subsection (2) of Section 80.81 of the Los Angeles Municipal Code is amended by deleting the following:

On Branford Street between the southwesterly line of San Fernando Road and the easterly line of Woodman Avenue.

Sec. 4. Subdivision B of Subsection (3) of Section 80.81 of the Los Angeles Municipal Code is amended by adding the following in alphabetical order:

Branford Street between Woodman Avenue/Ventura Canyon Avenue and San Fernando Road (Southwest Roadway).



Sec. 5. 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 posting 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.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of \_\_\_\_\_.

JUNE LAGMAY, City Clerk

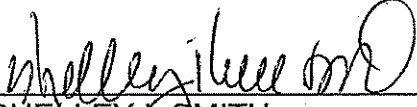
By \_\_\_\_\_ Deputy

Approved \_\_\_\_\_

\_\_\_\_\_  
Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By   
SHELLEY T. SMITH  
Assistant City Attorney

Date 10/23/09

File No. \_\_\_\_\_

## ENGINEERING REPORT

### Engineering and Traffic Survey for

### Branford Street between Glenoaks Boulevard and Woodman Avenue / Ventura Canyon Avenue

Branford Street between Glenoaks Boulevard and Woodman Avenue / Ventura Canyon Avenue is designated as a "Secondary Highway". The segment of Branford Street between Woodman Avenue / Ventura Canyon Avenue and San Fernando Road (Southwest Roadway) is currently posted with a 35 miles per hour speed limit, and Branford Street between San Fernando Road (Southwest Roadway) and Glenoaks Boulevard is posted with a 30 miles per hour speed limit.

#### Branford Street between Woodman Avenue / Ventura Canyon Avenue and San Fernando Road (Southwest Roadway):

Branford Street between Woodman Avenue / Ventura Canyon Avenue and San Fernando Road (Southwest Roadway) has a roadway width that varies from 40 feet to 62 feet, with roadway striping as follows:

- Between the intersection at Woodman Avenue / Ventura Canyon Avenue and Snowden Avenue, the roadway is 60 feet wide, and there are two eastbound lanes, and three westbound lanes (including dual left turn lanes), separated by a double yellow centerline
- Between Snowden Avenue and approximately 600 feet east of Canterbury Avenue, the roadway is 54 to 60 feet wide, and there are two lanes in each direction, a double yellow centerline, and left-turn channelization at the intersections of Snowden Avenue, Dorrington Avenue and Canterbury Avenue
- Between approximately 600 feet east of Canterbury Avenue and about 100 feet east of Beachy Avenue, the roadway is 60 to 62 feet wide, with two lanes in each direction, and a two-way left-turn lane
- From approximately 100 feet east of Beachy Avenue to the east side of the Pacoima Canal, the roadway is 60 feet wide, with two lanes in each direction, separated by a double yellow centerline
- Between the east side of the Pacoima Canal and Amboy Avenue, the roadway is 50 to 60 feet wide, with 2 lanes in each direction, and a double yellow centerline with left-turn channelization at each intersection
- Between Amboy Avenue and approximately 200 feet west of Telfair Avenue, the roadway is 40 to 60 feet wide, with one lane in each direction, and a double yellow centerline with left-turn channelization at each intersection
- From approximately 200 feet west of Telfair Avenue to San Fernando Road (Southwest Roadway), the roadway is 40 to 56 feet

wide, with two eastbound lanes and one westbound lane, and a double yellow centerline with left-turn channelization at each intersection

The roadway is straight, with a grade of between minus two to two percent. The development along the frontage of this segment of Branford Street is a mixture of single family residential, some churches, the Benford Park and Recreation Center, and commercial. On-street parking is allowed for most of this segment, except on the north side between Snowden Avenue and Woodman Avenue / Ventura Canyon Avenue, for various portions between Sharp Avenue and Laurel Canyon Boulevard, on the south side near Amboy Avenue, on the north side between Haddon Avenue and about 200 feet west of Telfair Avenue, and on the south side between 6 PM and 6 AM between Haddon Avenue and San Fernando Road (Southwest Roadway). There is curb, gutter, and sidewalk on both sides of Branford Street for almost the entire segment, except near Amboy Avenue and between Haddon Avenue and Telfair Avenue; however there are flat dirt or asphalt areas that safely accommodate pedestrians without requiring them to walk in the roadway. The curb lane in both directions is wide enough to safely be shared by bicyclists and motorists.

Branford Street between Woodman Avenue / Ventura Canyon Avenue is a distance of approximately 2.24 miles, with an average critical speed of 39.7 miles per hour. The average lower limit of pace is 32.7 miles per hour, and the average median speed is 35.3 miles per hour. According to the requirements for setting speed limits described in the California Manual on Uniform Traffic Control Devices (California MUTCD, Section 2B.13), effective September 26, 2006, the speed limit on this segment of Branford Street should be set at 40 miles per hour, unless there are roadway characteristics that are unexpected to drivers that can justify a 5 miles per hour reduction. A review of field conditions and accident records indicates that there are no observed conditions that objectively could be considered as not readily apparent to motorists. The accident rate for Branford Street between Woodman Avenue / Ventura Canyon Avenue and Glenoaks Boulevard, including this segment, is 1.95 accidents per million-vehicle-miles; which does not indicate a significant accident problem. Accordingly, any speed limit reduction below the proposed 40 miles per hour speed limit would not be justified.

If the current 35 miles per hour speed limit were to be retained, then 65.0 percent of the motorists would be considered as speed violators. In the absence of factors, this high rate of violators would be unreasonable and would not distinguish occasional violators from the majority of reasonable drivers.

Branford Street between San Fernando Road (Southwest Roadway) and Glenoaks Boulevard:

Branford Street between San Fernando Road (Southwest Roadway) and Glenoaks Boulevard has a roadway width that varies from 30 feet to 48 feet, with many jut-outs, with one lane in each direction and a double yellow centerline

This section of roadway consists of a 160-foot long block between San Fernando Road (Southwest Roadway) and San Fernando Road (Northeast Roadway) including the railroad tracks between the two roadways, and a 0.71-mile block between San Fernando Road (Northeast Roadway) and Glenoaks Boulevard. The development along the frontage of this segment is industrial with mostly auto repair, parts, and dismantling facilities, and the Los Angeles County Flood Control Yard by Glenoaks Boulevard. Most of the roadway is unimproved, without curb, gutter, or sidewalks, and just a painted edgeline separates the public roadway from asphalt parking areas of the private businesses. In many instances, the businesses have marked out diagonal parking stalls off-street behind roadway portions where parallel parking is allowed. The abundance of auto repair facilities for this segment has resulted in an oversaturation of the available parking spaces, with large trucks and vehicles parked on the street, and vehicles parked haphazardly adjacent to the roadway but on private property, and pedestrians are all over the street crossing mid-block to their vehicles; which are often parked across the street. Pedestrians are forced to walk in the roadway for most of this segment, except by the Flood Control Yard where there is sidewalk, curb, and gutter. The roadway widths are adequate to accommodate bicyclists and motorists; however for the sections where on-street parking is allowed, pedestrians are often forced to walk in the street to get around parked cars on and off the roadway.

Branford Street between San Fernando Road (Southwest Roadway) and Glenoaks Boulevard is a distance of approximately 0.74 miles, with an average critical speed of 35.0 miles per hour. The average lower limit of pace is 28.0 miles per hour, and the average median speed is 30.0 miles per hour. According to the requirements for setting speed limits described in the California Manual on Uniform Traffic Control Devices (California MUTCD, Section 2B.13), effective September 26, 2006, the speed limit on this segment of Branford Street should be set at 35 miles per hour, unless there are roadway characteristics that are unexpected to drivers that can justify a 5 miles per hour reduction. A reduction of five miles per hour in the recommended speed limit from the MUTCD suggested speed limit of 35 miles per hour to 30 miles per hour is justified for this section of Branford Street between San Fernando Road (Southwest Roadway) and Glenoaks Boulevard due to the unpredictable, intermittently changing roadway widths and jut-outs, combined with absence of sidewalks or off-street walking paths, and cars and trucks that are parked diagonally on

private property adjacent to parallel on-street parking; which forces pedestrians to walk in the streets, and interferes with driver visibility turning in and out of driveways. At locations where vehicles are parked on the shoulder and pedestrians are forced to walk in the street, and with just a single lane in each direction, drivers are forced to suddenly stop and yield to the pedestrians in their portion of the roadway, pedestrians crossing the street to get to parked cars, vehicles exiting driveways, or to oncoming traffic on the narrow sections. The numerous mid-block pedestrian crossings and vehicles entering Branford Street from visually obscured driveways is very unexpected to motorists, who will have little room to maneuver due to the narrow roadway width and single lane of traffic. The problem is most noticeable where there are parked trucks on the roadway and diagonally parked vehicles on the private portion of the roadway, just in advance of a jut-out, which interfere with the visibility between motorists and bicyclists on Branford Street and drivers and pedestrians crossing or turning onto Branford Street from behind the jut-out where the roadway width is increased. For this section of Branford Street between San Fernando Road (Northeast Roadway) and Glenoaks Boulevard, the accident rate is 2.66 accidents per million-vehicle miles, compared to the overall accident rate on the entire segment of Branford Street of 1.95 accidents per million-vehicle miles. This 36 percent increase in the accident rate confirms that this segment of Branford Street may not be free from unexpected obstructions as drivers may expect.

Therefore, for the reasons described above, the Department recommends the following:

- That the existing 35 miles per hour speed limit on Branford Street between Woodman Avenue / Ventura Canyon Avenue and San Fernando Road (Southwest Roadway) be increased to 40 miles per hour, and;
- That the existing 30 Miles Per Hour speed limit posted for Branford Street between San Fernando Road (Southwest Roadway) and Glenoaks Boulevard be retained.

Approved: John E. Fisher Title: Principal Transportation Engineer

Date: May 12, 2009

