

CITY OF TORRANCE

INTEROFFICE COMMUNICATION

DATE: May 20, 2015

TO: Mark Matsuda, Police Chief
FROM: Robert J. Beste, Public Works Director
SUBJECT: Citywide Speed Zone Survey/Engineering and Traffic Surveys

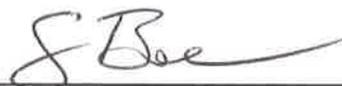
Public Works has reviewed the request from Lt. Mark Underwood (Torrance Police Department – Traffic Division) to consider extending the validity period of the Citywide Speed Zone Survey/Engineering and Traffic Surveys document related to 147 collector and arterial roadway segments within the City of Torrance. A copy of the cover page from the document is enclosed. The document is posted: <http://www.torranceca.gov/10590.htm>

With regard to this request, California Vehicle Code Section 40802 (c) (2) allows the extension from 7 years to 10 years of the applicability of the City's Citywide Speed Zone Survey/Engineering and Traffic Surveys document provided that 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.

Public Works has evaluated the section(s) of the highways and determined that no significant changes in roadway and traffic conditions along the 147 segments within the City of Torrance have occurred since May 20, 2008. Consequently, the Citywide Speed Zone Survey/Engineering and Traffic Surveys document is considered applicable and the existing zone signing for these roadway segments may be continued for an additional 3 years (May 20, 2018).

Questions about our evaluation and/or information contained in the Citywide Speed Zone Survey/Engineering and Traffic Surveys document may be directed to Mr. Ted Semaan, P.E., Engineering Manager-Major Projects. Thank you.

Respectfully,



Craig Bilezerian
Deputy Public Works Director/City Engineer

Enclosures

CITYWIDE SPEED ZONE SURVEY
ENGINEERING AND TRAFFIC SURVEYS

in the

CITY OF TORRANCE

2008

Prepared for

CITY OF TORRANCE

January 2008



TRAFFIC No. 1575

DATE: 1-31-08

Concurred by:

A handwritten signature in black ink, appearing to read "Toufic Semaan".

Toufic (Ted) Semaan

R.C.E. 59226

R.T.E. 2134

Manager Transportation Planning
Development Engineering and
Records Division

Submitted by

**ALBERT
GROVER &
ASSOCIATES**

TRANSPORTATION CONSULTING ENGINEERS

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 one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it 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. "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.