

CITY OF MANHATTAN BEACH

ENGINEERING AND TRAFFIC SURVEY



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INTRODUCTION

This Engineering and Traffic Survey (ET&S) is intended to be the basis for the establishment, revision, and enforcement of speed limits for selected streets within the City of Manhattan Beach. An ET&S is required by the State of California to establish intermediate speed limits on local streets and to enforce those limits using radar or other speed measuring devices. These surveys must be updated every 5, 7 or 10 years to ensure the speeds reflect current conditions as dictated by the California Vehicle Code (CVC). The CVC also requires that the surveys be conducted based on the methodology required by the California Manual on Uniform Traffic Control Devices (CA-MUTCD), Revision 6, dated March 30, 2021.

The ET&S is the document used by the City for the proper posting of speed limits and to enable the Manhattan Beach Police Department to utilize radar or other electronic speed measuring devices for speed enforcement. 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 5 years. The surveys can be extended to 7 years provided the City's police officer(s) have completed a 24-hour radar operator course [CVC 40802(c)(2)(B)(i)(I)]. Additionally, some surveys may be extended to 10 years if a Traffic Engineer certifies that no changes in roadway or traffic conditions have occurred [CVC 40802 (c)(2)(B)(i)(II)]. These provisions assure that posted speed limits are kept reasonably current.

The 2022 ET&S for the City has been conducted in accordance with procedures outlined in the CA-MUTCD and as required by CVC Section 627. The CA-MUTCD further describes three elements of an engineering and traffic survey:

1. Measurement of prevailing speed;
2. Collision 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 typically used to record the prevailing speed of reasonable drivers.

Speed limits are also established to advise drivers of conditions which may not be readily apparent to a reasonable driver. For this reason, collision 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. Unusually short zones of less than one-half mile in length should be avoided to reduce driver confusion.

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.

ELEMENTS OF THE ENGINEERING AND TRAFFIC SURVEY

The CA-MUTCD specifies the methodology to be used for completing an ET&S. This methodology includes an evaluation of current vehicle speeds, collision history and conditions not readily apparent to motorists. The basic elements of this ET&S are discussed in more detail as follows:

Speed Sampling

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, also known as the critical 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 speed limit is established at the nearest 5-mile per hour (mph) increment to the 85th percentile speed, except as shown in the two options as specified by the CVC below.

Options:

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5.
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b).

If a 5 mph reduction has been applied to the speed limit to be posted, then an E&TS shall document in writing the conditions and justification for the lower speed limit. The reasons for the lower speed limit shall be in compliance with CVC Section 627 and 22358.5.

The following examples are provided to explain the application of these speed limit criteria:

- A. Using Option 1 above and first step is to round down: If the 85th percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. As indicated by the option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if conditions and justification for using this lower speed limit are documented in the E&TS.
- B. Using Option 1 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. As indicated by the option, this 35 mph speed limit could be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS.
- C. Using Option 2 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, instead of rounding up to 35 mph, the speed limit can be established at 30 mph, but no further reduction can be applied.

Collision History

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.

A summary of the collision rates for all surveyed street segments is provided in Appendix B.

Conditions 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 critical speed limit. It is important to note that the CA-MUTCD recommends exercising great care when establishing speed limits 5 mph or more below the critical speed.

SURVEY CONDITIONS

SURVEY LOCATIONS

The procedures described below describe the criteria and methods used to survey selected streets within the City of Manhattan Beach. The specific location of the radar speed survey for each street segment was selected after considering the following:

1. Minimum stop sign and traffic signal influence.
2. Minimum visibility restrictions.
3. Non-congested traffic flow away from intersections and driveways.
4. Minimum influence from curves or other roadway conditions that would affect the normal operation of a vehicle.

DATA COLLECTION

Data of existing conditions was obtained including prevailing speed of vehicles, traffic collisions, visibility restrictions, and roadway conditions within the community. Speed data and field reviews were conducted for 57 street segments during June and July 2022.

Speed Data

Radar speed measurements were conducted at 57 locations during June and July 2022. All surveys were conducted in good weather conditions, during off-peak hours on weekdays. The radar unit was operated from an unmarked vehicle to minimize any influence on driver behavior. Typically, a sample size of 100 vehicles or the total samples during a maximum period of 2 hours were obtained for each segment. Traffic speeds in both directions were recorded for individual segments.

Collision Data

Collision data was obtained from the City’s SWITRS electronic collision database. For this study, collision data was used from the latest four years of reported collisions from January 1, 2016 to December 31, 2019. The collision rates for the two segments are expressed in collisions per million vehicle miles (C/MVM). To calculate these rates, 24-hour traffic volumes were collected for each street segment. This information was then entered into the following formula to determine the collision rate:

$$R = \frac{Ax1,000,000}{tx365 \frac{days}{year} xlv}$$

- A = Number of midblock collisions over time period
- R = Collision Rate (collisions/million vehicle miles)
- t = Time Period Covered (in years)
- l = Length of Segment (miles)
- v = Traffic Volume (average daily traffic)

The segment collision rate was then compared to the average statewide collision rate for each segment type. The rates were obtained from the “Collision Data on California State Highways” report published by Caltrans in 2020, and are summarized below:

2020 Statewide Collision Data on California State Highways	
ROADWAY TYPE	EXPECTED COLLISION RATE
2- and 3- Lane	1.29 Collisions per Million Vehicle Miles
4 or More Lane Undivided	1.05 Collisions per Million Vehicle Miles
4 or More Lane Divided	1.07 Collisions per Million Vehicle Miles

Field Review Data

A field review was conducted for each of the selected street segments in the City with consideration for the following factors:

1. Street width and alignment (design speed);
2. Pedestrian activity and traffic flow characteristics;
3. Number of lanes and other channelization and striping patterns;
4. Frequency of intersections, driveways, and on-street parking;
5. Location of stop signs and other regulatory traffic control devices;
6. Visibility obstructions;
7. Land use and proximity to schools;
8. Pedestrian and bicycle usage;
9. Uniformity with existing speed zones and those in adjacent jurisdictions; and
10. Any other unusual condition not readily apparent to the driver.

ANALYSIS

CRITERIA

Survey data was compiled and analyzed to determine the recommended speed limit in accordance with several criteria contained in CA-MUTCD. Some of the criteria used are:

- A. The critical speed or 85th percentile speed is that speed at or below which 85 percent of the traffic is moving. This speed is the baseline value in determining what the majority of drivers believe is safe and reasonable. Speed limits set higher than the critical speed are not considered reasonable and safe. Speed limits set lower than the critical speed make a large number of reasonable drivers "unlawful," and do not facilitate the orderly flow of traffic. The "basic speed limit" is the nearest 5 mph increment to the 85th percentile speed.
- B. The 10 mile per hour (mph) pace speed is the 10 mph increment that contains the highest percentage of vehicles. It is a measure of the dispersion of speeds across the range of the samples surveyed. An accepted practice is to keep the speed limit within the 10 mph pace while considering the critical speed and other factors that might require a speed lower than the critical speed.
- C. The collision rate for each street segment is compared to average collision rates that can be reasonably expected to occur on streets and highways in other jurisdictions, in proportion to the volume of traffic per lane mile. These average collision rates have been developed by the State of California and are considered reasonable for use in the City of Manhattan Beach.

RESULTS AND RECOMMENDATIONS

The Engineering and Traffic Survey Forms, presented in Appendix A, illustrate results of a thorough evaluation of the available data and recommend a speed limit for each street segment surveyed. A complete summary of all recommendations is shown in Table 1. In each case, the recommended speed limit was consistent with the prevailing behavior as demonstrated by the radar speed measurements. Typically, a speed limit in the upper range of the 10-mile pace was selected unless a collision rate significantly higher than expected was discovered or roadway conditions not readily apparent to the driver were identified. Any segments with recommended speed limits 5 mph or more above or below the critical speed are fully explained later in this report.

The Legislature, in adopting Section 22358.5 of the California Vehicle Code (CVC), has made it clear that physical conditions, such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not be the basis for special downward speed zoning. In these cases, the basic speed law (CVC Section 22350) is sufficient to regulate such conditions.

The recommendations contained in this 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.

No changes in existing posted speed limits are proposed for any surveyed segments.

SEGMENTS WITH SPECIAL CONDITIONS

The following segments surveyed had recommended speed limits that were 5 miles per hour (mph) or more below the critical speed due to conditions not readily apparent to the driver. The special conditions for each of these segments is described below.

Segment #1 – Ardmore Avenue – Boundary Place to Manhattan Beach Bl.

This segment currently posted at 30 mph and has two through lanes in each direction between Boundary Place and 1st Street, and two lanes in the northbound direction between 1st Street and Manhattan Beach Boulevard with an ADT of 5,404 vehicles per day. The adjacent land use is residential and open space. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to school pedestrian activity in close proximity to Robinson Elementary School and Veterans Parkway, numerous crosswalks, heavy curb parking and skewed intersections that may not be apparent to unfamiliar drivers as well as to maintain uniformity among adjacent street segments, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 30 mph for the above reasons.

Segment #3 – Ardmore Avenue – 19th Street to Pacific Avenue

This segment currently posted at 30 mph and has one through lane in each direction with an ADT of 4,122 vehicles per day. The adjacent land use is residential and open space. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to school pedestrian activity in close proximity to two schools, numerous crosswalks, heavy parking, and designation as an enhanced bike route that may not be apparent to unfamiliar drivers as well as to maintain uniformity among adjacent street segments, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 30 mph for the above reasons.

Segment #4 - Ardmore Avenue - Pacific Avenue to 33rd Street

This segment is currently posted at 30 mph and has one through lane in each direction with an ADT of 3,627 vehicles per day. The adjacent land use is residential and open space. The critical speed is 33 mph and would normally justify a 35 mph posted speed limit. However, due to the horizontal roadway curvature, on-street parking activity, and constrained visibility of residential driveways, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 30 mph for the above reasons.

Segment #7 - Aviation Boulevard – Artesia Boulevard to 2nd Street

This segment is currently posted at 40 mph and has two through lanes in each direction with an ADT of 33,295 vehicles per day. The adjacent land use is single- and multi-family residential. The critical speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to the limited visibility of driveways and side street traffic caused by the roadway's horizontal curvature and heavy residential density, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 40 mph for the above reasons.

Segment #9 - Aviation Boulevard - Manhattan Beach Boulevard to Marine Avenue

This segment is currently posted at 40 mph and has three through lanes in each direction with an ADT of 37,939 vehicles per day. The adjacent land use is non-fronting residential and industrial. The critical speed is 46 mph and would normally justify a 45 mph posted speed limit. However, due to limited side street visibility (evidenced by frequent accidents involving side street turning movements and through traffic), as well as heavy pedestrian traffic and adjacent park activity, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 40 mph for the above reasons.

Segment #10 – Aviation Boulevard – Marine Avenue to Rosecrans Avenue

This segment is currently posted at 40 mph and has three through lanes in each direction with an ADT of 40,515 vehicles per day. The adjacent land use is industrial, multi-family residential and open space. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to limited side street visibility (evidenced by frequent collisions between street turning movements and through traffic), as well as heavy pedestrian traffic and adjacent park activity, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 40 mph for the above reasons.

Segment #12 - Blanche Road - 24th Street to Rosecrans Avenue

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 3,054 vehicles per day. The adjacent land use is residential. The critical speed is 29 mph and would normally justify a 30 mph posted speed limit. However, due to high residential density and limited side traffic visibility caused by heavy on-street parking demand and shortened residential driveways, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #13 – Highland Avenue – Homer Street to 9th Street

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 4,444 vehicles per day. The adjacent land use is residential. The critical speed is 29 mph and would normally justify a 30 mph posted speed limit. However, due to constrained driveway visibility caused by the vertical grade and heavy on-street parking demand, high pedestrian traffic, high residential density and frequency of mid-block crosswalks, a lower speed limit is prudent. It is recommended that the speed limit be

maintained at 25 mph for the above reasons.

Segment #16 - Highland Avenue - Marine Avenue to Rosecrans Avenue

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 13,901 vehicles per day. The adjacent land use is residential and open space. The critical speed is 30 mph and would normally justify a 30 mph posted speed limit. However, due to higher-than-expected collision rate, constrained driveway visibility caused by vertical grade and heavy on-street parking demand, high pedestrian traffic and frequency of mid-block crosswalks, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #18 – Manhattan Avenue – Homer/35th Street to 9th Street

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 6,913 vehicles per day. The adjacent land use is residential and open space. The critical speed is 28 mph and would normally justify a 30 mph posted speed limit. However, due to heavy pedestrian activity, mid-block crosswalks, heavy on-street parking demand, and designation as an enhanced bike route that may not be apparent to unfamiliar drivers as well as to maintain uniformity among adjacent street segments, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #24 - Manhattan Beach Boulevard - Valley Drive to Pacific Avenue

This segment is currently posted at 30 mph and has one through lane in each direction with an ADT of 14,599 vehicles per day. The adjacent land use is residential and a nearby elementary school. The critical speed is 36 mph and would normally justify a 35 mph posted speed limit. However, due to constrained driveway visibility caused by the vertical grade of the roadway, heavy on-street parking demand, high pedestrian traffic and heavy residential density, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 30 mph for the above reasons.

Segment #26 - Manhattan Beach Boulevard - Sepulveda Boulevard to Peck Avenue

This segment is currently posted at 35 mph and has two through lanes in each direction with an ADT of 22,365 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to the existence of numerous school crossings and limited visibility of unexpected residential driveways caused by heavy on-street parking demand, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 35 mph for the above reasons.

Segment #27 - Manhattan Beach Boulevard - Peck Avenue to Aviation Boulevard

This segment is currently posted at 35 mph and has two through lanes in each direction

with an ADT of 22,984 vehicles per day. The adjacent land use is mixed residential and commercial and open space. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to a high collision rate, limited side traffic visibility caused by heavy on-street parking demand, high pedestrian traffic, adjacent park area activity, and high residential densities, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 35 mph for the above reasons.

Segment #29 - Marine Avenue - Highland Avenue to Valley Boulevard

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 3,276 vehicles per day. The adjacent land use is residential. The critical speed is 28 mph and would normally justify a 30 mph posted speed limit. However, due to limited residential driveway visibility caused by heavy on-street parking demand, designation as an enhanced bike route high residential density, and heavy pedestrian traffic on the roadway, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #30 – Marine Avenue- Ardmore Avenue to Sepulveda Boulevard

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 6,595 vehicles per day. The adjacent land use is residential and open space. The critical speed is 29 mph and would normally justify a 30 mph posted speed limit. However, due to limited residential driveway visibility caused by the vertical grade of the roadway and heavy on-street parking demand, high residential density, heavy pedestrian traffic on the roadway and designation as an enhanced bike route, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #31 - Marine Avenue - Sepulveda Boulevard to Meadows Avenue

This segment is currently posted at 35 mph and has two through lane in each direction with an ADT of 16,025 vehicles per day. The adjacent land use is commercial and non-fronting residential. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to the limited side street traffic visibility caused by the vertical grade of the roadway and designation as an enhanced bike route, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 35 mph for the above reasons.

Segment #32 - Marine Avenue - Meadows Avenue to Aviation Boulevard

This segment is currently posted at 35 mph and has two through lanes in each direction with an ADT of 16,390 vehicles per day. The adjacent land use is residential and open space. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to the limited residential driveway visibility of the south side of Marine Avenue caused by the vertical grade of the roadway, designation as an enhanced bike route and heavy on-street parking demand, as well as adjacent open

park activity along the north side of Marine Avenue, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 35 mph for the above reasons.

Segment #33 - Meadows Avenue - Artesia Boulevard to 2nd Street

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 3,277 vehicles per day. The adjacent land use is residential and a high school. The critical speed is 32 mph and would normally justify a 30 mph posted speed limit. However, due to high residential density, numerous school crossings, high pedestrian traffic (particularly near Mira Costa Elementary School), designation as an enhanced bike route and moderate visibility constraints caused by the vertical grade of the roadway, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #34 - Meadows Avenue - 2nd Street to Manhattan Beach Boulevard

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 2,599 vehicles per day. The adjacent land use is residential. The critical speed is 28 mph and would normally justify a 30 mph posted speed limit. However, due to visibility constraints of residential driveways and side street traffic caused by the vertical grade, designation as an enhanced bike route and heavy on-street parking demand, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #35 - Meadows Avenue - Manhattan Beach Boulevard to Marine Avenue

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 1,995 vehicles per day. The adjacent land use is residential and an elementary school. The critical speed is 28 mph and would normally justify a 30 mph posted speed limit. However, due to heavy pedestrian traffic, school crosswalks near Meadows Elementary School, to the narrow roadway that requires crossing into the opposing lane, designation as an enhanced bike route and limited residential driveway visibility caused by heavy on-street parking demand, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #36 - Pacific Avenue - 5th Street to Manhattan Beach Boulevard

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 1,185 vehicles per day. The adjacent land use is residential and open space. The critical speed is 29 mph and would normally justify a 30 mph posted speed limit. However, due to limited residential driveway visibility caused by the vertical grade of the roadway and heavy on-street parking demand, narrow roadway width and designation as an enhanced bike route, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #37 – Pacific Avenue – Manhattan Beach Boulevard to 17th Street

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 3,084 vehicles per day. The adjacent land use is residential and an elementary school. The critical speed is 28 mph and would normally justify a 30 mph posted speed limit. However, due to high pedestrian activity in close proximity to two schools, numerous crosswalks, heavy parking demand, and designation as an enhanced bike route, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #39 - Pacific Avenue - Valley Drive to Rosecrans Avenue

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 3,043 vehicles per day. The adjacent land use is residential. The critical speed is 30 mph and would normally justify a 30 mph posted speed limit. However, due to visibility constraints caused by shortened driveways, heavy on-street parking demand and variations in the vertical profile, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #41 - Peck Avenue - 2nd Street to Manhattan Beach Boulevard

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 1,446 vehicles per day. The adjacent land use is residential. The critical speed is 28 mph and would normally justify a 30 mph posted speed limit. However, due to limited residential driveway visibility caused by the vertical grade of the roadway, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #44 - Redondo Avenue - Artesia Boulevard to 2nd Street

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 1,817 vehicles per day. The adjacent land use is residential. The critical speed is 32 mph and would normally justify a 30 mph posted speed limit. However, due to the narrow roadway that requires crossing into the opposing lane, limited residential driveway visibility caused by vertical slopes and heavy on-street parking demand and designation as an enhanced bike route, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #46 - Redondo Avenue - Manhattan Beach Boulevard to Marine Avenue

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 3,120 vehicles per day. The adjacent land use is residential and open space. The critical speed is 32 mph and would normally justify a 30 mph posted speed limit. However, due to the narrow roadway that requires crossing into the opposing lane, adjacent open park activity, the presence of heavy pedestrian traffic (particularly in the school zone) and designation as an enhanced bike route, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #48 - Rosecrans Avenue - Highland Avenue to Blanche Road

This segment is currently posted at 35 mph and has two through lanes in each direction with an ADT of 15,844 vehicles per day. The adjacent land use is mixed residential, commercial and industrial. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to limited driveway visibility caused by the horizontal curvature of the roadway in combination with heavy on-street parking demand, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 35 mph for the above reasons.

Segment #49 – Rosecrans Avenue – Blanche Road to Sepulveda Boulevard

This segment is currently posted at 40 mph and has one through lane in each direction with an ADT of 19,143 vehicles per day. The adjacent land use is residential and industrial. The critical speed is 47 mph and would normally justify a 45 mph posted speed limit. However, due to limited driveway and side street visibility caused by the vertical grade of the roadway in combination with heavy on-street parking demand, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 40 mph for the above reasons.

Segment #50 - Rosecrans Avenue - Sepulveda Boulevard to Market Place

This segment is currently posted at 40 mph and has three through lanes in each direction with an ADT of 36,681 vehicles per day. The adjacent land use is commercial. The critical speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to the presence of commercial driveways and truck traffic, and to maintain speed limit continuity with adjacent segments, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 40 mph for the above reasons.

Segment #52 – 2nd Street – Sepulveda Boulevard to Peck Avenue

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 3,870 vehicles per day. The adjacent land use is residential. The critical speed is 30 mph and would normally justify a 30 mph posted speed limit. However, due to school pedestrian activity in close proximity to an elementary school, numerous crosswalks, heavy parking demand, blind driveways, and to maintain speed uniformity among adjacent street segments, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #53 - 2nd Street - Peck Avenue to Aviation Boulevard

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 2,778 vehicles per day. The adjacent land use is residential and open space. The critical speed is 28 mph and would normally justify a 30 mph posted speed limit. However, due to the moderate school pedestrian traffic near Peck Avenue, and limited residential driveway visibility caused by existing on-street parking activity and narrow road widths, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #54 - Valley Drive - Boundary Place to 10th Street

This segment is currently posted at 30 mph and has one through lane in each direction south of 1st Street and two southbound through lanes north of 1st Street with an ADT of 5,940 vehicles per day. The adjacent land use is residential and open space. The critical speed is 36 mph and would normally justify a 35 mph posted speed limit. However, due to heavy pedestrian traffic along the west side of Valley Drive and visibility constraints of side street and residential driveway traffic caused by heavy on-street parking demand, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 30 mph for the above reasons.

Segment #55 - Valley Drive - 10th Street to 13th Street

This segment is currently posted at 25 mph and has two southbound through lane in each direction with an ADT of 6,559 vehicles per day. The adjacent land use is mixed residential, commercial and open space. The critical speed is 28 mph and would normally justify a 30 mph posted speed limit. However, due to heavy pedestrian traffic, limited residential driveway visibility caused by the horizontal curvature of the roadway, and heavy on-street parking demand along the west side of Valley Drive, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #56 - Valley Drive - 13th Street to Blanche Road

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 7,273 vehicles per day. The adjacent land use is public services, residential and open space. The critical speed is 28 mph and would normally justify a 30 mph posted speed limit. However, due to proximity to the fire station, visibility constraints of crossing pedestrians caused by the horizontal curvature of the roadway, diagonal parking, and high pedestrian traffic volumes near Live Oak Park and Joselyn Center, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 25 mph for the above reasons.

Segment #57 - Valley Drive - Blanche Road to Sepulveda Boulevard

This segment is currently posted at 30 mph and has one through lane in each direction with an ADT of 5,520 vehicles per day. The adjacent land use is residential and open space. The critical speed is 35 mph and would normally justify a 35 mph posted speed limit. However, due to limited driveway and side-street visibility caused by vertical grade and horizontal curves, heavy on-street parking demand along the west side, and heavy pedestrian volumes, a lower speed limit is prudent. It is recommended that the speed limit be maintained at 30 mph for the above reasons.

Table 2

Summary of Recommendations

No. Street	Segment	Posted Speed Limit	Critical Speed	Recom. Speed Limit	Comments	
1	Ardmore Avenue	Boundary Pl. to Manhattan Beach Bl.	30	36	30	Option 1*
2	Ardmore Avenue	Manhattan Beach Bl. to 19th St.	30	30	30	Nearest 5 MPH
3	Ardmore Avenue	19th St. to Pacific Ave.	30	37	30	Option 1*
4	Ardmore Avenue	Pacific Ave. to 33rd St.	30	33	30	Option 2"
5	Artesia Boulevard	Sepulveda Bl. to Peck Ave.	40	41	40	Nearest 5 MPH
6	Artesia Boulevard	Peck Ave. to Aviation Way	40	40	40	Nearest 5 MPH
7	Aviation Boulevard	Artesia Bl. to 2nd St.	40	43	40	Option 2*
8	Aviation Boulevard	2nd St. to Manhattan Beach Bl.	40	42	40	Nearest 5 MPH
9	Aviation Boulevard	Manhattan Beach Bl. to Marine Ave.	40	46	40	Option 1*
10	Aviation Boulevard	Marine Ave. to Rosecrans Ave.	40	44	40	Option 2*
11	Blanche Road	Valley Dr. to 24th St.	25	26	25	Nearest 5 MPH
12	Blanche Road	24th St. to Rosecrans Ave.	25	29	25	Option 2*
13	Highland Avenue	Homer St. to 9th St.	25	29	25	Option 2*
14	Highland Avenue	9th St. to 15th St.	25	20	25	Nearest 5 MPH
15	Highland Avenue	15th St. to Marine Ave.	25	26	25	Nearest 5 MPH
16	Highland Avenue	Marine Ave. to Rosecrans Ave.	25	30	25	Option 1*
17	Highland Avenue	Rosecrans Ave. to 45th St.	30	32	30	Nearest 5 MPH
18	Manhattan Avenue	Homer St./35th St. to 9th St.	25	28	25	Option 2*
19	Manhattan Avenue	9th St. to 15th St.	25	18	25	CVC 22352(b)
20	Manhattan Avenue	Marine Ave. to 27th St.	25	26	25	Nearest 5 MPH
21	Manhattan Avenue	27th St. to Rosecrans Ave.	25	27	25	Nearest 5 MPH
22	Manhattan Beach Bl.	Ocean Dr. to Highland Ave.	25	20	25	CVC 22352(b)
23	Manhattan Beach Bl.	Highland Ave. to Valley Dr.	25	21	25	CVC 22352(b)
24	Manhattan Beach Bl.	Valley Dr. to Pacific Ave.	30	36	30	Option 1*
25	Manhattan Beach Bl.	Pacific Ave. to Sepulveda Bl.	35	35	35	Nearest 5 MPH
26	Manhattan Beach Bl.	Sepulveda Bl. to Peck Ave.	35	42	35	Option 1*
27	Manhattan Beach Bl.	Peck Ave. to Aviation Bl.	35	42	35	Option 1*
28	Marine Avenue	Ocean Dr. to Highland Ave.	25	23	25	Nearest 5 MPH
29	Marine Avenue	Highland Ave. to Valley Dr.	25	28	25	Option 2*
30	Marine Avenue	Ardmore Ave. to Sepulveda Bl.	25	29	25	Option 2*

* See "Segments with Special Conditions" Section for Comments

Table 2 (Continued)

Summary of Recommendations

No. Street	Segment	Posted Speed Limit	Critical Speed	Recom. Speed Limit	Comments
31 Marine Avenue	Sepulveda Bl. to Meadows Ave.	35	41	35	Option 1*
32 Marine Avenue	Meadows Ave. to Aviation Bl.	35	42	35	Option 1*
33 Meadows Avenue	Artesia Bl. to 2nd St.	25	32	25	Option 1*
34 Meadows Avenue	2nd St. to Manhattan Beach Bl.	25	28	25	Option 2*
35 Meadows Avenue	Manhattan Beach Bl. to Marine Ave.	25	28	25	Option 2*
36 Pacific Avenue	5th St. to Manhattan Beach Blvd.	25	29	25	Option 2*
37 Pacific Avenue	Manhattan Beach Bl. to 17th St.	25	28	25	Option 2*
38 Pacific Avenue	17th St. to Marine Ave.	25	26	25	Nearest 25 MPH
39 Pacific Avenue	Valley Dr. to Rosecrans Ave.	25	30	25	Option 1*
40 Peck Avenue	Artesia Bl. to 2nd St.	25	27	25	Nearest 25 MPH
41 Peck Avenue	2nd St. to Manhattan Beach Bl.	25	28	25	Option 2*
42 Peck Avenue	Manhattan Beach Bl. to 12th St.	25	23	25	Nearest 25 MPH
43 Peck Avenue	18th St. to Marine Ave.	25	19	25	CVC 22352(b)
44 Redondo Avenue	Artesia Bl. to 2nd St.	25	32	25	Option 1*
45 Redondo Avenue	2nd St. to Manhattan Beach Bl.	25	22	25	CVC 22352(b)
46 Redondo Avenue	Manhattan Beach Bl. to Marine Ave.	25	32	25	Option 1*
47 Rosecrans Avenue	Ocean Dr. to Highland Ave.	25	25	25	Nearest 5 MPH
48 Rosecrans Avenue	Highland Ave. to Blanche Rd.	35	41	35	Option 1*
49 Rosecrans Avenue	Blanche Rd. to Sepulveda Bl.	40	47	40	Option 1*
50 Rosecrans Avenue	Sepulveda Bl. to Market Pl.	40	43	40	Option 2*
51 Rosecrans Avenue	Market Pl. to Aviation Bl.	40	36	40	Consistency with adj. seg.
52 2nd Street	Sepulveda Bl. to Peck Ave.	25	30	25	Option 1*
53 2nd Street	Peck Ave. to Aviation Bl.	25	28	25	Option 2*
54 Valley Drive	Boundary Pl. to 10th St.	30	36	30	Option 1*
55 Valley Drive	10th St. to 13th St.	25	28	25	Option 2*
56 Valley Drive	13th St. to Blanche Rd.	25	28	25	Option 2*
57 Valley Drive	Blanche Rd. to Sepulveda Bl.	30	35	30	Option 1*

** = 25 mph when children are present

* See "Segments with Special Conditions" Section for Comments

** = 25 mph when children are present

LEGISLATIVE REFERENCES

APPLICABLE SECTIONS OF CALIFORNIA VEHICLE CODE

Engineering and Traffic Survey

Section 627.

- (a) *“Engineering and traffic survey,”* as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.
- (b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:
 - (1) Prevailing speeds as determined by traffic engineering measurements.
 - (2) Collision records.
 - (3) Highway, traffic, and roadside conditions not readily apparent to the driver.
- (c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:
 - (1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
 - a. Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
 - b. Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
 - c. The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).
 - (2) Pedestrian and bicyclist safety.

Uniform Standards

Section 21400.

- (a) (1) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.

(2) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning signs, lights, and devices to be placed highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.

(3) Only those signs, lights, and devices as are provided for in this section shall be placed upon a highway to warn traffic of work that is being performed on the highway.

(4) Control devices or markings installed upon traffic barriers on or after January 1, 1984, shall conform to the uniform standards and specifications required by this section.

(b) The Department of Transportation shall revise the California Manual on Uniform Traffic Control Devices, as it read on January 1, 2012, to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment, but then the Department of Transportation or a local authority shall not reduce the speed limit any further for any reason.

Amended Sec. 2, Ch. 528, Stats. 2011. Effective January 1, 2012.

Basic Speed Law

Section 22350.

No person shall drive a vehicle upon 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.

Speed Law Violations

Section 22351.

- (a) The speed of any vehicle upon a highway not in excess of the limits specified in Section 22352 or established as authorized in this code is lawful unless clearly proved to be in violation of the basic speed law.
- (b) The speed of any vehicle upon a highway in excess of the prima facie speed limits in Section 22352 or established as authorized in this code is prima facie unlawful unless the defendant establishes by competent evidence that the speed in excess of said limits did not constitute a violation of the basic speed law at the time, place and under the conditions then existing.

Prima Facie Speed Limits

Section 22352.

The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

- (a) Fifteen miles per hour:

- (1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along such railway. This subdivision does not apply in the case of any

railway grade crossing where a human flagman is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways, if during the last 100 feet of the driver's approach to the intersection, the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(c) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

Increase of Local Speed Limits to 65 Miles Per Hour

Section 22357.

(a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55 or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except

upon the basis of an engineering and traffic survey. This section does not apply to any 25 mile per hour prima facie limit, which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens.

- (b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

Downward Speed Zoning

Section 22358.5.

It is the intent of the Legislature that physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning, as the basic rule of Section 22350 is sufficient regulation as to such conditions.

Boundary Line Streets

Section 22359.

With respect to boundary line streets and highways where portions thereof are within different jurisdictions, no ordinance adopted under Sections 22357 and 22358 shall be effective as to any such portion until all authorities having jurisdiction of the portions of the street concerned have approved the same. This section shall not apply in the case of boundary line streets consisting of separate roadways within different jurisdictions.

Speed Trap Prohibition

Section 40801.

No peace officer or other person shall use a speedtrap in arresting, or participating or assisting in the arrest of, any person for any alleged violation of this code nor shall any speed trap be used in securing evidence as to the speed of any vehicle for the purpose of an arrest or prosecution under this code.

Speed Trap

Section 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 object. 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 mile of a uninterrupted length. Interruptions shall include official traffic control devices 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 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 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.

Speed Trap Evidence

Section 40803.

- (a) No evidence as to the speed of a vehicle upon a highway shall be admitted in any court upon the trial of any person in any prosecution under this code upon a charge involving the speed of a vehicle when the evidence is based upon or obtained from or by the maintenance or use of a speedtrap.
- (b) In any prosecution under this code of a charge involving the speed of a vehicle, where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects, the prosecution shall establish, as part of its prima facie case, that the evidence or testimony presented is not based upon a speed trap as defined in paragraph (2) of subdivision (a) of Section 40802.
- (c) When a traffic and engineering survey is required pursuant to paragraph (2) of subdivision (a) of Section 40802, evidence that a traffic and engineering survey has been conducted within five years of the date of the alleged violation or evidence that the offense was committed on a local street or road as defined in paragraph (2) of subdivision (a) of Section 40802 shall constitute a prima facie case that the evidence or testimony is not based upon a speed trap as defined in paragraph (2) subdivision (a) of Section 40802.