

**CITY OF ROLLING HILLS ESTATES  
LOS ANGELES COUNTY, CALIFORNIA  
RESOLUTION NO. 2475**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROLLING HILLS  
ESTATES ADOPTING THE 2021 ENGINEERING AND TRAFFIC SURVEY AND  
READOPTING THE EXISTING SPEED LIMITS IN CERTAIN SPECIAL SPEED ZONES**

THE CITY COUNCIL OF THE CITY OF ROLLING HILLS ESTATES RESOLVES AS FOLLOWS:

Section 1. Findings. The City Council finds as follows:

A. Section 40802 of the California Vehicle Code (CVC) states that a section of a highway or street is a "speed trap" if the prima facie speed limits are not justified by an engineering and traffic survey conducted within specified time periods, and the speed limit is enforced by the use of radar or any other electronic device for measuring the speed of moving objects.

B. Evidence of a speeding violation based on a speed trap is inadmissible in court (CVC § 40803).

C. The most recent Engineering and Traffic Survey for the City was last completed in 2014 and expired in February 2021.

D. The City Council wishes to ensure that traffic speeds throughout the city are kept at a safe level given the conditions that exist on certain streets.

E. The City Council wishes to use electronic speed measurement equipment for speed enforcement on these certain streets.

F. Pursuant to Vehicle Code sections 627, 22357 and 22358, the City may increase or decrease local prima facie speed limits by ordinance or resolution.

G. Pursuant to Chapter 10.12 of the Rolling Hills Estates Municipal Code, a resolution establishing speed limits must be adopted if any increases or decreases in speed limits are to be established following the completion of the Engineering and Traffic Survey.

H. The California Manual on Uniform Traffic Control Devices provides that the policy to be used in the State of California for setting speed limits is that the posted speed must be established at the nearest 5 mph increments of the 85th-percentile speed of free-flowing traffic.

I. The California Manual on Uniform Traffic Control Devices further provides that posted speed limits may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with Vehicle Code Sections 627 and 22348.5.

J. The California Manual on Uniform Traffic Control Devices also provides that for cases in which the nearest 5 mph increment of the 85th-percentile speed would require 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 (Vehicle Code section 21400(B)).

K. The purpose of the Engineering and Traffic Survey is to document the special conditions and justifications for the recommended speed limits within a jurisdiction and is approved by a registered Civil or Traffic Engineer.

L. The enforcement of speed limits by the use of radar is necessary in order to protect the safety of the residents of the City of Rolling Hills Estates.

M. Pursuant to sections 10.12.010, 10.12.020 and 10.12.030 of the Rolling Hills Estates Municipal Code and applicable State law, the speed permitted by State law upon certain streets is necessary for safe operation of vehicles thereon as determined on the basis of an Engineering and Traffic Survey.

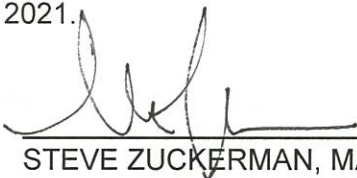
Section 2. Adoption of the 2021 Engineering and Traffic Survey. The Engineering and Traffic Survey, dated May 2021, containing the findings and determinations of a registered Traffic Engineer is hereby adopted as the official Engineering and Traffic Survey of the City and a copy will be maintained on file in the Office of the City Clerk at all times, and a certified copy will be disseminated to the County of Los Angeles Municipal and Superior Courts.

Section 3. Adoption of Special Speed Zones. A "Summary of Recommendations" for special speed zones within the City based on the 2021 Engineering and Traffic Survey is attached to this Resolution as Exhibit A. As set forth in the Summary of Recommendations, there are no increases or decreases proposed to the existing speed limits within these special speed zones for the reasons stated. Accordingly, the existing speed limits within these special speed zones will be maintained and are hereby re-adopted.

Section 4. Effective Date. This Resolution will take effect on May 25, 2021.

Section 5. Certification. The City Clerk is directed to certify to the passage of this Resolution and enter it into the book of original resolutions.

APPROVED AND ADOPTED this 25<sup>th</sup> day of May 2021.

  
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STEVE ZUCKERMAN, MAYOR

ATTEST:

  
\_\_\_\_\_  
CARRIE GALLAGHER, INTERIM CITY CLERK

I HEREBY CERTIFY that the foregoing Resolution No. 2475 was duly and regularly adopted by the City Council of the City of Rolling Hills Estates at a regular meeting held thereof on the 25<sup>th</sup> day of May 2021, by the following vote:

AYES: STEGURA, SCHMITZ, HUFF, ZERUNYAN, ZUCKERMAN  
NOES: NONE  
ABSENT: NONE  
ABSTAIN: NONE

  
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CARRIE GALLAGHER, INTERIM CITY CLERK

EXHIBIT A

TABLE 1													
SUMMARY OF RECOMMENDATIONS													
No.	Street	From	To	Dist. (mi.)	ADT	Accident Rate***		Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments
						Exp.	Act.						
1	CRENSHAW BOULEVARD	PALOS VERDES DRIVE NORTH	NORTH CITY LIMIT	0.2	30,426	0.98	0.45	45	45	37-46	82 %	45	Closest to 85th Speed
2	CRENSHAW BOULEVARD	INDIAN PEAK ROAD	SILVER SPUR ROAD	0.38	24,385	0.91	0.00	45	48	39-48	71 %	45	California MUTCD Option 2
3	DEEP VALLEY DRIVE	DRYBANK DRIVE	ROXCOVE DRIVE	0.26	1,764	1.60	1.99	25	26	17-26	81 %	25	Closest to 85th Speed
4	DEEP VALLEY DRIVE	ROXCOVE DRIVE	SILVER SPUR ROAD	0.24	1,737	1.60	4.38	25	26	18-27	83 %	25	Closest to 85th Speed
5	HAWTHORNE BOULEVARD	INDIAN PEAK ROAD	SILVER SPUR ROAD	0.22	21,542	0.98	0.58	35 **	38	29-38	76 %	35 **	California MUTCD Option 2
6	HAWTHORNE BOULEVARD	SOUTH CITY LIMIT	PALOS VERDES DRIVE N	0.61	34,667	0.91	0.17	45	48	39-48	74 %	45	California MUTCD Option 2
7	HAWTHORNE BOULEVARD	PALOS VERDES DRIVE NORTH	NORTH CITY LIMIT	0.64	25,537	0.91	0.34	45	48	38-47	70 %	45	California MUTCD Option 2
8	HIGHRIDGE ROAD	CREST ROAD	CRESTRIDGE ROAD	0.64	4,019	1.60	0.00	35 **	39	28-37	71 %	35 **	California MUTCD Option 2

\* See "Segments with Special Conditions" Section for Comments  
 \*\* 25 mph when children are present

\*\*\* Accident rate units: Collisions per One Million Vehicle Miles

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						Exp.	Act.						
9	HIGHRIDGE ROAD	CRESTRIDGE ROAD	NORTH CITY LIMIT	0.42	5,573	1.60	0.00	35	39	29-38	75 %	35	California MUTCD Option 2
10	INDIAN PEAK ROAD	CRENSHAW BOULEVARD	NORRIS CENTER DRIVE	0.42	4,102	1.60	0.53	40	43	32-41	69 %	40	California MUTCD Option 2
11	INDIAN PEAK ROAD	NORRIS CENTER DRIVE	HAWTHORNE BOULEVARD	0.4	4,607	0.93	0.00	40	43	33-42	71 %	40	California MUTCD Option 2
12	PALOS VERDES DRIVE EAST	SOUTH CITY LIMIT	PALOS VERDES DRIVE NORTH	0.62	17,894	1.60	0.00	40	44	36-45	72 %	40	California MUTCD Option 2
13	PALOS VERDES DRIVE EAST	PALOS VERDES DRIVE NORTH	NORTH CITY LIMIT	1.01	9,725	1.60	0.09	40	43	35-44	74 %	40	California MUTCD Option 2
14	PALOS VERDES DRIVE NORTH	EAST CITY LIMIT	PALOS VERDES DRIVE EAST	0.5	33,100	0.91	0.11	45	47	37-46	73 %	45	Closest to 85th Speed
15	PALOS VERDES DRIVE NORTH	PALOS VERDES DRIVE EAST	ROLLING HILLS ROAD	1.11	26,479	1.60	0.75	40 **	43	34-43	77 %	40 **	California MUTCD Option 2
16	PALOS VERDES DRIVE NORTH	ROLLING HILLS ROAD	CRENSHAW BOULEVARD	0.64	21,853	1.60	0.91	40 **	41	33-42	84 %	40 **	Closest to 85th Speed

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						Exp.	Act.						
17	PALOS VERDES DRIVE NORTH	CRENSHAW BOULEVARD	HAWTHORNE BOULEVARD	0.5	18,004	1.60	0.51	40 **	39	30-39	84 %	40 **	Closest to 85th Speed
18	PALOS VERDES DRIVE NORTH	HAWTHORNE BOULEVARD	SILVER SPUR ROAD	0.39	15,255	1.60	0.00	35	39	31-40	87 %	35	California MUTCD Option 2
19	PALOS VERDES DRIVE NORTH	SILVER SPUR ROAD	NORTH CITY LIMIT	0.41	12,112	1.60	0.00	35	37	28-37	82 %	35	Closest to 85th Speed
20	ROLLING HILLS ROAD	PALOS VERDES DRIVE N	NORTH CITY LIMIT	0.7	7,745	1.60	0.67	35 **	41	32-41	75 %	35 **	*
21	SILVER SPUR ROAD	PALOS VERDES DRIVE N	KINGSPINE ROAD	0.48	14,844	1.60	0.00	40	43	34-43	73 %	40	California MUTCD Option 2
22	SILVER SPUR ROAD	KINGSPINE ROAD	ELKMONT ROAD	0.37	19,494	1.44	0.00	40	42	33-42	74 %	40	Closest to 85th Speed
23	SILVER SPUR ROAD	HAWTHORNE BOULEVARD	DRYBANK DRIVE	0.38	14,186	0.91	0.00	35	39	29-38	76 %	35	California MUTCD Option 2
24	SILVER SPUR ROAD	DRYBANK DRIVE	CRENSHAW BOULEVARD	0.51	12,391	0.91	0.14	35	41	32-41	73 %	35	*

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## EXHIBIT A

### **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. Each segment is discussed below.

#### **Segment #20 – Rolling Hills Road – Palos Verdes Drive North to North City Limit**

This segment is currently posted at 35 mph and has 1 through lane in each direction undivided with an ADT of 7,745 vehicles per day. The adjacent land use is residential and a school area. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to equestrian use and moderate pedestrian traffic, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

#### **Segment #24 – Silver Spur Road – Drybank Drive to Crenshaw Boulevard**

This segment is currently posted at 35 mph and has 2 through lanes in each direction divided by medians with an ADT of 12,391 vehicles per day. The adjacent land use is commercial and multi residential. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to moderate pedestrian traffic and to maintain uniformity between adjacent street segments, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.