STAFF REPORT

Meeting Date: June 17, 2014

To: Honorable Mayor & City Council

From: Mahdi Aluzri, Assistant City Manager
Susan Healy Keene, AICP, Director of Community Development

Subject: Trousdale Area Traffic Safety Recommendations

Attachments:
1. Trousdale Area Traffic Study by Fehr & Peers
2. Letter from New Day Development
3. Meeting Notice

INTRODUCTION

This report transmits the Trousdale Area Traffic Safety study prepared by Fehr & Peers and their recommendations. The City Council/Traffic & Parking Commission Liaison Committee will hold a meeting regarding Trousdale Traffic Safety at 9 am on June 17 and will provide their recommendations at the afternoon study session. While the report covers several traffic safety issues, the immediate focus is on truck safety treatments.

DISCUSSION

On May 9, 2014, the City issued a Stop Work Order in the Trousdale area for construction-related heavy hauling pick-up and delivery of materials for thirty days or until measures could be developed to protect against further collisions involving heavy hauling construction vehicles. The Stop Work Order was issued after three collisions involving heavy hauling construction vehicles occurred on Loma Vista Drive in just over two months..

On May 15, 2014, the City Council/Traffic & Parking Commission Liaison Committee reviewed recommendations to address traffic safety in the Trousdale area and accepted public comment. The recommendations included development of a detailed, construction-site specific hauling plan and a comprehensive traffic safety study conducted by Fehr & Peers, a traffic engineering firm.

The City Council reviewed the City Council/Traffic & Parking Commission Liaison Committee recommendations on May 20, 2014.

Fehr & Peers submitted the Trousdale Area Traffic Study Report public draft on June 6, 2014. The report includes 32 "treatment" options to address 1) traffic volume, 2) truck safety, 3) vehicle safety and 4) vehicle speed. Treatment options are further categorized by "timeline to implement" and "benefit level." Page 13 of the report provides their recommended actions regarding truck safety treatments. Please note that, subsequent to the issuance of the report, the City Attorney's Office advised that item #22 (declare primary streets as construction zones) can only be implemented on certain State highways, not on local streets.

Meeting with Trousdale Homeowner's Association

On June 4, 2014, prior to release of the Trousdale Area Traffic Study Report, Steve Brown, Principal in charge of Fehr & Peers southern California region, provided a preview of treatment options included in the report to the Trousdale Estates Homeowners' Association. Approximately 15 residents attended the meeting. Below are the treatment options generally favored by the Homeowners' Association. Reference numbers refer to the treatment options outlined in the Fehr & Peers report.

- Require off street parking for construction vehicles (1)
- Require haul routes for construction-related trucks (3)
- Require exhaust breaks on all construction-related trucks, acknowledging the associated increased noise (4)
- Require contractors to submit traffic control plans prior to permit approval (6)
- Provide 24-hour phone line for residents and security in the area to notify City of non-compliant trucks (11)
- Limit construction-related truck trips to weekdays between 9:30 and 2:30 (12)
- Reduce loaded vehicle weight limit for trucks associated with construction to 50,400 lbs. (14)
- Provide annual commercial inspections by City (18)
- Use license plate recognition cameras to identify "cut-thru" trucks (19)
- Hold contractor responsible for violations
- Post "No Passing" signs

Other issues raised by representatives of the Homeowners' association included:

- Concerns that construction related trash and debris be removed
- Emphasis that vehicle speeding and cut-through traffic be addressed in addition to truck safety
- Pros and cons of placing stop sign(s) on Loma Vista
- Consideration of staggering construction and/or limits on size of basement construction
- Making streets in Trousdale "private" not feasible

Meeting with Contractors

Staff convened a meeting with contractors in the area on June 10, 2014 and presented the Fehr & Peer recommendations that apply to truck safety. Approximately 40 contractors and residents attended the meeting. The attendees generally supported the following measures:

- Require off street parking for construction vehicles (1)
- Require haul routes for construction-related trucks (3)

- Provide annual commercial inspections by City (18)

Attendees overall had concern about Fehr & Peers recommendations related to:

- Limit construction-related truck trips to weekdays between 9:30 and 2:30 (12)
- 48-hour notice of construction trucks over 26,000 lbs. (18)

The attendees stated these two requirements would make it difficult to coordinate deliveries with vendors, slow the construction process and would require a large number of trucks within a short time frame. Some attendees also had concerns that the vehicle weight limit of 50,400 lbs. would increase the number of vehicles required for concrete pours.

Other comments from the meeting include:

- Priority should be given to removal of debris, utility service, and other safety issues
- Need to get projects moving again (e.g., financing and site maintenance)
- Should focus on truck and driver safety
- Attend to projects close to completion (e.g., driveways)
- Consider certifying truck and concrete companies
- Service needed by Southern California Edison and Crown disposal and vehicles that do not have compressor brakes

Both the residents and the contractors expressed that heavy hauling related to removal of debris, utility service, and other safety issues are their top priority. Staff is in discussions with Southern California Edison regarding their use of private contractors and how the requirement for exhaust breaks will impact their ability to serve the area, particularly when they serve construction sites.

City Projects

The Capital Assets Department has stopped public works projects involving heavy hauling vehicles in the Trousdale Area, consistent with private development projects. These projects include:

- Reservoir 4B repair: This above-grade circular steel water reservoir tank, located at 1180 Loma Vista Drive at the lower portion of Loma Vista Drive is an integral part of the City's potable water distribution system and the City's wildfire protection system.
- Sewer Lining Project: This project is 90% complete and further deferral could jeopardize the integrity of the repair.
- AT&T/ODAS Project: This public safety communications project was stopped midway on 8 Trousdale locations

Staff proposes to resume these projects with the same conditions approved for private development projects.

RECOMMENDATION

That the City Council considers the Fehr & Peers recommendations regarding truck safety treatments on page 13 of the Trousdale Traffic Area Traffic Safety Study and the City Council/Traffic & Parking Commission Liaison Committee recommendations that will be provided at the study session.

For:

Approved By
Susan Healy Keene, AICP

Approved By
Mahdi Aluzri

ATTACHMENT 1

Trousdale Area Traffic Safety

PUBLIC DRAFT

Prepared for:
City of Beverly Hills

June 6, 2014

LA14-2685.00

FEHR PEERS

PURPOSE

This report is intended to provide the City of Beverly Hills with a summary of available options for addressing transportation safety-related concerns in the greater Trousdale area. The physical conditions and related concerns are very unique and not easily quantified. Therefore, much of this effort draws from the professional experience and judgment of the authors. Some quantifiable information is available to document the existing conditions and collision history; however, in most cases it is not possible to quantify the likely benefits of the potential treatments.

Our goal was to provide the City with a complete inventory of potential treatments, guidance as to the likely benefits (and potential side effects) of the treatments, and a suggested package of treatments that represents an aggressive approach that respects stakeholder concerns.

PROBLEMS TARGETED IN THIS EFFORT

The challenge of getting large trucks in/out of the area for related construction sites while navigating the substantial grades was the primary concern we were asked to consider (Figure 1). Several recent collisions have potentially been related to the grades, and the significant amount of construction in the area has resulted in the demand for larger trucks to use the streets.

A secondary issue of importance to the City is the speed of general vehicular traffic on the steep grades in the area.

A tertiary issue of concern is general vehicular safety as experienced by the residents in their daily activities.

The menu of available options, found later in this report, is segregated by which of the above issues is addressed by a given treatment. In some cases, the treatment would be beneficial to more than one of these problems.

LIMITATIONS OF THIS REPORT

At the time our effort was initiated, the City did not have any recent traffic data for the area, as such data is not usually collected on residential streets. Therefore, we collected new traffic volume, speed, and cut-thru data. Unfortunately, the timing of that effort was the week following Memorial Weekend, which may

not be representative of worst-case conditions (non-holiday, weekday with schools in session). We could have waited until June, but City staff thought the situation would be even less typical with the on-set of summer vacations and schools being on break. Based upon our experience, we believe the collected data is approximately 5-10% below the highest time of the year. Also, the cut-thru traffic measurements exclude any trucks, as the City had already implemented the moratorium when our data was collected.

The exact cause of some of the recent collisions on Loma Vista Drive is still under investigation by the California Highway Patrol (CHP). As such, the CHP is not able to release their findings as this time.

The problem of collisions involving construction-related vehicles on relatively steep roadways is not a common problem, or at least it hasn't been documented or studied in the professional realm. There are no manuals, standards, or best-practices that have been widely adopted for this situation. Most agencies try to avoid constructing roadways with sustained grades in excess of 8-10%, but that isn't always possible in terrain such as the Trousdale area.

Some of the potential access routes involve roadways within the City of Los Angeles' authority. As such, we advise that the City of Beverly Hills communicate with key staff in Los Angeles to determine how they can work together for everyone's benefit.

This study only addresses the **transportation** options and does not evaluate changes in land use policy (such as reduced building heights and limits on sub-surface portion).

QUANTIFIABLE INFORMATION

STREET GRADES

We used available USGS topography mapping to calculate the grades of the primary streets in the study area (Figure 2). Many of these streets have sustained grades in excess of 10%. The steepest sections are in excess of 20%.

STREET WIDTHS

We used aerial photos, supplemented by field measurements, to determine the curb-to-curb width of the primary streets in the study area (Figure 3). The widths range from 20' to 40', with the following widths

on key streets:

- Loma Vista Drive: 35-40′
- Carla Ridge: 25-30′
- Hillcrest Drive: 25-30′
- Cherokee Lane: 20′

For perspective, a typical minimum lane width is 10′, while 12′ is preferred. On-street parking typically ranges from 7′ at minimum to 8′ as preferred. Therefore, the minimum road width without parking is 20′, while the minimum road width with continuous parking (on both sides) is 34′. For streets less than 34′ wide with parking on both sides, vehicles may need to pull-over to allow on-coming vehicles to pass.

TRAFFIC VOLUMES

We collected traffic volume data on May (Figure 4). As mentioned earlier in this report, this was the week following the Memorial Day Holiday; therefore, the traffic volumes are likely 5-10% lower than a non-holiday period with all schools in session. Except for Coldwater Canyon Drive, these traffic volumes also exclude heavy truck trips due to the moratorium in the area.

The measured daily traffic volumes ranged from a low of 2,200 on Schuyler Road (near Cerrocrest Drive) to a high of 22,900 on Coldwater Canyon Drive (south of Cherokee Lane).

TRAFFIC SPEEDS

We collected traffic speed data at two locations along Loma Vista Drive. These measurements are reflective of mid-day conditions (noon to 6:00 PM). The most important and widely-used measurement of vehicular speed is the 85th percentile. This represents the top speed at which 85% of drivers are travelling. Namely, 85% are driving at or below this speed. The 85th percentile speed is used to establish speed limits per the California Vehicle Code. The results are shown on Figure 4 and in Table 1 that follows.

TABLE 1 TRAFFIC SPEEDS

Location	Range	50th percentile	85th percentile
Loma Vista Drive north of Chalette Drive	15-48 MPH	30 MPH	35 MPH
Loma Vista Drive north of Wallace Ridge	15-59 MPH	32 MPH	38 MPH

CUT-THRU TRAFFIC

We collected vehicle license plate data at two locations in the study area to determine cut-thru traffic along Loma Vista. License plate data was recorded on Loma Vista Drive just north of Drury Lane and on Cherokee Lane at El Roble Lane over a 14-hour period (6:00 AM to 8:00 PM). License plate data was compared at the two locations to determine the number of vehicles using Loma Vista Drive to travel through the area (i.e., cut-thru trips) to bypass congestion on Sunset Boulevard and travel to/from Coldwater Canyon Drive. Table 2 shows the amount of cut-thru trips recorded over the 14-hour count period and during the AM and PM peak commute periods.

TABLE 2 CUT-THROUGH TRAFFIC

	Number of Cut-through vehicles (% of total traffic)		
Location	14-hour Count Period (6:00 AM – 8:00 PM)	AM Peak Commute Period (7:00 – 10:00 AM)	PM Peak Commute Period (4:00 – 7:00 PM)
NB Loma Vista to Cherokee Lane	865 (28%)	40 (9%)	485 (41%)
SB Cherokee Lane to Loma Vista	395 (24%)	175 (32%)	65 (27%)

COLLISION HISTORY

The Beverly Hills Police Department gathered available collision data for the most recent 5.5 years (Jan 2009 to present). We acknowledge that some collisions go unreported, and would therefore not be reflected in this table. The following is a summary of the available data:

TABLE 3 COLLISION HISTORY

	Loma Vista Drive	Coldwater Canyon Drive	Hillcrest Drive (North of Doheny)	Carla Ridge (south of Loma Vista)
Total Collisions	27	38	6	4
Collision Rate[1]	1.39	0.52	2.54	1.68
Involving Trucks	7 (26%)	0	1 (17%)	1 (25%)
Injuries Involved	16 (59%)	15 (39%)	2 (33%)	1 (25%)
Downhill	15 (56%)	21 (55%)	4 (67%)	1 (25%)
Hit Parked Car	4 (15%)	3 (8%)	2 (33%)	0 (0%)

The location of the collisions in the Trousdale area (Carla Ridge, Loma Vista Drive, and Hillcrest Road) since January 2009 are mapped in Figure 5.

There have been five collisions on Loma Vista Drive since October 2013 that involve large trucks:

- The October 2, 2013 collision of an asphalt truck that was found to be caused by driver error, which included unsafe speed and failure to utilize the lowest gear (was in 3rd gear).
- The October 29, 2013 collision of a tractor-trailer truck was found to be a vehicle that was being driven prudently (10-15 MPH) but lost its brakes and successfully utilized the runaway truck ramp.
- The 2014 collisions of March 7, May 2, and May 9 are still under investigation by the CHP and their report is not anticipated for a few months.

According to the Beverly Hills Police Department, over the last 5.5 years, a total of four vehicles (2 autos and 2 trucks) have used the runaway truck ramp on Loma Vista Drive.

[1] Rate is expressed as collisions per million vehicle miles of travel for given roadway

TRUCK ROUTES

The designation of an official "truck route" is intended to provide a means for trucks to travel through a community, even if they don't have a destination within the community. Per the General Plan there are two existing truck routes in the vicinity of the study area: Beverly Drive/Coldwater Canyon Drive and Canon Drive. None of the streets within the Trousdale area are designated as a truck route; therefore, the absence of such designation means that "through" trucks are not allowed on these streets.

PAVEMENT MAINTENANCE

According to the City's records, Loma Vista Drive was last resurfaced in September of 2011. The street was overlaid with a standard rubberized asphalt.

RELEVANT CODES AND LAWS

The following are state codes related to the current and potential operation of the roadways in the Trousdale area:

REDUCED SPEED LIMITS

CVC Section 22413: For a portion of a street with a grade in excess of 10%, a local authority can, based upon an engineering and traffic survey, establish the speed limit at 15 or 20 MPH. A portion of Carla Ridge is already designated as 15 MPH.

TRUCK ACCESS LIMITATIONS

CVC Section 35701: A jurisdiction may prohibit the use of a street by commercial vehicles in excess of a specific weight limit. However, Section 35703 clarifies that a local agency cannot "prohibit any commercial vehicles coming from an unrestricted street when necessary for the purpose of making pickups or deliveries of goods, wares, and merchandise from or to any building or structure located for purpose of delivering materials to be used in the actual and bona fide repair, alteration, remodeling, or construction of any building or structure upon the restricted street for which a building permit has previously been obtained."

CVC Section 35704: Excludes a public utility or contractor working on their behalf from being subject to any weight limit restriction on through trucks.

CVC Section 35717: Any "county" may prohibit the use of any street by commercial vehicles exceeding 14,000 pounds (7 tons) if an engineering standard shows the street may not "support" such a vehicle. The language is specific to counties and the "support" phrase has been interpreted to mean the structural section cannot tolerate the weight without damage.

TRUCK SIZE & WEIGHT

CVC Sections 35550-35558: The maximum total vehicle weight (including load) is 80,000 pounds (40 tons), and the maximum weight per axle is 20,000 pounds (10 tons).

CVC Section 35400: The maximum single trailer length is 65', while a double trailer can be as long as 75'.

The standard classification system for trucks in the US and California is based upon the "class" of vehicles with the following total, loaded weight limits:

- Light Duty (Class 1-3): up to 14,000 pounds
- Medium Duty (Class 4-6): up to 26,000 pounds
- Heavy Duty (Class 7 & 8): Class 7 is up to 33,000 pounds and Class 8 is up to 80,000 pounds

CHP SAFETY INSPECTIONS

The California Commercial Motor Vehicle Safety Act of 1988, referred to as the Biennial Inspection of Terminals (BIT) Program, is administered by the CHP. Trucks with three or more axles with an unloaded weight of 10,000 pounds or more are subject to the BIT. Vehicles are subject to inspection every 25 months by the CHP unless they find an "unsatisfactory" condition, in which case the vehicle is subject to re-inspection within 120 days to show the correction has occurred. Additionally, the carrier is required to inspect the main safety systems in every vehicle at 90-day intervals. The carrier is required to submit these 90-day reports to the CHP for review.

NATIONAL TRUCK COLLISION RESEARCH

We investigated the relationship between truck weight and both the frequency and severity of collisions. The national research on this topic is surprisingly sparse. Some excerpts are provided in Appendix D.

The most compelling information, from a national data set for 2011, was that trucks under 10,000 pounds were involved in no fatalities and less than 1% of injury crashes. Trucks between 10,000-26,000 pounds were involved with 18% of fatalities and 21% of injury crashes. And trucks exceeding 26,000 were

involved with 82% of fatalities and 77% of injury crashes. This would suggest that injuries and fatalities correspond fairly directly to the weight of a truck.

An earlier study (of 2000 data) found that approximately 13% of all traffic-related fatalities were in crashes involving a truck exceeding 10,000 pounds.

OUTREACH

We contacted 10 agencies in California with residential properties in areas with significant street grades. We inquired about any specific policies they have adopted to deal with traffic safety in these areas, with a particular focus on construction-related policies. A majority of the agencies had no specific requirements related to construction traffic on steep grades. Most required either a traffic control plan or a meeting to discuss their traffic approach. Some required construction activity to be in off-peak hours. Appendix B provides a summary of the responses from the agencies we contacted.

PUBLIC INPUT

On June 4th, City staff arranged for a meeting with interested residents from the Trousdale area to discuss their ideas and concerns. Staff shared a draft list of potential actions and solicited comments and questions from the participants. The ideas and recommendations presented later in this report reflect the input from this meeting.

CONSTRUCTION INDUSTRY INPUT

City staff intends to hold a meeting on June 10th with representatives of contractors doing work in the Trousdale area to discuss their ideas and concerns. The results of this conversation will be reflected in City staff's recommendations to the City Council.

IDEAS CONSIDERED

Per the direction from the City Council at their May 20, 2014 meeting: "all options are on the table". Table 4 provides a list of all the potential treatment options that we consider technically viable. The political acceptability and wisdom of each option is a matter of judgment. Our intent was to provide a comprehensive list to draw from, along with guidance as to the likely effectiveness and any potential

negative side effects. Appendix C includes the same list of treatments but sorted differently; in one case by implementation timing and in the other case by likely effectiveness.

The reference to "primary streets" in Table 4 and in the discussion below applies to the following streets: Loma Vista Drive, Chalette Drive, Carla Ridge, Wallace Ridge, and Hillcrest Road.

The following is an elaboration of some of the ideas to provide clarity on the treatment and/or intent (note the reference numbers are consistent with Table 4):

1. **Off-site parking for construction workers.** The City can identify a parking facility (perhaps leasing space from the Greystone Park area), and charge the construction companies a monthly fee according to the number spaces requested. Contractors could also elect to make their own off-site arrangements. For example each construction site would be allowed two on-street parking passes (hanging-style) that would be used for their primary vehicles and/or visitors. This approach would necessitate that homeowners, who desire to park on the street during the daytime, be issued parking passes.

2. **Make the streets private and install gated entries at perimeter.** There are 4 entry points to the Trousdale area: Hillcrest, Loma Vista (south and north), and Carla Ridge (south). It is conceivable that the traffic could be controlled in/out of the community if gates were installed at these locations. Installing gates necessitates the designation of private streets, which in turn, necessitates that residents would need to maintain and patrol the streets. Gated residential areas are not uncommon in Southern California, but most were planned as such from the outset.

3. **Required haul routes for construction.** This concept would, through the construction permit process, limit the exposure of larger vehicles on extended stretches of significant grade. Construction-related trucks would be required to use the routes shown in Figure 6 as a means in/out of their job site.

4. **Require exhaust brakes for construction-related trucks.** A majority of large diesel trucks are now equipped with this form of brake, which uses cylinder compression or similar means to slow trucks on downhill grades via the engine, rather than physical brakes. Further study would be needed to determine the threshold for requiring and the means to assure compliance.

6. **Traffic control plans submitted by contractors.** Prior to commencing with construction, a traffic control plan would be required that contains the following for City review: proposed routing of trucks, parking accommodations for workers, work hours, equipment and material staging, and any truck compliance certifications as dictated by other measures adopted by the City from the menu in this report.

14. **Traffic control officers to restrict general vehicle traffic when large trucks are accessing area.** The concept would be that officers would stop traffic on the route in question while a large truck is traveling to/from the site. This approach would require the contractor to notify the City of such activity a few days in advance. While the officers could temporarily stop traffic on the "ends"

of the route, they would not be able to stop traffic from exiting the driveways along the route. The intent is to reduce the interaction between large trucks and autos.

15. **Prohibit southbound traffic on Cherokee near the LA/BH border via a half-street closure.** The photo below shows how this would work from a functional perspective (could take a different appearance). Such a treatment (with initial and periodic enforcement) will likely be effective in reducing 90%+ of the southbound cut-through traffic, including commercial vehicles. However, Beverly Hills residents on the northern portion of the Trousdale area will see a significant reduction in their access options.

16. **Additional runaway truck ramp.** It may be possible to place an additional runaway truck ramp within the public right-of-way further uphill from the existing ramp. This would likely necessitate the removal of parking in the area. Such a facility would likely be viewed as a visual impact by adjacent homeowners.

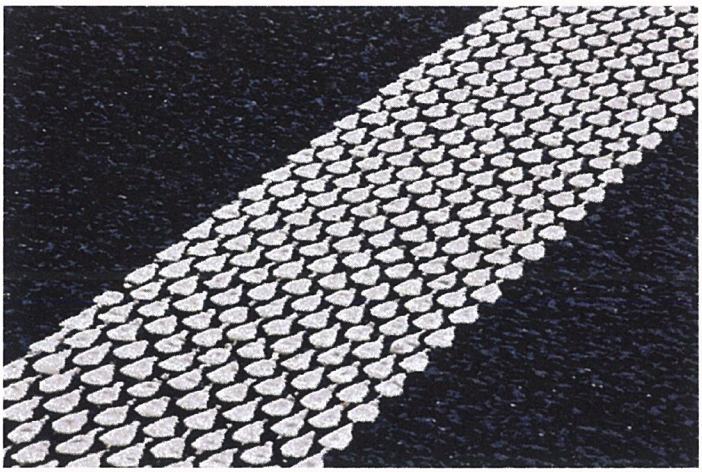
17. **Reduce vehicle weight limit for construction vehicles to a maximum of 50,400 pounds.** This maximum weight corresponds to what is legally allowed with a three axle truck. It also corresponds to the approximate weight of a concrete truck carrying up to 6 yards of material (the exact weight varies according to the type of concrete and truck manufacturer). By comparison a full 10-yard truck would be 20,000-30,000 pounds heavier. The research, and our experience, suggests that the benefit of lighter trucks outweighs the additional number of trips required for the same amount of material.

18. **Annual commercial vehicle inspections by City of Beverly Hills.** The City could replicate the role of the CHP but inspect vehicles every 12 months (or less), rather than the 25 months required by State law. The City would only be able to inspect those vehicles that are related to construction within the City (via the building permit process). This would require the City to secure the needed labor and location to execute this process. Vehicles that are found by the City to be in compliance would receive a special sticker to allow enforcement by either code enforcement personnel or traffic officers.

19. **Use license plate recognition cameras to identify cut-thru trucks.** While "through" trucks over 3 tons (6,000 lbs) are prohibited by ordinance from using the Trousdale area streets, the ability to enforce the prohibition is a challenge. In addition to the labor associated with manual enforcement, there is the need to determine what is a "through" truck trip. A license plate recognition system could be established at the four gateways to the Trousdale area to monitor (based upon travel time between the gateways) cut-through trucks. The City Attorney's office is researching the legal basis for such a system.

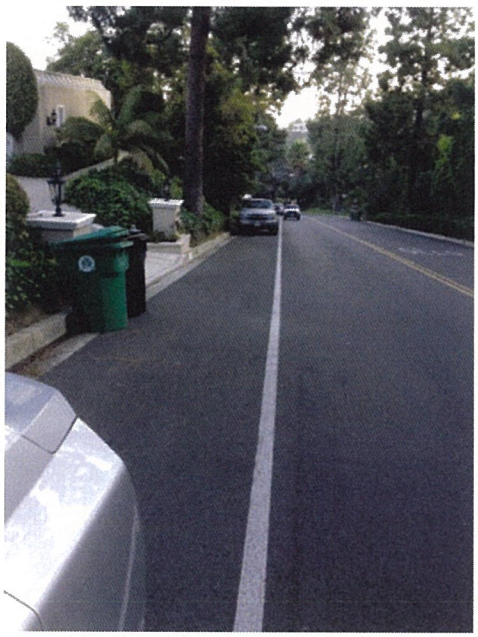
22. **Declare the area a "construction zone", which allows for doubling of traffic fines**. CVC Section 42010 allows for the doubling of fines related to a variety of infractions, including: passing, speed limits, reckless driving, and DUI's.

26. **Install rumble strips on primary streets at approximately 1000' intervals.** The following photo illustrates an implementation of rumble strips. They typically reduce vehicle speeds in the vicinity by approximately 2-3 MPH. However, they do create a significant level of noise.

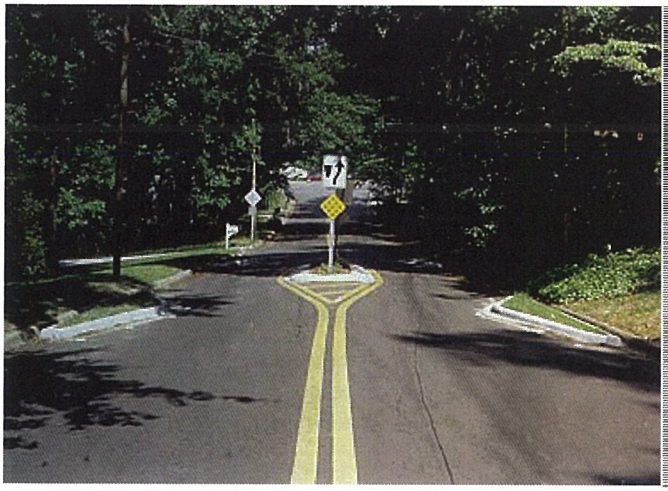


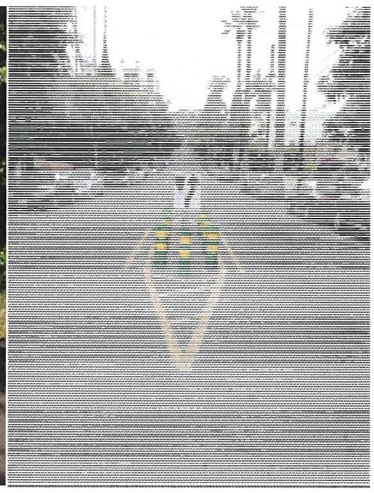
27. **Increase enforcement of speeding and commercial vehicle compliance.** Beverly Hills police officers could be assigned to spend more time in the Trousdale area. At present, the City has 5 traffic officers available on a typical day for the entire City. In addition to traffic enforcement, the officers could randomly check commercial vehicles for compliance with the mandated CHP inspection.

28. **Add striping for parking lane on primary streets.** This treatment exists in a few sections of streets in the Trousdale area (photo below) but could be done for most all sections of the primary streets.



30. **Chicane treatment on primary streets (approx. every 1000')**. This type of traffic calming treatment has been used successfully throughout the world to slow vehicles, and it is more appropriate for streets with significant grades when compared to vertical devices (such as speed humps). Such devices do not impair larger vehicles or emergency access. The photos below are examples of this type of treatment. The second photo is from West Hollywood.





32. **Use cameras on primary streets to generate courtesy notices for speeding.** State law does not currently support the use of cameras for enforcing speed limits. However, it may be

acceptable to generate a notice that informs the motorist that they have exceeded the speed limit (and by how much). This technology is proven through applications in other states.

RECOMMENDATIONS

Based upon our experience and judgment, input from representatives of the homeowners association, and the best practices identified by the construction industry, we recommend the following actions be taken (Ref #'s are consistent with Table 4):

Traffic Volume Treatments

1. Require off-site parking for construction workers

Truck Safety Treatments

3. Mandate a specific route for construction-related trucks over 26,000 pounds (Figure 6)
4. Require exhaust brakes on all construction-related trucks, with an exemption process for special circumstances
6. Require traffic control plans be submitted by contractors prior to permit approval
8. Add signage regarding runaway truck ramp
9. Add a flashing light on "steep grade" signs (every ¼ mile) on primary streets
11. Provide a 24-hour hotline for residents or security in area to notify City of non-compliant truck hauling
12. Limit construction-related truck trips to weekdays between 9:30 AM and 2:30 PM
17. Reduce loaded vehicle weight limit for trucks associated with local construction to 50,400 pounds and install weigh stations at the four primary entry points to Trousdale area
18. In addition to annual commercial vehicle inspections by the City of Beverly Hills, we recommend the City require 48-hour notice be given of any construction trucks (over 26,000 lbs) accessing the area, such that the City can verify that their CHP inspection is current and in compliance.
19. Explore the legal context of using license plate recognition cameras to identify and potentially cite "cut-thru" trucks. If viable, then implement at the northern and southern portions of Loma Vista Drive.

Vehicle Safety

22. Declare the primary streets within Trousdale to be part of a "construction zone", which allows for a doubling of traffic fines

Vehicle Speed

23. Install solar-powered, permanent speed feedback signs on primary streets (approximately every ¼ mile)
24. Install additional speed advisory signs (15 MPH) on primary streets
25. Install additional speed limit signage and pavement markings on primary streets
28. Add striping for parking lane on primary streets
30. Install chicane treatments on the primary streets (approx. every 1000')
32. Use cameras on primary streets to generate "courtesy notices" for speeding

Annual Monitoring

In addition to the above, we recommend an annual review by the City Council to refine the transportation safety program for the Trousdale area. City staff can prepare a summary of the following each year:

- Collision data for the concluding 12 months and comparison to historical norms
- Measured traffic speeds on the primary streets and comparison to "before" condition
- Number and nature of building permit violations related to transportation
- Perception of the residents as determined by annual meeting with representatives

Table 4

Treatment Options (sorted by Primary Target)

Ref	Treatment (see text for details)	Timing to Implement[1]	Primary Target	Benefit Level[2]	Benefit Comment	Side Effects	Cost[3]
1	Off-site parking for construction workers	Short	Traffic volume	Low	Slightly reduce traffic volume in the area	Need to provide suitable location to park, need process for visitors	Low
2	Make the streets private and install gated entries at perimeter (4)	Long	Traffic volume	Substantial	Provides for on-going means to monitor trucks and eliminates cut-thru traffic	Added cost to homeowners for gates and street maintenance	High
3	Provide required haul routes for construction-related trucks (see Figure 6)	Short	Truck safety	Substantial	Reduces length of downhill runs for trucks	More trucks on some streets than current	Med
4	Require exhaust brakes (Jake, C or Pac) on all construction-related trucks	Short	Truck safety	Substantial	Effective means to traverse steep grades without burning brakes	Noise level is higher and most come with "off" switch	Low
5	Work with City and County of LA to distribute info to truck drivers re through routes in BH	Short	Truck safety	Modest	Educate drivers to use Coldwater Canyon Drive or Cannon Drive	Drivers may already be aware and still choose Trousdale Area as cut-thru	Low
6	Traffic control plans submitted by contractors prior to permit approval	Short	Truck safety	Modest	Provides means for planned approach to hauling and parking	Staff will need to review and provide guidance	Med
7	One-Way Routing (northbound) for construction-related trucks on Loma Vista and Carla Ridge	Short	Truck safety	Modest	Reduces longest stretches of continuous downhill travel	More trucks on Cherokee and Coldwater Canyon	Med
8	Additional signage regarding runaway truck ramp	Short	Truck safety	Low	Increase truck driver awareness	Visual impact to adjacent residents	Low
9	Flashing light on primary streets (every ¼ mile) to reinforce "steep grade" signs	Short	Truck safety	Low	Increase driver awareness	Light intrusion for neighbors	Low
10	Update weight limit signs and install more of them. This applies to through trucks.	Short	Truck safety	Low	Helps with driver awareness. Applies to trucks over 3 tons.	Doesn't stop through trucks - if they choose to ignore	Low
11	Provide a 24-hour hotline for residents or security in area to notify City of non-compliant truck hauling	Short	Truck safety	Low	May discourage some from circumventing truck safety requirements	Doesn't directly change the number or nature of truck trips	Med
12	Limit construction-related truck trips to weekdays between 9:30-2:30	Short	Truck safety	Low	Reduces interaction between trucks and commute/school trips	Doesn't change truckers' ability to navigate grade	Low

[1] Underway= in progress, Short= less than 3 months, Mid= 3-12 months, Long= 12+ months

[2] Relative to intent

[3] Over 10-year period. Low= less than $10,000, Med = $10,000-$100,000, High = more than $100,000

Ref	Treatment (see text for details)	Timing to Implement[1]	Primary Target	Benefit Level[2]	Benefit Comment	Side Effects	Cost[3]
13	Prohibit on-street parking on primary streets on weekdays between hours of 9:30-2:30, with an exception process for special needs.	Short	Truck safety	Low	Reduction in collisions involving parked vehicles	Prohibition creates wider effective roadway that could increase speeds; resident inconvenience	High
14	Traffic control officers to restrict vehicle travel during hauling, while trucks travel to/from construction site	Short	Truck safety	High	Reduces potential for injuries in the case of run-away truck	Motorist delay of 5-10 minutes	High
15	Prohibit southbound traffic on Cherokee near LA/BH border via a "half-street" closure, greatly reducing southbound cut-thru traffic	Mid	Truck safety	Substantial	Eliminates non-construction trucks (and autos) from traveling thru Trousdale area	Significantly reduces access for residents in northern portion of Trousdale area	Med
16	Additional runaway truck ramp (on street) along Loma Vista Dr[4]	Mid	Truck safety	Modest	Gives alternative, if placed uphill of existing	Visual impact and parking loss	High
17	Reduce loaded vehicle weight limit for trucks associated with local construction to 50,400 lbs and add weigh stations on entry points (4).	Long	Truck safety	Substantial	Would eliminate trucks between 50,400-80,000 pounds	More trips would be needed, and no specific weight limit guarantees safety	High
18	Annual commercial vehicle inspections by Beverly Hills PD with "compliance" stickers for trucks	Long	Truck safety	Substantial	Will identify and reduce trucks with mechanical problems	Opportunity cost of police resources	High
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20	Enforce stops on Cherokee at El Roble Ln	Short	Vehicle safety	Low	While no history of truck collisions, residents' report stop sign violations	This is LAPD jurisdiction	Low
21	Increase citywide DUI stings	Mid	Vehicle safety	Modest	High benefit citywide, but difficult to predict exact impact on any street	Opportunity cost of police resources	High
22	Declare the area a "construction zone", which allows for doubling of traffic fines.	Med	Vehicle safety	Low	May help driver compliance with laws	Some residents may feel it is "unfair" for their area	Low
23	Permanent speed feedback signs on primary streets (every ¼ mile) – solar powered	Underway	Vehicle speed	Low	Helps with driver awareness	Visual impact to adjacent residents	Med
24	Install additional speed advisory signs (15 MPH) on primary streets	Underway	Vehicle speed	Low	Not binding	None	Low
25	Additional speed limit signage and pavement markings on primary streets	Underway	Vehicle speed	Low	Helps with driver awareness	None	Low
26	Rumble strips on primary streets[5] (approx. every 1000')	Short	Vehicle speed	Modest	Helps with driver awareness	Increased noise for adjacent residents	Low

[4] Would require shifting centerline, and may not allow for "up slope"

[5] Primary streets are Loma Vista Drive, Chalette Drive, Carla Ridge, Wallace Ridge, and Hillcrest Road

Ref	Treatment (see text for details)	Timing to Implement[1]	Primary Target	Benefit Level[2]	Benefit Comment	Side Effects	Cost[3]
27	Increased enforcement of speeding and commercial vehicle compliance	Short	Vehicle speed	Modest	Likely to reduce speeding and catch some non-compliant trucks re CHP inspection	Opportunity cost of police resources	High
28	Add striping for parking lane on primary streets	Short	Vehicle speed	Low	Makes roadway appear more narrow	None	Low
29	Add stop signs on primary streets	Short	Vehicle speed	Low	Would reduce speeds near stops but data suggests potential higher speeds between stops	Compliance would be a challenge, added noise to adjacent residents	Low
30	Chicane treatments on primary streets (approx. every 1000')	Mid	Vehicle speed	Modest	Effective in reducing speed of all vehicles	Loss of parking	Med
31	Change Speed Limit to 15 MPH on primary streets	Mid	Vehicle speed	Modest	Some drivers will reduce speeds in recognition	Compliance concerns, noise impacts, and higher vehicle maintenance costs	Low
32	Use cameras on primary streets to generate "courtesy notices" for speeding	Long	Vehicle speed	Modest	Provides objective feedback to motorists	More expensive than feedback signs for same outcome	High

APPENDIX A: FIGURES 1-6

Park

Beverly Hills

Construction Sites

Figure 1

Active Construction Sites as of 4/14

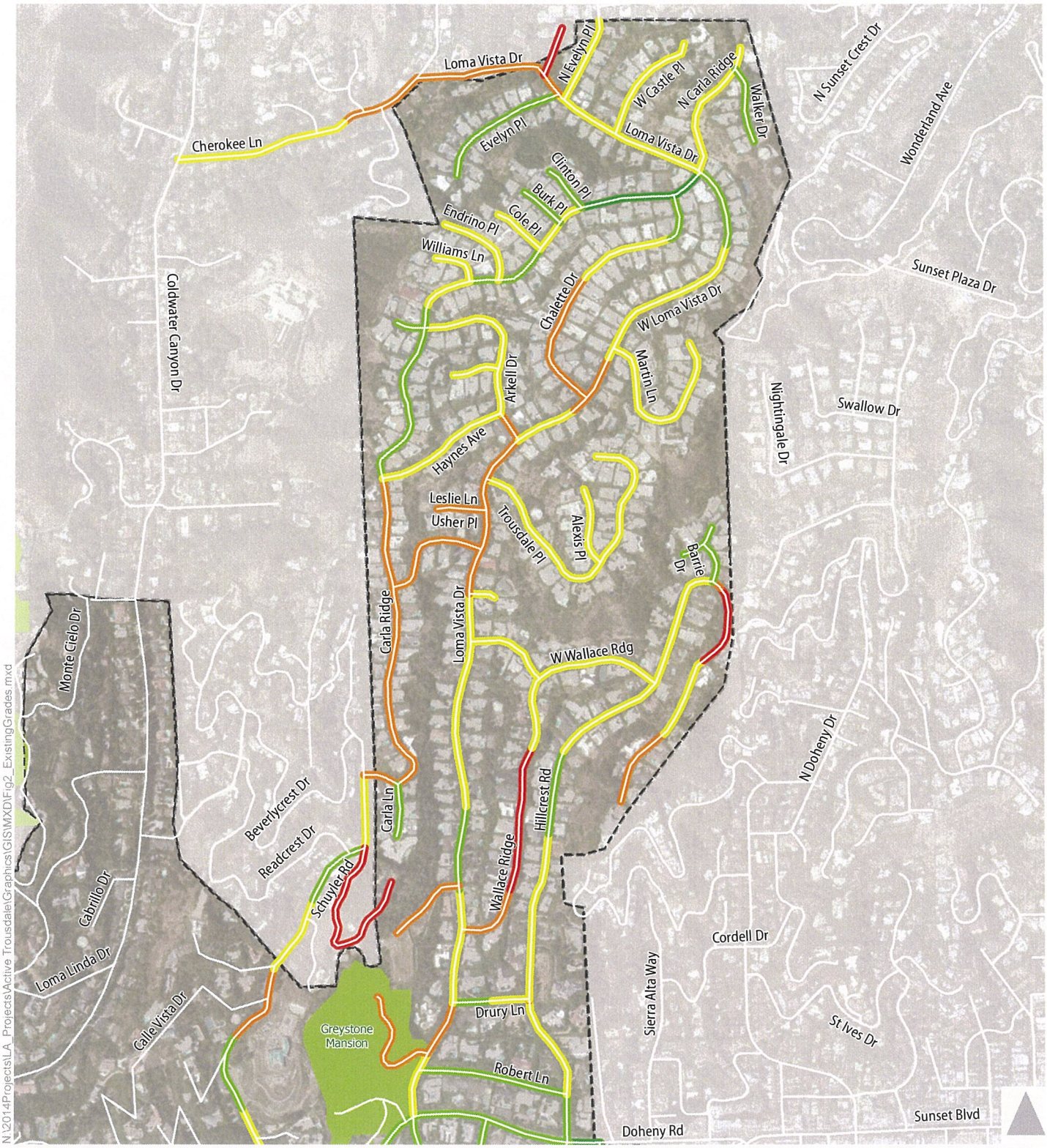


Figure 2

Existing Grades

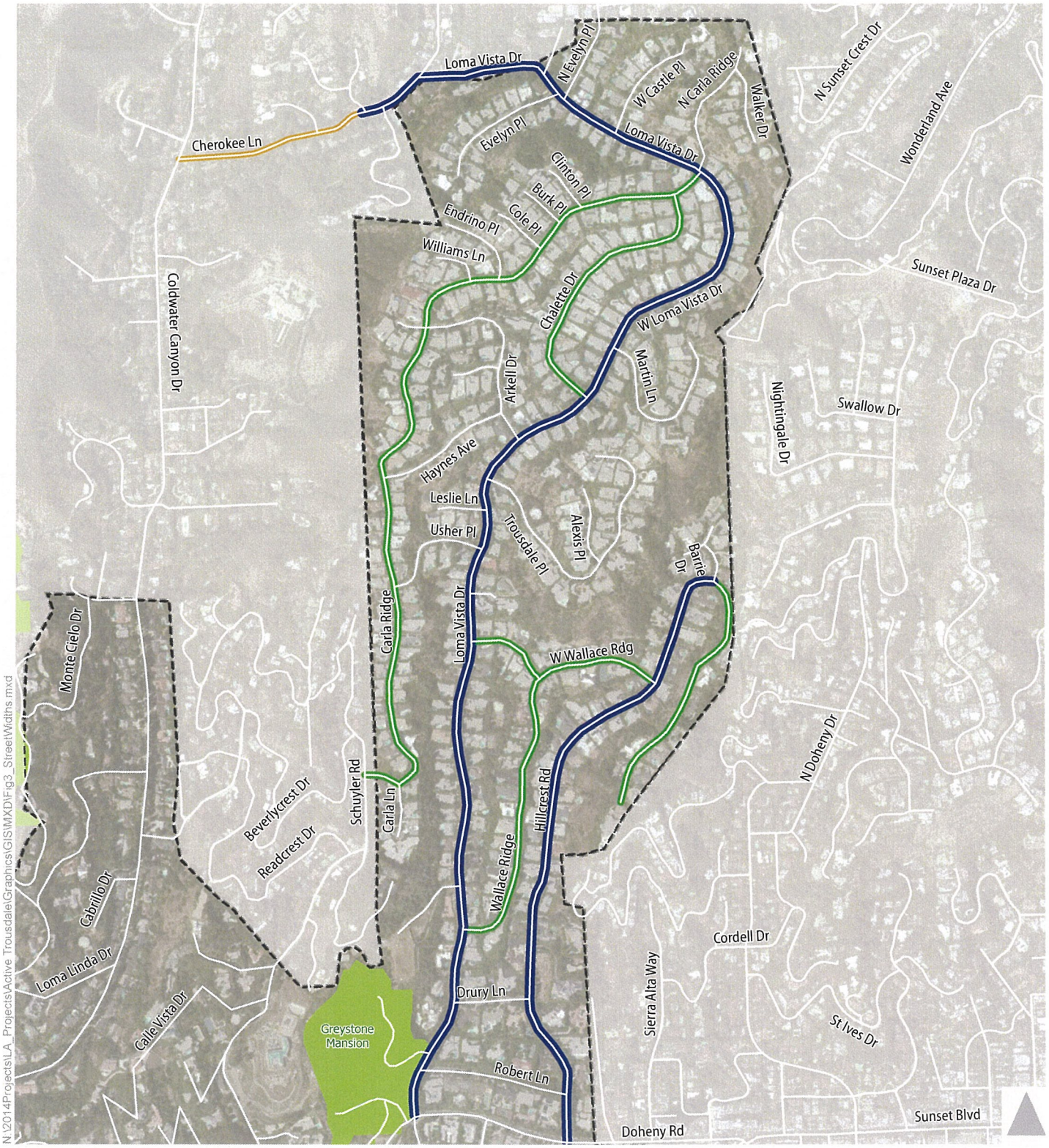
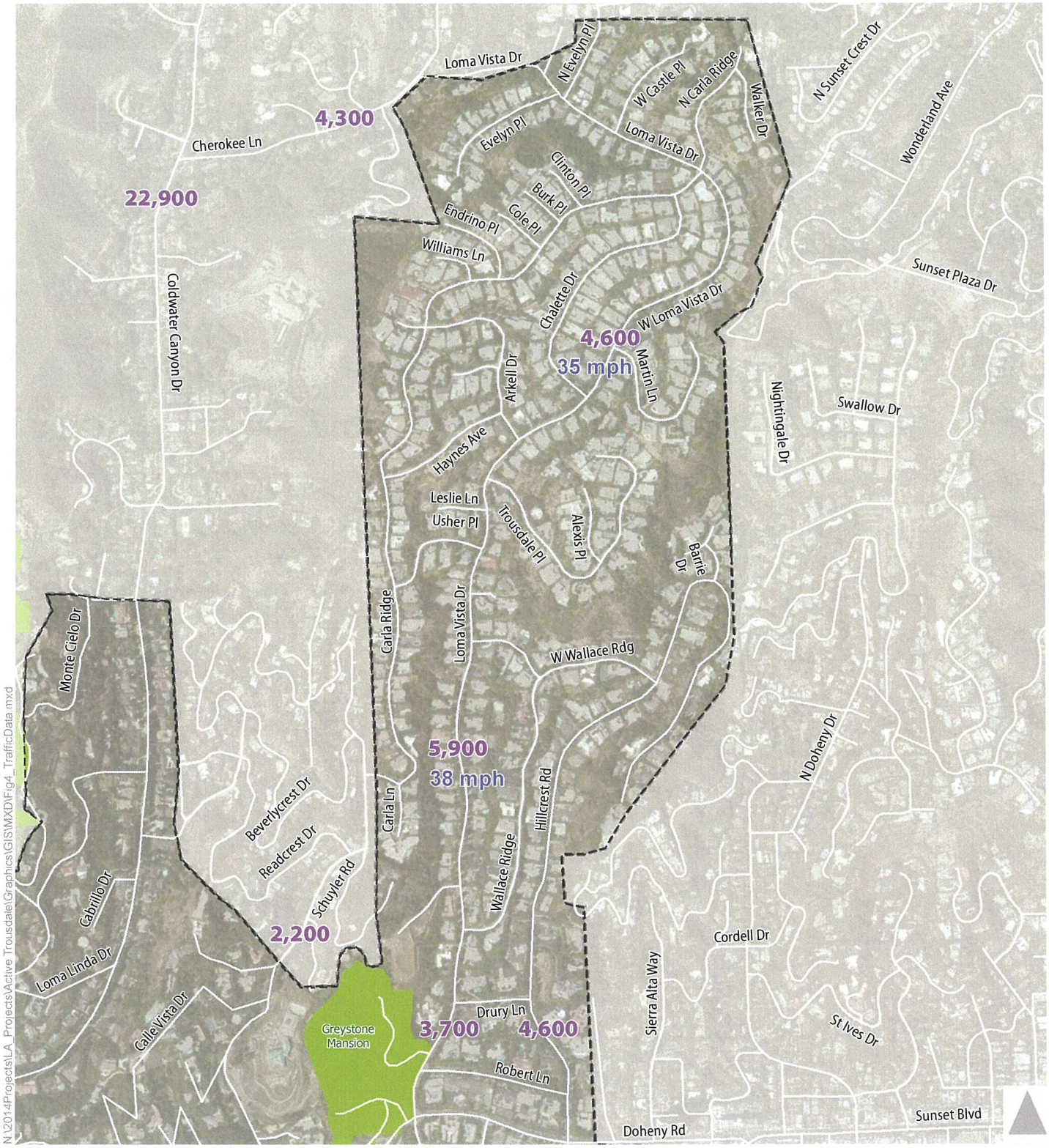


Figure 3

Street Widths



X mph 85th Percentile Speed

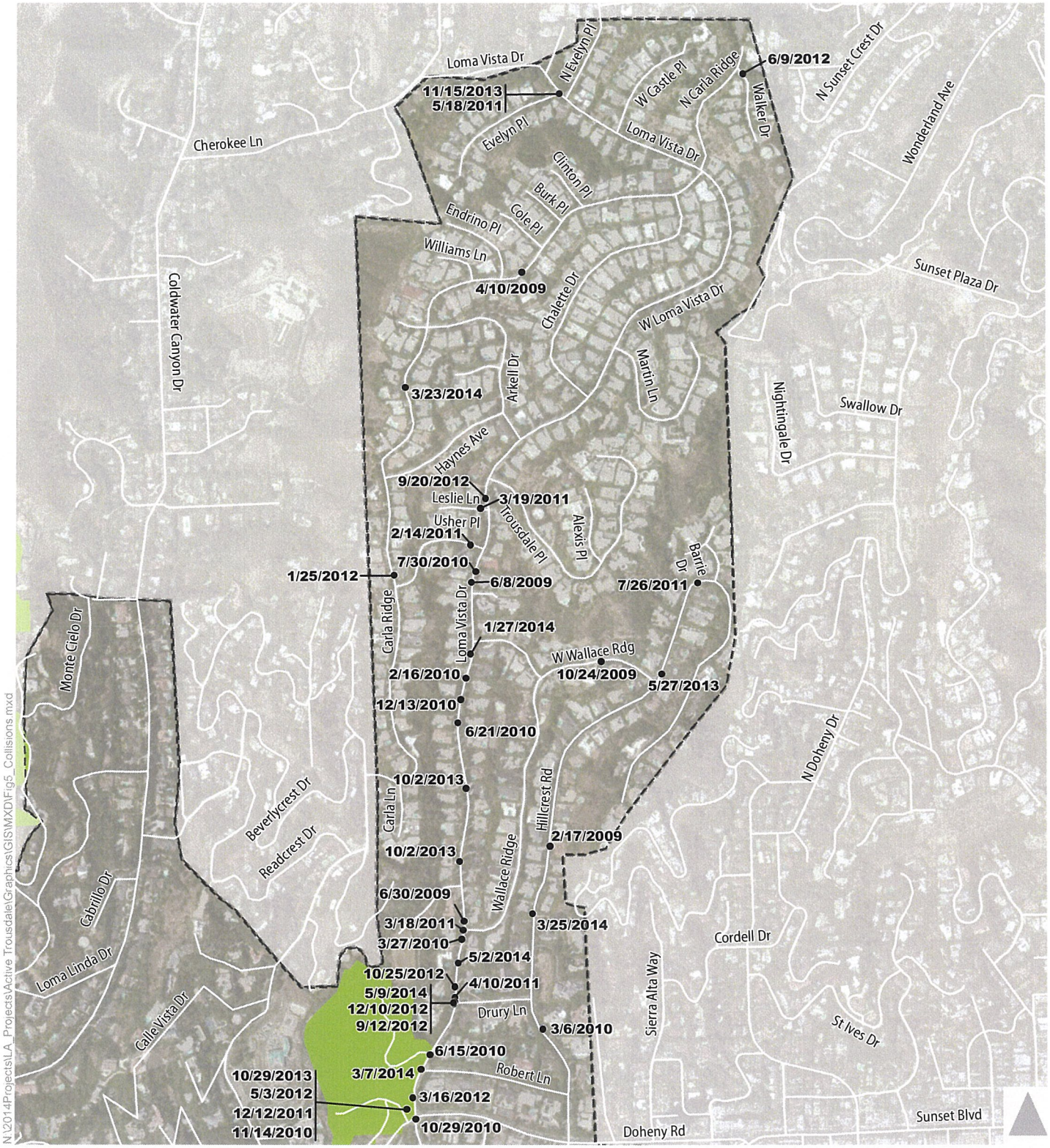
Y Daily Traffic Volumes

Park

Beverly Hills

Figure 4

Traffic Data as of 5/14

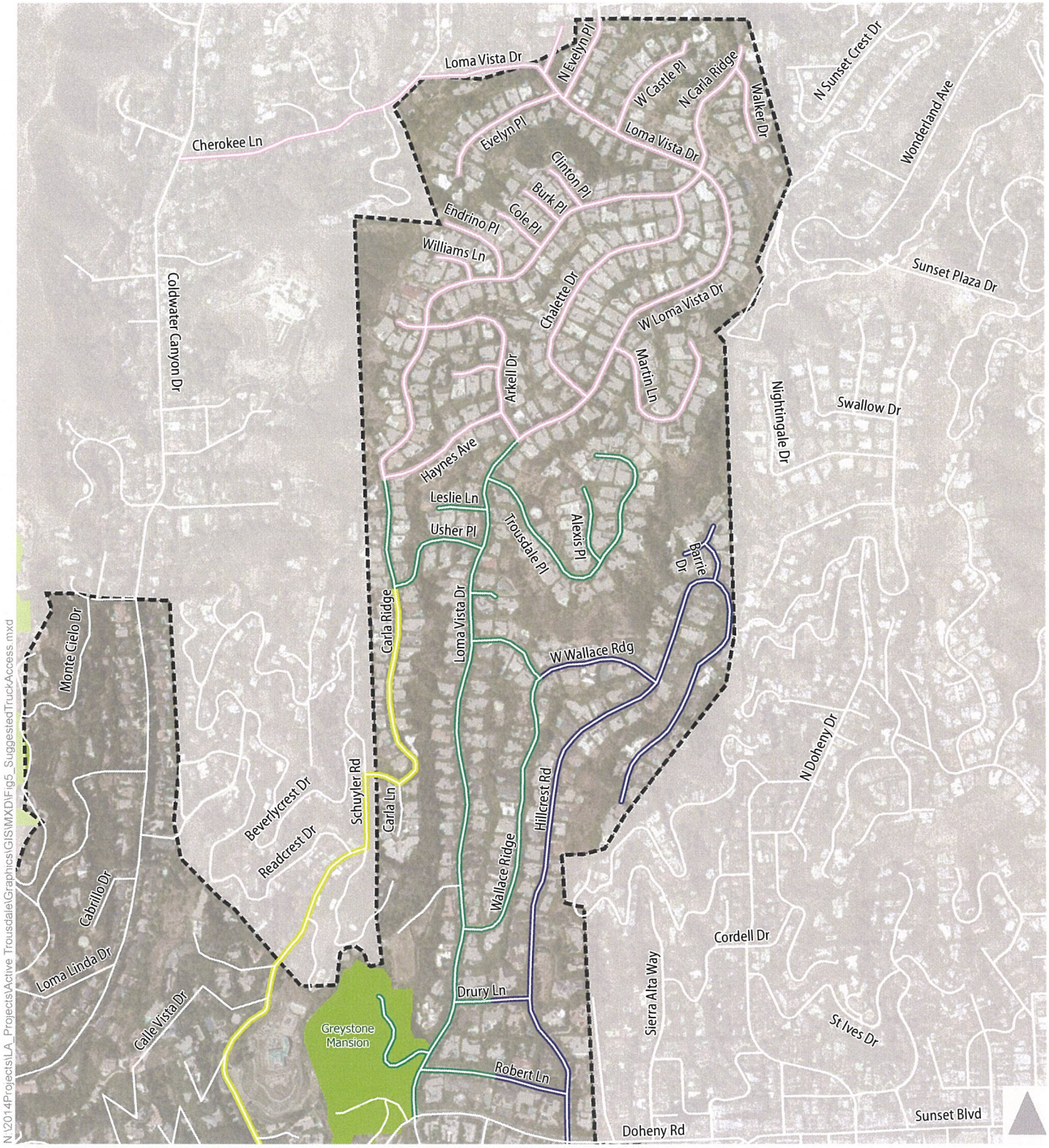


Park

Beverly Hills

Figure 5

Collisions



Route 1 Route 2 Route 3 Route 4

Park

Beverly Hills

Truck Access Routes

Figure 6

Suggested Truck Access

APPENDIX B: SUMMARY OF APPROACH BY OTHER AGENCIES

Jurisdiction	Relevant Information/Policies

City and County of San Francisco	• No construction activity allowed during designated time periods (i.e.-peak hours)
	  • Applicants who request a waiver must obtain written approval from property and business owners as deemed necessary by agency.
	• Closing a lane in residential areas requires solar flashing arrow boards, and in some cases the use of high-level warning flags
	• Special Traffic Permit(STP) required
	  • Closing a street, alley, or sidewalk
	  • Reducing number of travel lanes
	  • Working outside of designated hours
	  • Exceeding contract specifications
	  • Working w/in one block of an existing construction area
	  • Closing or detouring a bike route
	• Any work in the public right-of-way requires the project be registered with agency
	  • Registration form with scope, location, and duration as well as contact info
	  • Agency staff meet with contractor
	  o Verify familiarity with Blue Book and other regulations
	  o Identify access issues
	  o Prepare STPs

City of Santa Barbara	• Public Works Construction Permits are required for work done in the right-of-way • Assures adequate notice to the public
City of Pasadena	• Pre-construction meeting with City Engineer • Submit construction work schedule to be reviewed and accepted • Construction shut down period 11/15-1/3 or 12/15-1/3 • Proper notice given to adjacent business and property owners • Submit a Construction Staging and Traffic Management Plan
City of Glendale	• Traffic control plan must be approved by Traffic Engineer • Nothing specifically addresses steep grade • Restrict hours for construction on case-by-case basis. Try to avoid morning and evening peak where possible.
City of Yorba Linda	• Transportation Permit required for construction within right-of-way • Meet work area traffic control manual, pay attention to speed of road more than the grade. • Traffic Engineer determines need for traffic control plan based on location
City of La Mesa	• Traffic Control plan must be approved for construction projects • No specifications for steep grades • No history of accidents

City of Saratoga	• Construction hours restricted to certain days and hours based on type of project
City of Los Gatos	• Fee system collected with construction permits to fund street repair and refurbish roads
City of Belmont	• Truck hauling ordinance • Construction permit requires approval from City Engineer, and could include Traffic Control Plan based on project • Nothing specific to steep grades
City of Laguna Beach	• Extra warning signage on downhill roadways • Use of unwarranted stop sign half way down the hill to force vehicles to reduce speed

APPENDIX C: TREATMENT OPTIONS (WITH VARIED SORTING METHODS)

Table C1

Treatment Options (sorted by Timing)

Ref	Treatment (see text for details)	Timing to Implement[1]	Primary Target	Benefit Level[2]	Benefit Comment	Side Effects	Cost[3]
23	Permanent speed feedback signs on primary streets (every ¼ mile) – solar powered	Underway	Vehicle speed	Low	Helps with driver awareness	Visual impact to adjacent residents	Med
24	Install additional speed advisory signs (15 MPH) on primary streets	Underway	Vehicle speed	Low	Not binding	None	Low
25	Additional speed limit signage and pavement markings on primary streets	Underway	Vehicle speed	Low	Helps with driver awareness	None	Low
1	Off-site parking for construction workers	Short	Traffic volume	Low	Slightly reduce traffic volume in the area	Need to provide suitable location to park, need process for visitors	Low
3	Provide required haul routes for construction-related trucks (see Figure 6)	Short	Truck safety	Substantial	Reduces length of downhill runs for trucks	More trucks on some streets than current	Med
4	Require exhaust brakes (Jake, C or Pac) on all construction-related trucks	Short	Truck safety	Substantial	Effective means to traverse steep grades without burning brakes	Noise level is higher and most come with "off" switch	Low
5	Work with City and County of LA to distribute info to truck drivers re through routes in BH	Short	Truck safety	Modest	Educate drivers to use Coldwater Canyon Dr or Cannon Dr	Drivers may already be aware and still choose Trousdale Area as cut-thru	Low
6	Traffic control plans submitted by contractors prior to permit approval	Short	Truck safety	Modest	Provides means for planned approach to hauling and parking	Staff will need to review and provide guidance	Med
7	One-Way Routing (northbound) for construction-related trucks on Loma Vista and Carla Ridge	Short	Truck safety	Modest	Reduces longest stretches of continuous downhill travel	More trucks on Cherokee and Coldwater Canyon	Med
8	Additional signage regarding runaway truck ramp	Short	Truck safety	Low	Increase truck driver awareness	Visual impact to adjacent residents	Low
9	Flashing light on primary streets (every ¼ mile) to reinforce "steep grade" signs	Short	Truck safety	Low	Increase driver awareness	Light intrusion for neighbors	Low
10	Update weight limit signs and install more of them. This applies to through trucks.	Short	Truck safety	Low	Helps with driver awareness. Applies to trucks over 3 tons.	Doesn't stop through trucks - if they choose to ignore	Low
11	Provide a 24-hour hotline for residents or security in area to notify City of non-compliant truck hauling	Short	Truck safety	Low	May discourage some from circumventing truck safety requirements	Doesn't directly change the number or nature of truck trips	Med

[1] Underway= in progress, Short= less than 3 months, Mid= 3-12 months, Long= 12+ months

[2] Relative to intent

[3] Over 10-year period. Low= less than $10,000, Med = $10,000-$100,000, High = more than $100,000

Ref	Treatment (see text for details)	Timing to Implement[1]	Primary Target	Benefit Level[2]	Benefit Comment	Side Effects	Cost[3]
12	Limit construction-related truck trips to weekdays between 9:30-2:30	Short	Truck safety	Low	Reduces interaction between trucks and commute/school trips	Doesn't change truckers' ability to navigate grade	Low
13	Prohibit on-street parking on primary streets on weekdays between hours of 9:30-2:30, with an exception process for special needs.	Short	Truck safety	Low	Reduction in collisions involving parked vehicles	Prohibition creates wider effective roadway that could increase speeds; resident inconvenience	High
14	Traffic control officers to restrict vehicle travel during hauling, while trucks travel to/from construction site	Short	Truck safety	High	Reduces potential for injuries in the case of run-away truck	Motorist delay of 5-10 minutes	High
20	Enforce stops on Cherokee at El Roble Ln	Short	Vehicle safety	Low	While no history of truck collisions, residents' report stop sign violations	This is LAPD jurisdiction	Low
26	Rumble strips on primary streets[4] (approx. every 1000')	Short	Vehicle speed	Modest	Helps with driver awareness	Increased noise for adjacent residents	Low
27	Increased enforcement of speeding and commercial vehicle compliance	Short	Vehicle speed	Modest	Likely to reduce speeding and catch some non-compliant trucks re CHP inspection	Opportunity cost of police resources	High
28	Add striping for parking lane on primary streets	Short	Vehicle speed	Low	Makes roadway appear more narrow	None	Low
29	Add stop signs on primary streets	Short	Vehicle speed	Low	Would reduce speeds near stops but data suggests potential higher speeds between stops	Compliance would be a challenge, added noise to adjacent residents	Low
15	Prohibit southbound traffic on Cherokee near LA/BH border via a "half-street" closure, greatly reducing southbound cut-thru traffic	Mid	Truck safety	Substantial	Eliminates non-construction trucks (and autos) from traveling thru Trousdale area	Significantly reduces access for residents in northern portion of Trousdale area	Med
16	Additional runaway truck ramp (on street) along Loma Vista Dr[5]	Mid	Truck safety	Modest	Gives alternative, if placed uphill of existing	Visual impact and parking loss	High
21	Increase citywide DUI stings	Mid	Vehicle safety	Modest	High benefit citywide, but difficult to predict exact impact on any street	Opportunity cost of police resources	High
30	Chicane treatments on primary streets (approx. every 1000')	Mid	Vehicle speed	Modest	Effective in reducing speed of all vehicles	Loss of parking	Med
31	Change Speed Limit to 15 MPH on primary streets	Mid	Vehicle speed	Modest	Some drivers will reduce speeds in recognition	Compliance concerns, noise impacts, and higher vehicle maintenance costs	Low

[4] Primary streets are Loma Vista Drive, Chalette Drive, Carla Ridge, Wallace Ridge, and Hillcrest Road
[5] Would require shifting centerline, and may not allow for "up slope"

Ref	Treatment (see text for details)	Timing to Implement[1]	Primary Target	Benefit Level[2]	Benefit Comment	Side Effects	Cost[3]
22	Declare the area a "construction zone", which allows for doubling of traffic fines.	Med	Vehicle safety	Low	May help driver compliance with laws	Some residents may feel it is "unfair" for their area	Low
2	Make the streets private and install gated entries at perimeter (4)	Long	Traffic volume	Substantial	Provides for on-going means to monitor trucks and eliminates cut-thru traffic	Added cost to homeowners for gates and street maintenance	High
17	Reduce loaded vehicle weight limit for trucks associated with local construction to 50,400 lbs and add weigh stations on entry points (4).	Long	Truck safety	Substantial	Would eliminate trucks between 50,400-80,000 pounds	More trips would be needed, and no specific weight limit guarantees safety	High
18	Annual commercial vehicle inspections by Beverly Hills PD with "compliance" stickers for trucks	Long	Truck safety	Substantial	Will identify and reduce trucks with mechanical problems	Opportunity cost of police resources	High
19	Use license plate recognition cameras to identify "cut-thru" trucks and send tickets/fines	Long	Truck safety	Substantial	Would greatly discourage cut-thru truck trips	Need to determine legal viability	High
32	Use cameras on primary streets to generate "courtesy notices" for speeding	Long	Vehicle speed	Modest	Provides objective feedback to motorists	More expensive than feedback signs for same outcome	High

Table C2

Treatment Options (sorted by Benefit Level)

Ref	Treatment (see text for details)	Timing to Implement[1]	Primary Target	Benefit Level[2]	Benefit Comment	Side Effects	Cost[3]
2	Make the streets private and install gated entries at perimeter (4)	Long	Traffic volume	Substantial	Provides for on-going means to monitor trucks and eliminates cut-thru traffic	Added cost to homeowners for gates and street maintenance	High
3	Provide required haul routes for construction-related trucks (see Figure 6)	Short	Truck safety	Substantial	Reduces length of downhill runs for trucks	More trucks on some streets than current	Med
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14	Traffic control officers to restrict vehicle travel during hauling, while trucks travel to/from construction site	Short	Truck safety	High	Reduces potential for injuries in the case of run-away truck	Motorist delay of 5-10 minutes	High

APPENDIX D: NATIONAL RESEARCH ON TRUCK COLLISIONS

U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

NHTSA
People Saving People
http://www.nhtsa.dot.gov

DOT HS 809 569

June 2003

Technical Report

An Analysis of Fatal Large Truck Crashes

Published by:
NCSA
National Center for Statistics and Analysis
Advanced Research and Analysis

This document is available to the public from the National Technical Information Service, Springfield, VA 22161

EXECUTIVE SUMMARY

In 2000, there were 4,930[1] large trucks involved in fatal crashes, 101,000 large trucks involved in injury crashes, and 351,000 large trucks involved in property damage-only crashes for a total of 457,000 large trucks involved in crashes. Large trucks are defined as trucks with a gross vehicle weight of at least 10,000 pounds.

Since the late 1970s, approximately 12 to 13 percent of all traffic-related fatal crashes were the result of a crash involving a large truck; see Figure 6, pg. 6.

Large truck fatalities are classified as occupant fatalities in single-vehicle crashes or multiple-vehicle crashes and non–occupant fatalities. Single-vehicle fatalities, multiple-vehicle fatalities, and non-occupant fatalities in combination truck crashes account for 7 percent, 63 percent and 6 percent, respectively, of all large truck fatalities. By comparison, the portion of all large truck fatalities associated with single-unit trucks are 2 percent, 20 percent, and 2 percent for single-vehicle, multiple-vehicle and non-occupant fatalities, respectively; see Table 2 pg. 7.

Just over half of all large truck fatalities occur on non-divided 2-lane roadways, that is, conventional 2-lane roads with one lane in each direction; see Table 7b pg. 13.

Analysis of geometrical data was used to analyze two-vehicle crashes involving a large truck. The data suggest that for some types of crashes, the driver of the other vehicle may have contributed more to the crash than did the driver of the large truck; see Tables 15a and 15b pgs. 26-27.

A speed limit of 55 mph or higher, poor weather, and a curved road significantly increase the odds of both a rollover and a jackknife for large trucks. As the weight of the large truck and its cargo increases, the odds of a rollover increase, but the odds of a jackknife decrease. Conversely, as the length of a large truck increases, the odds of a rollover decrease, but the odds of a jackknife increase; see Tables 27, 28, and 29, pgs.39-40.

1 As Reported in Traffic Safety Facts 2000

U.S. Department of Transportation

LARGE TRUCK AND BUS CRASH FACTS 2011

Federal Motor Carrier Safety Administration
Analysis Division

October 2013

Vehicles

This chapter presents information on large trucks involved in fatal, injury, and property damage only crashes. Some of the data in this chapter come from the MCMIS Crash File, which contains data on trucks and buses in crashes that meet the SAFETYNET crash severity thresholds. MCMIS data are used for the tables on crashes by vehicle configuration (Vehicles Table 1), cargo body type (Vehicles Table 2), gross vehicle weight rating (Vehicles Table 3), hazardous materials cargo (Vehicles Table 4), and hazardous materials released (Vehicles Table 5). SAFETYNET nonfatal crashes tend to be more serious than GES nonfatal crashes, because the SAFETYNET threshold requires at least one injury involving immediate medical attention away from the crash scene, or at least one vehicle disabled as a result of the crash and transported away from the crash scene. Below is a summary of some of the vehicle information in this section:

- In 2011, 3,608 large trucks were involved in fatal crashes, 63,000 were involved in injury crashes, and 221,000 were involved in property damage only crashes.

- Hazardous materials (HM) placards were present on 3 percent of the large trucks involved in fatal crashes and 2 percent of those in nonfatal crashes. HM was released from the cargo compartments of 12 percent of the placarded trucks. Flammable liquids (gasoline, fuel oil, etc.) accounted for 69 percent of the HM releases from cargo compartments in fatal crashes and 45 percent of the HM releases in nonfatal crashes.

- "Collision with vehicle in transport" was recorded as the most harmful event for 72 percent of the large trucks involved in fatal crashes.

- Singles (truck tractors pulling a single semi-trailer) accounted for 61 percent of the large trucks involved in fatal crashes in 2011; doubles (tractors pulling two trailers) made up 3 percent of the large trucks involved in fatal crashes; and triples (tractors pulling three trailers) accounted for 0.1 percent of all large trucks involved in fatal crashes.

- Vehicle-related crash factors were coded for 4 percent of the large trucks involved in fatal crashes and 3 percent of the passenger vehicles involved in fatal crashes. Tires was the vehicle-related factor most often coded for both vehicle types.

Vehicles Table 2. Large Trucks in Crashes by Cargo Body Type and Crash Severity, 2011

Cargo Body Type	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,545	42.8%	18,205	39.0%	32,050	43.8%
Cargo Tank	332	9.2%	3,137	6.7%	4,295	5.9%
Flatbed	407	11.3%	5,408	11.6%	8,511	11.6%
Dump	335	9.3%	4,387	9.4%	5,564	7.6%
Concrete Mixer	29	0.8%	428	0.9%	457	0.6%
Auto Transporter	39	1.1%	490	1.0%	950	1.3%
Garbage/Refuse	81	2.2%	1,344	2.9%	1,693	2.3%
Grain, Gravel, etc.	129	3.6%	1,056	2.3%	1,498	2.0%
Pole	18	0.5%	247	0.5%	299	0.4%
Log	65	1.8%	510	1.1%	551	0.8%
Intermodal Container Chassis	24	0.7%	224	0.5%	317	0.4%
Vehicle Towing Another Vehicle	12	0.3%	101	0.2%	121	0.2%
No Cargo Body	196	5.4%	3,488	7.5%	4,505	6.2%
Other Large Truck	280	7.8%	7,064	15.1%	11,276	15.4%
Unknown	116	3.2%	642	1.4%	1,022	1.4%
Total	**3,608**	**100.0%**	**46,731**	**100.0%**	**73,109**	**100.0%**

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) of more than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating greater than 10,000 pounds. Injury crashes are defined here as crashes that resulted in at least one injury involving immediate medical attention away from the crash scene. (Note that this definition of an injury crash is not the same as that used in the GES injury estimates presented in other tables of this report.) Towaway crashes are defined here as crashes in which at least one vehicle was disabled as a result of the crash and transported away from the crash scene.
Sources: Fatal Crashes: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration, MCMIS Crash File.

Vehicles Table 3. Large Trucks in Crashes by Gross Vehicle Weight Rating and Crash Severity, 2011

Gross Vehicle Weight Rating	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
≤10,000 lb	0	0.0%	293	0.6%	503	0.7%
10,001 - 26,000 lb	657	18.2%	9,679	20.7%	14,229	19.5%
≥26,001 lb	2,949	81.7%	36,177	77.4%	57,518	78.7%
Unknown	2	0.1%	582	1.2%	859	1.2%
Total	**3,608**	**100.0%**	**46,731**	**100.0%**	**73,109**	**100.0%**

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) of more than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating greater than 10,000 pounds. Injury crashes are defined here as crashes that resulted in at least one injury involving immediate medical attention away from the crash scene. (Note that this definition of an injury crash is not the same as that used in the GES injury estimates presented in other tables of this report.) Towaway crashes are defined here as crashes in which at least one vehicle was disabled as a result of the crash and transported away from the crash scene.
Sources: Fatal Crashes: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration, MCMIS Crash File.

A Synthesis of Safety Implications of Oversize/Overweight Commercial Vehicles

By

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UTCA

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UTCA Theme: Management and Safety of Transportation Systems

Project Findings

This project drew several conclusions about current large or OS/OW commercial vehicle crashes. The findings regarding the extent of data available or needed were of special interest due to theirs effect upon analyzing OS/OW crash causation and severity. They are discussed in two general groups, primary findings and more specific findings on multiple topics.

Primary Findings Regarding OS/OW Commercial Vehicles and Safety

The most pertinent overarching findings regarding the contributions of OS/OW commercial vehicles to crashes appear to be the following:

1. In general, as commercial vehicles become larger and heavier, crash rates decrease but crash severity increases. A lack of consistency and lack of methodological rigor supporting previous findings precludes definitive conclusions regarding either a positive or negative relationship between larger/heavier vehicles and safety; suggesting only that additional research is needed to understand the complex relationship.

2. No existing truck crash data sets contain sufficient information for a scientific analysis of the specific contributions of size and weight (especially OS/OW) to crash causation or severity. The complex, confounding relationships between the contributing factors, and the very small sample sizes for different configurations of the largest commercial vehicles are two of the primary reasons that existing data are not sufficient.

3. Studies in Canada have indicated that the largest vehicles, LCVs, have lower crash rates (all severities) than other trucks and all-vehicles as a group. Additional research is required to isolate and identify the reasons for this, but it could be because operation of these vehicles is restricted to higher level roadways, involved shipping firms assign better drivers, or similar reasons.

4. Another study in Canada found that large truck performance measures (SRS, off tracking, etc.) are highly correlated to large truck crash rates. Controlling truck safety through performance thresholds might offer an alternative way to enhance US large truck safety programs.

To develop more effective large truck safety programs, much additional highly-targeted data must be collected to determine vehicle weights (perhaps from weight data sets collected continuously at upstream WIM or virtual WIM locations) and from the shipper and receiver, from the freight firm, from the law enforcement and judiciary systems, and from other sources. Analysis of such comprehensive data can begin to unravel the relationship between OS/OW trucks and crash causation and severity.

More Specific Findings

Additional, More-Specific Data Needed

The need for better, more complete data and for additional research has been known for some time. This is illustrated by quotations from several prior research publications.

In 1985 Eicher wrote, "The lack of accident data collection on large trucks, the need for better on-site investigation of large-truck accident causation, and the necessity of more research on the behavior of large trucks on each functional class of roadway are discussed" (Eicher, et al. 1986).

In 1986 McGee published a list of high priority truck safety issues, including "...safety record versus truck type, the relationship of gross weight to truck safety, the relationship of truck length to truck safety, and the type of accident versus type of truck..." (McGee, 1986).

A 2002 TRB Special Report provided a quote that still defines the OS/OW truck crash situation, "... there is a dearth of literature linking vehicle size and weight to large truck safety levels... studies conducted over the last 60 years have not yielded definitive conclusions" (Morris, 2002).

The same TRB report also commented on needed research, "It is essential to examine the safety consequences of size and weight regulation. Research and monitoring needed to understand the relationship of truck characteristics and truck regulations to safety and other highway costs are not being conducted today" (Morris, 2002).

UA researchers who compiled this synthesis concluded that there is little or no scientifically reliable data on crashes of longer and bigger combination vehicles. This is especially true for triples, which are allowed by only 11 western states and three eastern states (only on turnpikes for eastern states). All 14 states of that allow triples impose restrictions on their operation.

Law enforcement officers and national transportation agency researchers relate that crash data is reported differently from jurisdiction to jurisdiction. This limits its use, and makes it very difficult to construct a suitable national data set capable of supporting an intensive scientific analysis.

Existing data sets are limited, either in the type of data or breadth of data. To advance the state of knowledge, a comprehensive data set is needed, containing quantitative, digital data, not empirical data. Assembling such data could be an extensive, expensive effort.

Effect of Vehicle Weight on Crash Cause and Severity

Carson had similar findings in two comprehensive studies (Carson, et al. 2002 and 2007), noting that research findings about GVW were consistent; higher GVW resulted in lower crash rates but higher crash severities. However, she found few historical studies in either project to confirm this relationship.

After performing OS/OW truck research projects, investigating OS/OW crashes as part of a multidisciplinary team, and reconstructing OS/OW crashes, Kentucky Transportation Center researchers stated that they did not find much to support excess weight as a cause of truck crashes. Although excess weight was a probable causal fact, sufficient data did not exist to support such a conclusion.

Overloading trucks increases the time and distance it takes for them to stop. This was documented by the Truck Safety Coalition (2007). The same situation was encountered in Kentucky during a braking test on a SU and a tractor semi-trailer; loads were gradually increased until the vehicles were significantly OW. Braking distances increased with increasing weight. But a more significant trend was how much braking distance increased with increased speed. This topic was discussed more fully earlier in this synthesis.

There have been few studies on the role of freight loads in crashes. The total load and weight distribution of commercial vehicles involved in collisions are very influential in the cause, type, and severity of crashes. The relationship between weights and factors like braking capacity and handling characteristics are not yet clearly understood.

Unfortunately, the contributions of the overloads to truck crashes are not adequately documented in the literature. One reason is that it has been virtually impossible to weigh a truck after it has crashed to see if it was overweight, especially when the load spilled.

A vehicle may weigh more than the federal weight criteria applicable to the roadway upon which it is traveling and not be overweight. The load might be legal under a grandfather clause of federal legislation, be subject to a categorical exclusion under state law, or may have a valid state highway agency permit for a specific load and a specific trip. Additional data is needed to determine which OS/OW vehicles involved in collisions were operating illegally and which were legal due to grandfathering, state legislative exemptions or state DOT permits.

Speed

Carson noted that the effect of speed limits on safety levels was unconfirmed, whether the speed limit was uniform or differentiated by vehicle type (Carson, et al. 2007).

Speed is often mentioned in the literature, with various estimates of its involvement rate in causing crashes. Investigating officers feel that it contributes to truck crashes, and it was cited as a factor in 20% of Kentucky heavy truck accidents.

Speed reported on a crash report is an estimate by the investigating officer and contains an unknown amount of error. For this reason researchers sometimes use the posted speed limit as a surrogate for the actual speed of a heavy truck. It too contains an error of unknown size. The correlation between the speed estimates by investigating officers, posted speed limits and the actual speeds of trucks is unknown.

Size-Speed-Weight

There is a pressing need for studies linking size, weight, speed and safety.

Although truck brakes have improved considerably since 1998, the effects of overweight loads on braking are not well documented. This is a key piece of missing information that could improve heavy truck safety if known.

In a test conducted by KTC (Pigman and Agent, April1998), a SU and a tractor semitrailer met current low speed FMSCR braking requirements. Braking distance was found to increase with increasing weight. Also, combination truck braking distances decreased as the number of axles on the pavement increased. Braking distance was much more sensitive to the speed at which braking was initiated than to GVW. In other words, doubling GVW had less effect on stopping distance than doubling the speed at initiation of braking. At higher speeds the impact was much more pronounced. Even though this test was conducted in limited circumstances, it does begin to reveal interesting findings.

Those who work in this field intuitively know that there has to be an increased safety risk from higher speed and weight, if for no other reason than speed and weight determine the energy that must be absorbed in the crash. But current data are insufficient for a complex analysis for different crash factors like rollover, exceeding braking system capacity, unusual wheel and axle configurations, etc. There is no data to support such a study.

Enforcement

Issuing a citation to a truck in moving traffic is a difficult task to perform without causing congestion or inadvertently creating a traffic hazard. Sometimes an officer directs a trucker to the next freeway exit where the citation is issued. But it is rarely possible to find such a convenient location on a two-lane arterial road.

One CMV enforcement commander indicated that law enforcement officers hesitate to pull over offending trucks because they know the driver has to make a living (sympathy), there may be no place to pull the vehicle over (congestion and safety), and they may not know how to conduct a vehicle inspection or how to evaluate a driver's log book (lack of training).

OS/OW drivers are known to dodge enforcement and to use "plugging" and other techniques to avoid weigh stations (Taylor, et al. 2007). CV enforcement agency managers have reported that OS/OW drivers are likely to use secondary roads or to travel at night to avoid enforcement officials.

Small firms (less than five trucks) are most likely to exceed size and weight limits. Their vehicles are typically older and less maintained, and their drivers are more apt to run more loads in a day because these firms operate on such a low margin. As might be expected, they generally have higher crash rates. This situation is exemplified by the one-vehicle "ma and pa" trucking

firm. Enforcement officers find it emotionally difficult to issue citations to these drivers because it might make a difference in keeping their firms in business.

Enhanced Research Needed

A fictitious scenario will provide insight into the type data needed for a scientific, controlled study of truck crashes. Suppose that four identical types of heavy truck crashes occurred with four different crash maneuvers on four different roadway classifications, for four different truck configurations with four different load weights, and at four highly different speeds. In this case the accident sequence and outcome would likely be much different for each truck. It would be meaningless for a researcher to draw conclusions about truck crashes in general.

The state of practice in safety research is to identify and control the individual factors that affect crashes. In the preceding example, if the crash maneuvers, roadway classifications, truck configurations and truck weights were identical (i.e., control them so that their effect on the crash event is the same for every truck), then it might be possible to examine effects of the remaining factor – speed.

Build an Ideal Data Set

To fully understand why and how OS/OW crashes occur, researchers need much more information to interpret the role of size or weight. If truck classifications are used as the basis for the research, then additional data must be provided for each classification of truck, including miles driven (exposure), road type (local roads, city streets, Interstate highways, NN, etc.), load type and weights, type and condition of brakes, speed at onset of the accident sequence, extent of injuries to drivers, passengers and pedestrians, etc. The possible data combinations are almost endless. For the highest level of accuracy, the values of these data items are linked to a particular truck in the dataset – its type, size, weight, speed, maneuver, road type, etc., must be known. Rather than trying to understand every possible contributing factor at once, a better approach is usually to find a data set for which most of the individual data items can be controlled so that one or two factors can be studied at a time.

This idea data set does not yet exist for heavy vehicles. But it could be obtained in the future if the most important parameters (like actual weigh of the vehicle and load at impact) are identified and sources for that data are identified. For loaded weight, the obvious example is inclusion of existing weight data bases into safety data bases, and increasing the collection of such data for individual vehicles. WIM and virtual WIM systems are capable of providing such data.

Recommendations

The following recommendations are intended to address the need for additional data and for enhanced awareness of the complexity of heavy truck crashes:

- Make data available, if possible online, from weigh stations, weigh-in-motion (WIM) and virtual WIMs, especially when weight and dimensional data can be attributed to specific vehicles that are later involved in traffic crashes. This data can add significant scientific merit to truck safety studies. The weight data can also be used for state and federal planning and enforcement activities.

- Expand the number of WIM and virtual WIM stations to provide more data at relatively small incremental costs compared to alternative labor intensive methods to collect the same data.

- Expand the "Truck Involvement in Fatal Accidents" and "Large Truck Crash Causation" databases. They are prepared by supplementing crash data with specific information about the configuration of each involved truck, driver information, citation information, load information and much more. It seems realistic to use weight databases to expand these files for individual truck crashes.

- Conduct a regional study of OS/OW vehicles. Since triples are restricted to the northwest, that might be a good location for such a study. One desirable outcome of such a study is to distinguish between legal and illegal OW/OW vehicles in crashes.

- Inventory states with categorical exclusions to TSWs that allow very heavy commercial vehicles, to see if any of them have comprehensive records of crashes of OS/OW vehicles. If a significant number of states contribute data it might provide a suitable national database.

- Examine load and weight distribution of commercial vehicles involved in collisions to find the relationship weight and factors like braking capacity and handling characteristics. That could provide a breakthrough in CV safety knowledge.

- Conduct an intensive project to gather significant, high-quality data to analyze OS/OW commercial vehicle crashes, including follow-up crash site investigations to collect truck-specific data using a crack team of experts. This can be patterned after the FARS data collection system.

- Where needed, provide specialized training to troopers, police officers and other involved personnel to help them determine the cause or contributing causes of heavy truck crashes. This can affect the type and amount of data that they collect.

- Encourage FHWA and FHSCA to continue to work together to develop and administer policies and programs that address the big picture of roadway safety, of which heavy truck safety an important element. This would include sharing of agency specific data and research programs to optimize the results.

ATTACHMENT 2

NEWDAY DEVELOPMENT, Inc.
GENERAL CONTRACTORS AND DEVELOPERS
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DBA "NEWDAY CONSTRUCTION"

May 15, 2014

To:
The Mayor, City Council, Department Heads for Planning and Building and Safety for the City of Beverly Hills

My name is Louis Krokover and I am a third generation general contractor based in the greater Los Angeles area. My family has been in the construction business as founded back in Beverly Hills in 1912 by my late grandfather who I am named after.

A brief background of my qualifications, are that in 1992 I was requested by then Governor of Florida Lawton Chiles to assist the state in reviewing and re-writing their planning, zoning and building codes.

I have further assisted the City of Los Angeles as an unpaid consultant in the development and structure for the Baseline and Hillside Ordinances.

I was appointed in late 2013, by the current Mayor of Los Angeles - Eric Garcetti and the director of the Planning Department Michael LoGrande to assist them as an unpaid consultant to the Plan-Re:Code council for the next four years to review and update the planning and zoning codes, and if time allows further review and update the building codes.

The current deaths that have occurred in the Trousdale Estates are actually not uncommon in other cities weather they have step roads or heavily congested streets.

I then propose the following to you as I have to others cities as a solution to a positive action of mitigation.

As follows:

1. The hours for heavy haul routes shall be from 8:00 AM until 1:00 PM Monday through Friday.
2. No staging of any heavy haul trucks prior to 8:00 AM and all heavy trucks must be off the streets by 1:00 PM.
3. All heavy haulers must submit current vehicle inspection certifications of safety before they are or will be allowed to enter the city.
4. All heavy haulers MUST designate the City as Additional Insured on their policies.
5. All inclined streets shall be re-paved with a heavy aggregate full traction asphalt material.
6. Any street staging of site vehicles must be on the down grade.

818-784-9495 | Fax: 818-783-8924 | Email: Louis@newdaydevelopment.com
14117 Chandler Blvd. | Sherman Oaks, CA 91401-5715 | www.NewDayDevelopment.com

NEWDAY DEVELOPMENT, Inc.
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DBA "NEWDAY CONSTRUCTION"

To be very frank with everyone –

This works and has no major negative impact on the property owners, developers or the construction companies. We all learn to work within and for a positive system solution.

When the above items are followed, you and all will see that projects are not delayed, and that residents are happier knowing that their streets are safer.

I am available to discuss further upon your request and will present further information as requested.

Respectfully,

Louis Krokover
President

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Fax: 818-783-8924
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ATTACHMENT 3

June 11, 2014

The City of Beverly Hills invites your participation in the review of traffic safety recommendations for the Trousdale area, on June 17, 2014. As many of you are aware, the City of Beverly Hills suspended all hauling vehicles that are three or more axles or exceed 26,000 pounds gross vehicle weight, effective May 9, 2014, following the latest traffic accident on Loma Vista Drive. On May 20, 2014, the City Council continued the suspension while Fehr & Peers, a Traffic Engineering firm, prepared a comprehensive traffic safety study of the Trousdale area. The study includes recommendations to address construction vehicle safety, speeding and cut-through traffic in the area. The draft report is available on the City's website at www.beverlyhills.org/trousdale.

Both the City Council and the City Council/Traffic & Parking Commission Liaison Committee will review the Fehr & Peers recommendations on June 17, 2014 as follows:

City Council/Traffic Commission Liaison Committee
9:00 a.m.
City Council Chambers
455 North Rexford Drive
Beverly Hills, CA 90210

City Council Study Session Meeting
2:30 p.m.
City Council Chambers
455 North Rexford Drive
Beverly Hills, CA 90210

Persons wishing to comment on the traffic safety recommendations are invited to attend the June 17, 2014 meetings. You may also submit comments in writing for review by the City Council by e-mail at transportation@beverlyhills.org or by mail at City of Beverly Hills Community Development Department, 455 North Rexford Drive, Beverly Hills, CA, 90210.

If you have any questions, please call (310) 285-1124.