



## CITY OF COMMERCE AGENDA REPORT

**TO:** Honorable City Council **Item No.** \_\_\_\_\_

**FROM:** Interim City Administrator

**SUBJECT:** Adoption of the Citywide Traffic Speed Survey 2016

**MEETING DATE:** March 21, 2017

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### **RECOMMENDATIONS:**

Approve the proposed resolution which will approve the updated Citywide Traffic Speed Survey.

### **BACKGROUND:**

All municipalities are required by the California Vehicle Code (CVC) and the California Manual on Uniform Traffic Control Devices (CA MUTCD) to establish posted speed limits on streets and highways based on a formal Engineering and Traffic Survey (E&TS), as defined in CVC section 627. By law, law enforcement cannot enforce speed limits on arterial or collector roadways if there is no current E&TS or speed survey in effect. Per CVC section 40802, in order for posted speed limits to be enforceable, an E&TS needs to be updated every seven (7) years. The update interval of the speed survey or E&TS can be extended to ten (10) years when a registered engineer determines that no significant changes in roadway or traffic conditions have occurred. The City's current speed survey would have expired in November 2015 (after seven years). However, pursuant to CVC section 40802, the Director of Public Works and Development Services made the determination that there was no significant change in roadway or traffic conditions along the applicable roadways, and thereby extended the update interval of the speed survey.

Since then, due to direction from Council for consideration of lower speed limits near schools as well as the age of the previous survey, staff concluded that an update for revision to the speed survey is warranted. Therefore, Public Works and Development commissioned a survey in 2016 to conduct a citywide engineering and traffic speed survey. The survey was completed in December 2016. On January 11, 2017, the Traffic Commission approved the finalized Citywide Traffic Speed Study, which is also a formal E&TS.

Also, pursuant to the enactment of California Assembly Bill No. 321 (Option for Municipalities to Reduce Prima Facie Speed to 15 MPH or 20 MPH near Schools in Residential Areas), the City has the ability to reduce speed limits following the completion of the E&TS. The completion of the E&TS for the City of Commerce, not only updates the current document, it gives the City the formal authority to reduce the speed limits near the schools.

A copy of the full engineering and traffic speed survey (entitled “Citywide Engineering and Traffic Survey 2016”) is available for review at the Public Works and Development Services Department.

## **ANALYSIS:**

Speed limits in California are based on the basic speed law, as codified in section 22350 of the CVC: “No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent with regard to weather, visibility, the traffic on, the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property.” In addition, speed limits that are set in local municipalities are considered “prima facie,” which means the speed limits are presumed and accepted to be correct, unless proven otherwise. The CVC establishes several blanket prima facie speed limits; those speeds which have been determined to be reasonable and prudent for specific areas. These limits include: 15 miles per hour (mph) in alleys and 25 mph in business and residential districts. Posting of these blanket prima facie speed limits is not required when they are readily apparent to the driver.

However, for arterials and collectors where speeds exceed 25 mph, CVC section 22357 requires posted speed limits be established and justified by an E&TS or speed survey. A collector roadway is a low-to-moderate capacity road which serves to move traffic from local streets to arterial roads. An arterial roadway is a high-capacity urban road, the primary function of which is to deliver traffic from collector roadways to freeways or expressways and between urban centers.

Based on the CA MUTCD, Part 2, section 2B.13 (see Exhibit 1), the posted speed limit is typically set at the nearest 5 mph increment of the 85th-percentile speed that was surveyed. The Director of Public Works and Development Services retains the option of lowering it by an additional 5 mph to account for other factors and safety needs, such as prevailing traffic speeds, accident records, driveway locations, intersection frequency, pedestrian crossings, and conditions which may not be readily apparent to the driver.

For the vast majority of the streets in Commerce, the revised speed survey has reflected that no change in the speed limit is warranted. However, the updated speed survey recommended the following decreases in the speed limit:

**CURRENT POSTED      REVISED POSTED**

<b><u>STREET:</u></b>	<b><u>LIMITS:</u></b>	<b><u>SPEED (MPH):</u></b>	<b><u>SPEED (MPH):</u></b>
Commerce Way	Washington Blvd. to Harbor St.	25	20*
Couts Ave.	Leonis St. to Kinsie St.	25	15*
Cowlin Ave.	Leonis St. to Kinsie St.	25	20*
Harbor St.	Eastern Ave. to Commerce Way	25	20*
Kinsie St.	Couts Ave. to Cowlin Ave.	25	20*
Leonis St.	Couts Ave. to Cowlin Ave.	25	20*
Washington Blvd.	Fidelia Ave. to Telegraph Rd.	40	35

The revised speed limits shown by the asterisk (\*) represent a lower speed limit since the street is near a school zone area and indicates posted speed limit when “children are present.” The reduction in speed limit near school zones came as the result of the enactment of California Assembly Bill No. 321 (Option for Municipalities to Reduce Prima Facie Speed to 15 MPH or 20 MPH near Schools in Residential Areas). The Traffic Commission approved this measure on September 14, 2016. The City Council approved it on October 4, 2016.

For Washington Boulevard (between Fidelia Avenue to Telegraph Road), it was determined that a 5 mph decrease was warranted due to the geometry of a newly to be constructed median, and that a prevailing speed of 35 mph assured both safe and efficient travel for the motoring public.

In conclusion, the E&TS or speed survey has now been revised for the streets of the City of Commerce, which conforms to the requirement of the CVC and CA MUTCD in terms of speed enforcement.

**ALTERNATIVES:**

1. Approve staff recommendation
2. Reject staff recommendation
3. Provide staff with further direction

**FISCAL IMPACT:**

An estimated \$25,000 will be needed for the installation of new or revised speed limit signs and appurtenant street markings. It is proposed that this effort be budgeted as part of the 2017-2018 Public Works and Development Services operations budget.

**RELATIONSHIP TO STRATEGIC GOALS:**

This item is related to a specific 2016 Strategic Goal to “develop and implement a sustainable CIP Program to ensure the quality of existing infrastructure and support future plans for the City and develop and invest in infrastructure and beautification projects that support economic growth.”

Approved by: Maryam Babaki, Director of Public Works and Development Services  
Prepared by: Seung Yang, Associate Civil Engineer  
Reviewed by: Vilko Domic, Finance Director  
Approved as to form: Eduardo Olivo, City Attorney  
Respectfully submitted: Matthew C. Rodríguez, Interim City Administrator

**ATTACHMENTS:**

1. Resolution
2. *Exhibit 1* – CA MUTCD, Section 2B.13
3. *Exhibit 2* – Complete Copy of the Citywide Engineering and Traffic Survey 2016