

STAFF REPORT*CITY OF OCEANSIDE*

DATE: May 16, 2012
TO: Honorable Mayor and City Councilmember
FROM: Development Services Department
SUBJECT: **ORDINANCE ESTABLISHING PRIMA FACIE SPEED LIMITS UPON VARIOUS STREETS**

SYNOPSIS

Staff and the Planning Commission recommend that the City Council introduce an ordinance establishing prima facie speed limits for the following streets:

- ❖ College Boulevard:
 - 40 mph – North River Road to Adams Street
 - 45 mph – Adams Street to State Route 76
 - 50 mph – Roselle Street to Waring Road/Barnard Drive
 - 35 mph – Waring Road/Barnard Drive to Lake Boulevard
 - 45 mph – Lake Boulevard to South City Limits
- ❖ El Camino Real:
 - 40 mph – Douglas Drive to Mission Avenue
 - 45 mph – Mission Avenue to Oceanside Boulevard
 - 45 mph – Oceanside Boulevard to Vista Way
- ❖ Vista Way
 - 30 mph – Coast Highway to I-5/SR-78 Interchange

BACKGROUND

The basic speed law, per the California Vehicle Code, Section 22350, states, "No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property." A prima facie speed limit for a street is deemed reasonable and prudent under normal conditions. A prima facie speed limit can be changed if an appropriate engineering and traffic survey is conducted by the governing agency, per the standards outlined in the California Vehicle Code (CVC). The City of Oceanside's Traffic Code also requires that speed limits be established by a City Council Ordinance. A new engineering and traffic study shall be conducted if the speed zone changes or a new prima facie speed limit is established.

The process of establishing a prima facie speed limit requires that an engineering and traffic survey be completed in which necessary data is included in the study justifying a specific speed limit for a road. A few of the details reviewed in the process of establishing a prima facie speed limit are the 24-hour traffic volume, reported traffic collision history, and the critical speed. The critical speed (also referred to as the 85th percentile) is the speed at or below which 85 percent of the traffic is traveling. Establishing a prima facie speed limit will allow the Police Department to enforce the posted speed limit.

One way to achieve a safe roadway and to enhance efficient traffic flow is to establish proper and reasonable prima facie speed limits that can be enforced. Establishing a prima facie speed limit that is reasonable can help achieve voluntary compliance by the majority of drivers without the need for the presence of a police officer. Studies have shown a reduction in accidents on streets where proper speed limits have been established.

ANALYSIS

The California Roadway System Maps, approved by the Federal Highway Administration, is reviewed to determine the classification of the street that requires a speed survey. If a street is classified as a principal arterial, a minor arterial, or a collector road, an engineering and traffic study is conducted for the street.

Speed limits are established by rounding the critical speed, obtained from a speed survey, to the nearest five (5) mile per hour increment. If the proposed speed limit differs upon the basis of the engineering and traffic survey's critical speed, the posted speed limit would not be enforceable by the Police Department. There are three ways that a speed limit can be reduced and still be enforceable. For example:

- If the critical speed is 37 mph, then it would round down to the nearest 5 mph increment, which would be 35 mph. If there are any conditions "not readily apparent" that justify lowering the speed limit another 5 mph, then the speed limit could be lowered to 30 mph.
- If the critical speed is 38 mph, then it would round up to the nearest 5 mph increment, which would be 40 mph. If there are any conditions to justify lowering the speed limit another 5 mph, then the speed limit could be lowered to 35 mph.
- If the critical speed is 38 mph, then one could round down to the nearest 5 mph increment, which would be 35 mph, but then the speed limit would not be able to be rounded down any further.

"Not readily apparent" conditions that would warrant the reduction in the speed limit would be conditions such as:

- Residential density
- Pedestrian and bicycle safety

- Collision data (such as comparing the City of Oceanside's accident rate to the Statewide accident rate)

As seen in Table A, there are six segments that have a higher accident rate than the statewide accident rate. For all six locations, this was justification to lower the speed limit another 5 miles per hour, using the critical speed as the base speed. There were two segments where the speed could have been rounded up to the higher 5 mph increment, but due to the existing speed limit and/or existing conditions, the critical speed limit was rounded down to the nearest 5 mph increment. There was one segment where the critical speed was rounded to the nearest 5 mph increment and there was no need to justify lowering it further.

In the City of Oceanside's Municipal Code, there are street segments already identified along with their established speed limit. However, due to certain changes in the roads' characteristics, it is required that the limits to the speed zones be changed.

Table A: Speed Survey Data

Location	Limits	Accident Rate (MVM)	California Statewide Accident Rate	Current Speed Limit (MPH)	Critical Speed (MPH)	Proposed Speed Limit (MPH)
College Boulevard	North River Road to Adams Street	2.15	1.60	35	46	40
College Boulevard	Adams Street to State Route 76	1.93	1.60	50	51/46	45
College Boulevard	Roselle Street to Waring Road/Barnard Drive	0.40	1.60	45	52	50
College Boulevard	Waring Road/Barnard Drive to Lake Boulevard	2.14	1.60	N/A	41/40	35
College Boulevard	Lake Boulevard to South City Limits	1.28	1.60	45	49	45
El Camino Real	Douglas Drive to Mission Avenue	1.81	1.60	35	44	40
El Camino Real	Mission Avenue to Oceanside Boulevard	1.02	1.60	45	49	45
El Camino Real	Oceanside Boulevard to Vista Way	2.93	1.60	45	52	45
Vista Way	Coast Highway to Interstate 5/State Route 78 Interchange	3.55	1.42	35	35	30

Table A shows that three street segments show an increase in the posted speed limit, two segments show a decrease in the posted speed limit, and three segments will keep the same posted speed limit. There is one segment that currently does not have a posted speed limit and a new posted speed limit will be established.

FISCAL IMPACT

The installation of speed limit signs will cost approximately \$400 per segment with an increase in annual maintenance of one work hour.

CITY ATTORNEY’S ANALYSIS

The referenced documents have been reviewed by the City Attorney and approved as to form.

COMMISSION OR COMMITTEE REPORT

At their March 26, 2012, meeting, the Planning Commission approved the proposed prima facie speed limits for subject streets.

RECOMMENDATION

Staff and the Planning Commission recommend that the City Council introduce an ordinance establishing prima facie speed limits for the following streets:

- ❖ College Boulevard:
 - 40 mph – North River Road to Adams Street
 - 45 mph – Adams Street to State Route 76
 - 50 mph – Roselle Street to Waring Road/Barnard Drive
 - 35 mph – Waring Road/Barnard Drive to Lake Boulevard
 - 45 mph – Lake Boulevard to South City Limits
- ❖ El Camino Real:
 - 40 mph – Douglas Drive to Mission Avenue
 - 45 mph – Mission Avenue to Oceanside Boulevard
 - 45 mph – Oceanside Boulevard to Vista Way
- ❖ Vista Way
 - 30 mph – Coast Highway to I-5/SR-78 Interchange

PREPARED BY:

SUBMITTED BY:



 Teala Cotter
 Assistant Traffic Engineer



 Peter A. Weiss
 City Manager

Michelle Skaggs Lawrence, Deputy City Manager
 George Buell, Development Services Director
 Scott O. Smith, City Engineer
 David DiPierro, City Traffic Engineer



 DED

Attachment: Ordinance

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ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE, CALIFORNIA, AMENDING ARTICLE XIV, OF THE OCEANSIDE TRAFFIC CODE TO ESTABLISH VARIOUS SPEED LIMITS ON VARIOUS STREETS

WHEREAS, the City of Oceanside establishes speed limits on public streets based on criteria set forth in the California Vehicle Code and enforced in the San Diego Superior Court, North County District, Vista Traffic Court regarding posted speed limits on public streets.

NOW THEREFORE, The City Council of the City of Oceanside, California, does ordain as follows:

SECTION 1. The following subsections shall be added to Article XIV, Section 14.1 of the Oceanside Traffic Code:

“(86) College Boulevard between Waring Road/Barnard Drive and Lake Boulevard ---
35 mph”

“(87) College Boulevard between Lake Boulevard to South City Limits --- 45 mph”

“(88) Vista Way between Coast Highway and Interstate 5/State Route 78 Interchange ---
30 mph”

SECTION 2. The following subsections of Article XIV, Section 14.1 of the Oceanside Traffic Code are hereby amended to read:

“(49) College Boulevard between North River Road and Adams Street --- 40 mph”

“(48) College Boulevard between Adams Street and State Route 76 --- 45 mph”

“(10) College Boulevard between Roselle Street and Waring Road/Barnard Drive --- 50
mph”

“(22) El Camino Real between Douglas Drive and Mission Avenue --- 40 mph”

SECTION 3. Article XIV, Section 14.1, Subection (7) of the Oceanside Traffic Code is hereby amended to read:

“(7a) El Camino Real between Mission Avenue and Oceanside Boulevard --- 45 mph”
and

“(7b) El Camino Real between Oceanside Boulevard and Vista Way --- 45 mph”

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SECTION 4. This ordinance shall be codified in the Oceanside Traffic Code.

SECTION 5. The provisions of this ordinance shall be effective thirty days following its adoption. Within fifteen days following its adoption, the City Clerk shall publish this ordinance in the North County Times, a newspaper of general circulation in the City of Oceanside.

INTRODUCED at a regular meeting of the City Council of the City of Oceanside, California held on the _____ day of _____, 2012 and thereafter,

PASSED AND ADOPTED by the City Council of the City of Oceanside, California, this _____ day of _____, 2012, by the following vote:

- AYES:
- NAYS:
- ABSENT:
- ABSTAIN:

MAYOR OF THE CITY OF OCEANSIDE

ATTEST:

APPROVED AS TO FORM:

CITY CLERK



CITY ATTORNEY