

AGENDA NO. 6

PLANNING COMMISSION



STAFF REPORT

DATE: August 26, 2013

TO: Chairperson and Members of the Planning Commission/Transportation Commission

FROM: Development Services Department/Transportation Division

SUBJECT: **ESTABLISHMENT OF PRIMA FACIE SPEED LIMITS UPON VARIOUS STREETS**

SYNOPSIS

Staff recommends that the Planning Commission/Transportation Commission recommend that the City Council approve the establishment of prima facie speed limits for the following streets and their segments:

- ❖ Canyon Drive:
 - 40 mph – Mission Avenue to Crouch Street
- ❖ Coast Highway:
 - 35 mph – Wisconsin Avenue to Vista Way
 - 35 mph – Vista Way to South City Limits
- ❖ Corporate Centre Drive:
 - 45 mph – Oceanside Boulevard to Avenida de la Plata
 - 40 mph – Avenida de la Plata to Ocean Ranch Boulevard
- ❖ Douglas Drive:
 - 40 mph – Mission Avenue to El Camino Real
 - 45 mph – North River Road to Festival Drive
 - 45 mph – Festival Drive to Catalina Drive
 - 50 mph – Catalina Drive to Via Malaguena
 - 45 mph – Via Malaguena to Vandegrift Boulevard
- ❖ Lake Boulevard:
 - 50 mph – Sky Haven Lane to Cannon Road
- ❖ Mesa Drive:
 - 30 mph – Mission Avenue to Foussat Road
 - 40 mph – Foussat Road to El Camino Real
 - 45 mph – El Camino Real to Ivey Ranch Road
 - 45 mph – Ivey Ranch Road to Via Rancho Road
 - 45 mph – Via Rancho Road to North Santa Fe Avenue

- ❖ Ocean Ranch Boulevard:
 - 40 mph – Rancho del Oro Drive to a point 0.356 miles south of Old Grove Road
 - 40 mph – A point 0.356 miles south of Old Grove Road to Old Grove Road
- ❖ Oceanside Boulevard:
 - 40 mph – Coast Highway to Interstate 5
 - 35 mph – Interstate 5 to Crouch Street
 - 45 mph – Crouch Street to El Camino Real

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, the prima facie speed limit 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 is 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. There are three options that a speed limit can be reduced and still be enforceable. For example:

- Option 1: 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 is appropriate justification to lower the speed limit another 5 mph, then the speed limit could be lowered to 30 mph.
- Option 2: 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 is appropriate justification to lower the speed limit another 5 mph, then the speed limit could be lowered to 35 mph.
- Option 3: 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.

To justify the reduction of a speed limit is based off 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)

All the street segments listed in Table A of Exhibit A are having a prima facie speed limit established for the first time; or having their prima facie speed limit changed and/or the street segments altered. Table A shows what the current prima facie speed limit verses the proposed prima facie speed limit. Table A also shows which option was used to help determine the proposed speed limit for each segment:

- There are three segments that have a higher accident rate than the statewide accident rate, which was justification to lower the speed limit another 5 miles per hour, using the critical speed as the base speed (Option 1 and 2).
- There were seven 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 (Option 3).
- There were nine segments where the critical speed was rounded to the nearest 5 mph increment and there was no need to justify lowering it further (Option 1 and 2).
- Then there are two locations where the speed limit was reduced 5 mph due to a residential density justification for one and roadway design justification for another (Option 1).

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 road's characteristic, it is required that the limits to the speed zones be changed. Table B of Exhibit B shows what the existing segments are in the Municipal Code, the proposed changes to the Municipal Code, and how each segment will be assigned in the Municipal Code.

Table A shows that six street segments show an increase in the posted speed limit and thirteen segments will keep the same posted speed limit. Then there are two segments that currently do not have a posted speed limit and a new posted speed limit will be established.

FISCAL IMPACT

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

CITY ATTORNEY'S ANALYSIS

Does not apply.

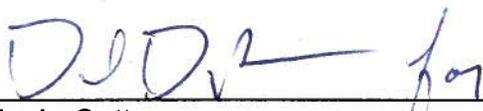
RECOMMENDATION

Staff recommends that the Planning Commission/Transportation Commission recommend that the City Council approve the establishment of prima facie speed limits for the following streets and their segments:

- ❖ Canyon Drive:
 - 40 mph – Mission Avenue to Crouch Street
- ❖ Coast Highway:
 - 35 mph – Wisconsin Avenue to Vista Way
 - 35 mph – Vista Way to South City Limits
- ❖ Corporate Centre Drive:
 - 45 mph – Oceanside Boulevard to Avenida de la Plata
 - 40 mph – Avenida de la Plata to Ocean Ranch Boulevard
- ❖ Douglas Drive:
 - 40 mph – Mission Avenue to El Camino Real
 - 45 mph – North River Road to Festival Drive
 - 45 mph – Festival Drive to Catalina Drive
 - 50 mph – Catalina Drive to Via Malaguena
 - 45 mph – Via Malaguena to Vandegriff Boulevard
- ❖ Lake Boulevard:
 - 50 mph – Sky Haven Lane to Cannon Road

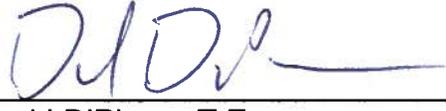
- ❖ Mesa Drive:
 - 30 mph – Mission Avenue to Foussat Road
 - 40 mph – Foussat Road to El Camino Real
 - 45 mph – El Camino Real to Ivey Ranch Road
 - 45 mph – Ivey Ranch Road to Via Rancho Road
 - 45 mph – Via Rancho Road to North Santa Fe Avenue
- ❖ Ocean Ranch Boulevard:
 - 40 mph – Rancho del Oro Drive to a point 0.356 miles south of Old Grove Road
 - 40 mph – A point 0.356 miles south of Old Grove Road to Old Grove Road
- ❖ Oceanside Boulevard:
 - 40 mph – Coast Highway to Interstate 5
 - 35 mph – Interstate 5 to Crouch Street
 - 45 mph – Crouch Street to El Camino Real

PREPARED BY:



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SUBMITTED BY:



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City Traffic Engineer

DDP/TC/fil

Attachments:

Exhibit A: Table A (Speed Survey Data)

Exhibit B: Table B (How Segments are to be Identified in the Municipal Code)

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)	Which option was used? *
Canyon Dr.	Mission Ave. to Crouch St.	1.99	1.42	35	44	40	2
Coast Highway	Wisconsin St. to Vista Way	0.45	2.09	35	34	35	2
Coast Highway	Vista Way to South City Limits	0.38	1.42	35	37	35	1
Corporate Centre Dr.	Oceanside Blvd. to Avenida de la Plata	2.91	1.42	40	48	45	2
Corporate Centre Dr.	Avenida de la Plata to Ocean Ranch Blvd.	0.00	1.42	40	42	40	1
Douglas Dr.	Mission Ave. to El Camino Real	0.91	1.60	40	39	40	2
Douglas Dr.	North River Rd. to Festival Dr.	1.25	1.60	45	49	45	3
Douglas Dr.	Festival Dr. to Catalina Dr.	0.86	1.42	45	48	45	3
Douglas Dr.	Catalina Dr. to Via Malaguena	0.62	1.42	45	50	50	1
Douglas Dr.	Via Malaguena to Vandegrift Blvd.	0.74	1.42	45	48	45	3
Lake Blvd.	Sky Haven Ln. to Cannon Rd.	0.33	1.60	45	48	50	2
Mesa Dr.	Mission Ave. to Foussat Rd.	1.26	1.42	30	35	30	1
Mesa Dr.	Foussat Rd. to El Camino Real	0.73	1.42	35	43	40	3
Mesa Dr.	El Camino Real to Ivey Ranch Rd.	0.94	1.60	45	51	45	1
Mesa Dr.	Ivey Ranch Rd. to Via Rancho Rd.	0.23	1.60	45	47	45	1
Mesa Dr.	Via Rancho Rd. to North Santa Fe Ave.	0.83	1.60	45	49	45	3
Ocean Ranch Blvd.	Rancho del Oro Dr. to a point 0.356 mi. s/o Old Grove Rd.	1.04	1.42	None	44	40	3
Ocean Ranch Blvd.	A point 0.356 mi. s/o Old Grove Rd. to Old Grove Rd.	2.39	1.42	None	41	40	1
Oceanside Blvd.	Coast Highway to Interstate 5	3.01	1.60	40	42	40	1
Oceanside Blvd.	Interstate 5 to Crouch St.	2.31	1.60	35	40	35	1
Oceanside Blvd.	Crouch St. to El Camino Real	0.80	1.60	40	48	45	3

* Which option was used to help determine what the proposed speed limit will be with relation of the critical speed. (See page 3 of report for "option" descriptions.)

Table B : How Segments are to be Identified in the Municipal Code (Oceanside Traffic Code, Article XIV)

Existing Segments in City of Oceanside's Municipal Code			Proposed Segment to be noted in the City of Oceanside's Municipal Code		
Location	Limit	Existing	Location	Limits	Proposed
Canyon Dr.	Mission Ave. to Oceanside Blvd.	#3 (Section 14.1)	Canyon Dr.	Mission Ave. to Crouch St.	Modified #3 (Section 14.1)
Hill St. (Coast Highway)	Wisconsin Ave. to Eaton St.	#5 (Section 14)	Coast Highway	Wisconsin St. to Vista Way	Modified #5 (Section 14)
Hill St. (Coast Highway)	Eaton St. to Southernly City Limits	#8 (Section 14)	Coast Highway	Vista Way to South City Limits	Modified #8 (Section 14)
Corporate Centre Dr.	Oceanside Blvd. to Ocean Ranch Blvd.	#84 (Section 14.1)	Corporate Centre Dr.	Oceanside Blvd. to Avenida de la Plata	#84a (Section 14.1)
Douglas D.	Mission Ave. to El Camino Real	N/A	Corporate Centre Dr.	Avenida de la Plata to Ocean Ranch Blvd.	#84b (Section 14.1)
Douglas D.	North River Rd. to Vandegrift Blvd.	#21 (Section 14.1)	Douglas Dr.	Mission Ave. to El Camino Real	#89 (Section 14.1)
Douglas D.	North River Rd. to Vandegrift Blvd.	#21 (Section 14.1)	Douglas Dr.	North River Rd. to Festival Dr.	#21a (Section 14.1)
Douglas D.	North River Rd. to Vandegrift Blvd.	#21 (Section 14.1)	Douglas Dr.	Festival Dr. to Catalina Dr.	#21b (Section 14.1)
Douglas D.	North River Rd. to Vandegrift Blvd.	#21 (Section 14.1)	Douglas Dr.	Catalina Dr. to Via Malaguena	#21c (Section 14.1)
Douglas D.	North River Rd. to Vandegrift Blvd.	#21 (Section 14.1)	Douglas Dr.	Via Malaguena to Vandegrift Blvd.	#21d (Section 14.1)
Lake Blvd.	Surf Pl. to Kings St.	#17 (Section 14.1)	Lake Blvd.	Sky Haven Ln. to Cannon Rd.	#17 (Section 14.1) and "reserve"
Lake Blvd.	Kings St. to Southernly City Limits	#18 (Section 14.1)	Lake Blvd.	Sky Haven Ln. to Cannon Rd.	#18 (Section 14.1)
Mesa Dr.	Mission Ave. to Parnassus Circle	#2 (Section 14)	Mesa Dr.	Mission Ave. to Foussat Rd.	#40 (Section 14.1) and "reserve"
Mesa Dr.	Parnassus Circle to Foussat Rd.	#40 (Section 14.1)	Mesa Dr.	Foussat Rd. to El Camino Real	#2 (Section 14)
Mesa Dr.	Foussat Rd. to El Camino Real	#41 (Section 14.1)	Mesa Dr.	El Camino Real to Ivey Ranch Rd.	#41 (Section 14.1)
Mesa Dr.	El Camino Real to North Santa Fe Ave.	#36 (Section 14.1)	Mesa Dr.	Ivey Ranch Rd. to Via Rancho Rd.	#36a (Section 14.1)
Mesa Dr.	El Camino Real to North Santa Fe Ave.	#36 (Section 14.1)	Mesa Dr.	Via Rancho Rd. to North Santa Fe Ave.	#36b (Section 14.1)
Mesa Dr.	El Camino Real to North Santa Fe Ave.	#36 (Section 14.1)	Mesa Dr.	Via Rancho Rd. to North Santa Fe Ave.	#36c (Section 14.1)
Oceanside Rancho Blvd.	N/A	N/A	Ocean Ranch Blvd.	Rancho del Oro Dr. to a point 0.356 mi. s/o Old Grove Rd.	#8a (Section 14.1)
Oceanside Rancho Blvd.	N/A	N/A	Ocean Ranch Blvd.	A point 0.356 mi. s/o Old Grove Rd. to Old Grove Rd.	#8b (Section 14.1)
Oceanside Blvd.	Ditmar St. to Crouch St.	#4 (Section 14.1)	Oceanside Blvd.	Coast Highway to Interstate 5	#4 (Section 14.1)
Oceanside Blvd.	Ditmar St. to Vine St.	#53 (Section 14.1)	Oceanside Blvd.	Interstate 5 to Crouch St.	#53 (Section 14.1)
Oceanside Blvd.	Ditmar St. to Crouch St.	#4 (Section 14.1)	Oceanside Blvd.	Interstate 5 to Crouch St.	#54 (Section 14.1) and "reserve"
Oceanside Blvd.	Couch St. to El Camino Real	#54 (Section 14.1)	Oceanside Blvd.	Crouch St. to El Camino Real	#2 (Section 14.1)
Oceanside Blvd.	Couch St. to Canyon Dr.	#2 (Section 14.1)	Oceanside Blvd.	Crouch St. to El Camino Real	#2 (Section 14.1)