

STAFF REPORT



ITEM NO. 23
CITY OF OCEANSIDE

DATE: September 25, 2013
TO: Honorable Mayor and City Councilmembers
FROM: Development Services Department
SUBJECT: **ORDINANCE ESTABLISHING PRIMA FACIE SPEED LIMITS UPON VARIOUS STREETS**

SYNOPSIS

Staff and the Planning/Transportation Commission recommend that the City Council adopt an ordinance establishing prima facie speed limits upon various streets identified in Table A, Attachment 1.

BACKGROUND

The basic speed law, per the California Vehicle Code (CVC), 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 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 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 allows 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 criteria that a speed limit can be reduced and still be enforceable. For example:

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.
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.
3. If the critical speed is 38 mph, then, based on the City Traffic Engineer's knowledge, experience and judgment, this 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 (A comparison of the City of Oceanside's accident rate versus the statewide accident rate)

All the street segments listed in Table B, Attachment 2, 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. The table shows the current prima facie speed limit versus the proposed prima facie speed limit, and also shows which criteria was used to help determine the proposed speed limit for each segment:

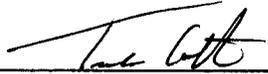
- There are three segments that have a higher accident rate than the statewide accident rate, which was justification to lower the speed limit another 5 miles per hour, using the critical speed as the base speed (Criteria 1 and 2).

RECOMMENDATION

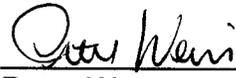
Staff and the Planning/Transportation Commission recommend that the City Council adopt an ordinance establishing prima facie speed limits upon various streets identified in Table A, Attachment 1.

PREPARED BY:

SUBMITTED BY:



Teala Cotter
Assistant Traffic Engineer



Peter Weiss
City Manager

Michelle Skaggs Lawrence, Deputy City Manager

George Buell, Development Services Director

Scott O. Smith, City Engineer

David DiPierro, City Traffic Engineer









DRD

Attachments:

1. Table A (List of Streets)
2. Table B (Speed Survey Data)
3. Table C (How Segments are to be identified in the Municipal Code)
4. Ordinance

- 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 (Criteria 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 (Criteria 1 and 2).
- There are two locations where the speed limit was reduced 5 mph due to a residential density justification and roadway design justification (Criteria 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 C, Attachment 3, 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 B, Attachment 2, shows that six street segments show an increase in the posted speed limit and thirteen segments will keep the same posted speed limit. 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 all of the speed limit signs will cost approximately \$2,500, with an increase in annual maintenance of one work hour per sign. The Street Traffic Control System account (640621101.5355) has an approximate balance of \$796,400. Therefore, sufficient funds are available.

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 August 26, 2013, meeting, the Planning/Transportation Commission approved the proposed prima facie speed limits for subject streets.

Table A

Attachment 1

Location	Limits	Existing Speed Limit	Proposed Speed Limit
Canyon Drive	Mission Avenue to Crouch Street	35	40
Coast Highway	Wisconsin Avenue to Vista Way	35	35
	Vista Way to South City Limits	35	35
Corporate Centre Drive	Oceanside Boulevard to Avenida de la Plata	40	45
	Avenida de la Plata to Ocean Ranch Boulevard	40	40
Douglas Drive	Mission Avenue to El Camino Real	40	40
	North River Road to Festival Drive	45	45
	Festival Drive to Catalina Drive	45	45
	Catalina Drive to Via Malaguena	45	50
	Via Malaguena to Vandegrift Boulevard	45	45
Lake Boulevard	Sky Haven Lane to Cannon Road	45	50
Mesa Drive	Mission Avenue to Foussat Road	30	30
	Foussat Road to El Camino Real	35	40
	El Camino Real to Ivey Ranch Road	45	45
	Ivey Ranch Road to Via Rancho Road	45	45
	Via Rancho Road to North Santa Fe Avenue	45	45
Ocean Ranch Boulevard	Rancho del Oro Drive to a point 0.356 miles south of Old Grove Road	None	40
	A point 0.356 miles south of Old Grove Road to Old Grove Road	None	40
Oceanside Boulevard	Coast Highway to Interstate 5	40	40
	Interstate 5 to Crouch Street	35	35
	Crouch Street to El Camino Real	40	45

Table B: Speed Survey Data

Location	Limits	Accident Rate (MVM)	California Statewide Accident Rate	Current Speed Limit (MPH)	Critical Speed (MPH)	Proposed Speed Limit (MPH)	Which criteria 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 criteria was used to help determine what the proposed speed limit will be with relation of the critical speed. (See page 3 of report for "criteria" descriptions.)

Table C : 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 Southerly 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)
Lake Blvd.	Surf Pl. to Kings St.	#17 (Section 14.1)	Douglas Dr.	North River Rd. to Festival Dr.	#21a (Section 14.1)
Lake Blvd.	Kings St. to Southerly City Limits	#18 (Section 14.1)	Douglas Dr.	Festival Dr. to Catalina Dr.	#21b (Section 14.1)
Mesa Dr.	Mission Ave. to Parnassus Circle	#2 (Section 14)	Douglas Dr.	Catalina Dr. to Via Malaguena	#21c (Section 14.1)
Mesa Dr.	Parnassus Circle to Foussat Rd.	#40 (Section 14.1)	Douglas Dr.	Via Malaguena to Vandegrift Blvd.	#21d (Section 14.1)
Mesa Dr.	Foussat Rd. to El Camino Real	#41 (Section 14.1)	Lake Blvd.	Sky Haven Ln. to Cannon Rd.	#17 (Section 14.1) and "reserve" #18 (Section 14.1)
Mesa Dr.	El Camino Real to North Santa Fe Ave.	#36 (Section 14.1)	Mesa Dr.	Mission Ave. to Foussat Rd.	#40 (Section 14.1) and "reserve" #2 (Section 14)
Oceanside Rancho Blvd.	N/A	N/A	Mesa Dr.	Foussat Rd. to El Camino Real	#41 (Section 14.1)
Oceanside Blvd.	Ditmar St. to Crouch St.	#4 (Section 14.1)	Mesa Dr.	El Camino Real to Ivey Ranch Rd.	#36a (Section 14.1)
Oceanside Blvd.	Ditmar St. to Vine St.	#53 (Section 14.1)	Mesa Dr.	Ivey Ranch Rd. to Via Rancho Rd.	#36b (Section 14.1)
Oceanside Blvd.	Ditmar St. to Crouch St.	#4 (Section 14.1)	Mesa Dr.	Via Rancho Rd. to North Santa Fe Ave.	#36c (Section 14.1)
Oceanside Blvd.	Crouch St. to El Camino Real	#54 (Section 14.1)	Ocean Ranch Blvd.	Rancho del Oro Dr. to a point 0.356 mi. s/o Old Grove Rd.	#8a (Section 14.1)
Oceanside Blvd.	Crouch St. to Canyon Dr.	#2 (Section 14.1)	Ocean Ranch Blvd.	A point 0.356 mi. s/o Old Grove Rd. to Old Grove Rd.	#8b (Section 14.1)
			Oceanside Blvd.	Coast Highway to Interstate 5	#4 (Section 14.1)
			Oceanside Blvd.	Interstate 5 to Crouch St.	#53 (Section 14.1)
			Oceanside Blvd.	Crouch St. to El Camino Real	#54 (Section 14.1) and "reserve" #2 (Section 14.1)

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE, CALIFORNIA, AMENDING ARTICLE 14, SECTION 14 and 14.1 OF THE OCEANSIDE TRAFFIC CODE BY THE ADDITION AND CHANGES OF VARIOUS SUB-SECTIONS 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 California Manual on Uniform Traffic Control Devices, 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. Article XIV, Section 14, Subsection (2) of the Oceanside Traffic Code is hereby amended to read:

“(2) Reserved”

SECTION 2. The following subsections of Article XIV, Section 14 of the Oceanside Traffic Code are hereby amended to read:

“(5) Coast Highway between Wisconsin Street and Vista Way --- 35 mph”

“(8) Coast Highway between Vista Way and South City Limits --- 35 mph”

SECTION 3. The following subsections shall be added to Article XIV, Section 14.1 of the Oceanside Traffic Code:

“(8a) Ocean Ranch Boulevard between Rancho del Oro Drive and a point 0.356 miles south of Old Grove Road --- 40 mph”

“(8b) Ocean Ranch Boulevard between a point 0.356 miles south of Old Grove Road and Old Grove Road --- 40 mph”

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

SECTION 4. The following subsections of Article XIV, Section 14.1 of the Oceanside Traffic Code are hereby amended to read:

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1 “(2) Reserved”

2 “(3) Canyon Drive between Mission Avenue and Crouch Street --- 40 mph”

3 “(4) Oceanside Boulevard between Coast Highway and Interstate 5 --- 40 mph”

4 “(17) Lake Boulevard between Sky Haven Lane and Cannon Road --- 50 mph”

5 “(18) Reserved”

6 “(40) Mesa Drive between Mission Avenue and Foussat Road --- 30 mph”

7 “(41) Mesa Drive between Foussat Road and El Camino Real --- 40 mph”

8 “(53) Oceanside Boulevard between Interstate 5 and Crouch Street --- 35 mph”

9 “(54) Oceanside Boulevard between Crouch Street and El Camino Real --- 45 mph”

10 SECTION 5. Article XIV, Section 14.1, Subsection (84) of the Oceanside Traffic Code
11 is hereby amended to read:

12 “(84a) Corporate Centre Drive between Oceanside Boulevard and Avenida de la Plata ---
13 45 mph”

14 “(84b) Corporate Centre Drive between Avenida de la Plata and Ocean Ranch Boulevard
15 --- 40 mph”

16 SECTION 6. Article XIV, Section 14.1, Subsection (21) of the Oceanside Traffic Code
17 is hereby amended to read:

18 “(21a) Douglas Drive between North River Road and Festival Drive --- 45 mph”

19 “(21b) Douglas Drive between Festival Drive and Catalina Drive --- 45 mph”

20 “(21c) Douglas Drive between Catalina Drive and Via Malaguena --- 50 mph”

21 “(21d) Douglas Drive between Via Malaguena and Vandegrift Boulevard --- 45 mph”

22 SECTION 7. Article XIV, Section 14.1, Subsection (36) of the Oceanside Traffic Code
23 is hereby amended to read:

24 “(36a) Mesa Drive between El Camino Real and Ivey Ranch Road --- 45 mph”

25 “(36b) Mesa Drive between Ivey Rancho Road and Via Rancho Road --- 45 mph”

26 “(36c) Mesa Drive between Via Rancho Road and Santa Fe Avenue ---45 mph”

27 SECTION 8. This ordinance shall be codified in the Oceanside Traffic Code.

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1 SECTION 9. The provisions of this ordinance shall be effective thirty days following its
2 adoption. Within fifteen days following its adoption, the City Clerk shall publish this
3 ordinance in the North County Times, a newspaper of general circulation in the City of
4 Oceanside.

5 INTRODUCED at a regular meeting of the City Council of the City of Oceanside,
6 California held on the _____ day of _____, 2013, and thereafter,

7 PASSED AND ADOPTED by the City Council of the City of Oceanside, California,
8 this _____ day of _____, 2013, by the following vote:

9
10 AYES:

11 NAYS:

12 ABSENT:

13 ABSTAIN:
14
15
16

17 _____
MAYOR OF THE CITY OF OCEANSIDE

18
19 ATTEST:

APPROVED AS TO FORM:

20
21 _____
CITY CLERK

22 _____
Arthur Hamilton, A.S.T.
CITY ATTORNEY

23
24
25
26
27 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE, CALIFORNIA, AMENDING
28 ARTICLE 14, SECTION 14 and 14.1 OF THE OCEANSIDE TRAFFIC CODE BY THE ADDITION AND CHANGES
OF VARIOUS SUB-SECTIONS TO ESTABLISH VARIOUS SPEED LIMITS ON VARIOUS STREETS