



## Legislation Details (With Text)

<b>File #:</b>	17-071	<b>Version:</b>	1	<b>Name:</b>	Citywide Engineering & Traffic Survey (SR)
<b>Type:</b>	Staff Report	<b>Status:</b>	Filed	<b>In control:</b>	City Council
<b>On agenda:</b>	3/6/2017	<b>Final action:</b>	3/6/2017	<b>Enactment date:</b>	
<b>Enactment date:</b>		<b>Enactment #:</b>		<b>Title:</b>	Staff Report for an Ordinance Approving New Speed Limits, Title 6, Chapter 6-1, Article 7, of the San Leandro Municipal Code, Establishing Prima Facie Speed Limits of 30, 35, and 40 Miles Per Hour on Various Street Segments Citywide

### Indexes:

### Code sections:

**Attachments:** 1. San Leandro 2016 ETS Master v3 RLC.pdf, 2. SPEED ZONES JAN 2017.pdf

Date	Ver.	Action By	Action	Result
3/6/2017	1	City Council	Received and Filed	

Staff Report for an Ordinance Approving New Speed Limits, Title 6, Chapter 6-1, Article 7, of the San Leandro Municipal Code, Establishing Prima Facie Speed Limits of 30, 35, and 40 Miles Per Hour on Various Street Segments Citywide

## SUMMARY AND RECOMMENDATIONS

In accordance with the San Leandro Municipal Code and the California Vehicle Code (CVC), the City of San Leandro is required to reestablish speed limits on major roadways based on engineering and traffic surveys every five, seven, and ten years. The current Citywide roadway speed limits were certified in January 2007 and renewed in January 2012 and January 2014. The two extensions for January 2012 and January 2014 were granted by the local Traffic Commissioner. Staff conducted engineering and traffic surveys Citywide and prepared Citywide roadway speed limits subject to City Council approval in early 2017.

Staff recommends that the City Council adopt an ordinance establishing the posted speed limits on various street segments Citywide based upon recent engineering and traffic surveys, and the requirements of the San Leandro Municipal Code and the CVC.

## BACKGROUND

Prior to 2001, the CVC mandated that administration of an engineering and traffic survey for all streets that are on the Functional Use and Federal-Aid System Map be conducted every five years to justify the posted speed limits. The CVC (Section 40802) specified that no radar or other electronic speed measuring device can be used on any street segment identified on the Functional Use and Federal-Aid System Map that is not based on an engineering and traffic survey.

The City Council adopted the Functional Use and Federal-Aid System Map and the justified posted limits on collector and arterial roads in 1999. The current citywide roadway speed limits were

certified in January 2007. The renewal of these speed limits was extended from January 2012 and January 2014 to January 2017 by an extension granted by the Alameda County Traffic Commissioner.

To continue to receive federal funding for roadway projects in California, numerous roadway design guidelines and standards have been updated to comply with current Federal Highway Administration (FHWA) standards. For example, the California Manual on Uniform Traffic Control Devices (CMUTCD) complies with the FHWA guidelines for the engineering and traffic surveys with the following major revision:

- The 85th percentile speed is defined as a speed that 85 percent of the vehicles travel under prevailing (i.e., free flow) conditions
  - After 2004, the speed limit should be established at the nearest 5 mph increment of the 85th percentile speed of free flowing traffic

To illustrate this revision, the 85th percentile speed from an engineering and traffic survey of 38 mph would be rounded up to 40 mph based on the 2004 guidelines.

The following factors may be utilized by authorized traffic engineers to justify a 5 mph reduction in the final speed limits:

- Road characteristics, shoulder conditions, grade, alignment, and sight distance
- 10 mph pace speed (a 10 mile range in speeds in which the highest number of data is recorded)
- Roadside development and environment
- Parking practices and pedestrian activity
- Reported crash experience for at least a 12- month period
- Residential density
- Pedestrian and bicycle safety

In 2007, the City raised the speed limit on fifteen street segments. As a result of this most recent evaluation, staff recommends no increase to the speed limit on any street segment and a decrease in the speed limit on six street segments.

## **Analysis**

Having thoroughly considered all possible reduction factors mentioned above, staff recommends speed limit reductions by 10 mph on one street segment and by 5 mph on five street segments. These street segments and speed limits are listed as follows:

- San Leandro Boulevard: Davis Street and Williams Street (40 mph to 30 mph)
- Alvarado Street: Marina Boulevard and Portola Drive (40 mph to 35 mph)
- Davis Street: Doolittle Drive and West End (35 mph to 30 mph)
- Fairway Drive: Menlo Street and I 880 /Aladdin Avenue (40 mph to 35 mph)
- MacArthur Avenue: Durant Avenue and Dutton Avenue (35 mph to 30 mph)
- Teagarden St: Marina Boulevard and Aladdin Avenue (35 mph to 30 mph)

The decrease of 10 mph from 40 mph to 30 mph on San Leandro Boulevard between Davis Street

and Williams Street was based on the reduction of the speed data resulting from the recent roadway improvements next to the San Leandro BART station.

Reasonable, legitimate speed limits encourage safe traffic flows and are enforceable by radar or other electronic speed measuring devices. Staff recommends adoption by the City Council of the Citywide roadway speed limits listed in Attachment A and mapped in Attachment B.

Although this action will set the speed limits for all road in San Leandro until the next Citywide traffic survey, it may be appropriate to survey individual roads or segments earlier if changes in traffic conditions or adjacent land uses warrant it. In these cases, the City may opt to assess speed limits for some areas sooner.

### **Current Agency Policies**

2015 City Council Goals:

- Advance projects and programs promoting sustainable economic development, including transforming San Leandro into a center for innovation
- Provide quality public safety service and grow our partnership with the community to keep San Leandro safe
- Maintain and enhance San Leandro's infrastructure

### **Applicable General Plan Policies**

- Policy T-2.1 - Complete Streets Serving All Users and Modes. Create and maintain “complete” streets that provide safe, comfortable, and convenient travel through a comprehensive, integrated transportation network that serves all users.
- Policy T-2.2 - Context Sensitive Design. Be sensitive to local conditions when planning and implementing street improvement project. The City will work with residents, businesses, and other stakeholders to improve streets in a way that create a stronger sense of place.
- Policy T-2.4 - Connectivity - Ensure that design of the street and other transportation features helps to better connect the City's circulation network and facilitate safer and more convenient travel between San Leandro and surrounding communities.
- Policy T-5.1 - Street Hierarchy - Maintain a hierarchy of arterial, collector, and local streets which considers the different volume and function of each street type. Streets should be further classified based on the priority mode of travel, such as bicycles, pedestrians, transit, and motor vehicles.
- Policy T-5.3 - Maintenance. Regularly maintain City streets and traffic control devices to ensure that streets operate safely and efficiently. The City will strive for overall Pavement Condition Index of 76, which is the lower limit of industry best practices.
- Policy T-6.2 - Collector and Local Street Objectives. On collector streets, support traffic calming measures that reduce average travel speed but maintain roadway capacity and function as well as public transit capacity.
- Policy T-7.1 - Law Enforcement - Aggressively enforce traffic safety laws on San Leandro streets, including speed limits, red light violations, and pedestrian and bicycle lane right-of-way violations
- Policy T-7.4 - Public Education - Increase public education on laws relating to parking, circulation, speed limits, right-of-way, pedestrian crossings, and other aspects of transportation

safety in the City.

- Policy T-7.8 - Staff Education - Ensure that City staff is up to date and educated on the latest technology and/or methods of improving safety for all modes of transportation.

### **Previous City Council Action(s)**

- On June 21, 1999 by Resolution No. 99-96, the City Council adopted the Amended Functional Usage and Federal-Aid System Map
- On July 19, 1999 the City Council adopted Ordinance No. 99-027 relating to speed limits, Title VI, Chapter 1 of the San Leandro Municipal Code, establishing maximum speed limits of 30, 35, and 40 mph on various street segments citywide
- On December 18, 2006 the City Council adopted Ordinance No. 2006-021 relating to speed limits, Title VI, Chapter 1 of the San Leandro Municipal Code, establishing maximum speed limits of 30, 35, and 40 mph on various street segments citywide

### **City Council Committee Review and Action**

- On October 25, 2006, the Facilities Committee heard staff's presentation and concurred with Staff's recommended speed limit increases on a few street segments without objections
- On February 1, 2017, the Facilities Committee heard staff's presentation and concurred with Staff's recommended speed limit decreases on the identified street segments without objections

### **Environmental Review**

Not Applicable

### **Summary of Public Outreach Efforts**

- This subject was on the Bicycle and Pedestrian Advisory Committee (BPAC) meeting agenda on November 9, 2016.
- The subject was discussed by the City Council Facilities and Transportation Committee meeting on February 1, 2017.

### **Fiscal Impacts**

The estimated cost of replacing speed limit signs for six street segments is approximately \$2,500.00

The work is covered by Gas Tax funds.

### **Budget Authority**

Funds in Gas Tax Street Maintenance account 140-31-056-5240 of \$2,500.00 to be transferred to Gas Tax Street Traffic Signs account 140-31-004-6160 in order to pay for the additional speed limit sign replacement not originally budgeted in 2016-17.

### **ATTACHMENT(S)**

- Speed Limit Table
- Speed Limit Map

**PREPARED BY:** Reh-Lin N. Chen, Senior Transportation Engineer, Engineering and Transportation Department