



## Legislation Text

---

**File #:** 24-249, **Version:** 1

---

First Reading of an Ordinance to Approve New Speed Limits, Title 6, Chapter 6-1, Article 7, of the San Leandro Municipal Code, Establishing Prima Facie Speed Limits of 25, 30, 35, and 40 Miles Per Hour on Various Street Segments Citywide

### **COUNCIL PRIORITY**

- Public Safety

### **SUMMARY**

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 May 2017. Staff conducted engineering and traffic surveys Citywide and prepared Citywide roadway speed limits subject to City Council approval in early 2024.

### **RECOMMENDATIONS**

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, the requirements of the San Leandro Municipal Code, and the California Vehicle Code (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.

In 2017, the City was able to lower the speed limit on six street segments.

Prima facie speed limits are a default speed limit that applies under conditions when a posted speed limit is not determined based on an engineering and traffic survey. This way of setting speed limits applies to residential districts, business districts, and school zones to name a few. Starting July 1, 2024, as part of Assembly Bill 43, business activity districts were added to the list of districts that will apply prima facie speed limits. Additionally, changes promulgated by AB 43 have extended the validity of an engineering and traffic study to 14 years if evaluated by a registered engineer and certain criteria are met.

## **Analysis**

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

- Catalina Street: Fairway Drive to Farallon Drive (35-mph to 25-mph)
- Estudillo Avenue: MacArthur Boulevard to Chabot Terrace (35-mph to 25-mph)
- Westgate Parkway: Wal-Mart Driveway to Williams Street (35-mph to 25-mph)
- Aladdin Avenue: I-880 to Alvarado Street (40-mph to 35-mph)
- Doolittle Drive: Fairway Drive to Belvedere Avenue (40-mph to 35-mph)
- Marina Boulevard: Menlo Street to Alvarado Street (40-mph to 35-mph)
- Marina Boulevard: Alvarado Street to San Leandro Boulevard (40-mph to 35-mph)
- San Leandro Boulevard: Williams Street to Washington Avenue (40-mph to 35-mph)
- San Leandro Boulevard: Washington Avenue to East 14<sup>th</sup> Street (40-mph to 35-mph)

- San Leandro Boulevard: West Broadmoor Boulevard to Davis St (40-mph to 35-mph)
- Wicks Boulevard: Lewelling Boulevard to Farallon Drive (40-mph to 35-mph)
- Alvarado Street: Davis Street to Marina Boulevard (35-mph to 30-mph)
- Benedict Drive: Grand Avenue to Howe Drive (35-mph to 30-mph)
- Fairmont drive: Hesperian Boulevard to East 14<sup>th</sup> Street (35-mph to 30-mph)
- Fairway drive: Menlo street to I-880/Aladdin Avenue (35-mph to 30-mph)
- Fremont Avenue: Alvarado Street to Floresta Boulevard (35-mph to 30-mph)
- Springlake Drive: Washington Avenue to Hesperian Boulevard (35-mph to 30-mph)
- Teagarden Street: Aladdin Avenue to Alvarado Street (35-mph to 30-mph)
- 143<sup>rd</sup> Avenue: East 14<sup>th</sup> Street to Washington Avenue (30-mph to 25-mph)
- Bancroft Avenue: Estudillo Avenue to Blossom Way (30-mph to 25-mph)
- Bancroft Avenue: Blossom Way to East 14<sup>th</sup> Street (30-mph to 25-mph)
- Callan Avenue: East 14<sup>th</sup> Street to Huff Avenue (30-mph to 25-mph)
- Estudillo Avenue: East 14<sup>th</sup> Street to Bancroft Avenue (30-mph to 25-mph)
- Farnsworth Street: Lewelling Boulevard to Manor Boulevard (30-mph to 25-mph)
- Farnsworth Street: Manor Boulevard to Purdue Street (30-mph to 25-mph)
- Manor Boulevard: Wicks Boulevard to Farnsworth Street (30-mph to 25-mph)
- Manor Boulevard: Farnsworth Street to Kesterson Street (30-mph to 25-mph)
- Marina Boulevard: San Leandro Boulevard to Washington Avenue (30-mph to 25-mph)
- West Juana Avenue: San Leandro Boulevard to East 14<sup>th</sup> Street (30-mph to 25-mph)

### **Current Agency Policies**

#### 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.

### **Previous Actions**

- 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.
- On March 20, 2017, the City Council adopted Ordinance No. 2017-002 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.

## **Committee Review and Actions**

- On October 25, 2006, the City Council 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.
- On March 6, 2024, the Facilities Committee heard staff's presentation and concurred with staff's recommended speed limit decreases on the identified street segments without objections.

## **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 creates 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 an 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.

## **Environmental Review**

Not Applicable

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

- This subject was discussed by the City Council Facilities and Transportation Committee meeting on March 6, 2024

### **Financial Impacts**

Sufficient funds are included in the Fiscal Year 2023-2024 General Fund budget for Sign Replacement services:

- Capital Improvement Fund, Account 120-38-516:      \$2,100
- Total  
\$2,100

This Council action will not impact fund balance because there are funds available in the FY2023-2024 adopted budget.

### **ATTACHMENTS**

*Attachment A: Speed Limit Table*

*Attachment B: Speed Limit Map*

*Attachment C: Ordinance*

*Attachment D: Presentation*

**PREPARED BY:** Adrian Toscano, Junior Engineer, Public Works