



Legislation Details (With Text)

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Title: BILL - (For introduction) - Amending the uncodified ordinance to adopt changes and additions to the official list of designated special speed zones for various streets within the City of Fresno pursuant to Section 14-1501 of the Fresno Municipal Code (Citywide)

Sponsors: Public Works Department

Indexes:

Code sections:

Attachments: 1. 2016 Speed Ordinance Final.pdf

Date	Ver.	Action By	Action	Result
8/18/2016	1	City Council	approved	Pass

REPORT TO THE CITY COUNCIL

August 18, 2016

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SUBJECT

BILL - (For introduction) - Amending the uncodified ordinance to adopt changes and additions to the official list of designated special speed zones for various streets within the City of Fresno pursuant to Section 14-1501 of the Fresno Municipal Code (Citywide)

RECOMMENDATIONS

Staff recommends that the attached Special Speed Zone Ordinance be introduced at this time, prior to the final adoption at the next scheduled meeting of the City Council.

EXECUTIVE SUMMARY

This City Council agenda item is for the purpose of adopting an amended Ordinance to update the official list of designated special speed zones pursuant to Section 14-1501 of the Fresno Municipal Code (FMC). The update is to reflect speed changes and additions which have been made due to development, increased traffic volumes, annexations, locations left off of previous ordinance and construction of new streets and various locations in the City of Fresno. Engineering and traffic surveys have been completed for each speed zone listed, in order to determine speed limits which are “reasonable and safe” as defined in accordance with the requirements of the California Vehicle Code (CVC).

BACKGROUND

The CVC authorizes local authorities to determine and regulate speed limits on streets under local jurisdiction, subject to certain requirements. Pursuant to CVC Sections 22357 and 22358, speed limits may be adopted in five (5) miles per hour (mph) increments ranging from 25 mph to 65 mph, and must be justified on the basis of engineering and traffic surveys. At the local level, FMC Section 14-1501 provides for an Official List of Special Speed Zones to be kept in the form of an uncodified ordinance. For this reason, it is not necessary to amend the FMC itself each time speed zones are changed or added.

A comprehensive speed zone ordinance was adopted by Council on February 1, 1965, and minor updates were made on July 26, 2005, August 29, 2006, September 18, 2007, July 22, 2008, September 30, 2010, September 22, 2011, March 7, 2013, and August 28, 2014. This amendment (or regular update) is relatively minor in scope. The updated list includes posting seven (7) previously “unposted” and/or newly constructed segments of roadway, lowering the speed limit on six (6) segments of roadway, listing three (3) segments omitted from previous Speed Ordinances and the removal of one (1) road segment that no longer exists. Engineering and traffic surveys in compliance with CVC requirements were completed for each zone listed.

The chart below summarizes the proposed speed limit changes and additions:

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>PREVIOUS SPEED LIMIT</u>	<u>RECOMMENDED SPEED LIMIT</u>
Alamos	Marks	Hughes	NP	30 MPH
Alluvial	West	Van Ness	35 MPH	30 MPH
Ashlan	Polk	Grantland	NP	50 MPH
Bullard	Jeanne	Figarden	35 MPH ¹	35 MPH
Church	Peach	Willow	45 MPH	40 MPH
Copper River	Friant	Maple	30 MPH ¹	30 MPH
E Street	El Dorado	Tulare	NP	30 MPH
E Street	Tulare	Ventura	NP	25 MPH
Hughes	Alamos	Holt	NP	30 MPH
Ingram	Nees	Herndon	45 MPH	40 MPH
Marty	Shaw	San Jose	NP	35 MPH
Nees	Fresno	Palm	45 MPH	40 MPH
P Street	O Street	Ventura	30 MPH ¹	30 MPH
Palm	Clinton	Dakota	40 MPH	35 MPH
Shields	Fresno	Blackstone	40 MPH	35 MPH
Topeka	Ventura	Parallel	NP	35 MPH

MPH = miles per hour NP = Speed limit “not posted” ¹ = Not included in previous updates

ENVIRONMENTAL FINDINGS

This is not a “project” for the purposes of the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines section 15378, as updating the Speed Zone Ordinance will not result in direct or indirect physical changes to the environment.

LOCAL PREFERENCE

Local preference does not apply because updating the Special Speed Zone Ordinance does not include a bid or award a construction or services contract.

FISCAL IMPACT

No fiscal impact will occur as a result of updating the Special Speed Zone Ordinance. Maintenance and replacement of traffic signs is a regular budgeted expense which will not change as a result of this update.

Attachments:
Amended Ordinance