



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. 19-11234 Amended Ordinance

| Date | Ver. | Action By | Action | Result |
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| 9/19/2019 | 1 | City Council | continued | Pass |

REPORT TO THE CITY COUNCIL

September 19, 2019

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Public Works Department

THROUGH: ANDREW J. BENELLI, PE, City Engineer/Assistant Director
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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

The purpose of this item is to introduce 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 not captured in previous ordinance updates and construction of new streets in 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, August 28, 2014, August 21, 2016, September 28, 2017 and September 27, 2018. This amendment (or regular update) is relatively minor in scope. The updated list includes posting 26 previously “unposted” and/or newly constructed segments of roadway, lowering the speed limit on 17 segments of roadway and listing three (3) segments omitted from previous Speed Ordinances. 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:

| STREET | FROM | TO | PREVIOUS SPEED LIMIT | RECOMMENDED SPEED LIMIT |
|-------------|-----------|-------------------|----------------------|-------------------------|
| Barton | Ashlan | Hampton Way | NP | 25 MPH |
| Colfax | Audubon | Shepherd | NP | 25 MPH |
| College | Clinton | Weldon | NP | 25 MPH |
| Commerce | East | 700’ East of East | NP | 25 MPH |
| Del Mar | San Jose | Shaw | 30 MPH | 25 MPH |
| Floradora | First | Cedar | NP | 25 MPH |
| Hampton Way | Cedar | Barton | NP | 25 MPH |
| M Street | San Pablo | Stanislaus | 30 MPH | 25 MPH |
| McKenzie | Willow | Chestnut | NP | 25 MPH |
| Millbrook | Bullard | Sierra | 30 MPH | 25 MPH |
| Minnewawa | Church | Pitt | NP | 25 MPH |
| Sierra | First | Fresno | NP | 25 MPH |
| Spruce | Harrison | Thorne | NP | 25 MPH |

| | | | | |
|---|-----------------|-------------------------|---------------------|--------|
| Sunnyside | Belmont | McKenzie | NP | 25 MPH |
| Sunnyside | Fancher Creek | Kings Canyon | NP | 25 MPH |
| Tuolumne | Fulton | P Street | 30 MPH | 25 MPH |
| Weldon | College | Maroa | NP | 25 MPH |
| Annadale | Cherry | East | NP | 30 MPH |
| Broadway | East | Inyo | NP | 30 MPH |
| California | East | Orange | 35 MPH | 30 MPH |
| East | Golden State | Jensen | NP | 30 MPH |
| First | Hazelwood | Parallel | NP | 30 MPH |
| Liberty Hill | Champlain | Perrin | 35 MPH | 30 MPH |
| Parkway | Brawley | 1,000' south of Brawley | 45 MPH | 30 MPH |
| Pleasant | Vassar | Weldon | NP | 30 MPH |
| Tulare | State Route 41 | California | 30 MPH ¹ | 30 MPH |
| Weldon | Pleasant | Woodson | *** | 30 MPH |
| Woodson | McKinley | Weldon | 40 MPH ¹ | 30 MPH |
| Abby | Belmont | Divisadero | 40 MPH | 35 MPH |
| Gettysburg | Chestnut | Winery | 40 MPH | 35 MPH |
| Millbrook | Fort Washington | Liberty Hill | 40 MPH | 35 MPH |
| Armstrong | Burgan | Kings Canyon | NP | 40 MPH |
| Butler | Armstrong | Temperance | 40 MPH ¹ | 40 MPH |
| Dante | Butler | Polk | 45 MPH | 40 MPH |
| East | Annadale | North | 45 MPH | 40 MPH |
| Hughes | Kearney | Whitesbridge | 45 MPH | 40 MPH |
| Maple | Copper | Plymouth | 45 MPH | 40 MPH |
| North | Cherry | Elm | 45 MPH | 40 MPH |
| North | Cedar | Orange | 45 MPH | 40 MPH |
| Palm | Herndon | Nees | 45 MPH | 40 MPH |
| Armstrong | California | Church | NP | 45 MPH |
| Bryan | Ashlan | Shaw | NP | 45 MPH |
| Church | Armstrong | Fowler | NP | 45 MPH |
| Locan | Ramona | Shields | NP | 45 MPH |
| Belmont | Armstrong | Temperance | NP | 50 MPH |
| Jensen | Clovis | Fowler | NP | 60 MPH |
| NP = Speed limit "not posted" MPH = miles per hour ¹ = Not included in previous updates *** = newly constructed roadway segments | | | | |

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 an award of 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.

Attachment:
Amended Ordinance