



Legislation Details (With Text)

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**Title:** \*\*\*BILL NO. B-53 - (Intro.) (For adoption) - 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) (Subject to Mayor's veto)

**Sponsors:** Public Works Department

**Indexes:**

**Code sections:**

**Attachments:** 1. Speed Ordinance1.pdf

Date	Ver.	Action By	Action	Result
10/12/2017	1	City Council		adopted

**REPORT TO THE CITY COUNCIL**

**September 28, 2017**

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**SUBJECT**

\*\*\*BILL NO. B-53 - (Intro.) (For adoption) - 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) (Subject to Mayor's veto)

**RECOMMENDATION**

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, August 28, 2014 and August 21, 2016. This amendment (or regular update) is relatively minor in scope. The updated list includes posting 11 previously “unposted” and/or newly constructed segments of roadway, lowering the speed limit on three (3) segments of roadway, listing 19 segments omitted from previous Speed Ordinances and the removal of one (1) road segment that no longer exists. The update also includes administrative corrections for street names and segment limits. 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>
Alicante	Via Livorno	Clubhouse	30 MPH <sup>1</sup>	30 MPH
Alluvial	Arthur	Pacific	30 MPH <sup>1</sup>	30 MPH
Armstrong	Shields	Dakota	NP	45 MPH
Audubon	Cole	First	40 MPH <sup>1</sup>	40 MPH
Barstow	Grantland	Garfield	NP	45 MPH
Barstow	Marks	Santa Fe	30 MPH <sup>1</sup>	30 MPH
Cedar	Copper	Copper River	35 MPH <sup>1</sup>	35 MPH
Cedar	International	Copper	40 MPH <sup>1</sup>	40 MPH
Clubhouse	Alicante	Sloan	30 MPH <sup>1</sup>	30 MPH
Dakota	Fowler	Temperance	NP	40 MPH
Divisadero	H Street	Clark	35 MPH	30 MPH
Elm	Jensen	North	40 MPH <sup>1</sup>	40 MPH
First	Nees	Audubon	40 MPH <sup>1</sup>	40 MPH

Fruit	Church	Jensen	NP	45 MPH
Hamilton	Fowler	Temperance	NP	45 MPH
Kings Canyon	Minnewawa	Argyle	45 MPH <sup>1</sup>	45 MPH
Kings Canyon	Argyle	Apricot	50 MPH <sup>1</sup>	50 MPH
Kings Canyon	Apricot	Temperance	55 MPH <sup>1</sup>	55 MPH
Maple	Herndon	Alluvial	40 MPH <sup>1</sup>	40 MPH
Marks	Kearney	Whitebridge	45 MPH <sup>1</sup>	45 MPH
Minarets	Ingram	Blackstone	30 MPH <sup>1</sup>	30 MPH
Nees	Palm	Blackstone	45 MPH	40 MPH
Orange	Jensen	Church	NP	40 MPH
Polk	Olive	Dakota	NP	45 MPH
San Pablo	Alluvial	Nees	30 MPH <sup>1</sup>	30 MPH
Shaw	Hayes	Grantland	NP	50 MPH
Teague	Millbrook	Cedar	40 MPH <sup>1</sup>	40 MPH
Temperance	McKinley	Shields	NP	45 MPH
Temperance	Shields	Dakota	NP	50 MPH
Tulare	SR 41	First	35 MPH <sup>1</sup>	35 MPH
Whitesbridge	Roeding	Marks	45 MPH <sup>1</sup>	45 MPH
Winery	Ashlan	Fairmont	35 MPH	30 MPH
Winery	Dakota	Chestnut	NP	30 MPH

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

## ENVIRONMENTAL FINDINGS

This is not a “project” for the purposes of the California Environmental Quality Act (CEAQ), 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