

The Director of Development Services has reviewed the proposed project for compliance with the California Environmental Quality Act (CEQA) and has determined that the project qualifies for a Class 1 Categorical Exemption pursuant to Section 15301 (Existing Facilities) of the State CEQA Guidelines. Thus, no further environmental review is required.

BOARD/COMMISSION RECOMMENDATION

The Safety Commission, at their meeting on April 5, 2017, unanimously concurred with staff's recommendations to establish 1) a 50 mph speed limit on Olympic Parkway, between Hunte Parkway and Olympic Vista Road and; 2) a 45 mph speed limit on Olympic Parkway, between Olympic Vista Road and Wueste Road.

DISCUSSION

Background:

Currently, there are 45 mph posted speed limit signs on Olympic Parkway between Hunte Parkway and Olympic Vista Road. The developer installed these signs as part of the street improvement. However, the posted speed limit was not established by an "Engineering and Traffic Survey" and without the adoption of City Council Ordinance as required by the California Vehicle Code and the Chula Vista Municipal Code. Note that there is no posted speed limit on Olympic Parkway between Olympic Vista Road and Wueste Road. The recent completion of the Lake Pointe Development, off of Olympic Parkway, triggered staff to assess this area.

City staff completed two speed surveys along Olympic Parkway, between Hunte Parkway and Wueste Road in accordance with the California Vehicle Code, which indicates that the posting of speed limits be determined by an Engineering and Traffic Survey (see Attachment 2). As described in the California Vehicle Code, the survey shall include:

- (1) Prevailing speeds as determined by traffic engineering measurements;
- (2) Accident records;
- (3) Traffic/roadside conditions not readily apparent to the driver.

These roadway characteristics are then used to help determine an appropriate speed limit. In addition, the Manual on Uniform Traffic Control Devices (MUTCD) states that the speed limit shall be established at the nearest 5mph increment of the 85th percentile speed.

Speed limits established on the basis of the 85th percentile speed conform to the consensus of those who drive the street as to what speed is reasonable and safe, and are not dependent on the judgment of one or a few individuals. Speed limits posted higher than the 85th percentile speed are not generally considered reasonable and safe while speed limits posted below the 85th percentile typically do not facilitate the orderly movement of traffic. Only when roadside development results in traffic conflicts or unusual conditions not readily apparent to drivers may speed limits be further reduced.

Per speed limit establishment protocol, this was measured during the off-peak hours under normal driving conditions, as required per the MUTCD.

Physical Conditions

Olympic Parkway (Hunte Parkway to Olympic Vista Road)

The Engineering and Traffic Survey determined that the 85th percentile speed on Olympic Parkway, between Hunte Parkway and Olympic Vista Road is 50 mph.

The following describes the existing conditions along Olympic Parkway:

Segment Limit	Olympic Parkway, between Hunte Parkway and Olympic Vista Road.
Length/Width	2,424 feet (0.46 miles)/88'-112' curb to curb with a 4'-24' raised median.
Classification	4-Lane Major.
ADT (Year)	9,741 (2015).
Exist. Speed Limit	Posted 45 mph, but without the required "Engineering and Traffic Survey" and adoption of City Ordinance.
85th% Speed	50 mph.
Number of Lanes	4 total lanes (2 per direction) and left turn lane pockets.
Striping	4 lanes, left-turn pockets, right-turn pocket, crosswalks, limit lines and bike lanes.
Parking and Bike Lane	No Parking allowed. Bike lanes are located along the entire segment in both directions.
Land Use	Residential with no direct driveway access or frontage.
Horizontal Alignment	A horizontal curve with a radius of 1600' over a length of 467' along the centerline with a design speed of 64 mph.
Vertical Alignment	A crest vertical curve with a -2.01% to -5.60% grade change over 650' produces a design speed of 55 mph.
Accident Rate	The accident rate at this segment is 0.00 (accidents per million vehicle miles) and is lower than the rate of 1.27 for similar roadways in the State of California (2013).
Special Conditions	Bike lanes exist on both sides of Olympic Parkway.

Olympic Parkway (Olympic Vista Road to Wueste Road)

The Engineering and Traffic Survey determined that the 85th percentile speed on Olympic Parkway, between Olympic Vista Road to Wueste Road is 45 mph.

The following describes the existing conditions along Olympic Parkway:

Segment Limit	Olympic Parkway, between Olympic Vista Road and Wueste Road.
Length/Width	2,222 feet (0.42 miles)/65'-88' curb to curb with a 4'-24' raised median
Classification	4-Lane Major.
ADT (Year)	5,283 (2017).
Exist. Speed Limit	Not Posted. Requires an "Engineering and Traffic Survey" and adoption of City

	Ordinance.
85th% Speed	45 mph.
Number of Lanes	4 total lanes (2 per direction) and 3 total lanes (2 eastbound and 1 westbound between Viento Estrella and Wueste Road.
Striping	4 lanes, left-turn pockets, right-turn pocket, crosswalks, limit lines and bike lanes.
Parking and Bike Lane	No Parking allowed. Bike lanes are located along the entire segment in both directions.
Land Use	Residential with no direct driveway access or frontage.
Horizontal Alignment	A horizontal curve is located east of Olympic Training Center produces a design speed of 48 mph.
Vertical Alignment	A vertical curve, with a -8.00% to a -1.28% grade change over 250' along the centerline at the intersection with Wueste Road produces a design speed of 32 mph.
Accident Rate	The accident rate at this segment is 0.41 (accidents per million vehicle miles) and is lower than the rate of 1.27 for similar roadways in the State of California (2013).
Special Conditions	Bike lanes exist on both sides of Olympic Parkway.

Traffic Calming:

Traffic calming consists of measures designed to reduce traffic speeds on streets. Physical and nonphysical treatments (such as enforcement) are used to alter a motorist's behavior and improve conditions for people living, walking and bicycling in a neighborhood. Devices such as speed humps, raised intersections and crosswalks, residential traffic circles, and chokers and neckdowns have proven to be effective in cities throughout the country for calming and slowing speeding traffic on streets. Unfortunately, these types of physical treatment are not suitable or warranted for these segments of Olympic Parkway. There are no readily apparent issues or history of speeding concerns that would justify such calming measures. Also, the collision rate on these two segments of Olympic Parkway is significantly less than the statewide average.

CONCLUSION:

When speed limits are appropriately established (set at the 5 mph increment of speed in the upper half of the normal pace of traffic (85th percentile)) the following objectives are achieved:

- Meaningful, unambiguous enforcement
- Voluntary public compliance
- Clear identification of the unreasonable violator
- Elimination of unjustifiable "tolerances" of higher speed travel

Based on the 85th percentile speed of the roadway, as well as other roadway characteristics outlined in the Engineering/Traffic Survey, staff has determined that the initial setting of speed limits should be

established 1) a 50 mph speed limit on Olympic Parkway, between Hunte Parkway and Olympic Vista Road and; 2) a 45 mph speed limit on Olympic Parkway, between Olympic Vista Road and Wueste Road. The Safety Commission concurred with staff recommendations at the April 5, 2017 Safety Commission meeting.

Staff recommends that City Council establish the speed limits, and revise Schedule X of the register maintained in the office of the City Engineer to show the following:

10.48.020 Schedule X - Established Speed Limits in Certain Zones - Designated

Name of Street: Olympic Parkway
Beginning At: Hunte Parkway
Ending At: Olympic Vista Road
Proposed Speed Limit: 50 mph

Name of Street: Olympic Parkway
Beginning At: Olympic Vista Road
Ending At: Wueste Road
Proposed Speed Limit: 45 mph

DECISION-MAKER CONFLICT

Staff has reviewed the property holdings of the City Council members and has found no property holdings within 500 feet of the boundaries of the property which is the subject of this action. Consequently, this item does not present a disqualifying real property-related financial conflict of interest under California Code of Regulations Title 2, section 18702.2(a)(11), for purposes of the Political Reform Act (Cal. Gov't Code §87100, et seq.).

Staff is not independently aware, and has not been informed by any City Council member, of any other fact that may constitute a basis for a decision maker conflict of interest in this matter.

LINK TO STRATEGIC GOALS

The City's Strategic Plan has five major goals: Operational Excellence, Economic Vitality, Healthy Community, Strong and Secure Neighborhoods and a Connected Community. The goal of this action item is to support the Strong and Secure Neighborhood strategy identified in the City's Strategic Plan by providing safer roadways.

CURRENT YEAR FISCAL IMPACT

The proposed speed limit modification would require the replacement and posting of new speed limit signs and marking of new pavement speed limit legends. The cost to install these improvements is approximately \$4,000. The required work will be funded by TransNet funds associated with Capital Improvement Project, TF-332, Signing and Striping Program. Sufficient TransNet funding is available to cover program costs associated with TF-332.

ONGOING FISCAL IMPACT

The improvements will require only routine City maintenance.

Attachments:

1. Location Map Plat
2. Existing Speed Limits Plat
3. Speed Survey
4. AAA Publication "Effective Speed Zoning Why and How" - Dated 2012

Staff Contact: Muna Cuthbert, Senior Civil Engineer