



City of Chula Vista

Staff Report

File#: 17-0200, **Item#:** 3.

ORDINANCE OF THE CITY OF CHULA VISTA ESTABLISHING A 50 MPH SPEED LIMIT AT OTAY LAKES ROAD BETWEEN ALLEN SCHOOL LANE AND BONITA VIEW TERRACE APARTMENTS (1600 FEET NORTH OF CANYON DRIVE), AND AMENDING SCHEDULE X OF THE REGISTER MAINTAINED IN THE OFFICE OF THE CITY ENGINEER TO REFLECT THE ESTABLISHED SPEED LIMIT (FIRST READING)

RECOMMENDED ACTION

Council place the ordinance on first reading.

SUMMARY

Staff completed an Engineering and Traffic Survey (E&TS) for a segment of Otay Lakes Road in accordance with the California Vehicle Code. Based on the results of the E&TS, staff has determined that a 50 mile per hour (mph) speed limit should be established on Otay Lakes Road between Allen School Lane and Bonita View Terrace Apartments (1600 feet north of Canyon Drive).

ENVIRONMENTAL REVIEW

Environmental Notice

The Project qualifies for a Class 1 Categorical Exemption pursuant to Section 15301 (Existing Facilities) of the California Environmental Quality Act State Guidelines.

Environmental Determination

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 May 3, 2017, unanimously concurred with staff's recommendations to establish a 50 mph speed limit on Otay Lakes Road between Allen School Lane and Bonita View Terrace Apartments (1600 feet north of Canyon Drive).

DISCUSSION

Background:

The existing posted speed limit on Otay Lakes Road was established as follows:

Segment A: 45 mph between Allen School Lane and Camino del Cerro Grande; and
Segment B: 50 mph between Camino del Cerro Grande and Ridgeview Way; and
Segment C: 50 mph between Ridgeview Way and Bonita View Terrace Apartments (1600 feet north of Canyon Drive).

City staff completed an E&TS on Otay Lakes Road between Allen School Lane and Bonita View Terrace Apartments (1600 feet north of Canyon Drive). Since all three segments have the same roadway characteristics, they have been combined into one for determination of an appropriate speed limit. As described in the California Vehicle Code, the survey includes:

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

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 posted higher than the 85th percentile speed are not generally considered reasonable and safe. Speed limits posted below the 85th percentile typically do not facilitate the orderly movement of traffic and considered to be “speed traps” and unenforceable. Only when roadside development results in traffic conflicts or unusual conditions not readily apparent to drivers can the 85th percentile speed be further reduced by 5 mph.

Speed limits established on the basis of the 85th percentile speed is considered to be the consensus of those who drive the street at a reasonable and safe speed, and is not dependent on the judgment of one or a few individuals. Based on the speed survey, the 85th percentile speed for segment A of Otay Lakes Road (Allen School Lane to Camino del Cerro Grande) is 52 mph. The 85th percentile speed for segments B (Camion del Cerro Grande to Ridgeview Way) is 52 mph. The 85th percentile speed for segment C (Ridgeview Way to Bonita View Terrace Apartments (1600 feet north of Canyon Drive)) is 51 mph. The speeds were measured during the off-peak hours under normal driving conditions, as required per the MUTCD.

Traffic Calming:

The implementation of any effective traffic calming strategy begins with the establishment of speed limits that are supported by an approved ET&S. The ET&S establishes an illegally enforceable speed limit.

Traffic calming consists of measures designed to encourage drivers to reduce their speed 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, bulb-outs, narrow and reduced lanes have proven to be effective in cities throughout the country for calming and slowing traffic on some types of streets. Otay Lakes Road is a major roadway with a high volume of vehicles (over 31,000 average daily) and a collision rate significantly less than the statewide average. There are no readily apparent issues or history of accidents that would justify the use of the aforementioned calming measures.

Physical Conditions

The following information describes the existing conditions along the segment of Otay Lakes Road:

- Otay Lakes Road between Allen School Lane and Bonita View Terrace Apartments (1600 feet north of Canyon Drive)
- Length/Width - 7,905 feet (1.5 miles) long and 78' to 92' wide.
- Street Classification - 4 Lane Major
- Existing Speed Limits - Posted 45 mph and 50 mph
- 85% Percentile Speed: Segment A - 52 mph, between Allen School Lane and Camino del Cerro Grande, Segment B - 52 mph, between Camino del Cerro Grande and Ridgeview Way, Segment C- 51 mph, between Ridgeview Way and Bonita View Terrace Apartments (1600 feet north of Canyon Drive).
- Number of Lanes - 4 total lanes (two per direction)
- Striping - 4 lanes, striped center median, right-turn and left-turn pockets, crosswalks and limit lines.
- Parking - No Parking along entire segment.
- Bike lanes, bus, and truck route - exist along both side of the roadway.
- Land Use - Residential area with no direct access to Otay Lakes Road.
- Horizontal Alignment - Horizontal Curve with a radius of 500' over a length of 302.5' along the centerline produces a design speed of 38 mph. A curve warning sign with an advisory speed of 40 mph exists in the northbound direction.
- Vertical Alignment - Crest Vertical Curve with a +8.0% to -2.17% grade change over 1,920' along the centerline produces a design speed of 55 mph
- Accident Rate History - The accident rate at this segment is 0.08 accidents per million vehicle miles, which is lower than the rate of 1.47 for similar roadways in the State of California (2013).

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

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Based on the 85th percentile speed of the roadway, as well as a low collision rate outlined in the E&TS, staff has determined that the speed limit on Otay Lakes Road should be revised/retained as follows and combined into one segment:

- Segment A- Allen School Lane to Camino de Cerro Grande, increase to 50 mph speed limit
- Segment B- Camino del Cerro Grande to Ridgeview Way, retain 50 mph speed limit
- Segment C - Ridgeview Way to Bonita View Terrace Apartments (1600 feet north of Canyon Drive), retain 50 mph speed limit

The Safety Commission concurred with staff recommendations at the May 3, 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: Otay Lakes Road
Beginning At: Allen School Lane
Ending At: Bonita View Terrace Apartments
(1600 feet north of Canyon Drive)
Proposed Speed Limit: 50 mph**

DECISION-MAKER CONFLICT

Staff has reviewed the property holdings of the City Council members and has found that Councilmember Patricia Aguilar has real property holdings within 500 feet of the boundaries of the property which is the subject of this action. However, to the extent that any decision would have a reasonably foreseeable financial effect on the member's real property, the effect would be nominal, inconsequential, or insignificant. Consequently, pursuant to California Code of Regulations Title 2, sections 18700 and 18702(b), this item does not present a real property-related conflict of interest under 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

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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 - Engineering Traffic Survey Segments
2. Existing and Proposed Speed Limits Map
3. Speed Survey
4. AAA Publication "Effective Speed Zoning Why and How" - Dated 2012
5. Ordinance Establishing Speed Limit on Otay Lakes Road

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