



REPORT TO CITY COUNCIL

To: Honorable Mayor and Members of the City Council

From: Jason Simpson, City Manager

Prepared By: Remon Habib, City Engineer

Date: September 27, 2022

Subject: Prima Facie Speed Limits on Certain City Streets

Recommendation

1. Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE ELSINORE, CALIFORNIA, AMENDING RESOLUTION NO. 2015-096 AND APPROVING THE DESIGNATION OF THE PRIMA FACIE SPEED LIMIT FOR CERTAIN STREETS.
2. Authorize City staff to install newly adopted speed limit signs throughout the City as determined from the 2022 Engineering and Traffic Survey and as required by the California Vehicle Code.

Background

The California Vehicle Code (CVC) and the California Manual of Uniform Traffic Control Devices (CA MUTCD) provide direction to local and state agencies on establishing posted speed limits on City streets. Per CVC, for a speed limit to be enforceable by electronic means (i.e., Radar detection), an Engineering and Traffic Survey (E&TS) must be conducted within seven (7) years; otherwise, the subject roadway segment is considered a “speed trap.” The evidence of a speeding violation based on a “speed trap” is inadmissible in court.

The City last conducted an E&TS in 2015, and in December 2015, the City Council adopted the Resolution to adjust speed limits accordingly. The speed limits proposed within the attached 2022 E&TS must be adopted by the end of 2022 for continued enforcement of roadway speed limits.

CA MUTCD requires that a speed limit be posted at the nearest 5 miles per hour (mph), incrementing the 85th-percentile speed of free-flowing traffic. In compliance with CVC, the speed limit may be reduced by a 5 mph increment from the 85th-percentile speed if the E&TS indicates a speed reduction is necessary for various community traffic safety factors. The attached 2022 E&TS provides 85th-percentile speed data for each roadway segment along with justification for any necessary 5 mph decreases.

The CVC provides general prima facie speed limit guidance for railroad crossings (15 mph), alleys (15 mph), residential districts (25 mph), business districts (25 mph), and school zones (25 mph). These locations do not require an E&TS to establish speed limits and are continuously enforceable.

Discussion

City Engineering Staff recently coordinated with Albert A. Webb Associates (Webb) to perform an E&TS for 100 Citywide roadway segments. As part of the study, Webb collected speed survey data to determine the 85th-percentile speed of free-flowing traffic for each roadway segment. Webb also collected recent collision history and physical field reviews to determine if an allowable 5 mph decrease to the 85th-percentile speed was necessary for all studied roadway segments.

Of the 100 roadway segments that the City requested to have surveyed with the 2022 E&TS, the recommended speed limit increases, decreases, and settings are summarized below:

- Roadway segments to decrease posted speed limit by 5 mph - 10 segments
- Roadway segments to increase posted speed limit by 5 mph - 17 segments
- Roadway segments to increase posted speed limit by 10 mph - 1 segment
- Roadway segments with new speed limits - 3 segments

Recommended 5 MPH Speed Limit Decreases

Street	From	To	Existing Speed Limit	Recommended Speed Limit
2nd Street	Dexter Avenue	Camino Del Norte	35	30
Ardenwood Way	Highway 74	Rosetta Canyon Drive	35	30
Central Avenue	Dexter Avenue	Conard Avenue	55	50
Dexter Avenue	Highway 74	3rd Street	40	35
Franklin Street	Avenue 6	Canyon Estates Drive	40	35
Joy Street	Riverside Drive	Machado Street	30	25
Lost Road	Canyon Hills Road	Southern City Limit	40	35
Mission Trail	Malaga Road	Olive Street	50	45
Summerhill Drive	La Strada	Ponte Russo	45	40
Temescal Canyon Road	Lake Street	Northern City Limit	50	45

Recommended 5 MPH Speed Limit Increases

Street	From	To	Existing Speed Limit	Recommended Speed Limit
3rd Street	Diana Lane	Conard Avenue	30	35
Avenue 6	Franklin Street	Mill Street	30	35
Canyon Estates Drive	Canyon View Drive	Summerhill Drive	35	40
Central Avenue	Pasadena Street	Collier Avenue	30	35
Chaney Street	Treleven Avenue	Lakeshore Drive	35	40
Diamond Drive	Grape Street	Malaga Road	35	40
Franklin Street	Conklin Avenue	Rodeo Grounds	30	35
Franklin Street	Rodeo Grounds	Avenue 6	30	35

Graham Avenue	Lakeshore Drive	Lindsay Street	30	35
Grape Street	Railroad Canyon Road	Southern City Limit	45	50
Hidden Trail	Summerly Place	Mission Trail	30	35
Lakeshore Drive	Cowell Street	Chaney Street	40	45
Lakeshore Drive	Graham Avenue	Poe Street	30	35
Limited Street	Lakeshore Drive	Main Street	30	35
Malaga Road	Mission Trail	Western Terminus	35	40
McVickers Canyon Park Road	Grand Avenue	Spectra Drive	40	45
Pottery Street	Chaney Street	Lewis Street	30	35

Recommended 10 MPH Speed Limit Increases

Street	From	To	Existing Speed Limit	Recommended Speed Limit
Camino Del Norte	Main Street	Franklin Street	40	50

Recommended Speed Limits Where MPH Signs Are Not Posted

Street	From	To	Existing Speed Limit	Recommended Speed Limit
Piedmont Drive	Canyon Hills Road	Verbena Road	N/P	30
Village Parkway	Diamond Drive	Summerly Place Loop	N/P	35
Village Parkway	Summerly Place Loop	Village Parkway Loop	N/P	30

Based on the recommended segment changes listed above, an estimated 100 speed limit signs will need to be revised or installed throughout the City to reflect the 2022 E&TS. Costs to replace sign panels are programmed in the City's CIP funding.

Fiscal Impact

Costs to replace sign panels are programmed in the City's CIP funding.

Exhibits

- A – Prima Facie Speed Limits Resolution No. 2022-
- B – Table 3-1 – Speed Survey Recommendations
- C – Engineering & Traffic Survey (prepared July 2022)