

**CITY OF TEMECULA
AGENDA REPORT**

TO: City Manager/City Council

FROM: Patrick Thomas, Director of Public Works/City Engineer

DATE: October 8, 2019

SUBJECT: Introduce Ordinance Amending Section 10.28.010(D) of the Temecula Municipal Code Regarding Prima Facie Speed Limits on Certain Streets

PREPARED BY: Jerry Gonzalez, Associate Engineer II - Traffic

RECOMMENDATION: That the City Council introduce and read by title only an ordinance entitled:

ORDINANCE NO. 19-

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY
OF TEMECULA, AMENDING SECTION 10.28.010(D) OF
THE TEMECULA MUNICIPAL CODE REGARDING
PRIMA FACIE SPEED LIMITS ON CERTAIN STREETS**

SUMMARY OF

ORDINANCE: The Temecula Municipal Code is hereby amended as follows to reaffirm and adjust the declared prima facie speed limits on the following streets:

Name of Street	Portion Affected	Existing Speed Limit	Declared Prima Facie Speed Limit Miles Per Hour
Date Street	Ynez Road to Lakeview Road	50	50
Date Street	Lakeview Road to East City Limits	45	45
De Portola Road	Jedediah Smit Road to East Terminus	45	45
Nicolas Road	Winchester Road to Calle Girasol	45	45
Old Town Front Street	Santiago Road to Temecula Parkway	40	40
Pauba Road	Ynez Road to La Primavera Street	40	40
Pauba Road	La Primavera Street to Via Rami	45	45
Pauba Road	Via Rami to Butterfield Stage Road	50	50
Rainbow Canyon Road	Pechanga Parkway to South City Limits	40	40
Vail Ranch Parkway	Nighthawk Pass to Redhawk Pkwy	45	40

BACKGROUND: At the meeting of February 26, 2013, the City Council adopted Ordinance No. 13-02, which declared the prima facie speed limit on certain streets as shown. The prima facie speed limit was determined on the basis of an Engineering and Traffic (E&T) Survey performed for each roadway.

The California Vehicle Code (CVC) requires local authorities to review and reaffirm or adjust speed limits within their jurisdiction every seven years on the basis of an E&T Survey. The CVC also allows local authorities to extend an E&T Survey to ten (10) years, if a Registered Engineer determines that no significant changes in roadway or traffic conditions have occurred, including major changes to adjacent property or land use, roadway width or traffic volumes.

The Director of Public Works/City Engineer has reviewed the street segments listed above and has determined that no significant changes in roadway or traffic conditions have occurred within the last seven (7) years and a change to the existing posted speed limit is not required.

The CVC also allows local authorities to adjust or reduce the posted limit an additional 5 MPH increment if conditions and justification for the lower speed is documented. For example, if the 85th percentile in an E&T Survey is found to be 47 MPH, then the speed limit would be established at 45 MPH since it is the closes increment to the 47 MPH speed. This speed however could be reduced by an additional 5 MPH increment to 40 MPH, if there is justification for using the lower speed.

At the meeting of August 27, 2019, the City Council considered the results of the Redhawk Parkway/Vail Ranch Parkway Traffic Calming Analysis, which found that conditions on Vail Ranch Parkway such as limited visibility due to horizontal and vertical curves could provide justification for reducing the 45 MPH posted speed limit an additional 5 MPH increment to 40 MPH on Vail Ranch Parkway between Redhawk Parkway and Nighthawk Pass. The traffic calming analysis recommended further consideration of the speed limit reduction if supported by an E&T Survey.

An evaluation of the E&T Survey performed by Willdan Engineering concludes that a reduction from the 45 MPH posted speed limit to 40 MPH posted speed limit is justified on the following segments based on conditions not readily apparent to unfamiliar drivers. The segments on Vail Ranch Parkway are:

- Nighthawk Pass to Camino Piedra Rojo
- Camino Piedra Rojo to Harmony Lane
- Harmony Lane to Redhawk Parkway

Staff recommends the City Council adopt an Ordinance amending Section 10.28.010(D) of the Temecula Municipal Code reaffirming and adjusting the posted speed limits.

FISCAL IMPACT: The minor costs associated with the installation of signs and pavement legends are included in the Public Works Traffic Division's Operating Budget for Fiscal Year 2019-20.

ATTACHMENTS: Ordinance