

CITY OF MERCED



ENGINEERING AND TRAFFIC
SURVEY

ENGINEERING AND TRAFFIC SURVEY

WHAT IS THE PURPOSE OF THE ENGINEERING AND TRAFFIC SURVEY?

- To provide uniform procedure to establish speed limits throughout the state
- Avoid influence from political pressure when setting a speed limit
- Avoid emotional perceptions
- Allows fair enforcement of the speed limit

ENGINEERING AND TRAFFIC SURVEY

Where is the Government Code require Engineering and Traffic Survey?

- California Vehicle Code Chapter 7, Article 1 and Article 2 dealing with speed limit
- CVC 22357 states –

“Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25-mile-per-hour prima facie limit which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens.”

ENGINEERING AND TRAFFIC SURVEY

Why is driving pattern of the general public dictating the speed limit?

Can the City Engineer/Traffic Engineer ignore the Engineering and Traffic Survey?

Does the City Engineer/Traffic Engineer have any flexibility with the Engineering and Traffic Survey?

Can we randomly set a speed limit?

What is the impact if no speed limit is adopted?

What is the consequence of setting random speed limit?

ENGINEERING AND TRAFFIC SURVEY

Revision to the proposed speed limit by the Police Department:

D Street from Childs to 13th – 30 mph from 35 mph

Devonwood from Austin to Meadows – 30 mph from 35 mph

Loughborough Drive – 30 mph from 35 mph

Meadow from Olive to Loughborough – 30 mph from 35 mph

Park from Olive to Alexander – 30 mph from 35 mph

R Street from Olive to Yosemite – 40 mph from 45 mph

San Jose Avenue from Yosemite to Lehigh Drive – 35 mph from 40 mph

QUESTIONS?

