Agenda # 5.11

City Council

Staff Report

TO: Honorable Mayor and City Council

FROM: John Jansons, City Manager

DATE: May 23, 2016

SUBJECT: Conduct a Public Hearing, and Waive First Reading and Introduce by Title Only of Draft Ordinance #472 Establishing Certain Speed Limits within the City Limits of Farmersville, CA and rescind Ordinance #447 (2010).

RECOMMENDED ACTION:

It is respectfully recommended that the City Council:

1) Conduct a Public Hearing,
2) Waive first reading of draft Ordinance #472, and introduce by Title only.
3) Advance draft Ordinance #472 for adoption as presented or amended by Council, which will rescind Ordinance 442 which previously established certain speed limits in 2010.

BACKGROUND:

On April 25, 20156 the City Council was presented with the draft findings of a Speed Survey (the "Report") performed by the City's contract engineers, Quad Knopf. As a result of the presentation by the City Engineer, and discussion and resulting direction of the City Council, this item is being returned to City Council in final form with no changes to existing posted speed limits.

Draft Ordinance #472 **(Attachment 1),** upon final adoption by Council, will codify the updated speed limits as per the Report, (**Attachment 2)**, into Farmersville Municipal Code, and rescind previous Ordinance #442 **(Attachment 3)** which last set speed limits in 2010.

Introduction:

Chapter 7 of Division 11 of the California Vehicle Code (CVC) deals with speed laws. Specific sections of the CVC regarding definitions, guidelines, and regulations can be found in Appendix A of the Report. Basically, it indicates that prima facie speed limits on local streets are 25 miles per hour (mph) in residential and business districts and are 65 mph at all other locations. However, a maximum speed limit of 55 mph is imposed on two-lane, undivided highways unless posted for a higher speed limit. The CVC also provides for intermediate speed limits. In CVC Section 22357, it indicates that 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... (it) ... may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, 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."

Similarly, CVC Sections 22358, 22358.3, and 22358.4 allow a local authority to reduce, by ordinance, those sections that are automatically 65 (or 55) mph to limits as low as 25 mph (20 or 15 mph if certain special conditions are present) on the basis of an engineering and traffic survey and the determination that the resulting speeds will be reasonable and safe.

Additionally, a "speed trap" must be avoided when establishing prima facie speed limits as indicated in CVC Section 40802. Said Section 40802, "Speed Traps," indicates that prima facie speed limits must be justified by an engineering and traffic survey conducted within five years prior to the data of the alleged violation when enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. However, this does not apply to a local street, road, or school zone.
As indicated previously, a local authority may establish intermediate speed limits upon the basis of an engineering and traffic survey. Per CVC Section 627, an engineering and traffic survey shall include consideration of all of the following:

1. Prevailing speeds as determined by traffic engineering measurements.
2. Collision records.
3. Highway, traffic, and roadside conditions not readily apparent to the driver.

Based on the above, the City of Farmersville, in an effort to reevaluate established speed limits on their roadways, retained Quad Knopf, Inc. to perform an engineering and traffic survey for thirteen (13) speed zones city-wide. One location needs to be completed in the future due to on-going construction at the time the speed surveys were conducted. Figure 1 shows the existing roadway segments and posted speed limits, and highlights the roadways surveyed in February 2016. It should be noted that the existing City ordinance shows two speed limit segments on Visalia Road; one from Virginia Avenue to Farmersville Boulevard and the other from Farmersville Boulevard to Brundage Avenue. However, Visalia Road is currently signed as three separate posted speed limit segments. Therefore, these three segments were surveyed for this study.

DISCUSSION:

The requirement of this engineering and traffic survey was to reevaluate the established speed zones of major roadways in the City of Farmersville and to recommend appropriate speed limits for each of these roadway segments consistent with the laws and practices of the State of California. Speed zone surveys were conducted, as part of the engineering and traffic survey, along twelve street segments in the City. One additional segment will be completed in the future after on-going construction is completed. A sufficient number of road segments were studied to ensure that street sections having unique characteristics were individually surveyed.

Data Collection:
Quad Knopf collected field data February 22 - 24, 2016. Data for each zone was collected using a radar traffic speed meter. Each of the radar speed checks was made by consultant personnel from an inconspicuously parked, unmarked vehicle. An effort was made to ensure that the presence of the vehicle in no way affected the speed of the traffic being surveyed. Prior to each use, the radar meter's digitally displayed output was tested in compliance with the unit's Operator's Manual, using both the internal circuit test procedure and the external system check

utilizing the accompanying certified tuning fork. Copies of the Certificates of Accuracy for both the radar meter and the turning fork are reproduced as Appendix B of the Report.

Field information was recorded on the Vehicle Speed Survey Sheet shown in Figure 2 of the Report. In order to obtain a significant sample in each location, either one or the other of the following two survey techniques was employed: along sections of highway where traffic flows freely, only the lead vehicles of groups or vehicles traveling alone were recorded

The data evaluated for each roadway segment includes the existing posted speed limit, the observed and measured prevailing vehicle speeds, and an inventory of any special physical characteristics of the roadway and adjacent development, and review of a two-year traffic collision history. This information is listed in Table 1 of the Report as follows:

1. The roadway name.

2. The limits of the speed zone study.

3. The traffic collision history.

4. Acknowledgment of any special highway, roadside or traffic conditions not readily apparent to the driver that might justify a reduction in the normally applicable speed zone.

5. The existing speed limit.

6. The average speed as determined by computer analysis of the observed and measured vehicle speeds.

7. The critical (85th-percentile) speed as determined by computer analysis of the observed and measured vehicle speeds.

8. The pace speed as determined by computer analysis of the observed and measured vehicle speeds.

9. The determined speed limit based on the critical speed only.

10. The recommended speed limit based on assessment of the study findings and the noted vehicle code requirements for establishment of a speed zone. The recommended speed limit may include a 5 mph decrease where the 85th-percentile speed would require rounding up as indicated in Option 2 on Page 9. It may also include a 5 mph decrease to account for collision history and special roadway conditions not readily apparent to the driver.

Additionally, recommended speed limits are shown graphically in Figure 4. Of the 13 speed zones identified, 12 are recommended to remain at their existing posted speed limit. One location needs to be completed once construction in the area has been completed.

COORDINATION AND REVIEW:

The recommended action has been coordinated and review with the City Council, City Attorney, and Public Works Department.

This proposed Ordinance was publicly noticed in the Visalia Times-Delta on May 13, 2016.

Environmental Review:
The City Council may hereby find that this proposed ordinance is not subject to review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines sections 15060(c)(2) [the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment] and 15061(b)(3) [there is no possibility the activity in question may have a significant effect on the environment].

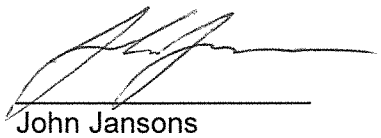
FISCAL IMPACT:
None

CONCLUSION:

It is respectfully recommended that the City Council:
1) Conduct a Public Hearing,
2) Waive first reading of draft Ordinance #472, and introduce by Title only, and
3) Advance draft Ordinance #472 for adoption as presented which will rescind Ordinance #447 which previously established certain speed limits in 2010.

ATTACHMENTS: 1) draft Ordinance 472,
2) Speed Survey Report, and
3) Ordinance 442 (2010).

Recommended By:



John Jansons
City Manager

DRAFT

CITY OF FARMERSVILLE

ORDINANCE NO. 472

AN ORDINANCE ADJUSTING THE SPEED LIMITS OF MOTOR VEHICLES ON CERTAIN STREETS IN THE CITY OF FARMERSVILLE PRSUANT TO THE PROVISIONS OF SECTION 22357 OF THE VEHICLE CODE OF THE STATE OF CALIFORNIA

THE CITY COUNCIL OF THE CITY OF FARMERSVILLE, COUNTY OF TULARE, STATE OF CALIFORNIA, DOES ORDAIN AS FOLLOWS:

SECTION 1. The City Council of the City of Farmersville determines upon basis of an engineering and traffic survey that speeds different than existing speeds would better facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon the following streets of Farmersville at the following speed limits, in miles per hour (MPH):

1. Noble Avenue: from Road 156 to Farmersville Boulevard – Not surveyed due to construction, no change proposed, remains at 40 MPH,
2. Walnut Avenue: from Road 156 to Farmersville Boulevard, remains 50 MPH,
3. Walnut Avenue: from Farmersville Boulevard to Road 168, remains 50 MPH,
4. Petunia Street: from Ventura Avenue to Farmersville Blvd. remains 35 MPH,
5. Front Street: from Virginia Avenue and Farmersville Boulevard, remains 35 MPH,
6. Visalia Road: from Virginia Avenue to Shasta Avenue, remains 45 MPH,
7. Visalia Road: from Shasta Avenue to Larry Street, remains 35 MPH,
8. Visalia Road: from Larry Street to Brundage Avenue, remains at 45 MPH,
9. Ventura Avenue: from Walnut Avenue to Petunia Street, remains 25 MPH,
10. Farmersville Boulevard: from Noble Avenue to Walnut Avenue, remains 50 MPH,
11. Farmersville Boulevard: from Walnut Avenue to Front Street, remains 35 MPH,
12. Farmersville Boulevard: from Front Street to Visalia Road, remains 35 MPH
13. Farmersville Boulevard: from Visalia Road and Tulare Street, remains 45 MPH

SECTION 2. The provisions of this Ordinance shall not apply to any 25 miles per hour prima facie limit that is applicable when passing a school building or the grounds thereof.

SECTION 3. Upon the erection of appropriate signs giving notice of the speed limit permitted by this ordinance on the streets mentioned herein, and after June 24th,

2016, this ordinance will become effective, and the maximum speed mentioned herein permitted.

SECTION 4. This Ordinance rescinds Ordinance No. 447 "an ordinance Adjusting Speed Limits of Motor Vehicles on Certain Streets in the City of Farmersville Pursuant to the Provisions of Section 223577 of the Vehicle Code of the State of California" adopted on May 23rd, 2016.

SECTION 5. That the City Council hereby finds that this proposed ordinance is not subject to review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines sections 15060(c)(2) [the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment] and 15061(b)(3) [there is no possibility the activity in question may have a significant effect on the environment].

SECTION 6. The City Clerk of the City of Farmersville is ordered to post copies of this Ordinance in three (3) public places in the City of Farmersville within fifteen (15) days after passage of this ordinance.

Passed and adopted at the regular meeting of the City Council of the City of Farmersville held on the 23rd day of May, 2016 by the following votes:

AYES:
NOES:
ABSTENTION
ABSENT:

_____
Gregorio Gomez, Mayor

ATTEST: _____
Paul Boyer, City Clerk Pro Tem

Draft

ORDINANCE NO. 475

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FARMERSVILLE AMENDING TITLE 17 OF THE FARMERSVILLE MUNICIPAL CODE RELATING TO ESTABLISHING A PROCESS AND STANDARDS TO ALLOW DRIVE THRU LANES AND WINDOWS IN THE CENTRAL COMMERCIAL ("CC") ZONE.

The City Council of the City of Farmersville does hereby ordain as follows:

Section 1. Subsection 17.56 (Commercial Land Use Table) of the Farmersville Municipal Code is amended as follows:

Chapter 17.56
COMMERCIAL LAND USE TABLE

17.56.020 Table 2--Permitted uses. To determine in which zone a specific use is allowed:

A. Find the use in the left hand column.

B. Read across the table until either a "letter" or an "x" appears in one of the columns.

C. If a letter appears this means that the use is allowed in the zone represented by that column, but only if certain conditions are complied with. The conditions applicable to that use are those corresponding to the letter listed in Section 17.56.030.

D. If an "x" appears in a column the use is allowed in the zone represented by that column without being subject to any of the conditions listed in Section 17.56.030. Site Plan Review is required.

E. A Conditional Use Permit is required for any permitted use involving 10,000 square feet or more of new building or outdoor storage area.

F. If neither a "letter" nor an "x" appears in a column, the use is not allowed in the zone represented by that column.

G. The planning commission shall interpret the appropriate zone for any land use not specifically listed in the table, based on a finding of consistency with the purpose of the zone and that use is of the same general character as that of the uses permitted in that zone.

TABLE 2
COMMERCIAL LAND USES

Uses	Zone						
	U-R	O-S	P-QP	C-H	C-G	C-C	C-S
Above ground storage tanks for flammable or combustible fluids	b	b	-	b	b	b	b
Accessory buildings and uses customarily appurtenant to a permitted use	a-r	a-r	a-r	a-r	a-r	a-r	a-r
Adult oriented business b	-	-	-	-	-	-	b
Agricultural uses, and structures, general, except commercial animal slaughter	x	-	-	-	-	-	-
Airports	b	-	b	-	-	-	-
Ambulance service b b	-	-	b	-	b	-	b
Appliance sales, service and supply	-	-	-	x	x	x	x
Auto leasing, truck and trailer rentals	-	-	-	x	x	-	x
Auto parts sales (no servicing)	-	-	-	x	x	x	x
Auto sales, including autos, trucks, motorcycles, boats and other motorized vehicles, conducted entirely within an enclosed building	-	-	-	x	x	x	x

Uses	Zone						
	U-R	O-S	P-QP	C-H	C-G	C-C	C-S
Auto sales, service and repair, new and used, includes boat, motorcycle, RV, trailer and trucks, and repair garages (not conducted within an enclosed building)	-	-	-	x	x	-	x
Auto and truck service stations	-	-	-	x	x	-	x
Bakeries	-	-	-	-	x	x	x
Barber and beauty shops	-	-	-	-	x	x	x
Bars, cocktail lounges and taverns	-	-	-	b	b	b	b
Boarding and rooming houses	-	-	-	-	a	a	-
Bowling alleys	-	-	-	-	b	b	b
Building materials sales yard	-	-	-	-	-	-	b
Cabinet, carpenter and woodworking shops	-	-	-	-	-	-	b
Cafes, coffee shops and restaurants, except drive-in, fast food, self-service and take out restaurants	-	-	-	x	x	x	x
Catering trucks and mobile food vendors (subject to standards contained in Section 17.68.100)				b	b	b	b
Cardrooms	-	-	-	-	b	b	b
Cargo containers (to be used for storage) subject to standards contained in Section 17.68.110	a-r	a-r	a-r	a-r	a-r	a-r	a-r
Car washes	-	-	-	b	b	-	b
Cemeteries, crematories and columbariums	b	b	b	-	-	-	-
Churches	b	-	b	-	b	b	b
Clothes cleaning and laundry pick up	-	-	-	-	b	b	b
Commercial recreation facilities, other than those listed in Table 2	-	-	b	b	b	-	b
Communication and public utility service facilities	-	-	-	b	b	-	b
Dance halls	-	-	-	-	b	b	b

Uses	Zone						
	U-R	O-S	P-QP	C-H	C-G	C-C	C-S
Drive-in, drive-thru or drive-up businesses, including, but not limited to fast food, beverage, financial institutions, pharmacies and similar businesses	-	-	-	b	b	**b**	b
Drive-in theaters	b	-	-	-	-	-	-
Drug stores and pharmacies	-	-	-	x	a-r	x	a-r
Electrical sales, service and supply	-	-	-	-	a-r	-	a-r
Equipment rental	-	-	-	-	-	-	b
Farm supply and implement sales and service	-	-	-	-	-	-	b
Film processing pick-up stations	-	-	-	a-r	a-r	-	a-r
Financial institutions	-	-	-	x	x	x	x
Fire extinguisher sales and service	-	-	-	-	-	-	x
Florists	-	-	-	a-r	a-r	a-r	a-r
Food and grocery stores	-	-	-	x	x	x	x
Funeral homes and mortuaries	-	-	-	-	x	x	x
Gift shops	-	-	-	a-r	a-r	a-r	a-r
Glass sales, service and supply	-	-	-	-	x	-	x
Golf courses, golf driving ranges	b	b	b	-	-	-	-
Hardware stores	-	-	-	x	x	-	x
Heating and air conditioning sales, service and supply	-	-	-	-	b	-	x
Heliports	b	b	b	-	-	-	-
Hospitals	-	-	b	-	b	b	b
Hotels and motels	-	-	-	b	b	b	b
Hydraulic equipment, well drilling sales service and supply	-	-	-	-	-	-	b
Laundry-self serve	-	-	-	x	x	x	x
Laundry, dry cleaning plants	-	-	-	-	-	-	b
Liquor sales, on and off sale	-	-	-	b	b	b	b
Locksmiths	-	-	-	a-r	a-r	a-r	a-r
Machine shops	-	-	-	-	-	-	b
Medical and dental clinics	-	-	-	-	x	x	x
Medical marijuana clinics	-	-	-	-	-	-	-
Medical laboratories	-	-	-	-	x	x	x
Mini-storage facilities	-	-	-	-	-	-	b
Miniature golf	-	-	-	b	b	-	b
Multi-use developments	-	-	-	-	g	g	g

Uses	Zone						
	U-R	O-S	P-QP	C-H	C-G	C-C	C-S
Offices (professional or commercial)	-	-	x	x	x	x	x
Opticians	-	-	-	a-r	a-r	a-r	a-r
Palm readers, fortune tellers, hypnotists and similar personal service providers				b	b	b	b
Parking facilities, including truck parking and park and ride lots	-	-	c	c	c	-	c
Parking facilities, off site	-	-	a-r	a-r	a-r	b	a-r
Passenger terminals	-	-	-	b	b	b	b
Pipe sales, service and supply	-	-	-	-	-	-	b
Plant nurseries and green houses	-	-	-	-	x	-	x
Plumbing sales, service and supply	-	-	-	x	x	x	x
Pool halls	-	-	-	-	b	b	b
Pool service and supply	-	-	-	-	x	-	x
Prescription pharmacies	-	-	-	a-r	a-r	a-r	a-r
Produce stands	c	-	-	-	b	-	b
Public and private schools	-	-	x	-	x	x	x
Public and quasi-public buildings and uses appropriate to the area	x	x	x	x	x	x	x
Public scales	-	-	-	x	-	-	b
Pump sales, service and supply	-	-	-	-	-	-	b
Recreational vehicle and boat storage	-	-	-	-	-	-	b
Research and development facilities	-	-	-	-	-	-	b
Retail stores and shops	-	-	-	a-r	a-r	a-r	a-r
Sewage ponds, storm drainage basins	b	b	b	-	-	-	-
Shopping centers	-	-	-	x(1)	x(1)	x(1)	x(1)
Skating rinks	-	-	-	-	b	-	b
Smoke shops and tobacco shops				b	b	b	b
Social halls, lodges, fraternal organizations and clubs	-	-	-	-	x	x	x
Swimming, tennis and racquetball clubs, health clubs	-	-	-	-	x	x	x
Tattoo and piercing shops				b	b	b	b
Taxicab service	-	-	-	-	x	-	x

Uses	Zone						
	U-R	O-S	P-QP	C-H	C-G	C-C	C-S
Technical, trade and craft schools and studios	-	-	x	-	x	x	x
Temporary construction storage yards	c	c	c	c	c	c	c
Temporary outdoor uses	-	-	f	f	f	f	f
Theaters	-	-	-	b	b	b	b
Tire recapping	-	-	-	x	x	-	x
Travel trailer parks and overnight Campgrounds	b	b	-	-	-	-	-
Variety stores	-	-	-	a-r	a-r	a-r	a-r
Veterinary offices and clinics	-	-	-	-	b	b	x
Video game centers	-	-	-	x	x	x	x
Video games when incidental to a permitted use	-	-	-	c	c	c	c
Welding shops	-	-	-	-	-	-	b
Wholesale and distributing businesses	-	-	-	-	-	-	x
Upholstery	-	-	-	-	x	-	x
Janitorial service	-	-	-	-	-	-	x
Video movie rental shops	-	-	-	x	x	x	x
Thrift shops, used merchandise stores	-	-	-	-	a-r	a-r	a-r

Key to Land Use Table:

a. Conditional use permit required if for more than six guests, persons or dwelling units
a-r. Administrative Site Plan Review required: See Section 17.72.051
b. Conditional use permit required. See Section 17.96
c. Accessory use, incidental to principal use.
d. Conditional use permit required if abutting any residential zone.
e. Conditional use permit is required for any use containing 10,000 square feet or more of building or outdoor storage area, even if such a development is listed as an allowable or permitted use in a particular zoning district.
f. Temporary Outdoor Uses: See Section 17.56.040 for specific requirements
g. Conditional use permit required. A list of permitted uses may be approved with the use permit
x. Permitted use. Site Plan Review is required for new construction
x(1) Shopping centers larger than 20 acres requires a Conditional Use Permit. See Section 17.96

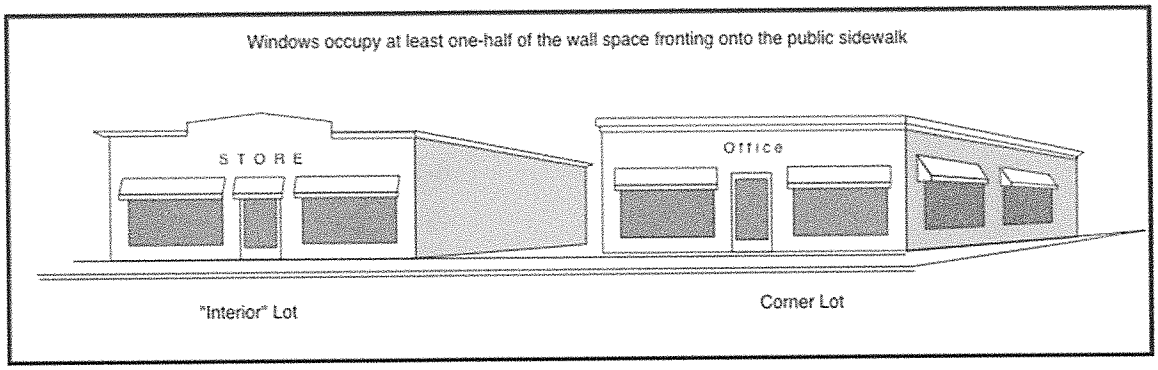
Section 2. Subsection 17.42.050 (CC Zone Performance Standards) is amended as follows:

17.42.050 Performance standards

A. All new uses shall comply with requirements of the Farmersville Design Guidelines.

B. At least one-half of building walls adjoining the public sidewalk shall feature display windows ((see Exhibit 17.42-b).

Exhibit 17-42 b
Window Standards

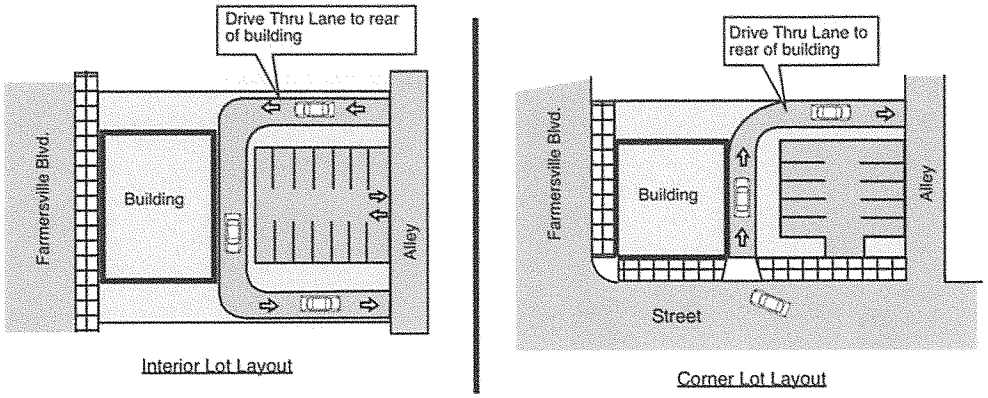


C. On-site parking shall be located to the rear or to the side of the building.

D. Drive thru lanes and windows may be allowed by Conditional Use Permit subject to the following design standards (see also Exhibit 17-42c):

1. Drive thru lanes are permitted only to the rear of buildings and in no case shall they be located in front of a building or between a building and the street, except that drive thru lanes may be permitted to the interior side of buildings when a location to the rear of a building is not feasible. Further, drive thru lanes shall not be permitted on corner lots along the street side property line. In general drive thru lanes shall be designed to channel vehicles to and from the alley (or side street).

Exhibit 17-42c: Preferred Drive Thru Designs



2. **Drive thru lanes shall be designed to preclude vehicles stacking onto the street or alley. Drive thrus shall be designed to provide room for at least four vehicles in the lane before the order speaker or window, and space for two additional vehicles before the pickup window.**

3. **Drive thru windows shall cease operations no later than 10 pm.**

4. **For drive-thru lanes that channel vehicles to and from an alley, the City may require improvements to the alley in order to accommodate increased use.**

5. **To reduce the visual impact of drive thru lanes the City may require additional aesthetic treatments, including but not limited to screening walls and fences, landscaping, overhead decorative arbors, street furniture or a combination of these.**

E. D. All uses or activities shall be conducted wholly within completely enclosed buildings, except for temporary outdoor uses, or where in the opinion of the zoning administrator the use is incidental to a principal use on the premises and the proposed outside use is in character and harmony with the surrounding area. When a commercial use is not conducted entirely within a building, the site shall be fenced with six foot solid wood or masonry fence as required by the zoning administrator.

F. E. All uses adjacent to residential zones shall be located, oriented and designed so as to be compatible with said residential zones.

G. F. Solid fencing six feet high and landscaping adequate to screen development from adjacent residential zones along rear and side property lines shall be installed.

H. G. Maximum noise level at property lines not to exceed 65 decibels (dBA) day and night levels (Ldn).

I. H. Outside storage of solid wastes and containers for solid waste, containers, merchandise, or other items or goods awaiting pickup, sale, or other disposition shall be prohibited except where screened to the satisfaction of the planning commission or the zoning administrator.

J. I. Hours of operation (open to public) shall not begin before six a.m. nor extend beyond 11 p.m. Exceptions may be permitted as provided for in Chapter 17.100.

K. J. Light sources shall be directed and shielded as to not illuminate surrounding residential areas.

Section 3. This ordinance shall take effect thirty days after its adoption.

Section 4. The City Clerk is authorized and directed to cause this ordinance to be codified after its adoption.

Section 5. The City Clerk is further authorized and directed to cause this ordinance or a summary of this ordinance to be published once in a newspaper of general circulation published and circulated in the City of Farmersville within 15 days after its adoption. If a summary of this ordinance is published, then the City Clerk also shall cause a summary of the proposed ordinance to be published and a certified copy of the full text of the proposed ordinance to be posted in the office of the City Clerk at least five days prior to the Council's meeting at which the ordinance is adopted and again after the meeting at which the ordinance is adopted. The summary shall be approved by the City Attorney.

The foregoing Ordinance No. 475 was introduced at a regular meeting of the City Council of the City of Farmersville on the _23rd__ day of _May__, 2016, and was passed and adopted at a regular meeting of the City Council on the _____ day of _____, 2016, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

APPROVED:

_____
Greg Gomez, Mayor
City of Farmersville

ATTEST:

_____
City Clerk Pro Tem
City of Farmersville

Attachment 2

CITY-WIDE SPEED ZONE STUDIES

CITY OF FARMERSVILLE

May 2016

Quad Knopf

CITY-WIDE SPEED ZONE STUDIES

CITY OF FARMERSVILLE

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May 2016

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F160055

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CHAPTER 1 INTRODUCTION

Chapter 7 of Division 11 of the California Vehicle Code (CVC) deals with speed laws. Specific sections of the CVC regarding definitions, guidelines, and regulations can be found in Appendix A. Basically, it indicates that prima facie speed limits on local streets are 25 miles per hour (mph) in residential and business districts and are 65 mph at all other locations. However, a maximum speed limit of 55 mph is imposed on two-lane, undivided highways unless posted for a higher speed limit. The CVC also provides for intermediate speed limits. In CVC Section 22357, it indicates that 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... (it) ... may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, 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."

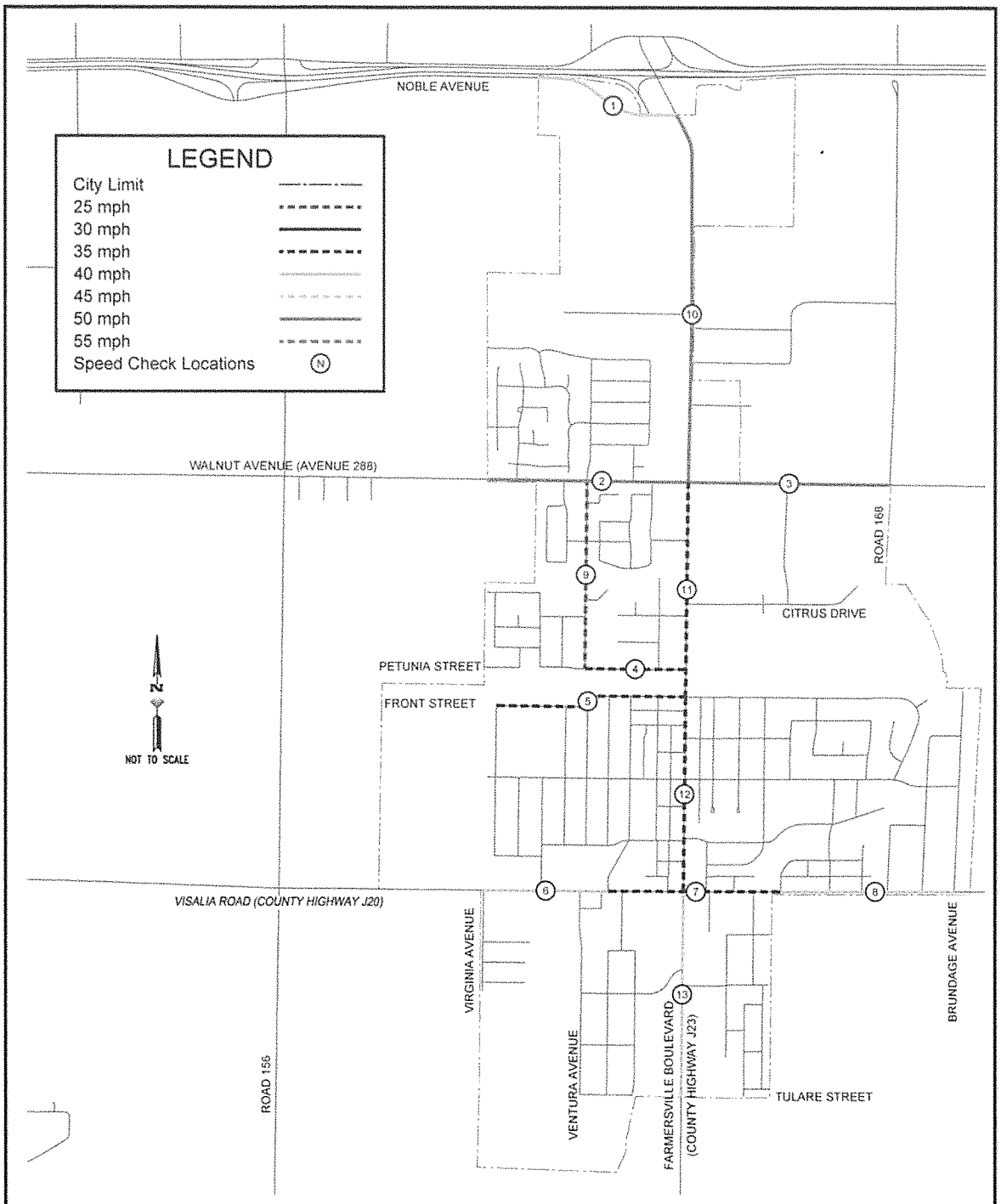
Similarly, CVC Sections 22358, 22358.3, and 22358.4 allow a local authority to reduce, by ordinance, those sections that are automatically 65 (or 55) mph to limits as low as 25 mph (20 or 15 mph if certain special conditions are present) on the basis of an engineering and traffic survey and the determination that the resulting speeds will be reasonable and safe.

Additionally, a "speed trap" must be avoided when establishing prima facie speed limits as indicated in CVC Section 40802. Said Section 40802, "Speed Traps," indicates that prima facie speed limits must be justified by an engineering and traffic survey conducted within five years prior to the data of the alleged violation when enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. However, this does not apply to a local street, road, or school zone.

As indicated previously, a local authority may establish intermediate speed limits upon the basis of an engineering and traffic survey. Per CVC Section 627, an engineering and traffic survey shall include consideration of all of the following:

1. Prevailing speeds as determined by traffic engineering measurements.
2. Collision records.
3. Highway, traffic, and roadside conditions not readily apparent to the driver.

Based on the above, the City of Farmersville, in an effort to reevaluate established speed limits on their roadways, retained Quad Knopf, Inc. to perform an engineering and traffic survey for thirteen (13) speed zones city-wide. One location needs to be completed in the future due to on-going construction at the time the speed surveys were conducted. Figure 1 shows the existing roadway segments and posted speed limits, and highlights the roadways surveyed in February 2016. It should be noted that the existing City ordinance shows two speed limit segments on Visalia Road; one from Virginia Avenue to Farmersville Boulevard and the other from Farmersville Boulevard to Brundage Avenue. However, Visalia Road is currently signed as three separate posted speed limit segments. Therefore, these three segments were surveyed for this study.



Quad Knopf	EXISTING ROADWAY SEGMENTS AND SPEED LIMITS	Figure 1

CHAPTER 2 OBJECTIVES AND SCOPE

Fundamentals of Realistic Speed Zoning

Most citizens can be relied upon to behave in a reasonable manner as they go about their daily activities. Many of our laws reflect observations of the way reasonable people behave under most circumstances. Traffic regulations are also based upon observations of the behavior of groups of motorists under various conditions. Generally speaking, traffic laws that reflect the behavior of the majority of motorists are found to be successful. Laws that arbitrarily restrict the majority of drivers encourage wholesale violations, lack public support, and usually fail to bring about desirable changes in driving behavior. This is especially true of speed zoning.

Speed zoning is based upon several fundamental concepts deeply rooted in our American system of government and law:

- Driving behavior is an extension of social attitude, and the majority of drivers respond in a safe and reasonable manner as demonstrated by their consistently favorable driving records.
- The normally careful and competent actions of a reasonable person should be considered legal.
- Laws are established for the protection of the public and the regulation of unreasonable behavior of the individual.
- Laws cannot be effectively enforced without the consent and voluntary compliance of the public majority.

Public acceptance of these precepts is normally instinctive. However, the same public, under certain circumstances, may invariably reject these fundamentals and rely instead on more comfortable and widely held misconceptions, such as:

- Speed limit signs will slow the speed of traffic.
- Speed limit signs will decrease the collision rate and increase safety.
- Raising a posted speed limit will cause an increase in the speed of traffic.
- Any posted speed limit must be safer than an un-posted speed limit, regardless of traffic and roadway conditions prevailing.

Before-and-after studies consistently demonstrate that there are no significant changes in traffic speeds following the posting of new or revised speed limits. Furthermore, no published research findings have established any direct relationship between posted speed limits and collision frequency, although short-term reductions have resulted from saturation enforcement efforts directed at speed and other traffic law violations.

Police agencies rely on reasonable and well recognized speed laws to control the unreasonable violator whose behavior is clearly out of line with the normal flow of traffic.

Why Are Realistic Speed Zones Desirable?

Realistic speed zones are of public importance for a variety of reasons:

- They satisfy the requirements of the state law for establishing prima facie speed limits on public streets and highways.
- They invite public compliance by conforming to the behavior of the majority and by giving a clear reminder to nonconforming violators.
- They offer an effective enforcement tool to the police by clearly separating the occasional violator from the reasonable majority.
- They tend to minimize current public antagonism toward police enforcement of obviously unreasonable regulations.
- They inject an element of logic and reason into an otherwise arbitrary and often emotional issue.
- They correctly serve to place responsibility for justifying so-called "tolerances" upon those administrative agencies that grant them.
- They lend credence and acceptability to the widely posted admonition, "Speed Laws Strictly Enforced", at many city boundaries.

Where Are Realistic Speed Zones Applicable?

Speed zoning should be reserved for thoroughfares with appreciable volumes of traffic where such zoning can be shown to facilitate the orderly movement of traffic by increasing driver awareness of a reasonable speed.

Transition sections between rural and suburban conditions usually require "reminder" zoning: business or residence districts that barely satisfy the legal definition for automatic 25 mph limits can also be zoned to advise the driver of a safe speed and to avoid confusion in determining if the CVC prima facie limits apply.

Through streets that are not wide thoroughfares frequently require zoning to aid the police in determining what a reasonable limit is. On the other hand, it is seldom necessary to post limits relating to business or residence districts in obviously well established urban areas, where such districts are clearly apparent to drivers.

The basic intent of speed zoning is to influence as many drivers as possible to operate at or near the same speed - thus reducing conflicts created by wide differentials in operating speeds. Therefore, low-volume streets offer little opportunity for encouraging closely grouped speeds due to the absence of traffic platoons under normal conditions.

CHAPTER 3 REQUIREMENTS

The CVC reflects the sensible viewpoint that speed zoning, as other types of traffic control, should be based on traffic conditions and natural driver behavior - and not simply upon a hasty or arbitrary response to a traffic event.

Basic Speed Law

All fifty states base their speed regulations on the Basic Speed Law:

> *"No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property."*

This law recognizes that driving conditions vary widely from time-to-time and place-to-place. No set of fixed driving rules will adequately serve all conditions. The motorist must constantly adjust his driving behavior to fit the conditions he meets. He must learn to do this with a minimum of assistance from the police. The basic speed law is founded on the belief that most motorists are able to modify their driving behavior properly, as long as they are aware of the conditions around them.

Maximum Speed Limits

In California, the maximum speed on any highway is 65 mph when posted and based upon an engineering and traffic survey. The maximum speed for any passenger vehicle on a two-lane, undivided highway is 55 mph (unless posted with a higher speed limit). The maximum speed for most trucks and for vehicles towing any trailer is also 55 mph. These are absolute limits, which may not be legally exceeded under any circumstances.

Prima Facie Speed Limits

All other speed limits are prima facie ("on the face of it") limits and are reasonable and prudent under normal conditions. Certain blanket (or automatic) prima facie limits are established by law including the 15 mph limit in alleys, at blind intersections, and railroad crossings, and the 25 mph limit in business districts, residence districts, and at senior citizen facilities posted with a standard "SENIOR" warning sign. There is also a part-time 25 mph limit in sign posted school zones when children are present, going to, or leaving school.

Business and residence districts are defined in the CVC as specific areas meeting a specified minimum density of roadside development. A count of houses or active businesses facing on a highway must be made to determine whether or not a valid business or residence district exists. Additionally, the property must have access to the roadway and the fronts of the buildings must be within 75 feet of the roadway. The law does not require posting these prima facie limits, which are readily apparent.

Intermediate Speed Zones

State law permits local authorities to lower the maximum speed limit (55 mph) or to raise business and residence district speed limits (25 mph) on the basis of a traffic and engineering survey. These "intermediate limits" between 25 and 55 mph (or as low as 15 mph under certain special conditions) must be posted to clearly define the limits of the zone and the prima facie speed established.

CHAPTER 4 STUDY PROCEDURE

Location Selection

The requirement of this engineering and traffic survey was to reevaluate the established speed zones of major roadways in the City of Farmersville and to recommend appropriate speed limits for each of these roadway segments consistent with the laws and practices of the State of California. Speed zone surveys were conducted, as part of the engineering and traffic survey, along twelve street segments in the City. One additional segment will be completed in the future after on-going construction is completed. A sufficient number of road segments were studied to ensure that street sections having unique characteristics were individually surveyed.

Data Collection

Quad Knopf collected field data February 22 - 24, 2016. Data for each zone was collected using a radar traffic speed meter. Each of the radar speed checks was made by consultant personnel from an inconspicuously parked, unmarked vehicle. An effort was made to ensure that the presence of the vehicle in no way affected the speed of the traffic being surveyed.

Prior to each use, the radar meter's digitally displayed output was tested in compliance with the unit's *Operator's Manual*, using both the internal circuit test procedure and the external system check utilizing the accompanying certified tuning fork. Copies of the Certificates of Accuracy for both the radar meter and the turning fork are reproduced as Appendix B of this report.

Field information was recorded on the Vehicle Speed Survey Sheet shown on Figure 2. In order to obtain a significant sample in each location, either one or the other of the following two survey techniques was employed:

- Along sections of highway where traffic flows freely, only the lead vehicles of groups or vehicles traveling alone were recorded.

VEHICLE SPEED SURVEY SHEET

Location: ____ Date: _____

Day: _____

Direction: _____ Number of Lanes: ___ Time: _____

Paved Width (ft.): _____ Posted Speed Limit _____ Observer: _____

Bus. District (Y/N): _____ Res. District: (Y/N) _____ School Zone (Y/N) _____

Weather: _____ Number of Vehicles Counted: 0

Special Conditions: _____

	Number of Vehicles																									Total	Cumul. Total	Cumul. Percent
MPH					5					10					15					20					25			
21																										0	0	0%
22																										0	0	0%
23																										0	0	0%
24																										0	0	0%
25																										0	0	0%
26																										0	0	0%
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65																										0	0	0%

Speed Limit without Approved Speed Zone	
Average Speed	
10 MPH Pace Speed	-
Critical (85%) Speed	

Quad Knopf
901 East Main Street
Visalia, CA 93292
(559) 733-0440

Quad Knopf	VEHICLE SPEED SURVEY SHEET	Figure 2

- In highly concentrated areas, the speeds of lead vehicles were recorded as well as vehicles from varying positions within each group.

The calculations derived from both techniques accurately demonstrate a balance among the speed, capacity, and general use of the street segment under observation.

Data Analysis

Copies of completed Vehicle Speed Survey Sheets at each survey location are contained in Appendix C. The data includes the location of the speed survey, date and time, direction of traffic observed ("Band" means both directions), number of lanes, paved roadway width, posted speed limit, weather, and whether the segment is located in a business district, residential district, or school zone.

The matrix in the middle of the form shows an "X" each time a vehicle was recorded at the corresponding speed. These vehicles are totaled in the first column at the right of the matrix. The cumulative total is tallied in the second column and the cumulative percentage is calculated in the third column.

The lower body of the form consists of a summary table of various calculated parameters. An explanation of the data and terms follows:

- The assumed *speed limit without an approved speed zone* is given, based on the segment lying within a business district, residential district, or school zone.

- The *average speed* is the total of all the vehicle speeds divided by the number of vehicles in the sample.

- The *10 MPH pace speed* is the 10 miles per hour increment of observed speeds which contains the greatest number of vehicles. In nearly all cases, the 85th-percentile speed and the recommended speed limit lie somewhere within the pace, frequently in the middle to upper ranges. This is an important indicator used to determine appropriate speed limits.

  The number of vehicles within the pace is an indication of the bunching of vehicular speeds. Ideally, if all vehicles were traveling at or about the same speed, there would be a reduced likelihood of traffic collisions. In speed limit analysis, the higher the number (percentage) of vehicles within the pace, the better the speed distribution.

- The *critical (85%) speed* (or 85th-percentile speed) is that speed at or below which 85 percent of the observed vehicles are traveling. It is a well recognized fact among traffic engineers that most drivers are able to drive at reasonable speeds without the benefit of any speed limits, speed signs, or enforcement. The behavior of traffic is a good indication of the appropriate speed zone that should apply on a particular street section. It is generally felt that at least 85 percent of the drivers operate at speeds that are reasonable and prudent for the conditions pertaining in each situation. Therefore, the 85th-percentile speed of a spot speed

survey is the primary indicator of a speed limit that might be imposed subject to the secondary factors of collision experience and highway, traffic, and roadside conditions not readily apparent to the driver.

Per the CA MUTCD, a posted speed limit "**shall** be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic, except as shown in the two Options below."

Option

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5.
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th-percentile speed, if no further reduction is used. Refer to CVC Section 21400(b).

Also per the CA MUTCD, if the posted speed limit "has had the 5 mph reduction applied, then an engineering and traffic survey **shall** document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer."

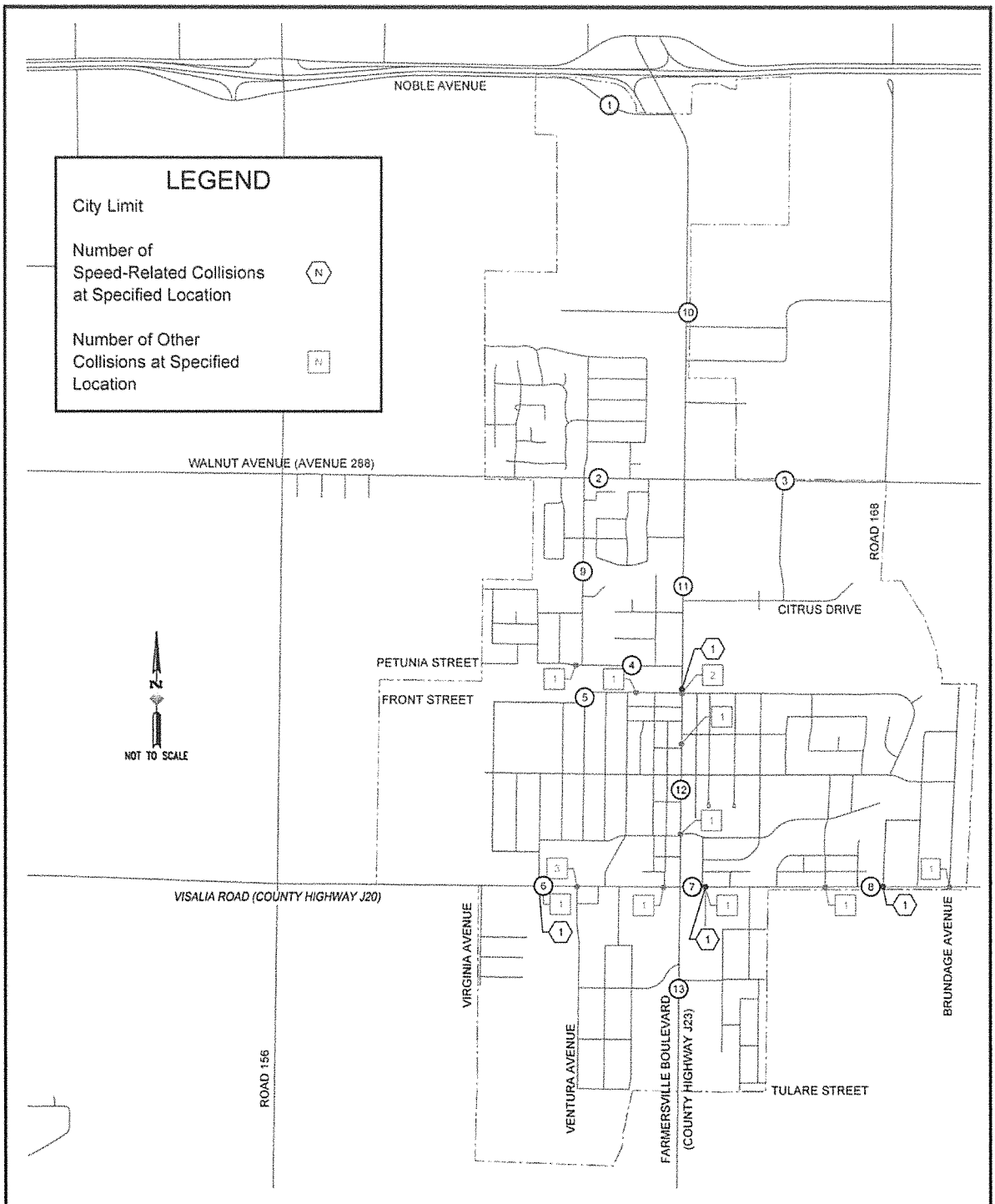
Several lines are provided on the radar spot speed study form to list *comments/unusual conditions*. These special conditions, and their influence on the appropriate speed zone limit, are described below under *Inventory of Street Conditions*.

Collision Review

Per the CA MUTCD, the most recent two-year collision records should be reviewed when determining appropriate speed limits. Collision data was obtained from the California Highway Patrol's *State Wide Integrated Traffic Records System (SWITRS)* for years 2013 and 2014. Records for subsequent years were not up to date. Figure 3 shows the total collision history and locations on the surveyed roadway segments for the two-year period observed. During this two-year period, there were a total of 18 collisions on the roads surveyed. Unsafe speed was identified as the primary collision factor in four of the collisions. Based on the number of collisions where speed was the primary collision factor on the individual roadway segments, a speed reduction based on collision history is not recommended for any of the roadway segments studied.

Inventory of Street Conditions

The Vehicle Speed Survey Sheet form provides space for recording various survey comments and unusual roadway conditions in addition to the observed speeds of vehicles. As part of the spot speed study for each location, any unique conditions that may justify downward speed zoning have been noted. This information is shown on the Vehicle Speed Survey Sheet forms included in Appendix C.



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COLLISION MAP (2013-2014)

Figure 3

It should be noted that, per the CVC and the CA MUTCD, roadway conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning. Conditions to consider which may justify special consideration for downward speed zoning may include, but are not limited to, roadway design speed, safe stopping sight distance, super-elevation, shoulder conditions, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.

Data Evaluation and Recommendations

The data evaluated for each roadway segment includes the existing posted speed limit, the observed and measured prevailing vehicle speeds, and an inventory of any special physical characteristics of the roadway and adjacent development, and review of a two-year traffic collision history.

This information is listed in Table 1 on the subsequent page as follows:

1. The roadway name.
2. The limits of the speed zone study.
3. The traffic collision history.
4. Acknowledgment of any special highway, roadside or traffic conditions not readily apparent to the driver that might justify a reduction in the normally applicable speed zone.
5. The existing speed limit.
6. The average speed as determined by computer analysis of the observed and measured vehicle speeds.
7. The critical (85th-percentile) speed as determined by computer analysis of the observed and measured vehicle speeds.
8. The pace speed as determined by computer analysis of the observed and measured vehicle speeds.
9. The determined speed limit based on the critical speed only.
10. The recommended speed limit based on assessment of the study findings and the noted vehicle code requirements for establishment of a speed zone. The recommended speed limit may include a 5 mph decrease where the 85th-percentile speed would require rounding up as indicated in Option 2 on Page 9. It may also include a 5 mph decrease to account for collision history and special roadway conditions not readily apparent to the driver.

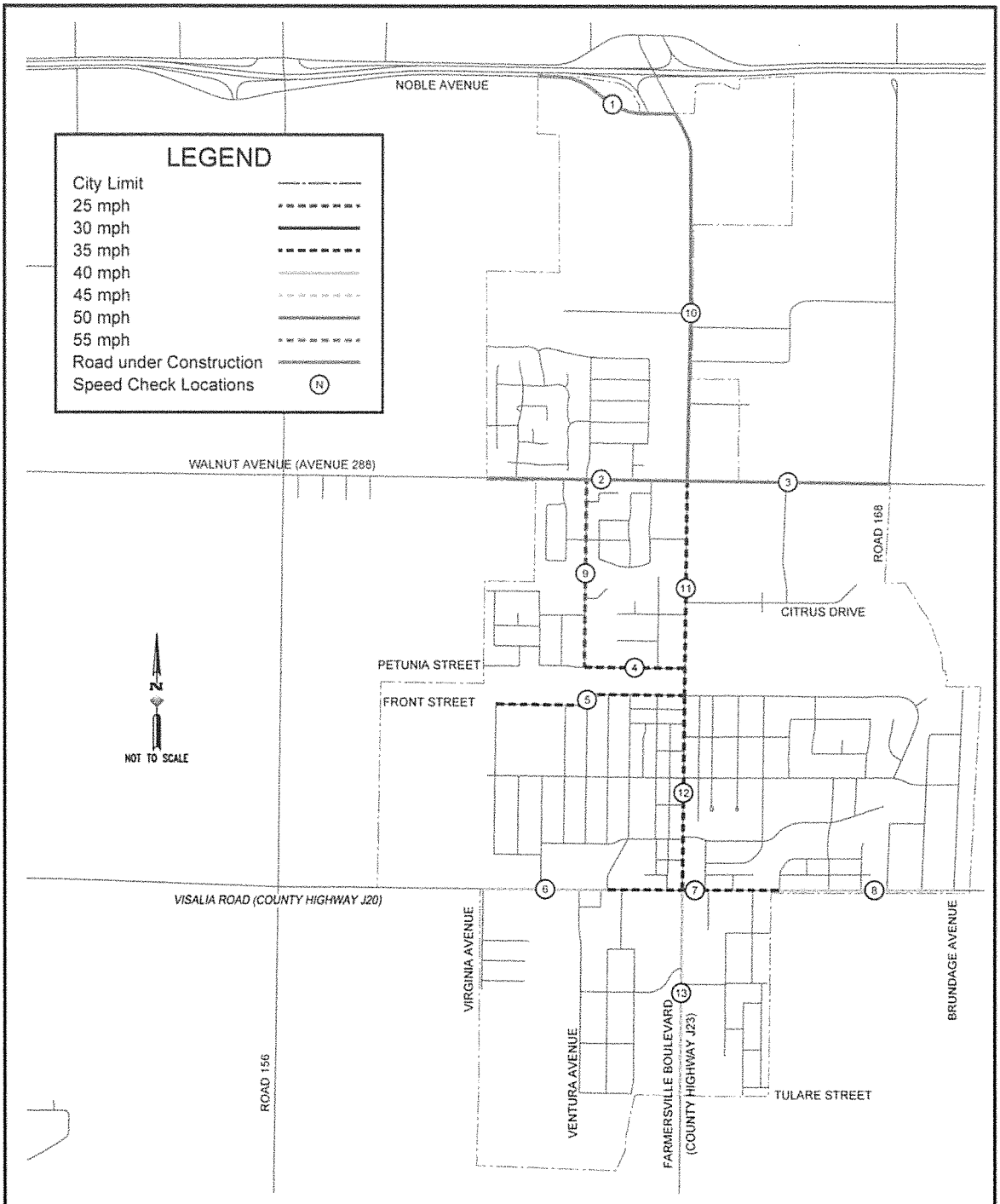
Additionally, recommended speed limits are shown graphically in Figure 4.

Of the 13 speed zones identified, 12 are recommended to remain at their existing posted speed limit. One location needs to be completed in the future due to on-going construction at the time the speed surveys were conducted.

Table 1
Data Evaluation

Roadway Limits	Two-year Collision History (Speed Related/Other)	Special Conditions	Existing Speed Limit	Average Speed	Critical Speed	Pace Speed	Speed Limit Based on Critical Speed	Recommended Speed Limit
1. Noble Avenue City Limits to Farmersville Boulevard	0 / 0	None	40	Not Surveyed Due To Construction				-
2. Walnut Avenue City Limits to Farmersville Boulevard	0 / 0	None	50	43	50	39 – 48	50	50
3. Walnut Avenue Farmersville Boulevard to Road 168	0 / 0	School Zone	50	48	52	44 – 53	50	50
4. Petunia Avenue Ventura Avenue to Farmersville Boulevard	0 / 1	None	35	28	34	21 – 30	35	35
5. Front Street Virginia Avenue to Farmersville Boulevard	0 / 1	None	35	28	33	23 – 32	35	35
6. Visalia Road Virginia Avenue to Shasta Avenue	1 / 4	School Zone	45	42	47	37 – 46	45	45
7. Visalia Road Shasta Avenue to Larry Street	1 / 2	None	35	32	37	26 – 35	35	35
8. Visalia Road Larry Street to Brundage Avenue	1 / 2	Peds/Bus Stop; Ped Crossing	45	46	51	42 – 51	50	45
9. Ventura Avenue Walnut Avenue to Petunia Street	0 / 0	Residential	25	32	38	27 – 36	40	25
10. Farmersville Boulevard Noble Avenue to Walnut Avenue	0 / 0	None	50	45	50	40 – 49	50	50

Roadway Limits	Two-year Collision History (Speed Related/Other)	Special Conditions*	Existing Speed Limit	Average Speed	Critical Speed	Pace Speed	Speed Limit Based on Critical Speed	Recom-mended Speed Limit
11. Farmersville Boulevard Walnut Avenue to Front Street	1 / 2	School Zone/Peds	35	34	39	30 – 39	40	35
12. Farmersville Boulevard Front Street to Visalia Road	0 / 2	School Zone	35	30	33	25 – 34	35	35
13. Farmersville Boulevard Visalia Road to Tulare Street Alignment	0 / 0	School Zone	45	40	46	36 – 45	45	45



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RECOMMENDED SPEED LIMITS

Figure 4

APPENDICES

APPENDIX A

DEFINITIONS, GUIDELINES, AND REGULATIONS

DEFINITIONS, GUIDELINES, AND REGULATIONS

A. Section 235, California Vehicle Code, Business District

A "business district" is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists.

B. Section 240, California Vehicle Code, Business and Residence Districts Determination

In determining whether a highway is within a business or residence district, the following limitations shall apply and shall qualify the definitions in Sections 235 and 515:

(a) No building shall be regarded unless its entrance faces the highway and the front of the building is within 75 feet of the roadway.

(b) Where a highway is physically divided into two or more roadways only those buildings facing each roadway separately shall be regarded for the purpose of determining whether the roadway is within a district.

(c) All churches, apartments, hotels, multiple dwelling houses, clubs, and public buildings, other than schools, shall be deemed to be business structures.

(d) A highway or portion of a highway shall not be deemed to be within a district regardless of the number of buildings upon the contiguous property if there is no right of access to the highway by vehicles from the contiguous property.

C. Section 515, California Vehicle Code, Residence District

A "residence district" is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures. A residence district may be longer than one-quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists.

D. Section 627, California Vehicle Code, Engineering and Traffic Survey

(a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

(1) Prevailing speeds as determined by traffic engineering measurements.

(2) Accident records.

(3) Highway, traffic, and roadside conditions not readily apparent to the driver.

(c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:

(1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

(A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.

(B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.

(C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).

(2) Pedestrian and bicyclist safety.

E. Section 22350, California Vehicle Code, Basic Speed Law

No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

F. Section 22352, Prime Facie Speed Limits

The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This subdivision does not apply in the case of any railway grade crossing where a human flagman is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways if during the last 100 feet of the driver's approach to the intersection the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Pedestrian Safety Account pursuant to Section 894.7 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

G. Section 22357, California Vehicle Code, Increase of Local Speed Limits to 65 Miles Per Hour

(a) 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 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.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

H. Section 22358, California Vehicle Code, Decrease of Local Speed Limits

(a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable and safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

I. Section 22358.3, California Vehicle Code, Decrease of Narrow Streets

Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour in a business or residence district or in a public park on any street having a roadway not exceeding 25 feet in width, other than a state highway, is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is found most appropriate and is reasonable and safe. The declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

J. Section 22358.4, California Vehicle Code, Decrease of Local Limits Near Schools or Senior Centers

(a) (1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by paragraph (2) of subdivision (a) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.
(2) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(b) (1) Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:

(A) A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of less than 500 feet from, or passing, a school building or the grounds of a school building, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of less than 500 feet from, or passing, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 15 miles per hour.

(B) A 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of 500 to 1,000 feet from, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 25 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of 500 to 1,000 feet from, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 25 miles per hour.

(2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:

(A) A maximum of two traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the school zone.

(3) The prima facie limits established under paragraph (1) apply to all lanes of an affected highway, in both directions of travel.

(4) When determining the need to lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.

(5) (A) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(B) For purposes of subparagraph (A) of paragraph (1), school warning signs indicating a speed limit of 15 miles per hour may be placed at a distance up to 500 feet away from school grounds.

(C) For purposes of subparagraph (B) of paragraph (1), school warning signs indicating a speed limit of 25 miles per hour may be placed at any distance between 500 and 1,000 feet away from the school grounds.

(D) A local authority shall reimburse the Department of Transportation for all costs incurred by the department under this subdivision.

K. Section 22358.5, California Vehicle Code, Downward Speed Zoning

It is the intent of the Legislature that physical conditions such as width, curvature, grade and surface conditions, or any other conditions readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning, as the basic rule of Section 22350 is sufficient regulation as to such conditions.

L. Section 22359, California Vehicle Code, Boundary Line Streets

With respect to boundary line streets and highways where portions thereof are within different jurisdictions, no ordinance adopted under Section 22357 and 22358 shall be effective as to any such portion until all authorities having jurisdiction of the portions of the street concerned have approved the same. This section shall not apply in the case of boundary line streets consisting of separate roadways within different jurisdictions.

M. Section 22360, California Vehicle Code, Maximum Speed Limit on Local Highway Linking Districts

(a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of a highway other than a state highway for a distance of not exceeding 2,000 feet in length between districts, either business or residence, the local authority may determine and declare a reasonable and safe prima facie limit thereon lower than 65 miles per hour, but not less than 25 miles per hour, which declared prima facie speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street or highway.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

N. Section 22361, California Vehicle Code, Multiple Lane Highways

On multiple-lane highways with two or more separate roadways different prima facie speed limits may be established for different roadways under any of the procedures specified in Sections 22354 to 22359, inclusive.

O. Section 22363, California Vehicle Code, Restrictions Because of Snow or Ice Conditions

Notwithstanding any speed limit that may be in effect upon the highway, the Department of Transportation in respect to state highways, or a local authority with respect to highways under its jurisdiction, may determine and declare a prima facie speed limit of 40, 35, 30, or 25 miles per hour, whichever is found most appropriate and is reasonable and safe based on the prevailing snow or ice conditions upon such highway or any portion thereof. Signs may be placed and removed as snow or ice conditions vary.

P. Section 40802, California Vehicle Code, speed traps defined.

(a) A "speed trap" is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

2) *A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone.*

(b) *(1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:*

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.

(2) For purposes of this section "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign.

(c) *(1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:*

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C) (i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A "speed trap" is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects.

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but, not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 10 years.

(ii) This subparagraph does not apply to a local street, road, or school zone.

APPENDIX B

RADAR METER CERTIFICATES

RADAR SPEED METER

CERTIFICATE OF ACCURACY

U.S. Radar, Inc.
4314 W. Main St.
Decatur, IL 62522

Model: **Phantom**

Manufacturer U.S. RADAR, INC.

Radar serial # **2841**

The above Radar Speed Meter has been checked for accuracy from 15 MPH to 199 MPH within plus or minus .15 MPH.

Property of: Quad Knopf, Inc. (RENTAL)

Date: 7/1/2014

Signed _____

Agent of U.S. Radar, Inc.

TUNING FORK CERTIFICATE OF ACCURACY

U.S. Radar, Inc.
4314 W. Main St.
Decatur, IL 62522

Serial #	1472	K-Band Fork

Calibration Signal	55	MPH

25 MPH tuning fork frequency - 1818 Hz.
55 MPH tuning fork frequency - 3979 Hz.

Property of: **Quad Knopf, Inc. (RENTAL)**

Date: 7/1/2014

Signed

Agent of U.S. Radar, Inc.

APPENDIX C

VEHICLE SPEED SURVEY SHEETS

VEHICLE SPEED SURVEY SHEET

Location: 2 — Walnut Avenue — City Limits to Farmersville Boulevard
Date: 2/23/2016
Day: Tuesday
Direction: Band
Number of Lanes: 2
Time: 9:55 AM
Paved Width (ft.): 64
Posted Speed Limit 50
Observer: T. Madison
Bus. District (Y/N): N
Res. District: (Y/N) N
School Zone (Y/N) N
Weather: Clear
Number of Vehicles Counted: 101
Special Conditions:

	Number of Vehicles																										Cumul.	Cumul.
MPH					5					10					15					20					25	Total	Cumul. Total	Cumul. Percent
21																										0	0	0%
22																										0	0	0%
23																										0	0	0%
24																										0	0	0%
25																										0	0	0%
26																										0	0	0%
27																										0	0	0%
28																										0	0	0%
29																										0	0	0%
30																										0	0	0%
31	X																									1	1	1%
32	X	X	X																							3	4	4%
33	X																									1	5	5%
34	X	X	X	X																						4	9	9%
35																										0	9	9%
36	X	X	X	X	X																					5	14	14%
37	X	X	X	X	X																					5	19	19%
38	X	X																								2	21	21%
39	X	X	X	X	X	X	X	X	X	X	X															11	32	32%
40	X	X	X																							3	35	35%
41	X	X	X	X	X	X	X																			7	42	42%
42	X	X	X	X	X	X																				6	48	48%
43	X	X	X	X	X	X	X																			7	55	54%
44	X	X	X	X																						4	59	58%
45	X	X	X	X	X	X	X																			7	66	65%
46	X	X																								2	68	67%
47	X	X	X	X	X	X	X	X	X	X	X															11	79	78%
48	X	X	X	X	X																					5	84	83%
49	X																									1	85	84%
50	X	X	X	X	X																					5	90	89%
51	X	X																								2	92	91%
52	X	X	X	X																						4	96	95%
53	X	X																								2	98	97%
54																										0	98	97%
55																										0	98	97%
56	X																									1	99	98%
57																										0	99	98%
58	X																									1	100	99%
59	X																									1	101	100%
60																										0	101	100%
61																										0	101	100%
62																										0	101	100%
63																										0	101	100%
64																										0	101	100%
65																										0	101	100%

Speed Limit without Approved Speed Zone	55
Average Speed	43
10 MPH Pace Speed	39 - 48
Critical (85%) Speed	50

Quad Knopf
901 East Main Street
Visalia, CA 93292
(559) 733-0440

VEHICLE SPEED SURVEY SHEET

Location: 3 — Walnut Avenue — Farmersville Boulevard to Road 168

Date: 2/22/2016
Day: Monday
Time: 3:40pm
Observer: T. Madison

Direction: Band
Number of Lanes: 2
Paved Width (ft.): Varies
Posted Speed Limit: 50
Bus. District (Y/N): N
Res. District: (Y/N): N
School Zone (Y/N): Y
Weather: Clear
Number of Vehicles Counted: 100
Special Conditions:

	Number of Vehicles																									Total	Cumul. Total	Cumul. Percent
MPH					5					10					15					20					25			
21																										0	0	0%
22																										0	0	0%
23																										0	0	0%
24																										0	0	0%
25																										0	0	0%
26																										0	0	0%
27																										0	0	0%
28																										0	0	0%
29																										0	0	0%
30																										0	0	0%
31																										0	0	0%
32																										0	0	0%
33																										0	0	0%
34																										0	0	0%
35																										0	0	0%
36																										0	0	0%
37																										0	0	0%
38	X																									1	1	1%
39	X																									1	2	2%
40	X	X	X																							3	5	5%
41	X	X	X	X																						4	9	9%
42	X	X	X																							3	12	12%
43	X	X	X																							3	15	15%
44	X	X	X	X	X	X	X																			7	22	22%
45	X	X	X	X	X	X	X	X	X	X	X	X														12	34	34%
46	X	X	X	X	X	X	X	X	X	X	X	X														12	46	46%
47	X	X	X	X	X	X	X	X																		8	54	54%
48	X	X	X	X	X																					5	59	59%
49	X	X	X	X	X	X	X																			7	66	66%
50	X	X	X	X	X	X	X																			7	73	73%
51	X	X	X	X	X	X	X																			7	80	80%
52	X	X	X	X	X																					5	85	85%
53	X	X	X																							3	88	88%
54	X	X	X																							3	91	91%
55	X	X																								2	93	93%
56	X	X																								2	95	95%
57	X	X																								2	97	97%
58	X																									1	98	98%
59	X																									1	99	99%
60																										0	99	99%
61																										0	99	99%
62																										0	99	99%
63																										0	99	99%
64																										0	99	99%
65	X																									1	100	100%

Speed Limit without Approved Speed Zone	55
Average Speed	48
10 MPH Pace Speed	Mult. - Mult.
Critical (85%) Speed	52

Quad Knopf
901 East Main Street
Visalia, CA 93292
(559) 733-0440

VEHICLE SPEED SURVEY SHEET

Location: 4 — Petunia Avenue — Ventura Avenue to Farmersville Boulevard

Date: 2/23/2016
Day: Tuesday
Time: 10:00 AM
Observer: T. Madison

Direction: Band
Number of Lanes: 2
Paved Width (ft.): 40
Posted Speed Limit 35
Bus. District (Y/N): N
Res. District: (Y/N) N
School Zone (Y/N) N
Weather: Clear
Number of Vehicles Counted: 50
Special Conditions:

	Number of Vehicles																										Cumul.	Cumul.
MPH					5					10					15					20					25	Total	Total	Percent
21	X	X	X	X																							4	4	8%
22	X	X	X																								3	7	14%
23	X	X	X	X																							4	11	22%
24	X	X																									2	13	26%
25	X	X	X	X																							4	17	34%
26	X	X	X																								3	20	40%
27	X	X																									2	22	44%
28	X	X																									2	24	48%
29	X	X	X	X	X																						5	29	58%
30	X	X	X	X	X	X	X																				7	36	72%
31	X	X																									2	38	76%
32	X																										1	39	78%
33	X	X	X																								3	42	84%
34	X	X																									2	44	88%
35	X	X																									2	46	92%
36	X																										1	47	94%
37	X																										1	48	96%
38	X																										1	49	98%
39																											0	49	98%
40																											0	49	98%
41	X																										1	50	100%
42																											0	50	100%
43																											0	50	100%
44																											0	50	100%
45																											0	50	100%
46																											0	50	100%
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64																											0	50	100%
65																											0	50	100%

Speed Limit without Approved Speed Zone	55
Average Speed	28
10 MPH Pace Speed	21 - 30
Critical (85%) Speed	34

Quad Knopf
901 East Main Street
Visalia, CA 93292
(559) 733-0440

VEHICLE SPEED SURVEY SHEET

Location: 5 — **Front Street**, **Virginia Avenue to Farmersville Boulevard**

Date: **2/23/2016**
Day: **Tuesday**
Time: **11:15 AM**
Observer: **T. Madison**

Direction: **Band** Number of Lanes: **2**
Paved Width (ft.): **40** Posted Speed Limit **35**
Bus. District (Y/N): **N** Res. District: (Y/N) **N** School Zone (Y/N) **N**
Weather: **Clear** Number of Vehicles Counted: **65**
Special Conditions:

	Number of Vehicles																										Total	Cumul. Total	Cumul. Percent
MPH					5					10					15					20					25				
21	X	X	X																								3	3	5%
22	X																										1	4	6%
23	X	X	X	X																							4	8	12%
24	X	X	X	X	X	X	X	X																			8	16	25%
25	X	X	X	X																							4	20	31%
26	X	X	X	X	X																						5	25	38%
27	X	X	X	X	X	X																					6	31	48%
28	X	X	X	X	X	X																					6	37	57%
29	X	X	X	X	X	X																					6	43	66%
30	X	X	X	X	X	X	X																				7	50	77%
31	X																										1	51	78%
32	X	X	X																								3	54	83%
33	X	X	X																								3	57	88%
34	X	X	X	X	X																						5	62	95%
35																											0	62	95%
36	X	X																									2	64	98%
37																											0	64	98%
38																											0	64	98%
39																											0	64	98%
40																											0	64	98%
41	X																										1	65	100%
42																											0	65	100%
43																											0	65	100%
44																											0	65	100%
45																											0	65	100%
46																											0	65	100%
47																											0	65	100%
48																											0	65	100%
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62																											0	65	100%
63																											0	65	100%
64																											0	65	100%
65																											0	65	100%

Speed Limit without Approved Speed Zone	**55**
Average Speed	**28**
10 MPH Pace Speed	**Mult. - Mult.**
Critical (85%) Speed	**33**

Quad Knopf
901 East Main Street
Visalia, CA 93292
(559) 733-0440

VEHICLE SPEED SURVEY SHEET

Location: 6 — Visalia Road — Virginia Avenue to Shasta Avenue

Date: 2/23/2016
Day: Tuesday
Time: 1:45 PM
Observer: T. Madison

Direction: Band
Number of Lanes: 4
Paved Width (ft.): 64
Posted Speed Limit 45
Bus. District (Y/N): N
Res. District: (Y/N) N
School Zone (Y/N) Y
Weather: Clear
Number of Vehicles Counted: 101
Special Conditions:

	Number of Vehicles																											Total	Cumul. Total	Cumul. Percent
MPH					5					10					15					20					25					
21																												0	0	0%
22	X																											1	1	1%
23																												0	1	1%
24																												0	1	1%
25																												0	1	1%
26																												0	1	1%
27																												0	1	1%
28																												0	1	1%
29																												0	1	1%
30																												0	1	1%
31																												0	1	1%
32																												0	1	1%
33																												0	1	1%
34	X																											1	2	2%
35	X	X	X	X	X	X																						6	8	8%
36	X	X	X																									3	11	11%
37	X	X	X	X	X																							5	16	16%
38	X	X	X	X	X	X	X																					7	23	23%
39	X	X	X	X	X	X	X	X																				8	31	31%
40	X	X	X	X	X	X	X	X	X	X	X	X	X															13	44	44%
41	X	X	X	X	X	X	X	X	X	X	X	X	X															13	57	56%
42	X	X	X	X	X	X	X																					7	64	63%
43	X	X	X	X																								4	68	67%
44	X	X	X	X	X	X	X																					7	75	74%
45	X	X	X	X																								4	79	78%
46	X	X	X	X	X	X																						6	85	84%
47	X	X	X	X																								4	89	88%
48	X																											1	90	89%
49	X	X	X																									3	93	92%
50	X	X	X	X																								4	97	96%
51	X	X																										2	99	98%
52																												0	99	98%
53																												0	99	98%
54																												0	99	98%
55	X	X																										2	101	100%
56																												0	101	100%
57																												0	101	100%
58																												0	101	100%
59																												0	101	100%
60																												0	101	100%
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64																												0	101	100%
65																												0	101	100%

Speed Limit without Approved Speed Zone	55
Average Speed	42
10 MPH Pace Speed	37 - 46
Critical (85%) Speed	47

Quad Knopf
901 East Main Street
Visalia, CA 93292
(559) 733-0440

VEHICLE SPEED SURVEY SHEET

Location: 7 — Visalia Road, Shasta Avenue to Larry Street — Date: 2/23/2016

Day: Tuesday

Direction: Band — Number of Lanes: 4 — Time: 3:15 PM

Paved Width (ft.): 64 — Posted Speed Limit 35 — Observer: T. Madison

Bus. District (Y/N): N — Res. District: (Y/N) N — School Zone (Y/N) N

Weather: Clear — Number of Vehicles Counted: 101

Special Conditions:

	Number of Vehicles																											Total	Cumul. Total	Cumul. Percent
MPH					5					10					15					20					25					
21	X																											1	1	1%
22																												0	1	1%
23																												0	1	1%
24	X																											1	2	2%
25	X	X		X																								3	5	5%
26	X	X	X	X	X	X	X	X	X	X	X	X	X															13	18	18%
27	X	X	X	X	X	X	X	X	X																			9	27	27%
28	X	X	X	X	X	X																						6	33	33%
29	X	X	X	X	X	X	X	X	X	X																		10	43	43%
30	X	X	X	X	X	X	X	X	X	X																		10	53	52%
31	X	X	X	X	X																							5	58	57%
32	X	X	X																									3	61	60%
33	X	X	X	X	X																							5	66	65%
34	X	X	X	X	X	X																						6	72	71%
35	X	X	X	X	X	X	X																					7	79	78%
36	X	X	X	X	X																							5	84	83%
37	X	X	X	X	X	X	X																					7	91	90%
38	X	X																										2	93	92%
39	X																											1	94	93%
40	X	X																										2	96	95%
41																												0	96	95%
42	X																											1	97	96%
43	X																											1	98	97%
44																												0	98	97%
45																												0	98	97%
46	X																											1	99	98%
47	X																											1	100	99%
48																												0	100	99%
49																												0	100	99%
50																												0	100	99%
51																												0	100	99%
52																												0	100	99%
53																												0	100	99%
54	X																											1	101	100%
55																												0	101	100%
56																												0	101	100%
57																												0	101	100%
58																												0	101	100%
59																												0	101	100%
60																												0	101	100%
61																												0	101	100%
62																												0	101	100%
63																												0	101	100%
64																												0	101	100%
65																												0	101	100%

Speed Limit without Approved Speed Zone	55
Average Speed	32
10 MPH Pace Speed	26 - 35
Critical (85%) Speed	37

Quad Knopf
901 East Main Street
Visalia, CA 93292
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VEHICLE SPEED SURVEY SHEET

Location: 8 — Visalia Road — Larry Street to Brundage Avenue

Date: 2/23/2016
Day: Tuesday
Time: 1:10 PM
Observer: T. Madison

Direction: Band
Number of Lanes: 3
Paved Width (ft.): 58
Posted Speed Limit: 45
Bus. District (Y/N): N
Res. District: (Y/N): N
School Zone (Y/N): N
Weather: Clear
Number of Vehicles Counted: 100
Special Conditions: Pedestrians/Bus Stop; Uncontrolled Pedestrian Crossing

	Number of Vehicles																										Total	Cumul. Total	Cumul. Percent
MPH					5					10					15					20					25				
21																											0	0	0%
22																											0	0	0%
23																											0	0	0%
24																											0	0	0%
25																											0	0	0%
26																											0	0	0%
27																											0	0	0%
28																											0	0	0%
29																											0	0	0%
30																											0	0	0%
31																											0	0	0%
32																											0	0	0%
33																											0	0	0%
34																											0	0	0%
35	X																										1	1	1%
36																											0	1	1%
37	X	X																									2	3	3%
38	X	X	X	X	X																						5	8	8%
39	X	X	X																								3	11	11%
40	X	X																									2	13	13%
41	X	X	X	X																							4	17	17%
42	X	X	X	X	X	X	X	X																			8	25	25%
43	X	X	X	X	X	X																					6	31	31%
44	X	X	X	X	X	X	X	X	X																		9	40	40%
45	X	X	X	X	X	X	X																				7	47	47%
46	X	X	X	X	X	X	X	X	X	X	X	X	X														13	60	60%
47	X	X	X	X																							4	64	64%
48	X	X	X	X	X	X	X																				7	71	71%
49	X	X	X	X	X	X																					6	77	77%
50	X	X	X	X	X	X																					6	83	83%
51	X	X	X	X	X	X																					6	89	89%
52	X	X																									2	91	91%
53	X																										1	92	92%
54	X	X																									2	94	94%
55	X	X	X	X																							4	98	98%
56																											0	98	98%
57	X																										1	99	99%
58																											0	99	99%
59																											0	99	99%
60																											0	99	99%
61	X																										1	100	100%
62																											0	100	100%
63																											0	100	100%
64																											0	100	100%
65																											0	100	100%

Speed Limit without Approved Speed Zone	55
Average Speed	46
10 MPH Pace Speed	42 - 51
Critical (85%) Speed	51

Quad Knopf
901 East Main Street
Visalia, CA 93292
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VEHICLE SPEED SURVEY SHEET

Location: 9 — Ventura Avenue — Walnut Avenue to Petunia Street

Date: 2/23/2016
Day: Tuesday
Time: 11:10 AM
Observer: T. Madison

Direction: Band
Number of Lanes: 2
Paved Width (ft.): 40
Posted Speed Limit: 25
Bus. District (Y/N): N
Res. District: (Y/N): Y
School Zone (Y/N): N
Weather: Clear
Number of Vehicles Counted: 77
Special Conditions:

	Number of Vehicles																											Total	Cumul. Total	Cumul. Percent
MPH					5					10					15					20					25					
21																												0	0	0%
22	X	X																										2	2	3%
23																												0	2	3%
24																												0	2	3%
25	X																											1	3	4%
26	X	X	X	X	X																							5	8	10%
27	X	X	X	X	X	X																						6	14	18%
28	X	X	X	X	X	X																						6	20	26%
29	X	X	X	X	X																							5	25	32%
30	X	X	X	X	X	X	X	X																				8	33	43%
31	X	X	X	X	X	X	X																					7	40	52%
32	X	X	X	X	X	X																						6	46	60%
33	X	X	X	X	X	X																						6	52	68%
34	X	X	X	X																								4	56	73%
35	X	X																										2	58	75%
36	X	X	X	X	X																							5	63	82%
37	X																											1	64	83%
38	X	X																										2	66	86%
39	X	X																										2	68	88%
40	X																											1	69	90%
41	X	X	X																									3	72	94%
42																												0	72	94%
43	X																											1	73	95%
44																												0	73	95%
45	X																											1	74	96%
46	X																											1	75	97%
47																												0	75	97%
48	X																											1	76	99%
49																												0	76	99%
50	X																											1	77	100%
51																												0	77	100%
52																												0	77	100%
53																												0	77	100%
54																												0	77	100%
55																												0	77	100%
56																												0	77	100%
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58																												0	77	100%
59																												0	77	100%
60																												0	77	100%
61																												0	77	100%
62																												0	77	100%
63																												0	77	100%
64																												0	77	100%
65																												0	77	100%

Speed Limit without Approved Speed Zone	25
Average Speed	32
10 MPH Pace Speed	Mult. - Mult.
Critical (85%) Speed	38

Quad Knopf
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VEHICLE SPEED SURVEY SHEET

Location: 10 — Farmersville Boulevard — Noble Avenue to Walnut Avenue

Date: 2/22/2016
Day: Monday
Time: 12:00 AM
Observer: T. Madison

Direction: Band
Number of Lanes: 2
Paved Width (ft.): 30
Posted Speed Limit 50
Bus. District (Y/N): N
Res. District: (Y/N) N
School Zone (Y/N) N
Weather: Clear
Number of Vehicles Counted: 100
Special Conditions:

	Number of Vehicles																											Cumul.	Cumul.
MPH					5					10					15					20					25			Total	Total	Percent
21																												0	0	0%
22																												0	0	0%
23																												0	0	0%
24																												0	0	0%
25																												0	0	0%
26																												0	0	0%
27																												0	0	0%
28																												0	0	0%
29																												0	0	0%
30																												0	0	0%
31																												0	0	0%
32	X																											1	1	1%
33																												0	1	1%
34																												0	1	1%
35	X																											1	2	2%
36	X																											1	3	3%
37	X	X																										2	5	5%
38	X	X	X	X	X																							5	10	10%
39																												0	10	10%
40	X	X	X	X																								4	14	14%
41	X	X	X	X	X	X	X																					7	21	21%
42	X	X	X	X	X	X																						6	27	27%
43	X	X	X	X	X	X	X	X	X																			9	36	36%
44	X	X	X	X	X	X	X	X																				8	44	44%
45	X	X	X	X	X	X	X	X	X	X	X	X																12	56	56%
46	X	X	X	X	X	X																						6	62	62%
47	X	X	X	X	X	X	X																					7	69	69%
48	X	X	X	X	X	X	X	X	X	X	X	X																12	81	81%
49	X	X	X																									3	84	84%
50	X	X	X																									3	87	87%
51	X	X	X	X	X																							5	92	92%
52	X																											1	93	93%
53	X	X	X																									3	96	96%
54	X																											1	97	97%
55																												0	97	97%
56	X																											1	98	98%
57																												0	98	98%
58	X																											1	99	99%
59																												0	99	99%
60																												0	99	99%
61																												0	99	99%
62																												0	99	99%
63	X																											1	100	100%
64																												0	100	100%
65																												0	100	100%

Speed Limit without Approved Speed Zone	55
Average Speed	45
10 MPH Pace Speed	40 - 49
Critical (85%) Speed	50

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VEHICLE SPEED SURVEY SHEET

Location:	11	Farmersville Boulevard Walnut Avenue to Front Street		Date:	2/24/2016
				Day:	Wednesday
Direction:	Band	Number of Lanes:	4	Time:	9:35 AM
Paved Width (ft.):	64	Posted Speed Limit	35	Observer:	T. Madison
Bus. District (Y/N):	N	Res. District: (Y/N)	N	School Zone (Y/N)	Y
Weather:	Clear			Number of Vehicles Counted:	100
Special Conditions:	Numerous Pedestrians				

	Number of Vehicles																									Total	Cumul. Total	Cumul. Percent
MPH					5					10					15					20					25			
21																										0	0	0%
22																										0	0	0%
23																										0	0	0%
24																										0	0	0%
25																										0	0	0%
26																										0	0	0%
27	X	X	X																							3	3	3%
28	X	X																								2	5	5%
29	X	X	X	X	X	X	X	X																		8	13	13%
30	X	X	X	X	X	X	X																			7	20	20%
31	X	X	X	X	X	X	X	X	X	X																10	30	30%
32	X	X	X	X	X	X	X	X	X	X	X															11	41	41%
33	X	X	X	X																						4	45	45%
34	X	X	X	X	X	X	X	X	X																	9	54	54%
35	X	X	X	X	X	X	X	X	X	X	X															11	65	65%
36	X	X	X	X	X																					5	70	70%
37	X	X	X	X	X	X																				6	76	76%
38	X	X	X	X	X																					5	81	81%
39	X	X	X	X	X	X	X	X	X																	9	90	90%
40	X	X	X																							3	93	93%
41	X																									1	94	94%
42	X																									1	95	95%
43	X	X																								2	97	97%
44	X																									1	98	98%
45																										0	98	98%
46																										0	98	98%
47	X																									1	99	99%
48																										0	99	99%
49	X																									1	100	100%
50																										0	100	100%
51																										0	100	100%
52																										0	100	100%
53																										0	100	100%
54																										0	100	100%
55																										0	100	100%
56																										0	100	100%
57																										0	100	100%
58																										0	100	100%
59																										0	100	100%
60																										0	100	100%
61																										0	100	100%
62																										0	100	100%
63																										0	100	100%
64																										0	100	100%
65																										0	100	100%

Speed Limit without Approved Speed Zone	55
Average Speed	34
10 MPH Pace Speed	30 - 39
Critical (85%) Speed	39

Quad Knopf
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VEHICLE SPEED SURVEY SHEET

Location: 12 — Farmersville Boulevard — Front Street to Visalia Road

Date: 2/23/2016

Day: Tuesday

Direction: Band — Number of Lanes: 4

Time: 2:15 PM

Paved Width (ft.): 60 — Posted Speed Limit 35

Observer: T. Madison

Bus. District (Y/N): N — Res. District: (Y/N) N — School Zone (Y/N) Y

Weather: Clear — Number of Vehicles Counted: 100

Special Conditions:

MPH	Number of Vehicles	Total	Cumul. Total	Cumul. Percent
21		0	0	0%
22		0	0	0%
23	XX	2	2	2%
24	XXX	3	5	5%
25	XXXXXX	6	11	11%
26	XXXX	4	15	15%
27	XXXXXX	6	21	21%
28	XXXXXXX	7	28	28%
29	XXXXXXXXXXXXXXXX	16	44	44%
30	XXXXXXXXX	9	53	53%
31	XXXXXXXXXXXXX	13	66	66%
32	XXXXXXXXXX	10	76	76%
33	XXXXXXXXX	9	85	85%
34	XXXXXX	6	91	91%
35	X	1	92	92%
36	XX	2	94	94%
37	XX	2	96	96%
38	XX	2	98	98%
39		0	98	98%
40	XX	2	100	100%
41		0	100	100%
42		0	100	100%
43		0	100	100%
44		0	100	100%
45		0	100	100%
46		0	100	100%
47		0	100	100%
48		0	100	100%
49		0	100	100%
50		0	100	100%
51		0	100	100%
52		0	100	100%
53		0	100	100%
54		0	100	100%
55		0	100	100%
56		0	100	100%
57		0	100	100%
58		0	100	100%
59		0	100	100%
60		0	100	100%
61		0	100	100%
62		0	100	100%
63		0	100	100%
64		0	100	100%
65		0	100	100%

Speed Limit without Approved Speed Zone	55
Average Speed	30
10 MPH Pace Speed	25 - 34
Critical (85%) Speed	33

Quad Knopf
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Visalia, CA 93292
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VEHICLE SPEED SURVEY SHEET

Location: 13 — Farmersville Boulevard — Visalia Road to Tulare Street Alignment — Date: 2/23/2016

Direction: Band — Number of Lanes: 3 — Day: Tuesday

Paved Width (ft.): Varies — Posted Speed Limit 45 — Time: 4:00 PM

Bus. District (Y/N): N — Res. District: (Y/N) N — School Zone (Y/N) Y — Observer: T. Madison

Weather: Clear — Number of Vehicles Counted: 100

Special Conditions:

	Number of Vehicles																											Total	Cumul. Total	Cumul. Percent
MPH					5					10					15					20					25					
21																												0	0	0%
22																												0	0	0%
23																												0	0	0%
24																												0	0	0%
25																												0	0	0%
26	X																											1	1	1%
27																												0	1	1%
28	X																											1	2	2%
29	X	X																										2	4	4%
30	X																											1	5	5%
31																												0	5	5%
32	X	X	X	X	X	X																						6	11	11%
33	X																											1	12	12%
34	X	X	X	X	X	X	X																					7	19	19%
35	X	X																										2	21	21%
36	X	X	X	X	X																							5	26	26%
37	X																											1	27	27%
38	X	X	X	X	X	X	X	X	X	X	X	X	X															13	40	40%
39	X	X	X	X	X	X																						6	46	46%
40	X	X	X	X	X	X																						6	52	52%
41	X	X	X	X																								4	56	56%
42	X	X	X	X	X	X																						6	62	62%
43	X	X	X	X	X																							5	67	67%
44	X	X	X	X	X	X	X	X																				8	75	75%
45	X	X	X	X	X	X	X	X	X																			9	84	84%
46	X	X	X																									3	87	87%
47	X																											1	88	88%
48	X	X	X																									3	91	91%
49	X	X																										2	93	93%
50	X	X	X	X																								4	97	97%
51	X	X																										2	99	99%
52																												0	99	99%
53																												0	99	99%
54	X																											1	100	100%
55																												0	100	100%
56																												0	100	100%
57																												0	100	100%
58																												0	100	100%
59																												0	100	100%
60																												0	100	100%
61																												0	100	100%
62																												0	100	100%
63																												0	100	100%
64																												0	100	100%
65																												0	100	100%

Speed Limit without Approved Speed Zone	55
Average Speed	40
10 MPH Pace Speed	36 - 45
Critical (85%) Speed	46

Quad Knopf
901 East Main Street
Visalia, CA 93292
(559) 733-0440

CITY OF FARMERSVILLE

ORDINANCE NO. 447

AN ORDINANCE ADJUSTING THE SPEED LIMITS OF MOTOR VEHICLES ON CERTAIN STREETS IN THE CITY OF FARMERSVILLE PURSUANT TO THE PROVISIONS OF SECTION 22357 OF THE VEHICLE CODE OF THE STATE OF CALIFORNIA

THE CITY COUNCIL OF THE CITY OF FARMERSVILLE, COUNTY OF TULARE, STATE OF CALIFORNIA, DOES ORDAIN AS FOLLOWS:

SECTION 1. The City Council of the City of Farmersville determines upon basis of an engineering and traffic survey that speeds different than existing speeds would better facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon the following streets of Farmersville at the following speed limits:

(1) Noble Avenue between Farmersville City Limits and Farmersville Boulevard: 40 miles per hour (MPH)
(2) Farmersville Boulevard between Noble Avenue and Walnut Avenue: 50 MPH
(3) Walnut Avenue between Road 156 and Farmersville Boulevard: 50 MPH
(4) Walnut Avenue between Farmersville Boulevard and Road 168: 50 MPH
(5) Farmersville Boulevard between Walnut Ave and Citrus Drive: 35 MPH (no change)
(6) Petunia Street between Ventura Avenue and Farmersville Boulevard: 35 MPH
(7) Front Street between Ventura Avenue and Farmersville Boulevard: 35 MPH
(8) Farmersville Boulevard between Front Street and Visalia Road: 35 MPH (no change)
(9) Visalia Road Between Virginia Avenue and Farmersville Boulevard: 45 MPH
(10) Visalia Road Between Brundage Avenue and Farmersville Boulevard: 45 MPH
(11) Farmersville Boulevard between Visalia Road and Tulare Street alignment: 45 MPH

SECTION 2. The provisions of this Ordinance shall not apply to any 25 miles per hour prima facie limit that is applicable when passing a school building or the grounds thereof.

SECTION 3. Upon the erection of appropriate signs giving notice of the speed limit permitted by this ordinance on the streets mentioned herein, and after June 14, 2010, this ordinance will become effective, and the maximum speed mentioned herein permitted.

SECTION 4. This Ordinance rescinds Ordiance No. 392 "an ordinance Increasing Speed Limits of Motor Vehicles on Certain Streets in the City of Farmersville

Pursuant to the Provisions of Section 223577 of the Vehicle Code of the State of California" adopted on May 14, 2001.

SECTION 5. The City Clerk of the City of Farmersville is ordered to post copies of this Ordinance in three (3) public places in the City of Farmersville within fifteen (15) days after passage of this ordinance.

Passed and adopted at the regular meeting of the City Council of the City of Farmersville held on the 14th day of June, 2010 by the following votes:

AYES: 5
NOES: 0
ABSTENTION 0
ABSENT: 0

Leonel Benavides, Mayor

ATTEST:

Rene Miller, Acting City Clerk