

August 17, 2021

R-25

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Request the City Attorney to prepare an Ordinance amending Long Beach Municipal Code Sections 10.12.010 to 10.12.030, relating to Speed Limits on City Streets, on the street segments listed in Attachment A. (Citywide)

DISCUSSION

On July 14, 2020, City Council adopted the Safe Streets Long Beach plan (Plan), which aims to reduce fatal and serious injury collisions to zero by 2026. The Plan identifies driving “too fast for conditions” as the leading cause of fatal and injury collisions. Keystone Action #2 of the Plan directs staff to reduce vehicle speed limits, where consistent with the Vehicle Code requirements, to reduce the likelihood of fatal and injury collisions by targeting “identified high-injury corridors and intersections for lane reductions and other speed management strategies.” After a review of vehicle speeds on high-injury corridors and other arterial roadways citywide, the Public Works Department is recommending the strategy of reducing posted speed limits where permitted by the California Vehicle Code.

Under the provisions of Section 40802 of the California Vehicle Code, engineering and traffic surveys are a necessary prerequisite to radar enforcement of speed limits. Any posted limit, other than the maximum limit of 65 miles per hour (mph) or the prima facie 25 mph limit on local streets in a business or residential district, must be justified by such a survey to employ radar enforcement. The City updates the engineering and traffic surveys for each speed zone approximately every five years to validate speed limits and to facilitate enforcement within Long Beach.

Based upon the results of engineering and traffic surveys recently conducted and approved by the City Traffic Engineer on arterial streets, 12 arterial street segments warrant a decrease of their existing speed limits. Other segment limits must be adjusted to account for changes in right-of-way and adjacent uses. Those segments warranted no change in existing limits and will remain enforceable based upon their updated surveys. The following street segments, as highlighted on the attached vicinity map (Attachment B), are recommended for change in speed limit:

Street	From	To	Current Limit	Proposed Limit
Second Street	Naples Plaza	Marina Drive	40	35
Second Street	Marina Drive	Studebaker Road	50	40
Sixth Street	Atlantic Avenue	Alamitos Avenue	30	25
Atherton Street	Bellflower Boulevard	Palo Verde Avenue	40	35
Bellflower Boulevard	Abbeyfield Street	Atherton Street	40	35

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Street	From	To	Current Limit	Proposed Limit
Bellflower Boulevard	Pacific Coast Highway	Loynes Drive	35	30
Magnolia Avenue	Seventh Street	Anaheim Street	30	25
Magnolia Avenue	Willow Street	Wardlow Road	35	30
Marina Drive	Second Street	Studebaker Road	35	30
Ocean Boulevard	Bennett Avenue	54 th Place	30	25
Shoreline Drive	Chestnut Place	Shoreline Village Drive	40	35
Wardlow Road	Golden Avenue	Long Beach Boulevard	40	35
Belmont Shore Residence District			25	15

Action 2.2 of the Plan calls on staff to take action to “Lower speed limits on neighborhood streets to 15-20 mph based on radar surveys.” In accordance with CVC, a traffic study has determined that on the parking-impacted narrow roadways in the Belmont Shore Residence District (defined as all avenues south of Livingston Drive and The Toledo, North of Ocean Boulevard, and west of Bayshore Avenue, except Granada Avenue) justifies a speed limit of less than 25 mph (Attachment C). A posted speed limit of 15 mph in this district is warranted.

This matter was reviewed by Deputy City Attorney Amy R. Webber on July 23, 2021 and by Budget Management Officer Rhutu Amin Gharib on July 27, 2021.

TIMING CONSIDERATIONS

Council action on this matter is not time critical.

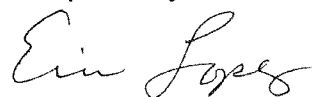
FISCAL IMPACT

The cost of materials and installation of the proposed "Speed Limit" signs is estimated at \$30,000. Sufficient funding is budgeted in the General Fund Group in the Public Works Department. This recommendation has no staffing impact beyond the normal budgeted scope of duties and is consistent with existing City Council priorities. There is no local job impact associated with this recommendation.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



ERIC LOPEZ
DIRECTOR OF PUBLIC WORKS

APPROVED:



THOMAS B. MODICA
CITY MANAGER

ATTACHMENTS: A – RECOMMENDED AMENDMENTS TO LBMC SECTIONS 10.12.010-130
B – SPEED LIMIT REDUCTIONS MAP 2021
C – ENGINEERING AND TRAFFIC SURVEY – BELMONT SHORE RESIDENCE DISTRICT – APR 2021

Recommended Amendments to Sections 10.12.010-030 of the Long Beach Municipal Code

1. Request the City Attorney to prepare an amendment to Section 10.12.010 of the Long Beach Municipal Code, as listed below:

A. Subsection 5, referring to speed limits on Artesia Boulevard, by modifying paragraphs "b" and "c" and adding paragraph "d" to read as follows:

- b. Atlantic Avenue to Orange Avenue, thirty-five (35) miles per hour,
- c. Orange Avenue to Cherry Avenue, thirty-five (35) miles per hour,
- d. Cherry Avenue to the east City Limits, thirty-five (35) miles per hour"

B. Repeal subsection 6, referring to speed limits on Atherton Street. The limits described are already included in Section 10.12.020, subsection 6b.

C. Subsection 7, referring to speed limits on Atlantic Avenue, by modifying paragraph "i" and adding paragraph "j" to read as follows:

- "i. Pacific Coast Highway to Anaheim Street, thirty (30) miles per hour,
- j. Anaheim Street to Ocean Boulevard, twenty-five (25) miles per hour"

D. Subsection 10, referring to speed limits on Bellflower Boulevard, by modifying paragraph "e" and adding paragraph "f" to read as follows:

- "e. Stearns Street to Atherton Street, forty (40) miles per hour,
- f. Atherton Street to Pacific Coast Highway, forty (40) miles per hour,"

E. Subsection 26, referring to speed limits on Long Beach Boulevard, by modifying paragraphs "a" through "c" to read as follows:

- "a. Greenleaf Street to Victoria Street, thirty-five (35) miles per hour,
- b. Victoria Street to E Arbor Street, thirty-five (35) miles per hour,
- c. E. Arbor Street to San Antonio Drive, thirty-five (35) miles per hour,"

F. Subsection 27, referring to speed limits on Magnolia Avenue, by modifying paragraphs "a", "b", and "c" to read as follows:

- "a. Wardlow Road to Willow Street, thirty (30) miles per hour,
- b. Willow Street to Anaheim Street, thirty (30) miles per hour,
- c. Anaheim Street to Ocean Boulevard, twenty-five (25) miles per hour"

G. Subsection 34, referring to speed limits on Ocean Boulevard, by modifying paragraphs "e", "f", and "g" to read as follows:

- "e. Bennett Avenue to Fifty-Fourth Place, twenty-five (25) miles per hour,
- f. Fifty-Fourth Place to Fifty-Fifth Place, thirty (30) miles per hour,
- g. Fifty-Fifth Place to Seventy-Second Place, twenty-five (25) miles per hour"

H. Subsection 49, referring to speed limits on Seventh Street, by modifying paragraph "c" and adding paragraph "d" to read as follows:

- "c. Maine Avenue to Atlantic Avenue, thirty (30) miles per hour,
- d. Atlantic Avenue to Alamitos Avenue, thirty (30) miles per hour"

I. Subsection 51, referring to speed limits on Sixth Street, by modifying paragraphs "a" and "b" to read as follows:

- "a. Maine Avenue to Atlantic Avenue, twenty-five (25) miles per hour,
- b. Atlantic Avenue to Alamitos Avenue, twenty-five (25) miles per hour"

2. Request the City Attorney to prepare an amendment to Section 10.12.020 of the Long Beach Municipal Code, as listed below:

A. Subsection 6, referring to speed limits on Atherton Street, by modifying paragraph "b" to read as follows:

- "b. Bellflower Boulevard to Palo Verde Avenue, thirty-five (35) miles per hour;"

B. Subsection 8, referring to speed limits on Bellflower Boulevard, by modifying paragraphs "c" and "d" and removing "e" to read as follows:

- "c. Atherton Street to Pacific Coast Highway, forty (40) miles per hour,
- d. Pacific Coast Highway to Loynes Drive, thirty (30) miles per hour;"

C. Subsection 22, referring to speed limits on Lakewood Boulevard, by modifying paragraph "b", "c", and "d" to read as follows:

- "b. Carson Street to Conant Street, forty-five (45) miles per hour,
- c. Conant Street to Willow Street, forty-five (45) miles per hour,
- d. Willow Street to Outer Traffic Circle, forty (40) miles per hour;"

D. Subsection 26, referring to speed limits on Marina Drive, by modifying paragraph "a" to read as follows:

- "a. Second Street to a point four hundred feet (400') south of Studebaker Road, thirty (30) miles per hour,"

E. Subsection 44, referring to speed limits on Second Street, by modifying paragraph "a" and adding paragraphs "b" and "c" to read as follows:

- "a. Naples Plaza to Marina Drive, thirty-five (35) miles per hour,
- b. Marina Drive to Studebaker Road, forty (40) miles per hour,
- c. Studebaker Road to the East City Limit, fifty (50) miles per hour;"

F. Subsection 46, referring to speed limits on Shoreline Drive, by modifying paragraph "b" and adding paragraph "c" to read as follows:

- "b. Chestnut Place to Shoreline Village Drive, thirty-five (35) miles per hour,
- c. Shoreline Village Drive to Alamitos Avenue, forty (40) miles per hour"

G. Subsection 54, referring to speed limits on Wardlow Road, by modifying paragraph “b” to read as follows:

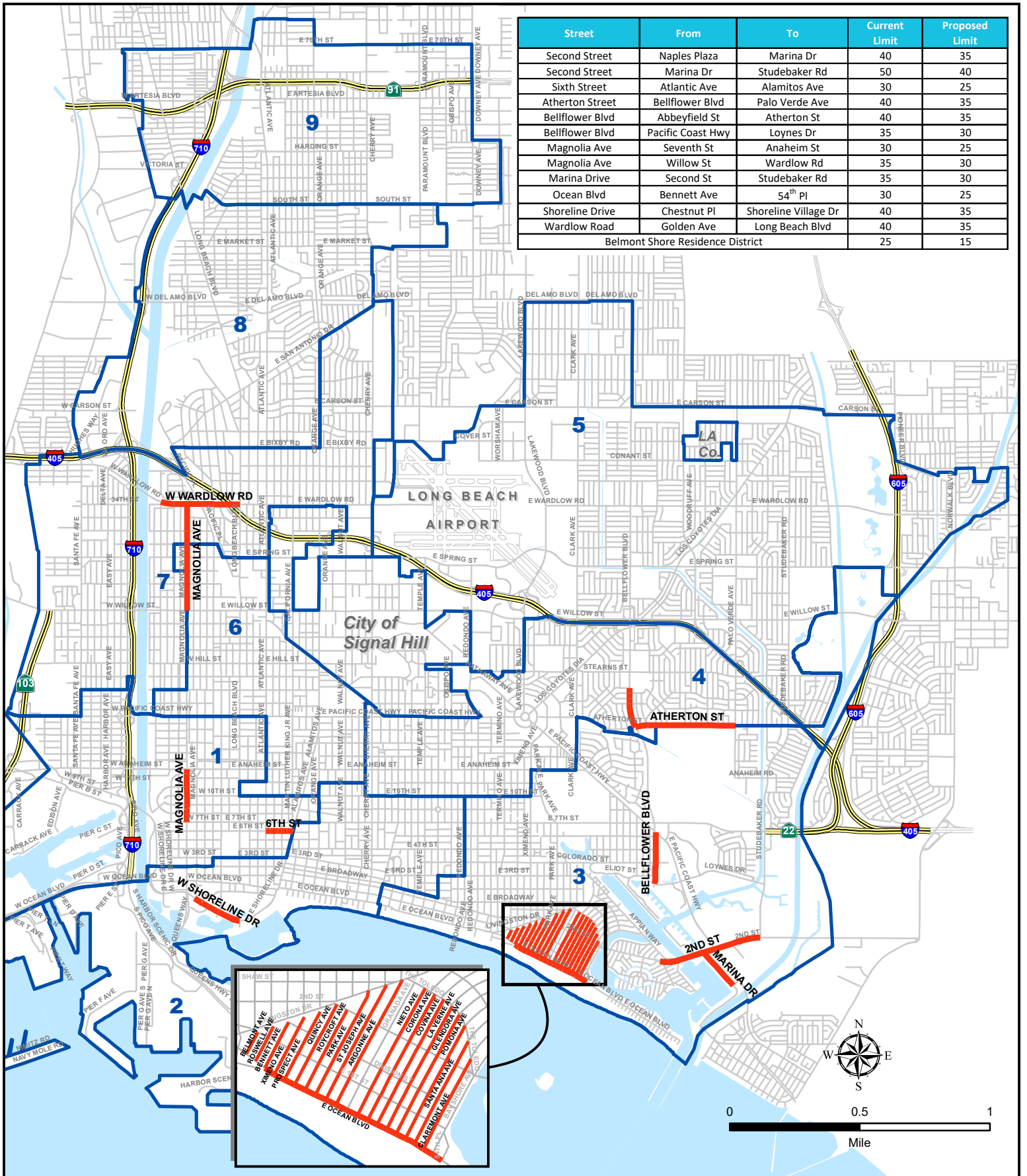
“b. Golden Avenue to Long Beach Boulevard, thirty-five (35) miles per hour,”

H. Repeal Subsection 55, as Westminster Avenue has been renamed “Second Street.”

3. Request the City Attorney to prepare an amendment to Section 10.12.030 of the Long Beach Municipal Code, as listed below:

“4. Belmont Shore Residence District:

a. All avenues south of Livingston Drive or The Toledo, north of Ocean Boulevard, and west of Bayshore Avenue, except Granada Avenue, fifteen (15) miles per hour.”



Street	From	To	Current Limit	Proposed Limit
Second Street	Naples Plaza	Marina Dr	40	35
Second Street	Marina Dr	Studebaker Rd	50	40
Sixth Street	Atlantic Ave	Alamitos Ave	30	25
Atherton Street	Bellflower Blvd	Palo Verde Ave	40	35
Bellflower Blvd	Abbeyfield St	Atherton St	40	35
Bellflower Blvd	Pacific Coast Hwy	Loynes Dr	35	30
Magnolia Ave	Seventh St	Anaheim St	30	25
Magnolia Ave	Willow St	Wardlow Rd	35	30
Marina Drive	Second St	Studebaker Rd	35	30
Ocean Blvd	Bennett Ave	54 th Pl	30	25
Shoreline Drive	Chestnut Pl	Shoreline Village Dr	40	35
Wardlow Road	Golden Ave	Long Beach Blvd	40	35
Belmont Shore Residence District			25	15

ATTACHMENT B
CITY OF LONG BEACH
SPEED LIMIT REDUCTIONS MAP 2021

MAP FEATURES

- Proposed Speed Limit Reductions
- Council District Boundaries
- Freeways
- Waterways



**ENGINEERING AND TRAFFIC SURVEY:
BELMONT SHORE RESIDENCE DISTRICT
City of Long Beach, California**

INTRODUCTION:

The California Vehicle Code (CVC) determines the typical prima facie speed on local residential streets within the City of Long Beach as twenty-five miles per hour. Due to the large number of local residential streets in Long Beach, radar surveys are not typically conducted on every individual local residential street. As a result, many streets are given generic prima facie speed limits of twenty-five miles per hour. The CVC allows posted speed limits as low as fifteen miles per hour under appropriate conditions. Some local streets in Long Beach are eligible for a fifteen miles per hour speed limit.

DISCUSSION

Conditions in residential areas or business districts such as narrow roadway width, high levels of pedestrian activity, and relatively short sight distances warrant discretion when setting speed limits. The CVC allows for reduced speed limits where a 25mph prima facie speed limit may not be reasonable and safe. Public Works has previously installed 15mph speed limits on narrow streets that meet CVC criteria. Speed limits set at 15 or 20 mph are investigated when Long Beach Transportation Bureau staff receive requests for traffic calming on narrow roadways.

Vehicle Code:

Section 22358.3. of the California Vehicle Code (CVC) states the following:

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.*

*roadway: that portion of a highway improved, designed, or ordinarily used for vehicular travel.

Vehicle storage (parking) is distinct from vehicular travel. Parking lanes should not be considered a part of the roadway as defined by the CVC, as they are not used for vehicular travel. Many streets in Long Beach constantly have parked vehicles along at least one of the curbs, resulting in an effective roadway that is nearly always less than 25 feet, though the curb-to-curb measurement may exceed 25 feet.

Belmont Shore Residence District

Belmont Shore is a neighborhood in southeast Long Beach bounded by the Pacific Ocean to the south, Alamitos Bay to the east, The Toledo roadway to the north and Livingston Drive to the west. The neighborhood is organized along a street grid of north-south one-way avenues 29’ in width, intersected by four east-west streets: 1st Street (one-way, 29’ wide), Division Street (one-way, 29’ wide) and 2nd Street (four lane, two-way, 72’ wide). Land use is predominantly single-family residential, with a vibrant commercial district on 2nd Street. Residential lots are 25’ wide, half the size of the city’s typical 50’ lot width, resulting in a dense neighborhood. This density and proximity to entertainment and coastal recreation results in relatively high pedestrian activity and parking demand. The narrow streets are parking-impacted with the majority of curb space occupied by parked vehicles at all hours of the day. Proximity to the beach, shopping, and dining draws frequent tourists and visitors unfamiliar with the local streets.

Speed Surveys

Public Works staff completed speed surveys using LIDAR equipment on each of the avenues in the Belmont Shore Residence District. The results of the surveys showed 85th percentile vehicle speeds ranged between 19 and 23 mph on the individual streets. 85th percentile speeds in the district were 22mph or less on 14 of the 18 avenues, on both sides of Second Street [Chart 1]. Rounding to the nearest 5mph interval, the 85th percentile speed would be 20mph.

Four avenues experienced 85th percentile speeds of 23 miles per hour, which would round to up 25. Those streets are Park Avenue, Granada Avenue, Nieto Avenue, and LaVerne Avenue. Granada Avenue is a wider two-way street and speed limit of 25mph may be an appropriate limit for that context. Higher volumes and speeds on Park Avenue may be due the fact that Park runs continuously from Ocean Blvd to Anaheim Street and likely sees cut-through traffic or longer trips by motorists less familiar with this residence district. Speeds inconsistent to the rest of the residence district on Nieto and LaVerne Avenues may be attributable to the small sample size on those low-volume streets. When all LIDAR results from the entire study area (excluding Granada Avenue) are tabulated in the same set, the 85th percentile speed is 22 miles per hour [Chart 2]

Chart 1
85th Percentile Speeds
Belmont Shore Avenues

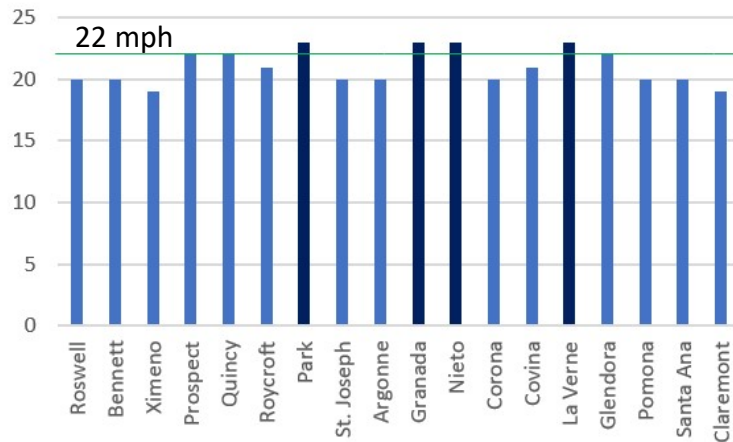
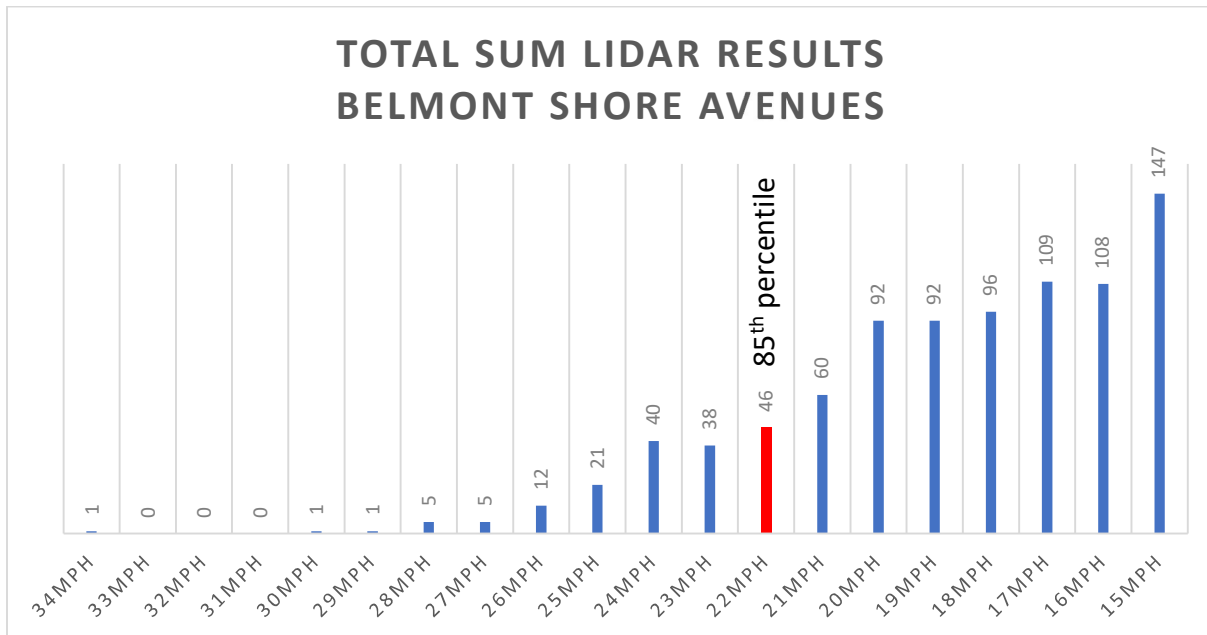


Chart 2



Given that the collective evaluation of speeds on geometrically similar avenues in Belmont Shore results in 85th percentile speeds of 22mph or less, it is apparent that the common geometry shared by all 17 of the one-way streets leads motorists to determine that 22mph or less is a safe and prudent speed.

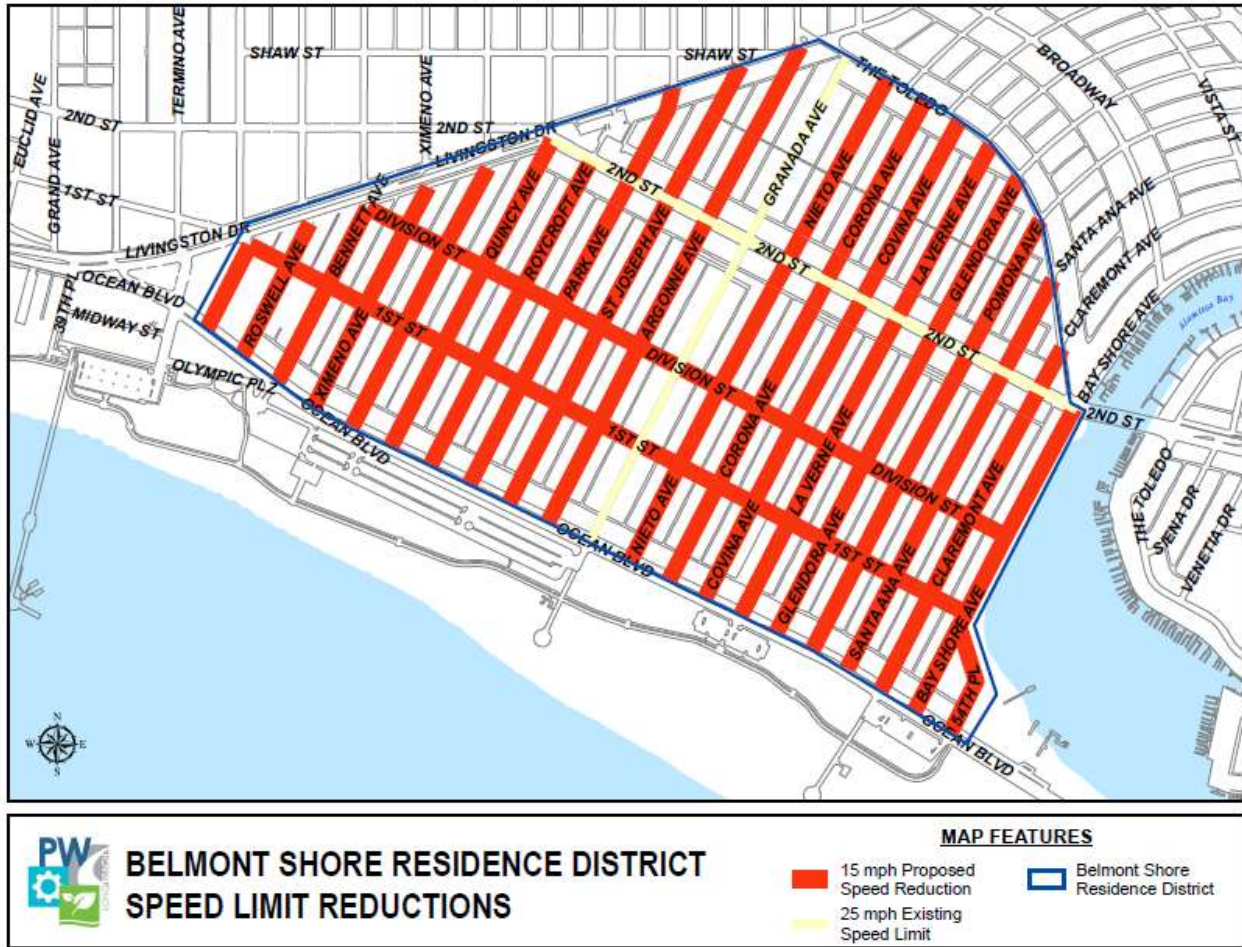
“Residence District”

The density of the neighborhood meets the CVC definition of a residence district, as the properties fronting the streets are “within a distance of a quarter of a mile...occupied by 16 or more separate dwelling houses.” The required number of 16 houses is met in less than 500 feet of a typical Belmont Shore avenue. The uniformity of the street widths and adjacent land uses, and comparable results of multiple speed surveys (19-23mph on 18 segments) are appropriate to designate the entire neighborhood as one common district, rather than repeatedly preparing redundant surveys on each individual block in the future.

In accordance with CVC 22358.3., this traffic study has determined that on the parking-impacted narrow roadways in the Belmont Shore residence district (defined as Division Street between Bennett Avenue and Bayshore Avenue, First Street between Livingston Drive and Bayshore Avenue, and all avenues south of Livingston Drive and The Toledo, North of Ocean Boulevard, and west of Bayshore Avenue, except Granada Avenue) the prima facie speed limit of 25 mph is more than reasonable and safe. Radar surveys show an 85th percentile speed of 20 mph. Given the narrow geometry of the roadway, high parking occupancy, dense residential character, and potential for unanticipated entry into the roadway by vehicles backing out of narrow driveways or pedestrians legally crossing mid-block, a five mph reduction in the 85th percentile speed is allowed. Therefore, a posted speed limit of 15 mph in this district is warranted and justifiable.



Regarding Second Street and Granada Avenue, both are bi-directional roadways with higher prevailing speeds and do not have the same characteristics as the other streets in the district. Second Street and Granada Avenue are recommended to maintain their current speed limits of 25mph.



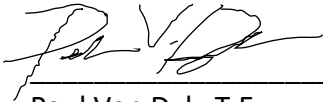
SUGGESTED ACTION :

Request the City Attorney to prepare an amendment to Section 10.12.030 of the Long Beach Municipal Code, as listed below:

4. Belmont Shore Residence District:

- a. Division Street between Bennett Avenue and Bayshore Avenue, First Street between Livingston Drive and Bayshore Avenue, and all avenues south of Livingston Drive or The Toledo, north of Ocean Boulevard, and west of Bayshore Avenue, except Granada Avenue, fifteen (15) miles per hour

Investigator:



Paul Van Dyk, T.E.
Traffic Engineer – Long Beach Public Works

APPENDIX: Speed Survey Forms

