TRAFFIC SAFETY COMMISSION AGENDA STATEMENT

Item <u>5.1</u> Meeting Date <u>04/10/25</u>

ITEM TITLE:

RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA VISTA RECOMMENDING THAT THE CHULA VISTA CITY COUNCIL ESTABLISH SPEED LIMIT ON PALOMAR STREET BETWEEN BAY BOULEVARD AND WALNUT AVENUE/FRONTAGE ROAD, AND THAT SCHEDULE X OF THE REGISTER MAINTAINED IN THE OFFICE OF THE CITY ENGINEER BE AMENDED TO REFLECT THESE SPEED LIMITS

SUBMITTED BY: City Traffic Engineer

Staff completed Engineering and Traffic Surveys for a segment of Palomar Street in accordance with the California Vehicle Code, which indicates that the posting of speed limits be determined by an Engineering and Traffic Survey for each street with a posted speed limit within the City (with some exceptions). Based on the results of the speed survey, staff has determined that the speed limit on Palomar Street between Bay Boulevard and Walnut Avenue/Frontage Road is to be established to 30 mph. (see Attachment "A", Location Plat).

RECOMMENDATION: That the Traffic Safety Commission concur with staff and recommend that the Chula Vista City Council establish the speed limit on Palomar Street between Bay Boulevard and Walnut Avenue/Frontage Road at 30 mph, and that Schedule X of the register maintained in the Office of the City Engineer be amended to reflect these speed limits

DISCUSSION:

The California Vehicle Code (CVC) establishes minimum and maximum prima facie speed limits for all streets in the State. The minimum prima facie speed limit is 25 miles per hour (MPH) and the maximum speed limit is 65 MPH and an engineering and traffic survey (E&TS) is required to change the prima facie and/or update various speed limits in the City.

The CVC requires that local agencies review changes in local speed limits every five, seven, or fourteen years to determine if the existing street segment speed limits require updating due to the age of the engineering and traffic survey or due to changes in roadway and traffic conditions.

Currently, there is no posted speed limit on Palomar Street between Bay Boulevard and Walnut Avenue/Frontage Road.

City staff completed a speed survey for above segments in accordance with the California Vehicle Code. As described in the California Vehicle Code, the survey shall include:

- (1) Prevailing speeds as determined by traffic engineering measurements;
- (2) Accident records;
- (3) Traffic/roadside conditions not readily apparent to the driver.

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Physical Conditions

The following information describes the existing conditions along Palomar Street (Eastbound):

- Classification between Bay Boulevard and Walnut Avenue/Frontage Road Major Collector (Divided).
- Length/Width -1,320 feet (0.25 miles) long and 24' to 26' wide.
- Average Daily Traffic: 2,177
- Number of Lanes: Two lanes in eastbound direction
- Existing Speed Limit Not Posted.
- 85% Percentile Speed: 29 mph.
- Striping Two lanes of traffic and a yellow striped centerline.
- Parking No parking for this eastbound segment of Palomar Street.
- Accident Rate History The accident rate at this segment is 3.35 accidents per million vehicle miles, which is higher than the rate of 1.07 for similar roadways in the State of California (2021).

The following information describes the existing conditions along Palomar Street (Westbound):

- Classification between Bay Boulevard and Walnut Avenue/Frontage Road Major Collector (Divided).
- Length/Width -1,320 feet (0.25 miles) long and 24' to 26' wide.
- Average Daily Traffic: 1,528
- Number of Lanes: Two lanes in westbound direction
- Existing Speed Limit Not Posted.
- 85% Percentile Speed: 29 mph.
- Striping Two lanes of traffic and a yellow striped centerline.
- Parking No parking for this westbound segment of Palomar Street.
- Accident Rate History The accident rate at this segment is 4.78 accidents per million vehicle miles, which is higher than the rate of 1.07 for similar roadways in the State of California (2021).

CONCLUSION:

When speed limits are appropriately established the following objectives are achieved:

- Meaningful, unambiguous enforcement
- Voluntary public compliance
- Clear identification of the unreasonable violator
- Elimination of unjustifiable "tolerances" of higher speed travel

Based on the 85th percentile speed of the roadway, as well as the collision rate outlined in the Engineering/Traffic Survey, staff has determined that the speed limit on Palomar Street between Bay Boulevard and Walnut Avenue/Frontage Road is to be established to 30 mph.

Should the City Council establish the proposed 30 mph speed limit, Schedule X of the register maintained in the Office of the City Engineer be amended to reflect the speed limit:

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• Palomar Street, beginning at Bay Boulevard and ending at Walnut Avenue/Frontage Road, proposed Speed Limit to be 30 mph.

FISCAL IMPACT:

The establishment of the speed limit would require the posting of new speed limit signs and speed limit pavement legends. This work will be funded by an existing Traffic Engineering Capital Improvement Project, TRF-0332, Signing and Striping Program.

Attachments:

- 1. Location Plat
- 2. Speed Surveys

Attachment "A" Palomar Street



Palomar Street

Segment #73

Palomar Street (WB) between Walnut Avenue/Frontage Road and Bay Boulevard



CITY OF CHULA VISTA ENGINEERING & TRAFFIC SURVEY

Radar Enforceable? YES

Street:	Palomar Street (WB)		
From:	Walnut Avenue/Frontage Road	То:	Bay Boulevard

Date of Speed Survey:	12/17/2024
Critical Speed (85th)	29 MPH
50th Percentile	23 MPH
Existing Posted Speed Limit	Not Posted
10 MPH Pace	18-27 MPH
Percent in Pace	72%

Street Classification:	Major Collector (Divided)
Length of Street Segment:	0.25 miles
Average Daily Traffic:	1,528
Total Accidents (3 years):	2
Evaluation Period:	January 1, 2019 – December 31, 2021
Accident Rate (MVM):	4.78
California Statewide Urban Accident Rate (MVM, 2019-2021):	1.07

Justification:

Speed limit shall be established at the nearest 5 mph increment of the 85th-percentile speed of free flowing traffic. (CVC 22358.6(a); CA-MUTCD Section 2B.13, Standard 12a)

TRAFFIC ENGINEER'S RECOMMENDATIONS/AUTHORITY:

Posted Speed Limit: Post at 30 MPH

This survey was prepared in accordance with the requirements of Section 627 of the California Vehicle Code using methods prescribed in Section 2B.13 of the California Manual on Uniform Traffic Control Devices. Based on the measured critical speeds, it is appropriate and justified to recommend the posted speed limit be 30 MPH along the subject segment of the road.

APPROVALS:

Recertification of the existing speed zone per Sections 22357, 22358, and 40802 of the California
Vehicle Code

APPROVED:



DATE: February 20, 2025.

David DiPierro, TE STC Traffic, Inc.



Radar Speed Survey

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Between: Bay Boulevard - Walnut Avenue

Clear Weather:

12/17/24 Date:

Time From:

1:20

Time To:

2:15

Existing Speed Limit: N/P MPH

	% Over Pace:	Eastbound 27%	Westbound 21%	Combined Statistics 22%
*	% In Pace:	72%	72%	71%
*	% Under Pace:	1%	7%	7%
P A	Average Speed:	23MPH	24MPH	23MPH
C E *	Pace Speed:	<u>16 - 25</u> MPH	<u>18 - 27</u> MPH	<u>18 - 27</u> MPH
*	15th Percentile / Critical Speed:	19 MPH	19 MPH	19 MPH
	50th Percentile / Critical Speed:	22 MPH	23 MPH	22 MPH
	85th Percentile / Critical Speed:	29 MPH	29 MPH	29 MPH



Radar Survey Conducted By: Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

CVA07778

Site Code: 232-24986

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268 email: counts@countsunlimited.com

City of Chula Vista Palomar Street B/ Bay Boulevard - Walnut Avenue 48 Hour Directional Volume Count

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268 email: counts@countsunlimited.com

City of Chula Vista Palomar Street B/ Bay Boulevard - Walnut Avenue 48 Hour Directional Volume Count

CVA07778 Site Code: 232-24986

Start	12/19/24	Eastbo			Totals	Westb			Totals		ed Totals
Time	Thu		Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	57			0	46		,		
12:15		2	44			1	41				
12:30		0	52			0	32	00000			
12:45		2	27	9	180	1	22	2	141	11	321
01:00		0	49			1	38				
01:15		1	40			0	30				
01:30		3	48			1	31				
01:45		2	52	6	189	1	42	3	141	9	330
02:00		1	50			1	34				
02:15		0	38			0	30				
02:30		1	69			0	23				
02:45		2	55	4	212	0	40	1	127	5	339
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03:15		2	49			2	33				
03:30		0	69			2	29				
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07:30		20	6			22	9				
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08:30		39	7			30	9				
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09:30		39	3			26	8				
09:45		39	3	141	15	18	8	106	21	247	36
10:00		38	5	141	13	24	6	100	21	247	50
10:00		35				19	332				
			3		1	19	6				
10:30		38	6	440	00	23	3	0.0	00	004	4.4
10:45		37	8	148	22	20	7	86	22	234	44
11:00		40	2			30	1				
11:15		41	2			33	4				
11:30		50	3			31	0				
11:45		53	1	184	8	35	2	129	7	313	15
Total		777	1400	777	1400	715	813	715	813	1492	2213
Combined		2177		21	77	152	28	15	28	37	05
Total				21			.0	15	20	37	
AM Peak	-	11:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	184	-	-	-	155	-	-	-		-
P.H.F.		0.868				0.807					
PM Peak	_	-	02:30	_	_	_	12:00	=	=	_	=
Vol.	_	-	223	_	_	_	141	_	-	_	_
P.H.F.			0.808				0.766				
			0.500				2.7.00				
Percentag		35.7%	64.3%			46.8%	53.2%				
ADT/AADT				ADT 2 644							
ADT/AADT		ADT 3,641	А	ADT 3,641							

Engineering and Traffic Speed Survey

Prepared in accordance with CVC 627, 22357, and 22358, and Revision 8 of the 2014 California Manual on Uniform Traffic Control Devices, effective January 11, 2024.

Street

Observer

Palomar Street (WB) between Walnut Ave/Frontage Rd and Bay Blvd

Direction 85th Percentile 29 mph
Block Range Posted Speed Limit N/P mph
Street Class Radar Enforceable Yes

Speeds Were Collected 12/17/24
Speeds Were Collected 1:20 pm

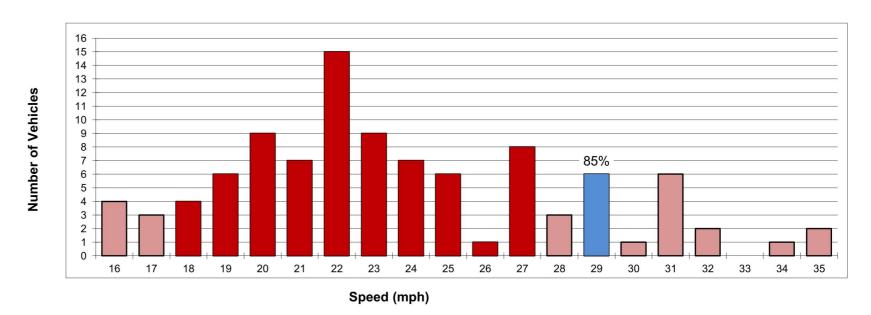
Counts Unlimited

Condition(s) Not Apparent

Range of Speeds		to	35
Speed	No.	Pct.	Cum. Pct.
(MPH)	(cars)	(%)	(%)
15	0	0	0
16	4	4	4
17	3	3	7
18	4	4	11
19	6	6	17
20	9	9	26
21	7	7	33
22	15	15	48
23	9	9	57
24	7	7	64
25	6	6	70
26	1	1	71
27	8	8	79
28	3	3	82
29	6	6	88
30	1	1	89
31	6	6	95
32	2	2	97
33	0	0	97
34	1	1	98
35	2	2	100
36	0	0	100
37	0	0	100
38	0	0	100
39	0	0	100
40	0	0	100
41	0	0	100
42	0	0	100
43	0	0	100
44	0	0	100
45	0	0	100
46	0	0	100
47	0	0	100
48	0	0	100
49	0	0	100
50	0	0	100
51	0	0	100
52	0	0	100
53	0	0	100
54	0	0	100
55	0	0	100
56	0	0	100
57	0	0	100



Speed (mph)



Segment #74

Palomar Street (EB) between Bay Boulevard and Walnut Avenue/Frontage Road



CITY OF CHULA VISTA ENGINEERING & TRAFFIC SURVEY

Radar Enforceable? YES

Street:	Palomar Street (EB)		
From:	Bay Boulevard	То:	Walnut Avenue/Frontage Road

Date of Speed Survey:	12/17/2024
Critical Speed (85th)	29 MPH
50th Percentile	22 MPH
Existing Posted Speed Limit	Not Posted
10 MPH Pace	16-25 MPH
Percent in Pace	72%

Street Classification:	Major Collector (Divided)
Length of Street Segment:	0.25 miles
Average Daily Traffic:	2,177
Total Accidents (3 years):	2
Evaluation Period:	January 1, 2019 – December 31, 2021
Accident Rate (MVM):	3.35
California Statewide Urban Accident Rate (MVM, 2019-2021):	1.07

Justification:

Speed limit shall be established at the nearest 5 mph increment of the 85th-percentile speed of free flowing traffic. (CVC 22358.6(a); CA-MUTCD Section 2B.13, Standard 12a)

TRAFFIC ENGINEER'S RECOMMENDATIONS/AUTHORITY:

Posted Speed Limit: Post at 30 MPH

This survey was prepared in accordance with the requirements of Section 627 of the California Vehicle Code using methods prescribed in Section 2B.13 of the California Manual on Uniform Traffic Control Devices. Based on the measured critical speeds, it is appropriate and justified to recommend the posted speed limit be 30 MPH along the subject segment of the road.

APPROVALS:

Recertification of the existing speed zone per Sections 22357, 22358, and 40802 of the California
Vehicle Code

⊠ Establishment of new speed zone

APPROVED:



DATE: February 20, 2025.

David DiPierro, TE STC Traffic, Inc.



Radar Speed Survey

L	TOT.	┚												d	ye	rve	Su	es	icl	eh/	٧											L	MPH			
Τ	VEH.						d	un	bo	est	We												ıd	un	tbc	as	Е							WB	EB	peed
1	0											Τ																					55	0	0	55
1	0										T	T	Т																				54	0	0	54
1	0											T																					53	0	0	53
1	0											T																					52	0	0	52
1	0											T																					51	0	0	51
1	0											T																					50	0	0	50
1	0										1	T																					49	0	0	49
1	0											T																					48	0	0	48
1	0									Т	T	T	Г																				47	0	0	47
1	0										T	T	Т																				46	0	0	46
1	0											T																					45	0	0	45
1	0											T	Т					П									П						44	0	0	44
1	0											T																					43	0	0	43
1	0											T																					42	0	0	42
1	0											T					8																41	0	0	41
	0																																40	0	0	40
1	0			П		П		П	T	T	T	T	Т					П															39	0	0	39
1	0											T																					38	0	0	38
1	0											T																					37	0	0	37
1	1											T																				Х	36	0	1	36
	2											1				X	X																35	2	0	35
7	1											Τ					Х																34	1	0	34
1	1											T					8															Х	33	0	1	33
1	7											T				Х	Χ											Х	Χ	X	Х	Х	32	2	5	32
1	8										X	()	X	Х	Х	Х	Х														Х	Х	31	6	2	31
1	7										T	Ī					Х										Х	Х	Х	Х	Х	Х	30	1	6	30
1	9										X		X	Х	Х	Х	Х													Х	Х	Х	29	6	3	29
1	8											T			Х	Х	Χ											Х	X	Χ	X	Х	28	3	5	28
1	11								Х	X	X :		X	Х	X	X	X													X	X	Х	27	8	3	27
1	2											T					X															Х	26	1	1	26
1	10										X		X	X	X	Χ	X												Χ	X	X	Х	25	6	4	25
1	12										X :						Х											Х	Х	Х	Х	Х	24	7	5	24
1	13							Х	Х	Х	X :	()	X	Х	Х	Х	Х													Х		Х	23	9	4	23
1	32	Х	Х	Х	Х	Х	Х	Х	Х	Х	X :		X	Х	Х	Х	Х	Х	Х		Х												22	15	17	22
1	20									X	X :		X	Х	Х	Х	Х			Х	X	Х	Х	X	Х	Х	Х	Х	Х	Х	Х	Х	21	7	13	21
1	19							Х	Х	Х	X :		X	Х	Х	Х	Х						Х	X	Х	X	Х	Х	Х	Х	Х	Х	20	9	10	20
7	14									П				Х			Х								Х	Х	Х	Х	Х	Х	Х		19	6	8	19
1	9											Ι		Х			X											X	X	X	X	X	18	4	5	18
1	6											Ι				X															X		17	3	3	17
1	7											ſ		X	X	X	X													X	X	Х	16	4	3	16
1	1											Ι																				Х	15	0	1	15
]	0											Γ																					14	0	0	14
]	0											Ι																					13	0	0	13
1	0											Ι																					12	0	0	12
1	0											Ι																					11	0	0	11
J	0											I	L	Ĺ	Ĺ				L								Ĺ						10	0	0	10
1	0								I	I	I	I																					9	0	0	9
1	0											Ι																					8	0	0	8
]	0											Ι																					7	0	0	7
1	0											I																					6	0	0	6
1	0											Ι																					5	0	0	5
1	200	П		LS	- 1	_	`т	NIE	٠.	<u></u>	_																							100	100	Total

Between: Bay Boulevard - Walnut Avenue

Weather: Clear

12/17/24 Date:

Time From:

1:20

Time To:

2:15

Existing Speed Limit: N/P MPH

	% Over Pace:	Eastbound 27%	Westbound 21%	Combined Statistics 22%
*	% In Pace:	72%	72%	71%
*	% Under Pace:	1%	7%	7%
P A	Average Speed:	23MPH	24MPH	23MPH
C E *	Pace Speed:	<u>16 - 25</u> MPH	<u>18 - 27</u> MPH	<u>18 - 27</u> MPH
*	15th Percentile / Critical Speed:	19 MPH	19 MPH	19 MPH
	50th Percentile / Critical Speed:	22 MPH	23 MPH	22 MPH
	85th Percentile / Critical Speed:	29 MPH	29 MPH	29 MPH



Radar Survey Conducted By: Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

CVA07778

Site Code: 232-24986

Counts Unlimited, Inc. PO Box 1178

PO Box 1178 Corona, CA 92878 Phone: (951) 268-6268 email: counts@countsunlimited.com

City of Chula Vista Palomar Street B/ Bay Boulevard - Walnut Avenue 48 Hour Directional Volume Count

Start	12/18/24	Eastbo	ound	Hour	Totals	Westh	ound	Hour	Totals	Combine	ed Totals
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		Ö	37			2	37			_	
12:15		6	34		İ	2	22				Î
12:30		2	32		İ	1	25				1
12:45		3	37	11	140	0	32	5	116	16	256
01:00		Ô	32		110	Ö	32	Ū	110		200
01:15		1	30		1	0	30				
01:30		1	29			0	24				
01:45		1	37	3	128	1	32	1	118	4	246
		Ó		3	120			1	110	4	240
02:00			47		1	0	24				
02:15		0	38			3	24				
02:30		3	48			1	30				
02:45		1	60	4	193	4	27	8	105	12	298
03:00		1	56			0	17				
03:15		0	43			1	24				
03:30		0	71		1	0	30				
03:45		0	51	1	221	1	39	2	110	3	331
04:00		3	53			4	29				
04:15		1	38		İ	4	15				
04:30		1	40		1	1	28				
04:45		3	40	8	171	10	17	19	89	27	260
05:00		5	58	O	1.7.1	4	16	13	0.5	21	200
05:15		6	35			8	13				
05:30		8	41		1						
				24	176	12	16	20	63	EA	220
05:45		5	42	24	176	6	18	30	63	54	239
06:00		6	50			21	16				
06:15		17	22			17	15				
06:30		20	25			25	8				
06:45		16	16	59	113	20	10	83	49	142	162
07:00		12	30			21	8				
07:15		25	16			23	20				
07:30		20	15			30	6				
07:45		27	10	84	71	39	8	113	42	197	113
08:00		31	6		1	36	3				
08:15		37	11		1	54	1				
08:30		24	6		1	23	13				
08:45		31	9	123	32	52	5	165	22	288	54
09:00		35	8	120	02	25	7	100		200	01
09:15		33	12		İ	28	6				
09:30		36	7		1	25	5				
09:45		38	1	142	28	28	3	106	21	248	49
				142	20	22		100	21	240	49
10:00		36	2				8				
10:15		26	4			27	6				
10:30		28	1	100		27	3	446		0.46	25
10:45		40	3	130	10	34	1	110	18	240	28
11:00		42	1			36	3				
11:15		41	1			34	0				
11:30		60	2			25	3				
11:45		31	3	174	7	24	4	119	10	293	17
Total		763	1290	763	1290	761	763	761	763	1524	2053
Combined		2053		205		152		15	24	35	
Total		205)	20:)3	152	4	15	24	35	1.1
AM Peak	-	10:45	-	-	-	08:00	-	-	-	-	-
Vol.	-	183	-	_	_	165	-	_	_	-	-
P.H.F.		0.763				0.764					
PM Peak	_	-	02:45	_	_	-	03:15	1-	\ <u>-</u>	_	-
Vol.	_	_	230		_	_	122	-	_	_	_
P.H.F.			0.810				0.782	_			_
r al laba			0.010				0.702				
Percentag											
		37.2%	62.8%			49.9%	50.1%				
е											

CVA07778

Site Code: 232-24986

Counts Unlimited, Inc. PO Box 1178

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City of Chula Vista Palomar Street B/ Bay Boulevard - Walnut Avenue 48 Hour Directional Volume Count

Start	12/19/24	Eastbo	ound	Hour	Totals	Westl	bound	Hour	Totals	Combine	ed Totals
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	57			0	46				
12:15		2	44			1	41				
12:30		0	52			0	32				
12:45		2	27	9	180	1	22	2	141	11	321
01:00		0	49			1	38				
01:15		1	40			0	30				
01:30		3	48			1	31				
01:45		2	52	6	189	1	42	3	141	9	330
02:00		1	50			1	34				
02:15		0	38			0	30				
02:30		1	69			0	23				
02:45		2	55	4	212	0	40	1	127	5	339
03:00		0	50			3	22				
03:15		2	49			2	33				
03:30		0	69			3	29				
03:45		Ö	50	2	218	1	18	9	102	11	320
04:00		1	48	_	2.0		30	Ü	.02		020
04:15		3	39			3 5 7	18				
04:30		2	49			7	21				
04:45		2	42	8	178	6	23	21	92	29	270
05:00		4	62	J	170	4	18	2.1	52	20	210
05:15		10	52			5	8				
05:30		5	40			5 8	14				
05:45		9	40	28	194	6	18	23	58	51	252
06:00		12	26	20	134	13	10	20	50	31	202
06:15		12	23			22	9				
06:30		10	20			16	10				
06:45		17	20	51	89	24	4	75	33	126	122
07:00		9	22	31	03	17	6	73	55	120	122
07:15		19	21			32	12				
07:30		20	6			22	9				
07:45		25	9	73	58	38	7	109	34	182	92
08:00		29	10	7.5	50	39	8	103	54	102	52
08:15		30	9			48	12				
		39	7			30					
08:30		25	11	123	37	34	9	151	35	274	72
08:45 09:00		36	5	123	31	40	6	131	35	2/4	12
09:00		27	4			22	3 2				
09:13		39	3			26	8				
09:30		39	3	141	15	18	8	106	21	247	36
10:00		38	5	141	13	24	6	100	21	241	30
		35	3			19	6				
10:15 10:30		38	6			23	3				
10:30		36 37	8	148	22	23 20	7	86	22	234	44
11:00		37 40	2	140	22	30		00	22	234	44
						30	1				
11:15		41 50	2			33	4				
11:30		50	3	404	_	31	0	400	-	040	4-
11:45		53 777	1400	184	1400	35	2	129	7	313	15
Total Combined		777	1400	777	1400	715	813	715	813	1492	2213
Total		217	7	21	77	15	28	15	28	37	05
AM Peak	-	11:00 184	-	-	-	07:45 155	-	-	-	-	-
Vol.	-		-	-	-		-	-	-	> -	-
P.H.F.		0.868	02:30			0.807	12:00				
PM Peak	-	-		=	-		12:00	-	-	-	-
Vol. P.H.F.	-	-	223 0.808	-	-		141 0.766	-	-	-	-
P.H.F.			0.808				0.766				
Percentag											
e rercentag		35.7%	64.3%			46.8%	53.2%				
ADT/AADT		ADT 3,641	Δ	ADT 3,641							
			^								

Engineering and Traffic Speed Survey

Prepared in accordance with CVC 627, 22357, and 22358, and Revision 8 of the 2014 California Manual on Uniform Traffic Control Devices, effective January 11, 2024.

Street

Observer

Palomar Street (EB) between Bay Blvd and Walnut Ave/Frontage Rd

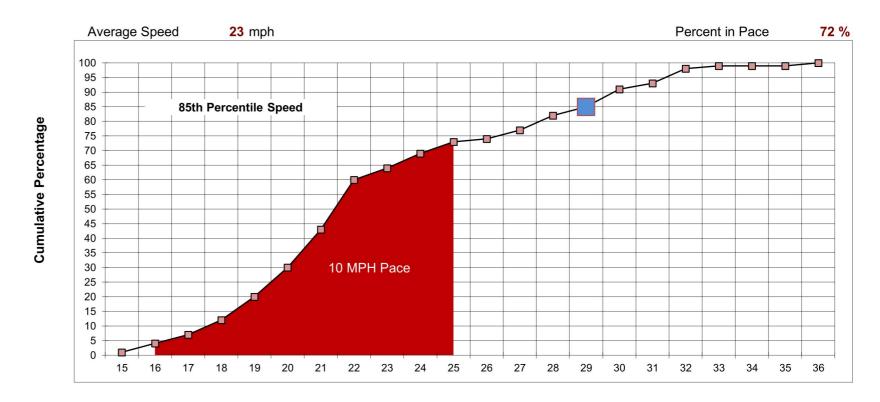
Direction 85th Percentile 29 mph
Block Range Posted Speed Limit N/P mph
Street Class Radar Enforceable Yes

Speeds Were Collected 12/17/24
Speeds Were Collected 1:20 pm

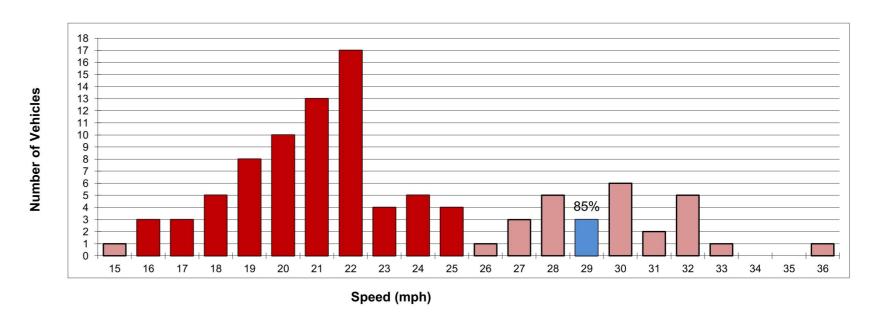
Counts Unlimited

Condition(s) Not Apparent

Range of Speeds	15	to	36
Speed	No.	Pct.	Cum. Pct.
(MPH)	(cars)	(%)	(%)
15	1	1	1
16	3	3	4
17	3	3	7
18	5	5	12
19	8	8	20
20	10	10	30
21	13	13	43
22	17	17	60
23	4	4	64
24	5	5	69
25	4	4	73
26	1	1	74
27	3	3	77
28	5	5	82
29	3	3	85
30	6	6	91
31	2	2	93
32	5	5	98
33	1	1	99
34	0	0	99
35	0	0	99
36	1	1	100
37	0	0	100
38	0	0	100
39	0	0	100
40	0	0	100
41	0	0	100
42	0	0	100
43	0	0	100
44 45	0	0	100
45	0	0	100 100
47	0	0	100
48	0	0	100
49	0	0	100
50	0	0	100
51	0	0	100
52	0	0	100
53	0	0	100
54	0	0	100
55	0	0	100
56	0	0	100
57	0	0	100



Speed (mph)



RESOLUTION NO. TSC-2025-01

RESOLUTION OF THE TRAFFIC SAFETY COMMISSION OF THE CITY OF CHULA VISTA RECOMMENDING THAT THE CHULA VISTA CITY COUNCIL ESTABLISH THE SPEED LIMIT ON PALOMAR STREET BETWEEN BAY BOULEVARD TO WALNUT AVENUE/FRONTAGE ROAD AT 30 MPH, AND THAT SCHEDULE X OF THE REGISTER MAINTAINED IN THE OFFICE OF THE CITY ENGINEER BE AMENDED TO REFLECT THE ESTABLISHED SPEED LIMIT

WHEREAS, staff completed an Engineering and Traffic Survey (E&TS) on a segment of Palomar Street between Bay Boulevard to Walnut Avenue/Frontage Road in accordance with the California Vehicle Code (CVC), which stipulates that posted speed limits be determined by an Engineering and Traffic Survey for each street with a posted speed limit within the City; and

WHEREAS, as described in the CVC, the E&TS shall include: 1) Prevailing speeds as determined by traffic engineering measurements; 2) Collision records; and 3) Traffic/roadside conditions not apparent to the driver; and

WHEREAS, the California Manual on Uniform Traffic Control Devices (CA MUTCD) states that the speed limit shall be established at the nearest 5 mph increment of the 85th percentile speed. Also, if the 5-mph reduction is applied, the E&TS shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer; and

WHEREAS, the CVC indicates that an E&TS may be valid (and thus enforceable by the Police Department) for a period of up to fourteen (14) years or a time when conditions of the roadway change, whichever is sooner; and

WHEREAS, with a valid E&TS, the posted speed limit on street can be enforced "prima facie," which means that the Police Department can use RADAR/LIDAR technology to enforce the speed limit and the burden of proving whether the driver was proceeding at a safe speed is on the driver; and

WHEREAS, denial of this resolution perpetuates the expired status of the E&TS for Palomar Street such that the Police Department will be unable to enforce the posted speed limit using RADAR/LIDAR technology; and

WHEREAS, based on the 85th percentile speed of the roadway and the collision rate referenced in the E&TS, staff has determined that speed limit on Palomar Street between Bay Boulevard and Walnut Avenue/Frontage Road be 30 mph; and

Resolution No. TSC 2025-01 Page 2

NOW, THEREFORE, BE IT RESOLVED that the Traffic Safety Commission of the City of Chula Vista does hereby recommend that the City Council, establish the proposed 30 mph speed limit and that Schedule X of the register maintained in the Office of the City Engineer be amended to reflect the speed limit as follows:

• Palomar Street, beginning at Bay Boulevard and ending at Walnut Avenue/Frontage Road, proposed speed limit at 30 mph.

PASSED AND APPROVED by the Traffic Safety Commission of the City of Chula Vista, California, the 10th day of April 2025, by the following vote:

AYES: Commissioners: Becerra Firsht, Caudillo, DeMarco, Luke, Marroquin, and

Orso-Delgado

NAYS: Commissioners: None ABSENT: Commissioners: Flores

DocuSigned by:

Pedro Orso-Delgado, Chair

ATTEST:

Signed by: 2F776F463FF148C

Florence Picardal, Secretary