

**CITY OF HUNTINGTON BEACH  
LEGAL NOTICE**

**ORDINANCE NO. 4064  
Adopted by the City Council on JULY 20, 2015**

“AN ORDINANCE OF THE CITY OF HUNTINGTON BEACH AMENDING SECTION 10.12.080 OF THE HUNTINGTON BEACH MUNICIPAL CODE RELATING TO SPEED LIMITS”

SYNOPSIS:

City Staff performed the three required elements used to establish posted speed limits in accordance with procedures set forth by the State of California. All speed limits must be established in conformance with the State adopted procedures in order to gain legal support for enforcement of the posted speed limit. The three elements used to establish speed limits are:

- 1) Sample existing travel speeds at representative locations within the roadway segment.
- 2) Review accident history.
- 3) Review the street segment to identify roadway characteristics and conditions that may not be readily apparent motorists

The review of travel speeds is used to establish a baseline speed limit for a roadway segment. Per California Standards, the posted speed limit is established at the nearest five mile-per-hour (5 mph) increment of the 85<sup>th</sup> percentile speed of free-flowing traffic, except as shown in the two options below:

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85<sup>th</sup> percentile speed of free-flowing traffic. Written documentation is required of the conditions and justification for the lower speed limit.
2. For cases in which the nearest 5 mph increment of the 85<sup>th</sup> percentile would require rounding up, then the speed limit may be rounded down to the nearest 85<sup>th</sup> percentile speed without the requirement to identify specific conditions justifying the reduction, if no further reduction is used.

Case law has shown that the courts will not support speed limit postings that appear to be arbitrary and without demonstrated technical support. To ensure consistency in establishing speed limits, the State has established very specific procedures, requirements and standards under which all speed limits must be established. Any speed limit found by the courts to be inconsistent with approved requirements is deemed a “speed trap” and therefore not enforceable.

Sixty-eight (68) street segments were due for reevaluation this year. Staff conducted field studies, summarized field data, and analyzed accident information of the segments. The sample location was Lake Street between Adams Avenue and Yorktown Avenue.

Staff identified characteristics within several of the roadway segments which may not be readily apparent to motorists. Due to these conditions, posting near the 85<sup>th</sup> percentile speed may not be reasonable and prudent to facilitate the orderly flow of traffic. The conditions and justification for the lower speed limit are documented in the speed survey summary sheet when applied.

The recommendation included a decrease of the posted speed limit on the following two street segments:

- 1) Yorktown Avenue from Beach Boulevard to Lake Street - from 40 mph to 35 mph
- 2) Hamilton Avenue from Magnolia Street to Newland Street - from 45 mph to 40 mph

Additionally, based on roadside conditions staff recommended identifying three street segments as residential districts with a speed limit of 25 mph. These segments currently have posted speed limits based on speed survey analysis. The three street segments are: Palm Avenue from 17<sup>th</sup> Street to Main Street, Saybrook Lane from Heil Avenue to Davenport Drive, and Huntington Street from Atlanta Avenue to Yorktown Avenue.

On Palm Avenue the current speed survey segment extends from Goldenwest Street to Main Street. Due to the roadside conditions, staff recommended designating the section from 17<sup>th</sup> Street to Main Street as a residential district with a speed limit of 25 mph. On Saybrook Lane, the current speed survey segments were (1) Humboldt Drive to Edinger Avenue, and (2) Davenport Drive to Humboldt Drive. Staff recommended modifying the first segment limits to be from Heil Avenue to Edinger Avenue, and designating the remainder of Saybrook Lane (Davenport Drive to Heil Avenue) as a residential district with a speed limit of 25 mph. Staff also recommended designating Huntington Street from Atlanta Avenue to

Yorktown Avenue as a residential district with a 25 mph speed limit. By recognizing these streets as residence districts, the speed limit is set at 25 mph by the California Vehicle Code and does not require future speed surveys to justify the speed limit posting.

Three of the surveyed streets share jurisdiction with other cities. The segment of Newland Street between Talbert Avenue and Garfield Avenue shares jurisdiction with the City of Fountain Valley. Rancho Road between Bolsa Chica Street to the north city limit and Heil Avenue between Beach Boulevard and Newland Street are shared with the City of Westminster. For shared segments it is necessary to coordinate the posted speed limit with the neighboring city for consistency, which has been done in these cases.

PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular meeting held July 20, 2015 by the following roll call vote:

**AYES:** Posey, Katapodis, Hardy, Sullivan, Delgleize, Peterson

**NOES:** None

**ABSTAIN:** None

**ABSENT:** O'Connell

**THE FULL TEXT OF THE ORDINANCE IS AVAILABLE IN THE CITY CLERK'S OFFICE.**

**This ordinance is effective 30 days after adoption.**

**CITY OF HUNTINGTON BEACH  
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HUNTINGTON BEACH, CA 92648  
714-536-5227  
JOAN L. FLYNN, CITY CLERK**