07-16 Amendment to Section 2B.13 of the CAMUTCD - Speed Limit as Discussed During the Oct 10, 2007 Workshop and Oct 11, 2007 CTCDC Regular Meeting (Formerly known as SB 848 as Amended) (Page 6-7)

During the October 11, 2007 meeting, the CTCDC recommended to amend the policy of Speed Limit Sign (R2-1), Section 2B.13 of the CAMUTCD. Based on the CTCDC recommendation, a draft language was developed and shared with the Committee members. The following draft language is for the Committee's discussion and recommendation.

Section 2B.13 Speed Limit Sign (R2-1)
Standard:

After an engineering study has been made in accordance with established traffic engineering practices, the Speed Limit (R2-1) sign (see Figure 2B-1) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency. The speed limits shown shall be in multiples of 10 km/h or 5 mph.

Guidance:

At least once every 5, 7 or 10 years, ~~States~~ State and local agencies should reevaluate non-statutory speed limits on segments of their roadways that have undergone a significant change in roadway characteristics or surrounding land use since the last review (see CVC 40802).

No more than three speed limits should be displayed on any one Speed Limit sign or assembly.

Standard:

When a speed limit is to be posted, it ~~should~~ shall be within ~~established at the nearest~~ 10 km/h or 5 mph ~~increment~~ of the 85th-percentile speed of free-flowing traffic.

Option:

The posted speed limit may be reduced by 10 km/h (5 mph) from the 10 km/h or 5 mph increment of the 85th-percentile speed~~, where engineering study indicates the need for a reduction in speed to match the existing conditions with the traffic safety needs of the community~~ if unusual conditions not readily apparent to drivers, such as significantly higher collision rates or other factors exist, as long as those conditions are in compliance with all the appropriate sections of the CVC, especially CVC Section 22358.5.

Standard:

If used, a one-time 10 km/h or 5-mph reduction, according to CVC 22358.5, shall be documented in writing. The final, posted speed limit shall not be less the 50th-percentile speed

Support:

~~An example of the application of this speed limit criteria is as follows:~~

- ~~If the 85th percentile speed in a speed survey was 60 km/h (37 mph), then the speed limit would be posted at 35 mph or optionally reduced to 30 mph. However,~~
- ~~If the 85th percentile speed in a speed survey was 61 km/h (38 mph), then the speed limit would be posted at 40 mph or optionally reduced to 35 mph.~~

~~This method of establishing posted speed limits applies to all engineering and traffic surveys (E&TS) performed after May 20, 2004. This section, as amended for use in California, does not apply to E&TS performed prior to May 20, 2004.~~

Examples: • An Engineering and Traffic Survey (E&TS) performed on April 6, 1999 due for renewal on April 6, 2004 (5 years) would be performed per Chapter 8 of the 1996 Caltrans Traffic Manual, which was the applicable guidance at the time. This would then be due for renewal on April 6, 2009 using the California MUTCD criteria.

• However, if conditions of the E&TS and the applicable enforcement agency, its personnel and equipment meet provisions of CVC 40802.c.2.B.I, the E&TS could have been extended two additional years (for a total of 7 years). In this case, the posted speed limit(s) remain(s) enforceable for the seven-year period and would then be due for renewal on April 6, 2006 and would be renewed using California MUTCD criteria.
• Further, if at the end of the seven years, a registered engineer evaluates the highway section and determines that no significant changes in roadway or traffic conditions have occurred (see CVC 40802.c.2.B.II), the engineer could extend the E&TS for three additional years (for a total of 10 years). Renewal of the extended E&TS would then be deferred to April 6, 2009 and at that time performed with California MUTCD criteria.