

**CITY OF ALBANY
CITY COUNCIL AGENDA
STAFF REPORT**

Agenda Date: 12/15/08
Reviewed by: BP

SUBJECT: Second Reading of Ordinance No. 08-012 amending Section 9-1.4 (b) and (c) of the Municipal Code to decrease the speed limit on Cleveland Avenue and Eastshore Frontage Road and add “(a.k.a. Eastshore Highway)” after Eastshore Frontage Road”

REPORT BY: Aleida Andrino-Chavez, Transportation Planner
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TRAFFIC AND SAFETY COMMISSION RECOMMENDATION

Approve the second reading and adopt Ordinance No. 08-012 amending the Albany Municipal Code, Section 9-1.4 (b) and (c) to: 1) Decrease the speed limit on Cleveland Avenue and Eastshore Frontage Road from 35 mph to 25 mph; and 2) add (a.k.a. Eastshore Highway) following Eastshore Frontage Road.

BACKGROUND

An Engineering and Traffic Survey Volume for Speed Limits for the City of Albany was completed by Kimley Horn and Associates in February 2008. Two recommendations stemmed from this study:

- Downgrading the speed limit on Cleveland Avenue from 35 mph to 25 mph from the Contra Costa County limit line southerly to a point nine hundred feet (900') northerly of the northerly line of Washington Avenue.
- Downgrading the speed limit on Eastshore Highway from 35 mph to 25 mph.

At the December 1, 2008 City Council meeting, the Council voted 5-0 to approve the first reading of Ordinance No. 08-012 as written. It should be noted that the Albany Police Department and the Traffic and Safety Commission support the implementation of these changes. amendment to the Code is necessary. The language change is shown below and is reflected in the Ordinance amendment:

DISCUSSION

The reason for the recommendation for Cleveland Avenue is due to a collision rate of 5.614, when the “Expected Collision Rate” for this type of roadway segment is 1.67, which is much higher than expected. For Eastshore Frontage Road, the reason is because the data shows that the 10 mph pace measure ranges from 20 to 29 mph. Because the speed limit

should typically fall within this range, the study recommends downgrading the 85th percentile speed 5 mph to 25 mph.

SUSTAINABILITY IMPACT

Driving at lower speeds reduces emissions of particle matter and other pollutants into the environment. In addition, lower speeds are safer for pedestrians and bicyclists and for other vehicles as well.

FINANCIAL IMPACT

With the proposed change, the Police Department will be able to enforce the new speed limit on these roadway segments. The cost of signage is negligible. However, the Police Department will be able to generate revenues from citations of violators to the new speed limit.

Attachments:

Ordinance No. 08-012