



Can the City Lower the Speed Limit Instead?

This is a frequent request by citizens in an effort to slow traffic. Before and after studies have shown that there is no significant change in prevailing speeds when the speed limit is changed. Studies have shown that drivers will continue to travel at speeds they feel to be safe and prudent despite the posted limit.

The California Vehicle Code and the California Department of Transportation have requirements and procedures for setting speed limits. Engineering and traffic surveys are conducted, which include an analysis of roadway conditions, accident records and sampling of the prevailing speed of traffic. The speed limit is normally set near the speed at which 85% of the surveyed vehicles do not exceed. Setting speed limits in this manner allows the police to use radar for enforcement. Radar is by far the most efficient method of speed enforcement.

State law establishes certain prima facie speed limits. They include the 25 mph speed limit in business and residential districts, 25 mph in school zones when children are present and 15 mph in alleys, at uncontrolled intersections and railroad crossings where visibility is limited. These speed limits do not need to be posted to be enforced.

For more information, please contact:
City of San Leandro
Engineering & Transportation Department
510-577-3482



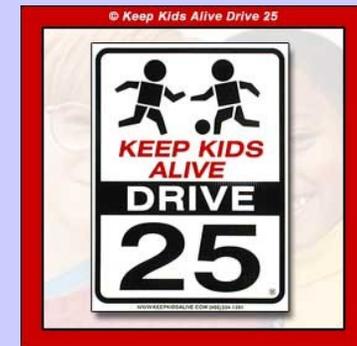
City of San Leandro
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City Of San Leandro

Engineering & Transportation Department

Neighborhood Traffic Calming



Tel: 510-577-3428



Neighborhood Traffic Calming Program

Goal of the Program

The goal of the Neighborhood Traffic Calming Program (NTCP) is to improve the quality of life by developing engineered traffic calming devices to reduce vehicle speeds and cut-through traffic.

This program provides a comprehensive and objective approach to traffic calming on local residential and collector roadways.

What is Traffic Calming?

Traffic calming is the use of engineered solutions to reduce vehicle speeds to an appropriate level, while encouraging motorists to take appropriate routes throughout the city rather than cutting through residential neighborhoods.

Traffic Calming Measures Include:

- Speed humps
- Traffic circles
- Raised crosswalks and speed tables
- Raised intersections
- Medians and gateways
- Bulb-outs and curb extensions
- Re-striping
- In-pavement lighted crosswalks

How Do I Request Traffic Calming On My Street?

Contact the Engineering and Transportation Department. City staff will evaluate the problem to determine if a quick and simple measure may solve the issue. If the problem persists, the citizen can complete an application for the NTCP. The application deadline each year is September 1st.



Is My Street Eligible for the NTCP?

A roadway must be either a residential local or a residential collector street to be eligible. These roadways are defined in the City's General Plan. The roadway must also meet one of the minimum criteria:

Critical Measured Speed

- Local street: 32 mph or greater
- Collector street: 34 mph or greater

Average Daily Traffic

- Local street: 1,000 vehicles or more
- Collector street: 2,000 vehicles or more

If one or the criteria is met, the roadway will be placed on a list of neighborhoods to be prioritized by City staff.



If My Street is Eligible, What Happens Next?

City staff will develop a prioritized list. The prioritized criteria includes: traffic volume; traffic speed; accident history; and pedestrian activity. These criteria are used so that those neighbors with the greater traffic problems are addressed first.

The number of neighborhoods selected is dependent upon available funding each year. Once a neighborhood is selected for traffic calming, a series of neighborhood meetings will be held. 67% of residents and property owners must approve of the NTCP process and any traffic calming plan through a mail-in ballot.



Why Can't the City Install Stop Signs to Slow Down Traffic?

Per State and City standards, stop signs are only appropriate for establishing right-of-way at intersections and are not to be used to control speed. The City installs stop signs only after a careful engineering evaluation demonstrates that the Council-adopted criteria have been met and the installation is appropriate.

Studies have shown that when stop signs are installed that do not meet the criteria, there is a higher rate of violation that can create a hazardous condition. Additionally, widespread use of unwarranted stop signs tends to frustrate drivers who may try to make up for the delay by speeding up between stop-controlled intersections. This could result in reduced speeds within 100 feet of the stop sign, but increased speeds mid-block. Additionally, this quick acceleration and deceleration increases noise and air pollution near the stop signs.



Can the City Install "Slow Children at Play" signs?

Although these signs used to be common in public streets, they are no longer approved by the State or the Federal Highway Administration. These signs tend to create a false sense of security for parents and children who believe the signs provide an added degree of protection from motorists.

If signs encourage parents to believe their children have an added degree of protection, which the signs do not and cannot provide, a great disservice results. Children should not be encouraged to play within the roadway.