

CITY OF SANTA ROSA  
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL  
FROM: MICHAEL VANMIDDE, ASSISTANT ENGINEER  
TRANSPORTATION AND PUBLIC WORKS DEPARTMENT  
SUBJECT: SPEED LIMITS ON KAWANA SPRINGS ROAD, MONTECITO  
AVENUE, OCCIDENTAL ROAD, AND SUMMERFIELD ROAD

AGENDA ACTION: RESOLUTION

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RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council, by resolution: 1) establish a speed limit of: a) 35 miles per hour on Kawana Springs Road from Santa Rosa Avenue to Petaluma Hill Road, b) 25 miles per hour on Montecito Avenue from Norte Way to North City Limits, c) 45 miles per hour on Occidental Road from West City Limits to Fulton Road, and d) 35 miles per hour on Summerfield Road from Woodview Drive to Bethards Drive.

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EXECUTIVE SUMMARY

This item is lowering the speed limits on Kawana Springs Road and Summerfield Road, establishing a radar enforceable speed limit on Occidental Road, and updating the speed limit segment boundaries on Montecito Avenue.

BACKGROUND

The basic intent of speed zoning is to influence drivers to operate at or near the same speed, thus reducing conflicts created by differentials in operating speeds. The California Vehicle Code reflects the viewpoint that speed zoning should be based on traffic conditions and natural driving behavior.

The Basic Speed Law states, "No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property" (California Vehicle Code Section 22350). The law is founded on the belief that most motorists are able to modify their driving behavior properly, as long as they are aware of the conditions around them.

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California Vehicle Code Sections 22357 and 22358 permit local authorities to set intermediate speed limits between 25 miles per hour and 65 miles per hour on the basis of an engineering and traffic survey. These intermediate speed limits must be posted to clearly define the limits of the zone and the prima facie speed established.

Section 40802 of the California Vehicle Code permits the use of radar for speed enforcement where the speed limit is justified by an engineering and traffic survey.

An engineering and traffic survey is defined in California Vehicle Code Section 627 as “a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.” An engineering and traffic survey shall include consideration of prevailing speeds, as determined by traffic engineering measurements, accident records, and highway, traffic and roadside conditions not readily apparent to a driver. Local authorities may also consider residential density and pedestrian and bicyclist safety when conducting an engineering and traffic survey.

The California Manual of Uniform Traffic Control Devices provides the methodology for conducting an engineering and traffic survey. Speeds are established at the nearest 5-mile-per-hour increment of the 85th-percentile speed of free flowing traffic, which is defined as that speed at or below which 85% of the traffic is moving. Other factors to be considered include collision history, roadway design speed, safe stopping distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics and pedestrian traffic in the roadway without sidewalks. The posted speed may be reduced by 5 miles per hour from the nearest 85th-percentile speed where engineering study indicates the need for a reduction in speed to match existing conditions with the traffic safety needs of the community.

#### PRIOR CITY COUNCIL REVIEW

On September 13, 1988, the City Council, by Resolution No. 19093, established a speed limit of 40 mph on Kawana Springs Road from Santa Rosa Avenue to Petaluma Hill Road.

On November 30, 2010, the City Council, by Resolution No. 27773, established a speed limit of 25 mph on Montecito Avenue from Norte Way to North City Limits.

On November 22, 1983, the City Council, by Resolution No. 16486, established a speed limit of 40 mph on Summerfield Road from Woodview Drive to Bethards Drive.

#### ANALYSIS

Kawana Springs Road is classified as minor arterial street on the latest Federal Highway Administration (FHWA) Functional Classification System map. Montecito Avenue and Occidental Road are classified as major collector streets on the latest Federal Highway Administration (FHWA) Functional Classification System map.

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Summerfield Road is classified as a local street on the latest FHWA Functional Classification System map, however it is not a residence or business district as defined in the California Vehicle Code. As such, when speed limits are established on these streets with an engineering and traffic survey, radar speed enforcement can be used.

The following gives a summary of the engineering and traffic survey results:

Kawana Spring Road between Santa Rosa Avenue and Petaluma Hill Road

Existing Speed Limit:	40 mph
85th-percentile speed:	39 mph
50th-percentile speed:	35 mph
Number of lanes:	2 travel lanes
Daily traffic volume:	11,242 vehicles per day
Area Type:	Commercial, Residential
Special Circumstances:	Kawana Springs Road is located in a business district as defined in Section 235 of the California Vehicle Code.
Proposed Speed Limit:	35 mph
Comments:	Kawana Spring Road is a two-way minor arterial street with residential units on one side and commercial/retail uses on the other, creating many pedestrian crossings. The speed limit was reduced from the nearest 5 mph increment of the 85th percentile speed in accordance with California Vehicle Code Section 627, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices.

Montecito Avenue between Norte Way and North City Limits (180' north of Zieber Road)

Existing Speed Limit:	25 mph
85th-percentile speed:	31 mph
50th-percentile speed:	27 mph
Number of lanes:	2 travel lanes
Daily traffic volume:	807 vehicles per day
Area Type:	Residential
Special Circumstances:	Montecito Avenue is located in a residence district as defined in Section 515 of the California Vehicle Code.
Proposed Speed Limit:	25 mph
Comments:	Montecito Avenue is a two-lane local residential street. The collision rate is higher than the city average for similar streets. The speed limit was reduced from the nearest 5 mph increment of the 85th percentile speed in accordance with California Vehicle

Code Section 627, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices.

Occidental Road between West City Limits (1,840' west of Fulton Road) and Fulton Road

Existing Speed Limit:	None, 45 mph in adjacent County segment
85th-percentile speed:	46 mph
50th-percentile speed:	42 mph
Number of lanes:	2 travel lanes
Daily traffic volume:	10,178 vehicles per day
Area Type:	Open Space
Special Circumstances:	There are no special circumstances.
Proposed Speed Limit:	45 mph
Comments:	Occidental Road is a two-lane major collector street. The speed limit is within the 5 mph increment of the 85th percentile speed in accordance with California Vehicle Code Section 627, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices.

Summerfield Road between Woodview Drive and Bethards Drive

Existing Speed Limit:	40 mph
85th-percentile speed:	42 mph
50th-percentile speed:	36 mph
Number of lanes:	2 travel lanes
Daily traffic volume:	1,074 vehicles per day
Area Type:	Residential
Special Circumstances:	Summerfield Road has sight distance restrictions due to horizontal and vertical curves in the road that limit the stopping sight distance below the 85th percentile speed.
Proposed Speed Limit:	35 mph
Comments:	Summerfield Road is a two-lane local street. The collision rate is higher than the City average for similar streets. The speed limit was reduced from the nearest 5 mph increment of the 85th percentile speed in accordance with California Vehicle Code Section 627, and Section 2B.13 of the California Manual on Uniform Traffic Control Devices.

### FISCAL IMPACT

Changing the speed limits on these streets does not have a fiscal impact.

### ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) because it is not a project which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, pursuant to CEQA Guideline section 15378.

### BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

### NOTIFICATION

Not applicable.

### ATTACHMENTS

- Attachment 1 – Vicinity Maps
- Resolution

### CONTACT

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