

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 MORGAN STREET, FRANCES
STREET/RANGE AVENUE, CLEVELAND AVENUE, AND
MONTGOMERY DRIVE

AGENDA ACTION: RESOLUTION

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council, by resolution, establish a speed limit of 25 miles per hour on Morgan Street from Third Street to Ninth Street, establish a speed limit of 25 miles per hour on Morgan Street from Ninth Street to College Avenue, establish a speed limit of 30 miles per hour on Francis Street/Range Avenue from Cleveland Avenue to Jennings Avenue, establish a speed limit of 30 miles per hour on Cleveland Avenue from Ninth Street to College Avenue, and establish a speed limit of 40 miles per hour on Montgomery Drive from Channel Drive to Melita Road.

EXECUTIVE SUMMARY

This item is lowering the speed limit on Morgan Street, Frances Street/Range Avenue, and Cleveland Avenue. It is also updating the segment boundaries on Montgomery Drive.

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.

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 August 18, 1992, the City Council, by Resolution No. 20944 established a speed limit of 30 mph on Morgan Street from Third Street to College Avenue.

On June 5, 1984, the City Council, by Resolution No. 16747 established a speed limit of 35 mph on Frances Street/Range Avenue from Cleveland Avenue to Edwards Avenue.

On April 4, 1978, the City Council, by Resolution No. 13153 established a speed limit of 35 mph on Cleveland Avenue from Ninth Street to College Avenue.

On August 18, 1992, the City Council, by Resolution No. 20944 established a speed limit of 40 mph on Montgomery Drive from Channel Drive to Los Alamos Road.

ANALYSIS

Cleveland Avenue and Montgomery Drive are classified as minor arterial streets on the latest Federal Highway Administration (FHWA) Functional Classification System map. Morgan Street from Third Street to Ninth Street is classified as a major collector street on the latest Federal Highway Administration (FHWA) Functional Classification System map. Frances Street/Range Avenue 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. Morgan Street between Ninth Street and College Avenue is classified as a local street on the latest FHWA Functional Classification System map and is within a residence district as defined in the California Vehicle Code, therefore radar speed enforcement can be used without an engineering and traffic survey.

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

Morgan Street between Third Street and Ninth Street

Existing Speed Limit:	30 mph
85th-percentile speed:	31 mph
50th-percentile speed:	28 mph
Number of lanes:	2/1 travel lanes
Daily traffic volume:	5,167 vehicles per day
Area Type:	Residential, Commercial
Special Circumstances:	There are no special circumstances.
Proposed Speed Limit:	25 mph
Comments:	Morgan Street is a one-way northbound major collector street with two lanes from Third Street to Sixth Street and one lane from Sixth Street to Ninth Street. The collision rate is almost three times the statewide average for similar streets. There is high pedestrian and bicycle traffic in the segment. 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.

Morgan Street between Ninth Street and College Avenue

Existing Speed Limit:	30 mph
85th-percentile speed:	N/A
50th-percentile speed:	N/A

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Number of lanes: 2 travel lanes
Daily traffic volume: 4,317 vehicles per day
Area Type: Residential, Commercial
Special Circumstances: Morgan Street is located in a residence district as defined in Section 515 of the California Vehicle Code.
Proposed Speed Limit: 25 mph
Comments: Morgan Street is a two-way local street with one travel lane in each direction from Ninth Street to College Avenue. The prima facie speed limit is 25 mph on a local residential street. Radar enforcement can be used without an engineering and traffic survey in accordance with California Vehicle Code Sections 22352 and 40802.

Frances Street/Range Avenue between Cleveland Avenue and Jennings Avenue

Existing Speed Limit: 35 mph
85th-percentile speed: 34.7 mph
50th-percentile speed: 31 mph
Number of lanes: 2 travel lanes
Daily traffic volume: 4,097 vehicles per day
Area Type: Residential, Industrial, Commercial
Special Circumstances: There are no special circumstances.
Proposed Speed Limit: 30 mph
Comments: Frances Street/Range Avenue is a two-lane local street. The collision rate is higher than the statewide average for similar streets. The speed limit was rounded down from the nearest 85th-percentile speed in accordance with California Vehicle Code Section 627.

Cleveland Avenue between Ninth Street and College Avenue

Existing Speed Limit: 35 mph
85th-percentile speed: 33 mph
50th-percentile speed: 29 mph
Number of lanes: 2 travel lanes
Daily traffic volume: 5,521 vehicles per day
Area Type: Residential, Commercial, Industrial
Special Circumstances: Cleveland Avenue is located in a business district as defined in Section 235 of the California Vehicle Code.
Proposed Speed Limit: 30 mph
Comments: Cleveland Avenue is a two-lane minor arterial street. The collision rate is higher than the statewide average for similar streets. The speed limit was rounded down

from the nearest 85th-percentile speed in accordance with California Vehicle Code Section 627.

Montgomery Drive between Channel Drive and Melita Road

Existing Speed Limit:	40 mph
85th-percentile speed:	44 mph
50th-percentile speed:	40 mph
Number of lanes:	2 travel lanes
Daily traffic volume:	7,362 vehicles per day
Area Type:	Residential
Special Circumstances:	There are no special circumstances.
Proposed Speed Limit:	40 mph
Comments:	Montgomery Drive is a two-lane minor arterial street. The survey changes the eastern limit from Los Alamos Road to Melita Road. The results of the radar speed survey indicate that a speed limit of 40 mph is reasonable and safe.

FISCAL IMPACT

There is no fiscal impact from approving changes to speed limits.

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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