

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 CORBY AVENUE, DUTTON AVENUE,  
SEBASTOPOL ROAD, WEST AVENUE, THIRD STREET, WEST  
THIRD STREET, NORTH WRIGHT ROAD AND SOUTH WRIGHT  
ROAD

AGENDA ACTION: RESOLUTION

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RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council, by resolution, establish City speed limits following engineering and traffic surveys for Corby Avenue, Dutton Avenue, Sebastopol Road, and West Avenue, segments that were formerly under Sonoma County jurisdiction prior to the Roseland Annexation, and establish speed limits following engineering and traffic surveys for Third Street, West Third Street, North Wright Road and South Wright Road, lowering the speed limit by 5 mph on a portion of South Wright Road and leaving all other speeds unchanged.

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EXECUTIVE SUMMARY

This item is establishing the speed limits on Corby Avenue, Dutton Avenue, Sebastopol Road, West Avenue, Third Street, West Third Street, North Wright Road and South Wright Road. The resolution would establish speed limits for the segments that were previously under Sonoma County jurisdiction before the Roseland Annexation. The resolution would also adjust the end limits on the other segments. There are no increases in the speed limits in any of the segments.

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,

SPEED LIMITS ON CORBY AVENUE, DUTTON AVENUE, SEBASTOPOL ROAD,  
WEST AVENUE, THIRD STREET, WEST THIRD STREET, NORTH WRIGHT ROAD  
AND SOUTH WRIGHT ROAD

PAGE 2 OF 7

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 December 12, 2010, the City Council, by Resolution 27785 established a speed limit of 30 mph on Dutton Avenue between South Avenue and Sebastopol Road.

On October 4, 1983, the City Council, by Resolution 16425 established a speed limit of 30 mph on Third Street between E Street and Montgomery Drive.

On August 28, 2007, the City Council, by Resolution 26942 established a speed limit of 30 mph on West Third Street between Dutton Avenue and Santa Rosa Creek.

On December 19, 1975, the City Council, by Resolution 11760 established a speed limit of 30 mph on Third Street between Santa Rosa Creek and B Street.

SPEED LIMITS ON CORBY AVENUE, DUTTON AVENUE, SEBASTOPOL ROAD,  
WEST AVENUE, THIRD STREET, WEST THIRD STREET, NORTH WRIGHT ROAD  
AND SOUTH WRIGHT ROAD  
PAGE 3 OF 7

On November 6, 2012, the City Council, by Resolution 28201 established a speed limit of 35 mph on North Wright Road between Highway 12 and Sebastopol Road.

On August 19, 2003, the City Council, by Resolution 25743 established a speed limit of 40 mph on South Wright Road between Ludwig Avenue and Sebastopol Road.

ANALYSIS

Sebastopol Road, Third Street and West Third Street are classified as minor arterial streets on the latest Federal Highway Administration (FHWA) Functional Classification System map. Corby Avenue, Dutton Avenue, West Avenue, North Wright Road, and South Wright Road are classified as major collector streets on the latest Federal Highway Administration (FHWA) Functional Classification System map. 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:

Corby Avenue between Hearn Avenue and Peach Street

Existing Speed Limit:	25 mph
85th-percentile speed:	31 mph
50th-percentile speed:	27 mph
Number of lanes:	2 travel lanes
Daily traffic volume:	7,013 vehicles per day
Area Type:	Residential, Commercial
Special Circumstances:	Corby Avenue is located in a residence district as defined in Section 515 of the California Vehicle Code.
Proposed Speed Limit:	25 mph
Comments:	Corby Avenue is a two-lane collector street with apartments, businesses, and single-family homes throughout on both sides. There is high pedestrian and bicycle traffic in the segment with gaps in sidewalk and no dedicated bike lanes. 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.

Dutton Avenue between Hearn Avenue and Sebastopol Road

Existing Speed Limit:	30 mph
85th-percentile speed:	33 mph
50th-percentile speed:	30 mph
Number of lanes:	2 travel lanes

SPEED LIMITS ON CORBY AVENUE, DUTTON AVENUE, SEBASTOPOL ROAD,  
WEST AVENUE, THIRD STREET, WEST THIRD STREET, NORTH WRIGHT ROAD  
AND SOUTH WRIGHT ROAD  
PAGE 4 OF 7

Daily traffic volume: 12,478 vehicles per day  
Area Type: Residential  
Special Circumstances: Dutton Avenue is located in a residence district as defined in Section 515 of the California Vehicle Code.  
Proposed Speed Limit: 30 mph  
Comments: Dutton Avenue is a two-lane collector street with apartments and single-family homes throughout on both sides. 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.

Sebastopol Road between Stony Point Road and Dutton Avenue

Existing Speed Limit: 30 mph  
85th-percentile speed: 34 mph  
50th-percentile speed: 30 mph  
Number of lanes: 4 travel lanes  
Daily traffic volume: 15,238 vehicles per day  
Area Type: Commercial, Retail, School  
Special Circumstances: Sebastopol Road is located in a business district as defined in Section 235 of the California Vehicle Code. There is a 25 mph school zone speed limit in the segment from McMinn Avenue to West Avenue.  
Proposed Speed Limit: 30 mph  
Comments: Sebastopol Road is a four-lane minor arterial street. There is high pedestrian volume and many commercial driveways throughout 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.

West Avenue between Hearn Avenue and Sebastopol Road

Existing Speed Limit: 25 mph  
85th-percentile speed: 30 mph  
50th-percentile speed: 26 mph  
Number of lanes: 2 travel lanes  
Daily traffic volume: 5,052 vehicles per day  
Area Type: Residential  
Special Circumstances: West Avenue is located in a residence district as defined in Section 515 of the California Vehicle Code.

SPEED LIMITS ON CORBY AVENUE, DUTTON AVENUE, SEBASTOPOL ROAD,  
WEST AVENUE, THIRD STREET, WEST THIRD STREET, NORTH WRIGHT ROAD  
AND SOUTH WRIGHT ROAD  
PAGE 5 OF 7

Proposed Speed Limit: 25 mph  
Comments: There is a school zone in the segment from Rose Meadow Court to Southwood Drive. West Avenue is a two-lane collector street with apartments and single-family homes throughout on both sides. 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.

Third Street between E Street and Montgomery Drive

Existing Speed Limit: 25 mph  
85th-percentile speed: 30 mph  
50th-percentile speed: 26 mph  
Number of lanes: 2 travel lanes  
Daily traffic volume: 7,118 vehicles per day  
Area Type: Residential and Commercial  
Special Circumstances: Third Street is located in a residence district as defined in Section 515 of the California Vehicle Code.  
Proposed Speed Limit: 25 mph  
Comments: Third Street is a two-lane minor arterial street just outside the Central Business District. 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.

West Third Street/Third Street between Dutton Avenue and B Street

Existing Speed Limit: 30 mph  
85th-percentile speed: 33 mph  
50th-percentile speed: 29 mph  
Number of lanes: 4 travel lanes  
Daily traffic volume: 14,793 vehicles per day  
Area Type: Commercial, Residential  
Special Circumstances: West Third Street/Third Street is located in a business district as defined in Section 235 of the California Vehicle Code.  
Proposed Speed Limit: 30 mph

SPEED LIMITS ON CORBY AVENUE, DUTTON AVENUE, SEBASTOPOL ROAD,  
WEST AVENUE, THIRD STREET, WEST THIRD STREET, NORTH WRIGHT ROAD  
AND SOUTH WRIGHT ROAD  
PAGE 6 OF 7

Comments: West Third Street/Third Street is a four-lane minor arterial 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.

North Wright Road/South Wright Road between Price Avenue and Highway 12

Existing Speed Limit: 35 mph - between segment of Highway 12 and Sebastopol Rd  
40 mph - between the segment of Sebastopol Road and Price Avenue

85th-percentile speed: 40 mph  
50th-percentile speed: 34 mph  
Number of lanes: 2 travel lanes  
Daily traffic volume: 8,713 vehicles per day  
Area Type: Commercial, Residential  
Special Circumstances: There are no special circumstances.  
Proposed Speed Limit: 35 mph  
Comments: North Wright Road/South Wright Road is a major collector street. 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.

South Wright Road between Ludwig Avenue and Price Avenue

Existing Speed Limit: 40 mph  
85th-percentile speed: 47 mph  
50th-percentile speed: 42 mph  
Number of lanes: 2 travel lanes  
Daily traffic volume: 7,649 vehicles per day  
Area Type: Residential  
Special Circumstances: There are no special circumstances.  
Proposed Speed Limit: 40 mph  
Comments: South Wright Road is a two-lane major collector street. 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

There is no 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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