

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: ROBERT SPRINKLE, DEPUTY DIRECTOR OF TRAFFIC
ENGINEERING, TRANSPORTATION AND PUBLIC WORKS
SUBJECT: ESTABLISHING SPEED LIMITS TO REDUCE VEHICLE SPEEDS
TO BETWEEN 25-40 MILES PER HOUR ON 29 STREET
SEGMENTS CITYWIDE

AGENDA ACTION: RESOLUTION

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council, by resolution, establish radar enforceable speed limits that reduce vehicle speeds to between 25-40 miles per hour on 29 street segments throughout the City.

EXECUTIVE SUMMARY

This item is establishing radar enforceable speed limits on street segments within the City of Santa Rosa.

BACKGROUND

Changes to the California Vehicle Code and the California Manual on Uniform Traffic Control Devices were implemented with Assembly Bills 43 (2021) and 1938 (2022). Assembly Bill 43 provides greater flexibility in establishing speed limits in California. Assembly Bill 1938 clarifies in further detail the intent of AB 43 and provides specific limits within the California Vehicle Code on how the rules can be implemented.

AB 43 states the following (summarized):

- Revise traffic survey procedures to require bicycle/pedestrian safety consideration and develop survey guidance on this safety topic.
- Allow state and local agencies to post speed limits below 25 mph when supported by a traffic survey.
- Increase reduction allowance for posted speed limits to allow greater deviations from the 85th percentile speed by including criteria for a statewide definition of High Injury Networks (HIN), criteria for areas adjacent to land uses and types of roadways that have high concentrations of vulnerable road users.

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- Add business activity district as an additional class of location eligible for a prima facie speed limit and include statewide definition to include urban villages, neighborhood downtowns, and other business-oriented locations.
- Revise requirements related to posting prima facie speed limits in school zones to allow speed limit as low as 15 mph without requiring a traffic survey.
- Allow for a traffic survey to retain the existing speed limit (or revert to one determined in a prior traffic survey) unless a registered engineer determines that significant design changes have been made to the roadway since completion of the last traffic survey with the specific intent of increasing the safe operating speed. It extends the maximum length of time an engineering and traffic survey may be used from 10 to 14 years.
- Consolidate and clarify statutory sections related to speed setting methodology.

AB 1938 does the following (summarized):

- Makes technical, clarifying changes to existing law (AB 43 provisions) on how speed limits are set. It clarifies the circumstances where and how much a local authority may lower the speed limit below that is indicated by an Engineering and Traffic Survey (E&TS).
- AB 1938 simply codifies the preexisting authority on setting speed limits and clarifies that the additional authority granted by AB 43 was meant to supplement, not supplant, that authority.

AB 1938 clarifies the intent of AB 43 was to lower speed limits by not more than 12.4 miles per hour from what would have resulted from an E&TS.

California Vehicle Code Section 22358.7 permits local authorities to set prima facie speed limits that have been reduced by an additional five miles per hour for either of the following reasons:

1. The portion of the highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors.
2. The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

PRIOR CITY COUNCIL REVIEW

On December 14, 2010, the City Council, by Resolution 27784 established a speed limit of 35 mph on Barnes Road between 600 feet north of Camino Del Prado and North City Limits.

On March 14, 2017, the City Council, by Resolution RES-2017-037 established a speed limit of 35 mph on Bennett Valley Road between Santa Rosa Avenue and Brookwood Avenue.

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On January 5, 1982, the City Council, by Resolution 15475 established a speed limit of 40 mph on Bicentennial Way between Range Avenue and Mendocino Avenue.

On December 10, 1991, the City Council, by Resolution 20616 established a speed limit of 40 mph on Bicentennial Way between Mendocino Avenue and Fountaingrove Parkway.

On September 9, 2008, the City Council, by Resolution 27196 established a speed limit of 35 mph on Brookwood Avenue between Kawana Springs Road and Linwood Avenue.

On November 6, 2012, the City Council, by Resolution 28201 established a speed limit of 40 mph on Brush Creek Road between Montecito Boulevard and Badger Road.

On April 19, 2016, the City Council, by Resolution 28767 established a speed limit of 30 mph on Cleveland Avenue between Ninth Street and College Avenue.

On August 7, 1973, the City Council, by Resolution 10492 established a speed limit of 35 mph on Cleveland Avenue between College Avenue and Edwards Avenue.

On May 17, 1983, the City Council, by Resolution 16162 established a speed limit of 35 mph on Colgan Avenue between Santa Rosa Avenue and Petaluma Hill Road.

On February 14, 2012, the City Council, by Resolution 28037 established a speed limit of 40 mph on West College Avenue between Fulton Road and Clover Drive.

On September 27, 2011, the City Council, by Resolution 27981 established a speed limit of 35 mph on North Dutton Avenue between West Third Street and West College Avenue.

On February 6, 1979, the City Council, by Resolution 13681 established a speed limit of 40 mph on North Dutton Avenue between West College Avenue and Guerneville Road.

On May 11, 2010, the City Council, by Resolution 27629 established a speed limit of 35 mph on Dutton Meadow between Bellevue Avenue and Hearn Avenue.

On July 10, 1979, the City Council, by Resolution 13949 established a speed limit of 30 mph on Fourth Street between E Street and College Avenue.

On September 27, 2011, the City Council, by Resolution 27981 established a speed limit of 35 mph on Fourth Street between College Avenue and Bryden Lane.

On September 27, 2011, the City Council, by Resolution 27981 established a speed limit of 35 mph on Fourth Street between Bryden Lane and Farmers Lane.

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On January 7, 1975, the City Council, by Resolution 11232 established a speed limit of 45 mph on Fulton Road between Highway 12 and West College Avenue.

On July 5, 1988, the City Council, by Resolution 18980 established a speed limit of 45 mph on Fulton Road between West College Avenue and Guerneville Road.

On January 7, 1975, the City Council, by Resolution 11232 established a speed limit of 45 mph on Fulton Road between Guerneville Road and Piner Road.

On March 18, 2008, the City Council, by Resolution 27052 established a speed limit of 45 mph on Fulton Road between Piner Road and Wood Road.

On November 19, 1996, the City Council, by Resolution 22933 established a speed limit of 35 mph on Maple Street between Santa Rosa Avenue and Brookwood Avenue.

On August 2, 1977, the City Council, by Resolution 12642 established a speed limit of 40 mph on Montecito Boulevard between Middle Rincon Road and Calistoga Road.

On June 4, 1991, the City Council, by Resolution 20381 established a speed limit of 35 mph on Parker Hill Road between Chanate Road and Stagecoach Road.

On August 28, 1979, the City Council, by Resolution 14038 established a speed limit of 35 mph on Santa Rosa Avenue between Maple Avenue and Sonoma Avenue.

On May 6, 1975, the City Council, by Resolution 11405 established a speed limit of 30 mph on Santa Rosa Avenue between Sonoma Avenue and Third Street.

On October 9, 2007, the City Council, by Resolution 26945 established a speed limit of 35 mph on Steele Lane between Cleveland Avenue and Mendocino Avenue.

On November 13, 2018, the City Council, by Resolution RES-2018-197 established a speed limit of 40 mph on South Wright Road between Ludwig Avenue and Price Avenue.

On February 5, 1974, the City Council, by Resolution 10757 established a speed limit of 40 mph on Yulupa Avenue between Bennett Valley Road and Tachevah Drive.

ANALYSIS

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

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Street	From	To	High Injury Network	Existing Speed Limit	Proposed Speed Limit	Justification for Lowering
Barnes Rd	600' n/o Camino Del Prado	North City Limits		35	30	CVC 22358.7 (a)(2)
Bennett Valley Rd	Santa Rosa Ave	Brookwood Ave	Yes	35	30	CVC 22358.7 (a)(1)
Bicentennial Way	Range Ave	Mendocino Ave		40	35	CVC 22358.7 (a)(2)
Bicentennial Way	Mendocino Ave	Fountaingrove Pkwy		40	35	CVC 22358.7 (a)(2)
Brookwood Ave	Kawana Springs Rd	Linwood Ave		35	30	CVC 22358.7 (a)(2)
Brush Creek Rd	Montecito Blvd	Badger Rd		40	35	CVC 22358.7 (a)(2)
Cleveland Ave	Ninth St	College Ave	Yes	30	25	CVC 22358.7 (a)(1)
Cleveland Ave	College Ave	Edwards Ave	Yes	35	30	CVC 22358.7 (a)(1)
Colgan Ave	Petaluma Hill Rd	Santa Rosa Ave		35	30	CVC 22358.7 (a)(2)
West College Ave	Fulton Rd	Clover Dr	Yes	40	35	CVC 22358.7 (a)(1)
N Dutton Ave	W Third St	W College Ave	Yes	35	30	CVC 22358.7 (a)(1)
N Dutton Ave	W College Ave	Guerneville Rd	Yes	40	35	CVC 22358.7 (a)(1)
Dutton Meadow	Bellevue Ave	Hearn Ave		35	30	CVC 22358.7 (a)(2)

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Street	From	To	High Injury Network	Existing Speed Limit	Proposed Speed Limit	Justification for Lowering
Fourth St	E St	College Ave	Yes	30	25	CVC 22358.7 (a)(1)
Fourth St	College Ave	Bryden Ln	Yes	35	30	CVC 22358.7 (a)(1)
Fourth St	Bryden Ln	Farmers Ln	Yes	35	30	CVC 22358.7 (a)(1)
Fulton Rd	Highway 12	West College Ave	Yes	45	40	CVC 22358.7 (a)(1)
Fulton Rd	West College Ave	Guerneville Rd		45	40	CVC 22358.7 (a)(2)
Fulton Rd	Guerneville Rd	Piner Road		45	40	CVC 22358.7 (a)(2)
Fulton Rd	Piner Rd	Wood Rd	Yes	45	40	CVC 22358.7 (a)(1)
Maple Ave	Santa Rosa Ave	Brookwood Ave	Yes	35	30	CVC 22358.7 (a)(1)
Montecito Blvd	Middle Rincon Rd	Calistoga Rd		40	35	CVC 22358.7 (a)(2)
Parker Hill Rd	Chanate Rd	Stagecoach Rd		35	30	CVC 22358.7 (a)(2)
Santa Rosa Ave	Maple Ave-South A St	Sonoma Ave	Yes	35	30	CVC 22358.7 (a)(1)
Santa Rosa Ave	Sonoma Ave	Third St	Yes	30	25	CVC 22358.7 (a)(1)
Steele Ln	Cleveland Ave	Mendocino Ave	Yes	35	30	CVC 22358.7 (a)(1)

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Street	From	To	High Injury Network	Existing Speed Limit	Proposed Speed Limit	Justification for Lowering
S Wright Rd	Price Ave	Ludwig Ave		40	35	CVC 22358.7 (a)(2)
Yulupa Ave	Bennett Valley Rd	Bethards Dr		40	35	CVC 22358.7 (a)(2)
Yulupa Ave	Bethards Dr	Tachevah Dr		40	35	CVC 22358.7 (a)(2)

FISCAL IMPACT

Approval of this action does not have a fiscal impact on the General Fund.

ENVIRONMENTAL IMPACT

The Council finds that pursuant to CEQA Guidelines Section 15378, the proposed action is not a “project” subject to the California Environmental Quality Act (CEQA) because it does not have a potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment. In the alternative, the proposed action is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility that the project may have a significant effect on the environment.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

NOTIFICATION

Not applicable.

ATTACHMENTS

- Attachment 1 – Vicinity Map
- Resolution

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PRESENTER

Mike VanMidde, Associate Traffic Engineer