

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: ROB SPRINKLE, DEPUTY DIRECTOR, TRAFFIC ENGINEERING
TRANSPORTATION AND PUBLIC WORKS DEPARTMENT
SUBJECT: SPEED LIMITS IN THE CENTRAL BUSINESS DISTRICT

AGENDA ACTION: RESOLUTION

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council, by resolution, in accordance with Assembly Bill 43, establish the following speed limits in the City's Central Business District: 1) a speed limit of 20 miles per hour on First Street between A Street and D Street, Second Street between D Street and E Street, Fourth Street between B Street and E Street, Fourth Street between Wilson Street and Morgan Street, Fifth Street between B Street and Brookwood Avenue, Fifth Street between Wilson Street and Morgan Street, Sixth Street between Wilson Street and Morgan Street, Seventh Street between A Street and E Street, Beaver Street between Fifth Street and Seventh Street, D Street between Sonoma Avenue and Fifth Street, Humboldt Street between Fifth Street and Seventh Street, Mendocino Avenue between Fourth Street and Tenth Street, Orchard Street between Fifth Street and Seventh Street, and Wilson Street between Third Street and Sixth Street, and 2) a speed limit of 25 miles per hour on the following street segments - Fourth Street between E Street and Brookwood Avenue, B Street between Healdsburg Avenue and First Street, and Santa Rosa Avenue between First Street and Third Street.

EXECUTIVE SUMMARY

This item is establishing radar enforceable speed limits within the Central Business District, in accordance with Assembly Bill 43.

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.

SPEED LIMITS IN THE CENTRAL BUSINESS DISTRICT

PAGE 2 OF 3

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.

Assembly Bill 43 (AB43) was approved by the Governor on October 8, 2021, and added Sections 22358.6 through 22358.9 to the Vehicle Code, relating to traffic safety along with amending other Sections of the Vehicle Code.

California Vehicle Code Section 22358.9 permits local authorities to set prima facie speed limits contiguous to a business activity district. The prima facie speed limits apply only to highways that meet the following conditions: (A) A maximum of four traffic lanes, (B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 miles per hour speed limit, and (C) A maximum posted 25 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 miles per hour speed limit.

As used in the California Vehicle Code, a “business activity district” is that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets at least three of the following requirements: (1) No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway, (2) Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway, (3) Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet, (4) Marked crosswalks not controlled by a traffic control device.

PRIOR CITY COUNCIL REVIEW

On February 16, 1982, the City Council, by Resolution 15525 established a speed limit of 25 mph on Seventh Street between A Street and Mendocino 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.

There has been no prior City Council review of speed limits on any other segments.

ANALYSIS

The following segments meet the conditions as outlined in California Vehicle Code Section 22358.9 to establish a speed limit of 20 miles per hour:

- First Street between A Street and D Street
- Second Street between D Street and E Street

SPEED LIMITS IN THE CENTRAL BUSINESS DISTRICT

PAGE 3 OF 3

- Fourth Street between B Street and E Street
- Fourth Street between Wilson Street and Morgan Street
- Fifth Street between B Street and Brookwood Avenue
- Fifth Street between Wilson Street and Morgan Street
- Sixth Street between Wilson Street and Morgan Street
- Seventh Street between A Street and E Street
- Beaver Street between Fifth Street and Seventh Street
- D Street between Sonoma Avenue and Fifth Street
- Humboldt Street between Fifth Street and Seventh Street
- Mendocino Avenue between Fourth Street and Tenth Street
- Orchard Street between Fifth Street and Seventh Street
- Wilson Street between Third Street and Sixth Street

The following segments meet the conditions as outlined in California Vehicle Code Section 22358.9 to establish a speed limit of 25 miles per hour:

- Fourth Street between E Street and Brookwood Avenue
- B Street between Healdsburg Avenue and First Street
- Santa Rosa Avenue between First Street and Third Street

FISCAL IMPACT

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

ENVIRONMENTAL IMPACT

This action is exempt from the provisions of the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15061(b)(3) and 15378 in that there is no possibility that the implementation of this action may have significant effects on the environment, and no further environmental review is required.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

NOTIFICATION

Not applicable.

ATTACHMENTS

- Attachment 1 – Vicinity Map
- Resolution

PRESENTER

Mike VanMidde, Associate Traffic Engineer