

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: ROBERT SPRINKLE, DEPUTY DIRECTOR – TRAFFIC
ENGINEERING, TRANSPORTATION AND PUBLIC WORKS
SUBJECT: INSTALLATION OF SPEED CUSHION ON SOUTH AVENUE
BETWEEN WEST AVENUE AND DUTTON AVENUE

AGENDA ACTION: MOTION

RECOMMENDATION

The Transportation and Public Works Department recommends that the Council, by motion, approve the installation of a speed cushion on South Avenue between West Avenue and Dutton Avenue.

EXECUTIVE SUMMARY

The City of Santa Rosa has been working with residents of South Avenue between West Avenue and Dutton Avenue to limit the cut-through traffic and speeding. South Avenue is a local neighborhood street that connects West Avenue and Dutton Avenue, two collector streets. Speed cushions have been shown to help mitigate cut-through behavior and lower speeds.

GOAL

This item relates to Council Goal #4 - Foster a Safe, Healthy, and Inclusive Community as speed cushions are a neighborhood traffic calming tool to help limit cut-through traffic and provides effective speed control.

BACKGROUND/PRIOR COUNCIL REVIEW

The City received inquiries from the residents living on South Avenue after they received notice of the pavement repair planned for South Avenue with the Roseland Pavement Maintenance 2025 Project approved by Council on July 22, 2025, requesting a speed hump be installed to help with cut-through traffic between West Avenue and Dutton Avenue.

ANALYSIS

In working closely with the Fire Department, Transportation and Public Works suggested a speed cushion. A speed cushion is similar to a speed hump; however, it

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has slots specifically spaced for the width of fire apparatus tires to have a minimal effect on their passage. The slots are spaced so that most conventional passenger cars and trucks would still be required to traverse at least a portion of the cushion. With standard speed humps, the Fire Department significantly slows to traverse the speed hump to minimize damage to the fire apparatus. With the majority of their calls being related to medical emergencies, this additional time negatively impacts their response. The design of the speed cushion alleviates the time increase.

With support from the Fire Department, the neighborhood petitioned to install a speed cushion which was supported by a majority of the residences near the suggested location of installation.

FISCAL IMPACT

Approval of this action does not have a fiscal impact on the General Fund. Gas tax funds will be used for the purchase and installation of the speed cushion.

ENVIRONMENTAL IMPACT

The recommended action is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301, Class 1(c) of the CEQA Guidelines. Section 15301 – Class 1 exemptions apply to the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. Subsection (c) specifically includes: “Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.” The installation of speed cushions involves minor alterations to existing streets and is intended to improve traffic calming and public safety. The project does not involve the expansion of the roadway or a change in land use and will not have a significant effect on the environment. The project has been evaluated and does not trigger any of the exceptions listed in CEQA Guidelines Section 15300.2, including:

- Location in environmentally sensitive areas;
- Cumulative impacts;
- Significant impacts due to unusual circumstances;
- Impacts on scenic highways;
- Being located on a hazardous waste site; or,
- Substantial adverse changes to historical resources.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

NOTIFICATION

Not applicable.

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ATTACHMENTS

- Attachment 1 – Location Map
- Attachment 2 – Example and Unit Specifications

PRESENTER

Mercedes Binns-Hahn, Assistant Engineer – Traffic Engineering