

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: ROBERT SPRINKLE, DEPUTY DIRECTOR - TRAFFIC
ENGINEERING, TRANSPORTATION AND PUBLIC WORKS
SUBJECT: ESTABLISHING SPEED LIMITS TO REDUCE VEHICLE SPEEDS
TO BETWEEN 25-40 MILES PER HOUR ON 38 STREET
SEGMENTS CITYWIDE INCLUDING ON STREETS IN THE HIGH
INJURY NETWORK

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 38 street segments throughout the City, including on street segments that are part of the High Injury Network.

EXECUTIVE SUMMARY

This item is establishing radar enforceable speed limits on street segments primarily along the High Injury Network.

BACKGROUND

Recent 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 is a bill that 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 a survey guidance on this safety topic.
- Allow state and local agencies to post speed limits below 25 mph when supported by a traffic survey.

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- 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.
- 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 by 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 that 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 an additional five miles per hour for either of the following reasons:

1. The portion of 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 August 7, 1973, the City Council, by Resolution 10492 established a speed limit of 40 mph on Bennett Valley Road between Brookwood Avenue and Farmers Lane.

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On September 2, 1975, the City Council, by Resolution 11598 established a speed limit of 35 mph on Brittain Lane between Occidental Road and West Third Street.

On November 12, 1974, the City Council, by Resolution 11164 established a speed limit of 30 mph on Bryden Lane.

On November 13, 2018, the City Council, by Resolution RES-2018-197 established a speed limit of 30 mph on Dutton Avenue between Hearn Avenue and Sebastopol Road.

On December 10, 1991, the City Council, by Resolution 20616 established a speed limit of 30 mph on South E Street between Sonoma Avenue and Maple Avenue.

On December 10, 1991, the City Council, by Resolution 20616 established a speed limit of 30 mph on E Street between Sonoma Avenue and College Avenue.

On January 5, 1982, the City Council, by Resolution 15474 established a speed limit of 40 mph on Guerneville Road between Range Avenue and Lance Drive.

On April 10, 2007, the City Council, by Resolution 26816 established a speed limit of 30 mph on Hahman Drive between Hoen Avenue and Patio Court.

On July 3, 1990, the City Council, by Resolution 19989 established a speed limit of 40 mph on Marlow between West College Avenue and Guerneville Road.

On August 3, 1982, the City Council, by Resolution 15750 established a speed limit of 40 mph on Mendocino Avenue between Administration Drive and Bicentennial Way.

On October 20, 2015, the City Council, by Resolution 28699 established a speed limit of 40 mph on Mendocino Avenue between Bicentennial Way and Hwy 101 North On-ramp.

On July 1, 1980, the City Council, by Resolution 14566 established a speed limit of 30 mph on Montgomery Drive between Fourth Street and Farmers Lane.

On December 10, 2013, the City Council, by Resolution 28387 established a speed limit of 30 mph on Montgomery Drive between Talbot Avenue and Farmers Lane.

On April 6, 2010, the City Council, by Resolution 27605 established a speed limit of 30 mph on Montgomery Drive between Farmers Lane and Hahman Drive.

On October 30, 1973, the City Council, by Resolution 10624 established a speed limit of 35 mph on Montgomery Drive between Hahman Drive and Summerfield Road.

On August 18, 1992, the City Council, by Resolution 20944 established a speed limit of 40 mph on Montgomery Drive between Mission Boulevard and Channel Drive.

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On April 19, 2016, the City Council, by Resolution 28767 established a speed limit of 40 mph on Montgomery Drive between Channel Drive and Melita Road.

On May 10, 1983, the City Council, by Resolution 16128 established a speed limit of 30 mph on West Ninth Street between Link Lane and Stony Point Road.

On September 8, 2008, the City Council, by Resolution 27196 established a speed limit of 30 mph on West Ninth Street/Ninth Street between Link Lane and Wilson Street.

On May 13, 1975, the City Council, by Resolution 11419 established a speed limit of 45 mph on Occidental Road between Stony Point Road and Brittain Lane.

On November 12, 1974, the City Council, by Resolution 11164 established a speed limit of 30 mph on Pacific Avenue.

On March 18, 2008, the City Council, by Resolution 27052 established a speed limit of 45 mph on Petaluma Hill Road between South City Limits and Kawana Springs Road.

On March 18, 2008, the City Council, by Resolution 27052 established a speed limit of 40 mph on Petaluma Hill Road between Kawana Springs Road and Colgan Avenue.

On July 9, 1996, the City Council, by Resolution 22748 established a speed limit of 40 mph on Piner Road between Fulton Road and Peterson Lane.

On July 9, 1996, the City Council, by Resolution 22748 established a speed limit of 40 mph on Piner Road between Peterson Lane and Marlow Road.

On February 12, 2013, the City Council, by Resolution 27052 established a speed limit of 40 mph on Range Avenue between West Steele Lane and Russell Avenue.

On May 11, 1993, the City Council, by Resolution 21314 established a speed limit of 40 mph on Santa Rosa Avenue between Burt Street and South City Limits.

On August 7, 1973, the City Council, by Resolution 10492 established a speed limit of 35 mph on Sonoma Avenue between Santa Rosa Avenue and Hahman Drive.

On April 10, 2007, the City Council, by Resolution 26816 established a speed limit of 35 mph on Sonoma Avenue between Hahman Drive and Yulupa Avenue.

On May 1, 1979, the City Council, by Resolution 13806 established a speed limit of 35 mph on Sonoma Avenue between Yulupa Avenue and Summerfield Road.

On November 24, 1998, the City Council, by Resolution 23779 established a speed limit of 45 mph on Stony Point Road between Hearn Avenue and South City Limits.

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On November 24, 1998, the City Council, by Resolution 23779 established a speed limit of 40 mph on Stony Point Road between Hearn Avenue and Lazzini Avenue.

On January 16, 1979, the City Council, by Resolution 13661 established a speed limit of 40 mph on Stony Point Road between State Highway 12 and Santa Rosa Creek.

On March 22, 1983, the City Council, by Resolution 16072 established a speed limit of 40 mph on Stony Point Road between Santa Rosa Creek and West College Avenue.

On May 22, 1990, the City Council, by Resolution 19928 established a speed limit of 45 mph on West Third Street between Fulton Road and Valley West Drive.

On May 10, 1983, the City Council, by Resolution 16133 established a speed limit of 40 mph on West Third Street between Stony Point Road and Valley West Drive.

On April 7, 2009, the City Council, by Resolution 27338 established a speed limit of 35 mph on West Third Street between Stony Point Road and Dutton Avenue.

ANALYSIS

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

Street	From	To	Existing Speed Limit	Proposed Speed Limit	Measured 85th% Speed	Justification for Lowering	High Injury Network
Bennett Valley Rd	Brookwood Ave	Farmers Ln	40	35	43.5	CVC 22358.7 (a)(1)	Yes
Brittain Ln	Occidental Rd	West Third St	35	25	35.6	CVC 22358.7 (a)(2)	
Bryden Ln	Fourth St	Montecito Ave	30	25	32.8	CVC 22358.7 (a)(2)	
Dutton Ave	Hearn Ave	Sebastopol Rd	30	25	35.3	CVC 22358.7 (a)(1)	Yes
So E Street	Hendley St	Sonoma Ave	30	25	33.1	CVC 22358.7 (a)(1)	Yes
E Street	Sonoma Ave	College Ave	30	25	32.8	CVC 22358.7 (a)(1)	Yes
Guerneville Rd	Lance Dr	Range Ave	40	35	42.2	CVC 22358.7 (a)(1)	Yes
Hahman Dr	Hoen Ave	Montgomery Dr	30	25	31.6	CVC 22358.7 (a)(2)	
Marlow Rd	W College Ave	Guerneville Rd	40	35	44.2	CVC 22358.7 (a)(1)	Yes

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Street	From	To	Existing Speed Limit	Proposed Speed Limit	Measured 85th% Speed	Justification for Lowering	High Injury Network
Mendocino Ave	Administration Dr	Bicentennial Dr	40	35	43.7	CVC 22358.7 (a)(1)	Yes
Mendocino Ave	Bicentennial Dr	NB Mendocino Ave Onramp	40	35	42.2	CVC 22358.7 (a)(1)	Yes
Montgomery Dr	Third St	Talbot Ave	30	25	32.4	CVC 22358.7 (a)(2)	
Montgomery Dr	Talbot Ave	Farmers Ln	30	25	36.7	CVC 22358.7 (a)(1)	Yes
Montgomery Dr	Farmers Ln	Hahman Dr	30	25	33.9	CVC 22358.7 (a)(1)	Yes
Montgomery Dr	Hahman Dr	Summerfield	35	30	39.2	CVC 22358.7 (a)(1)	Yes
Montgomery Dr	Mission Blvd	Channel Dr	40	35	42.4	CVC 22358.7 (a)(2)	
Montgomery Dr	Channel Dr	Melita Rd	40	35	42.5	CVC 22358.7 (a)(2)	
W Ninth St	Stony Point Rd	Link Ln	30	25	34.8	CVC 22358.7 (a)(1)	Yes
W Ninth St/Ninth St	Link Ln	Wilson St	30	25	34.8	CVC 22358.7 (a)(1)	Yes
Occidental Rd	Brittain Ln	Stony Point Rd	45	40	47.4	CVC 22358.7 (a)(1)	Yes
Pacific Ave	Mendocino Ave	Bryden Ln	30	25	36.7	CVC 22358.7 (a)(1)	Yes
Petaluma Hill Rd	South City Limits	Kawana Springs Rd	45	40	46.1	CVC 22358.7 (a)(1)	Yes
Petaluma Hill Rd	Kawana Springs Rd	Colgan Ave	40	35	41.5	CVC 22358.7 (a)(1)	Yes
Piner Rd	Fulton Rd	Peterson Ln	40	35	44.5	CVC 22358.7 (a)(2)	
Piner Rd	Peterson Ln	Marlow Rd	40	35	43.7	CVC 22358.7 (a)(1)	Yes
Range Ave	W Steele Ln	Russell Ave	40	35	41.2	CVC 22358.7 (a)(1)	Yes
Santa Rosa Ave	South City Limits	Burt St	40	35	40.8	CVC 22358.7 (a)(1)	Yes
Sonoma Ave	Santa Rosa Ave	Brookwood Ave	35	30	34.0	CVC 22358.7 (a)(1)	Yes
Sonoma Ave	Brookwood Ave	Farmers Ln	35	30	39.8	CVC 22358.7 (a)(1)	Yes
Sonoma Ave	Hahman Ln	Yulupa Ave	35	30	38.2	CVC 22358.7 (a)(2)	

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Street	From	To	Existing Speed Limit	Proposed Speed Limit	Measured 85th% Speed	Justification for Lowering	High Injury Network
Sonoma Ave	Yulupa Ave	Summerfield Rd	35	30	35.5	CVC 22358.7 (a)(2)	
Stony Point Rd	South City Limits	Hearn Ave	45	40	47.8	CVC 22358.7 (a)(1)	Yes
Stony Point Rd	Hearn Ave	Lazzini Ave	40	35	43.0	CVC 22358.7 (a)(1)	Yes
Stony Point Rd	W Third St	Santa Rosa Creek	40	35	42.1	CVC 22358.7 (a)(1)	Yes
Stony Point Rd	Santa Rosa Creek	W College Ave	40	35	44.8	CVC 22358.7 (a)(1)	Yes
W Third St	Fulton Rd	Valley West Dr	45	40	47.4	CVC 22358.7 (a)(2)	
W Third St	Valley West Dr	Stony Point Rd	40	35	42.1	CVC 22358.7 (a)(1)	Yes
W Third St	Stony Point Rd	Dutton Ave	35	30	38.6	CVC 22358.7 (a)(1)	Yes

FISCAL IMPACT

Approval of this action does not have a fiscal impact on the General Fund as signs will be replaced under JL 17109 which is funded with gas tax.

ENVIRONMENTAL IMPACT

The proposed 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

This item was presented as an informational item to the Bicycle and Pedestrian Advisory Board at the July 18, 2024, meeting.

NOTIFICATION

Not applicable.

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ATTACHMENTS

- Attachment 1 – Vicinity Map
- Resolution

PRESENTER

Michael VanMidde, Associate Traffic Engineer