

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: MICHAEL VANMIDDE, ASSOCIATE TRAFFIC ENGINEER
TRANSPORTATION AND PUBLIC WORKS DEPARTMENT
SUBJECT: SPEED LIMITS ON CROSS CREEK ROAD (CEQA EXEMPT)

AGENDA ACTION: RESOLUTION

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council, by resolution, establish a speed limit of 25 miles per hour on Cross Creek Road between Thomas Lake Harris Drive and Cross Creek Circle North, and establish a speed limit of 30 miles per hour on Cross Creek Road between Cross Creek Circle North and Riebli Road.

EXECUTIVE SUMMARY

This item is establishing radar enforceable speed limits on Cross Creek Road.

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, 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.

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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

There has been no prior City Council review of speed limits on Cross Creek Road.

ANALYSIS

Cross Creek Road is classified as a Local street 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:

Cross Creek Road between Thomas Lake Harris Drive and Cross Creek Circle (north)

Existing Speed Limit:	25 mph posted but not radar enforceable
85th-percentile speed:	30 mph
50th-percentile speed:	26 mph
Number of lanes:	2 travel lanes
Daily traffic volume:	2,643 vehicles per day
Area Type:	Residential
Special Circumstances:	Cross Creek Road has residential driveways which require vehicles to back into the segment. There are

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Proposed Speed Limit:	25 mph
Comments:	two speed humps as well at horizontal and vertical curves along the segment. Cross Creek Road is a two-lane street with single family residential land use. The previously posted speed limit was not supported by an engineering and traffic survey and was not radar enforceable. 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.

Cross Creek Road between Cross Creek Circle (north) and Riebli Road

Existing Speed Limit:	30 mph posted but not radar enforceable
85th-percentile speed:	37 mph
50th-percentile speed:	33 mph
Number of lanes:	2 travel lanes
Daily traffic volume:	2,643 vehicles per day
Area Type:	Residential
Special Circumstances:	Cross Creek Road is used by recreational bicyclists and there are no bike lanes. The average speed of bicyclists in the segment is 16.7 mph. There are two speed humps as well at horizontal and vertical curves along the segment.
Proposed Speed Limit:	30 mph
Comments:	The previously posted speed limit was not supported by an engineering and traffic survey and was not radar enforceable. 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

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 Maps
- Resolution

CONTACT

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