



A Tradition of Stewardship
A Commitment to Service

Agenda Date: 6/6/2017
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NAPA COUNTY BOARD OF SUPERVISORS Board Agenda Letter

TO: Board of Supervisors
FROM: Steven Lederer - Director of Public Works
Roads Department
REPORT BY: Michelle Melonakis, Associate Engineer - 259-8279
SUBJECT: Resolution modifying speed limits on various County roads

RECOMMENDATION

Director of Public Works requests adoption of a resolution establishing speed limits on various county roads as follows:

1. First Avenue between Hagen Road and Lupine Hill Road, 45 MPH;
2. First Avenue between Lupine Hill Road and Coombsville Road, at 40 MPH;
3. East Third Avenue, Third Avenue to end, 35 MPH;
4. Hardman Avenue, from Silverado Trail to Atlas Peak Road, 45 MPH; and
5. McKinley Road, from Atlas Peak Road to end, 35 MPH.

EXECUTIVE SUMMARY

On February 7, 2017, the Board of Supervisors adopted Resolution No. 2017-29 modifying speed limits in twenty-six speed zones, on a total of twenty-four different roads, in the unincorporated County area. The speed limit recommendation was based on Engineering and Traffic Surveys which had been conducted by Public Works staff. Since that time, additional information has become available which has resulted in a recommendation to revise the speed limit on four of those zones: East Third Avenue, Hardman Avenue, McKinley Road, and First Avenue. Additionally, the existing zone on First Avenue between Hagen Road and Coombsville Road will now become two zones, with Lupine Hill Road being the boundary between them. Public Works requests the adoption of the following revised speed limits:

Procedural Requirements

1. Staff report
2. Public comment

3. Motion, second, discussion and vote on the item.

FISCAL IMPACT

Is there a Fiscal Impact?	Yes
Is it currently budgeted?	Yes
Where is it budgeted?	The Roads Division budget provides funding each year for modifications and maintenance to various traffic control signs and markings. The recommended action will require the installation and/or modification of speed limit signs.
Is it Mandatory or Discretionary?	Discretionary
Discretionary Justification:	The proposed action will enable radar enforcement of these speed limits, resulting in increased safety for the traveling public, and allowing California Highway Patrol (CHP) to enforce speed and enhance safety.
Is the general fund affected?	No
Future fiscal impact:	None
Consequences if not approved:	The speed limit would be posted higher than necessary, and unenforceable by CHP.
Additional Information:	

ENVIRONMENTAL IMPACT

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

Section 22358 of the California Vehicle Code (CVC) authorizes a local agency to determine and declare, by ordinance or resolution, speed limits which are found to be most appropriate to facilitate the orderly movement of traffic. The speed limit that is most appropriate is found based on an Engineering and Traffic Survey (ETS), defined in CVC Section 627. CVC Section 40802 provides that these speed limits may be enforced by radar, laser or other electronic devices, when the ETS is no older than specified limits.

In February, 2017, the Board of Supervisors adopted a resolution modifying speed limits in twenty-six speed zones, on a total of twenty-four different roads, in the County unincorporated area, based on Engineering and Traffic Surveys which had been conducted by Public Works staff. Since that time, additional information has become available which has resulted in a recommendation to revise the speed limit on First Avenue between Hagen and Coombsville, and splitting into two speed zones.

As noted above, CVC Section 627 defines the requirements for ETS. The law refers to the California Manual on Uniform Traffic Control Devices (CA MUTCD) which provides detailed instructions for practitioners when conducting these studies. The manual includes this guidance for users: "The majority of drivers comply with the basic speed law. Speed limits at or near the 85th percentile speed provide law enforcement officers with a limit to

cite drivers who will not conform to what the majority considers reasonable and prudent." In accordance with this guidance, the manual spells out that speed limits must be set based on the speed the majority of drivers choose when traveling on a given segment of roadway. Eighty-five percent or more of drivers are traveling at or less than what is known as the "prevailing speed." Roadway characteristics such as width, curvature, grade, and surface conditions are part of conditions readily apparent to a driver and are accounted for in prevailing speed. This figure is rounded to the nearest five mile-per-hour (5 MPH) increment, then can be reduced by 5 mph if collision records or other evidence indicate the presence of conditions not readily apparent to drivers. 5 mph is the greatest amount of reduction that is permitted from the rounded value of the prevailing speed.

The initial analysis prepared by Public Works staff relied almost entirely on collision statistics to identify the presence of conditions not readily apparent, which is consistent with the guidance of the CA MUTCD and is also consistent with the practice of other agencies. Of the County's 78 total speed zones, 32 were identified with such conditions (approximately 40%) and the 5 MPH reduction was included in the action recommended for Board approval in February. In some cases, the 5 MPH reduction can be justified even if collision records do not indicate conditions not readily apparent. Since the Board's action in February, members of the community have provided additional information to Public Works to enable making the required finding for this reduction on First Avenue. The factors that warranted the 5 MPH reduction were primarily that mail drop off and trash pickup only occur on one side of the road, causing frequent crossing of the roadway at unmarked, uncontrolled locations along the road.

Additionally, First Avenue is one 2-mile section of roadway, which would not typically necessitate more than one speed zone (1/2 mile is the minimum length for a speed zone). However, the large number of curves and hills and the change in the "feel" and character along the roadway leads to consideration of having two different speed zones. Two speed studies were initially completed: one with a prevailing speed of 50, the other with a prevailing speed of 46. Two additional speed studies have now been conducted, both with prevailing speeds between 46 and 47. Since one section of First Avenue (the section between Lupine Hill Road and Hagen has a higher speed profile than the other three sections, staff recommends creating a separate zone for that section. The combined effect for First Avenue is two distinct sections, one with a five mile per hour reduction from 50 MPH to 45 MPH, and the other with a 10 MPH reduction from 50 MPH to 40 MPH, from the Board's February approval.

The conditions of having trash or mail pickups on one side of the street, and associated crossing of the roadway are also present on three other speed limit zones that were set by the Board in February, and those studies were modified to incorporate the speed limit reduction. The roadways were East Third Avenue from Third Avenue to the end (to be reduced from 40 MPH to 35 MPH), Hardman Avenue from Silverado Trail to Atlas Peak road (to be reduced from 50 to 45 MPH), and McKinley Road from Atlas Peak Road to end (to be reduced from 40 MPH to 35 MPH, the February board report had an error, and was posted at 45 MPH)

In summary, Public Works requests approval of the following speed limits:

1. First Ave between Hagen Road and Lupine Hill Road, 45 MPH
2. First Ave between Lupine Hill Road and Coombsville Road, at 40 MPH
3. East Third Avenue, Third Avenue to End, 35 MPH
4. Hardman Avenue, from Silverado Trail to Atlas Peak Road, 45 MPH
5. McKinley Road, from Atlas Peak Road to end, 35 MPH

In other actions, not requiring Board action, warning signs will be placed on First Avenue, warning drivers that one of the hills blocks visibility. All other signs approved by this action will be installed at that time. Accident records will be reviewed closely on all streets where the speed limit has changed over the year following their installation and a review after the year will occur, determining if further changes need to be made.

SUPPORTING DOCUMENTS

A . First Avenue Resolution

B . Hardman, McKinley, Third Resoltion

CEO Recommendation: Approve

Reviewed By: Bret Prebula