



A Tradition of Stewardship
A Commitment to Service

Agenda Date: 9/12/2017

Agenda Placement: 6N

NAPA COUNTY BOARD OF SUPERVISORS Board Agenda Letter

TO: Board of Supervisors
FROM: Steven Lederer - Director of Public Works
Public Works
REPORT BY: Michelle Melonakis, Associate Engineer - 259-8279
SUBJECT: Resolution modifying speed limit on Atlas Peak Road

RECOMMENDATION

Director of Public Works requests adoption of a resolution eliminating the 55 MPH Zone on Atlas Peak Road between Hardman Avenue and Westgate Drive and replacing it with a 50 MPH zone.

EXECUTIVE SUMMARY

On February 7, 2017, the Board of Supervisors adopted Resolution No 2017-29 modifying speed limits in 26 speed zones on a total of 24 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. An updated speed survey has been done which has resulted in a modification to the speed limit on Atlas Peak Road. Public Works requests the adoption of a resolution setting the speed limit on Atlas Peak Road at 50 MPH.

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 replacement of speed limit signs.
Is it Mandatory or Discretionary?	Discretionary
Discretionary Justification:	The proposed action will enable radar enforcement of this speed limit for the

next seven years, 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Consequences if not approved: Speed limit will be higher than necessary, survey will become outdated and CHP will not be able to enforce the posted speed limit.

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.

On February 7, 2017, the Board of Supervisors adopted a resolution modifying speed limits in 26 speed zones on a total of 24 different roads in the County unincorporated area based on Engineering and Traffic Surveys which have been conducted by Public Works staff. An updated speed survey was conducted which was slightly lower than the previous study (new study showed 53 MPH for both directions while the previous study showed 51 and 55 for northbound and southbound respectively).

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 and can then be reduced by 5 MPH if collision records or other evidence indicate the presence of conditions not readily apparent to drivers. Where the local agency would round up to the nearest 5 MPH increment, they may choose to round down instead, and then no further reduction can be taken.

This section of Atlas Peak Road has a very low collision history, one accident in the last five years and that accident was due to a DUI. Alcoholic intoxication is the cause rather than a roadway factor and difficult to determine other factors. The prevailing speed was 53 on Atlas Peak Road, and PW is choosing to round down. Fifty MPH is the

lowest speed limit that can legally be set on this section of Atlas Peak Road per the Engineering and Traffic Study.

SUPPORTING DOCUMENTS

A . Engineering & Traffic Study

B . Resolution

CEO Recommendation: Approve

Reviewed By: Bret Prebula