



COUNTY OF SONOMA

575 ADMINISTRATION
DRIVE, ROOM 102A
SANTA ROSA, CA 95403

SUMMARY REPORT

Agenda Date: 8/26/2025

To: Board of Supervisors

Department or Agency Name(s): Sonoma County Public Infrastructure

Staff Name and Phone Number: Johannes J. Hoevertsz, 707-565-2550

Vote Requirement: Majority

Supervisory District(s): Fourth and Fifth

Title:

Introduction of an Ordinance Revising Speed Limits on Certain Sections of the County Highways of Stewarts Point Skaggs Springs Road (#0001C) and Moscow Road (#7004) - First Read

Recommended Action:

Adopt a resolution introducing, reading the title of, and waiving the reading of an Ordinance amending Ordinance 664 to establish vehicular speed limits on certain sections of the County highways of Stewarts Point Skaggs Springs Road (#0001C) and Moscow Road (#7004).

Executive Summary:

The Sonoma County Department of Public Infrastructure (PI) reviews speed limits on County maintained highways in accordance with the California Vehicle Code Sections §22357, §22358, and §40802. Staff has performed Engineering and Traffic Surveys (E&TS) on County highways as required by law and is recommending that the speed limits be set as determined by the surveys.

Discussion:

Speed limits are set in accordance with the California Vehicle Code (CVC) and the California Manual on Uniform Traffic Control Devices (MUTCD).

Under the CVC and MUTCD, speed limit determinations rely on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of drivers. Therefore, agencies are allowed to set a speed limit that is both reasonable and effective by measuring drivers' speeds. Speed limits based on E&TS are set near the 85th percentile speed. The 85th percentile speed is the speed at or below which 85 percent of the traffic is surveyed to be moving.

The CVC (Section §40802) establishes criteria for radar enforcement of speed limits on certain roadways so as not to create a prohibited "speed trap". For radar enforcement to be effective, posted speeds must be justified by and established pursuant to a current E&TS.

PI performed E&TS in accordance with the requirements set forth in the CVC, MUTCD and established traffic-engineering practices.

On Moscow Road, the segment from Highway 116 to 0.64 miles east of Freezeout Road is proposed to change from 35 mph to 30 mph. Similarly, the stretch from 0.64 miles east of Freezeout Road to 0.42 miles east of Starrett Hill Drive is also proposed to decrease from 35 mph to 30 mph. Furthermore, the segment from 0.42 miles east of Starrett Hill Drive to Main Street is increasing from 25 mph to 30 mph.

On Stewarts Point-Skaggs Springs Road, the segment from 0.06 miles east of the eastern end of Warm Springs Creek Bridge to 1.12 miles east of that point is proposed to increase from 30 mph to 35 mph, and the stretch from 1.68 miles east of the bridge to 3.18 miles east is also increasing from 30 mph to 35 mph.

On Stewarts Point-Skaggs Springs Road, the segment from 3.52 miles west of Skaggs Springs Vista to Marina Road is proposed to increase from 30 mph to 35 mph. Additionally, the portion from Marina Road to Rockpile Road will remain at 30 mph, but from Rockpile Road to 0.94 miles west of the western end of Dry Creek Bridge, the speed limit is proposed to increase from 35 mph to 40 mph.

The section of Stewarts Point-Skaggs Springs Road from 3.18 miles east of the eastern end of Warm Springs Creek Bridge to 3.52 miles west of Skaggs Springs Vista is proposed to increase from 35 mph to 40 mph. Likewise, the segment from Rockpile Road to 0.94 miles west of the western end of Dry Creek Bridge is changing from 35 mph to 40 mph.

All the segments are suitable for their recommended speed limits, which align with the 85th percentile speeds identified during their respective surveys. An Engineering and Traffic Survey Report, signed and stamped by a registered engineer in the State of California, provides the background, analysis, and the speed survey data for each location. The reports are also available for review at the Board of Supervisors office, and a summary table outlining the proposed speed limits and segment locations is provided as an attachment to this Summary Report.

Strategic Plan:

N/A

Racial Equity:**Was this item identified as an opportunity to apply the Racial Equity Toolkit?**

No

Prior Board Actions:

Various ordinances between 1961 and 2018

FISCAL SUMMARY

| Expenditures | FY25-26 Adopted | FY26-27 Projected | FY27-28 Projected |
|------------------------------------|----------------------------|------------------------------|------------------------------|
| Budgeted Expenses | \$2,000 | | |
| Additional Appropriation Requested | | | |
| Total Expenditures | \$2,000 | | |
| Funding Sources | | | |
| General Fund/WA GF | | | |
| State/Federal | | | |
| Fees/Other | \$2,000 | | |
| Use of Fund Balance | | | |
| General Fund Contingencies | | | |
| Total Sources | \$2,000 | | |

Narrative Explanation of Fiscal Impacts:

Expenses associated with installing new signage is estimated at \$2,000 and appropriations are available in the FY 2025-26 Road Maintenance adopted budget (11051-34010102). Ongoing maintenance costs will be incorporated in future Roads Division annual recommended budgets. Road Maintenance utilizes multiple sources of funding including: the State Highway Users Tax (HUTA), Senate Bill Road Maintenance and Rehabilitation Program (SB1), contributions from Sonoma County's General Fund, and allocations from Measure M.

Narrative Explanation of Staffing Impacts (If Required):

None.

Attachments:

Location Maps, Resolution, Ordinance, 2025 Speed Limit Summary Table

Related Items "On File" with the Clerk of the Board:

E&TS Report