

City of Sacramento  
**Active Transportation Commission Report**  
915 I Street Sacramento, CA 95814  
www.cityofsacramento.org

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**File ID:** 2024-01766

10/17/2024

**Discussion Item 4.**

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**Assembly Bill (AB) 43 Project**

File ID: 2024-01766

**Location:** Citywide

**Recommendation:** Review and provide comment on the AB 43 Project.

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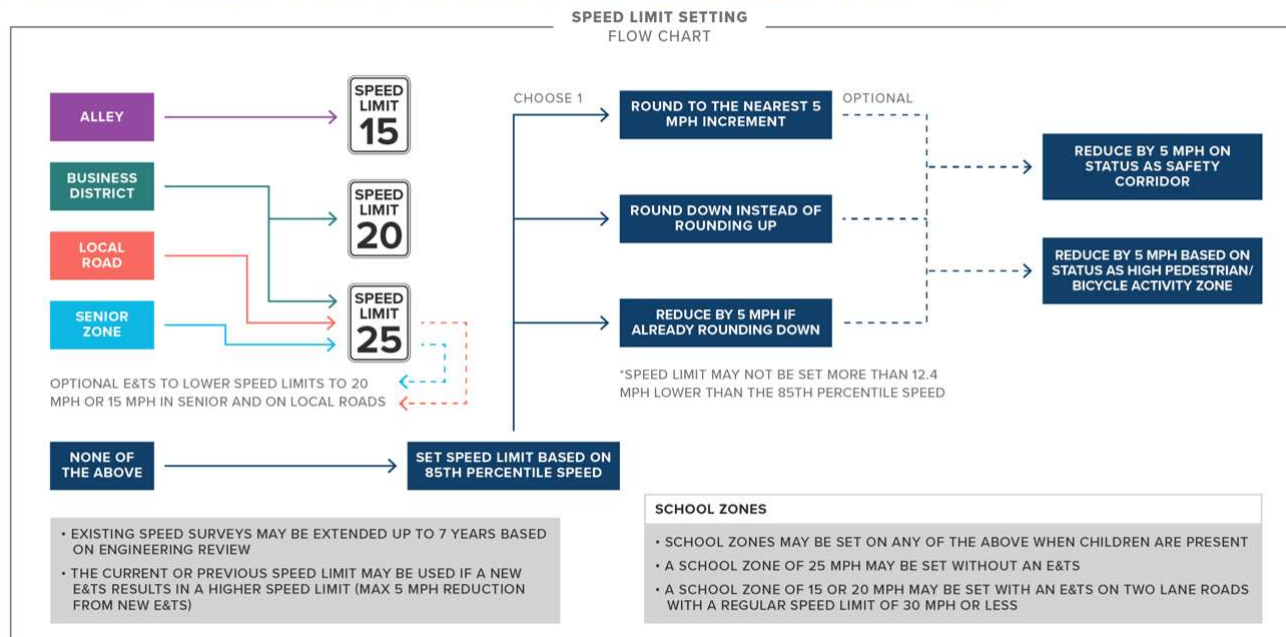
**Attachments:**

1-Description/Analysis

**Description/Analysis**

**Issue Detail:** The AB 43 Project is intended to reflect the components of California Legislature Assembly Bills 43 and 1938 which amended the sections of the vehicle code that establish posted speed limits. AB 43 gives local authorities (cities) additional flexibility to lower speed limits based on speed surveys in areas with high concentrations of bicyclists and pedestrians as well as along safety corridors. In addition, AB 43 allows the local authorities to resist “speed creep” by retaining the currently adopted speed limit as well as restoring the immediately prior adopted speed limit without further reduction. Local authorities are also permitted to determine and declare a 25 or 20 miles per hour prima facie speed limit on a highway contiguous to a business activity under certain conditions. Other changes to the vehicle code include additional authorization to declare a speed limit of 15 or 20 miles per hour, extend the period that a speed limit is justified by a traffic and engineering survey up to 14 years, and enforce speed limits in senior zones or business activity districts without the justification of a traffic survey.

## Amended Allowances under AB 43



With these approved changes to the establishment of posted speed limits the city is looking to analyze and determine safe posted speeds along our roadway network. These new tools give the City of Sacramento the additional flexibility to lower speed limits in areas with high concentrations of bicyclists and pedestrians, as well as in safety corridors where cities are experiencing the highest number of injuries and fatalities. To assist with this analysis the City solicited proposals from qualified consultants to create a plan for speed limit recommendations and implementation based on AB43, DKS Associates was selected to perform this work. This plan will coincide and enhance other city efforts in establishing posted speed limits, expanding bicycle and pedestrian infrastructure, and implementing al fresco dining within our public spaces adjacent to roadways. Upon completion and approval of the implementation plan it is estimated to cost \$50,000 to change out posted speed limit signs Citywide, this work is anticipated to be completed over the span of a few years as speed surveys are completed.

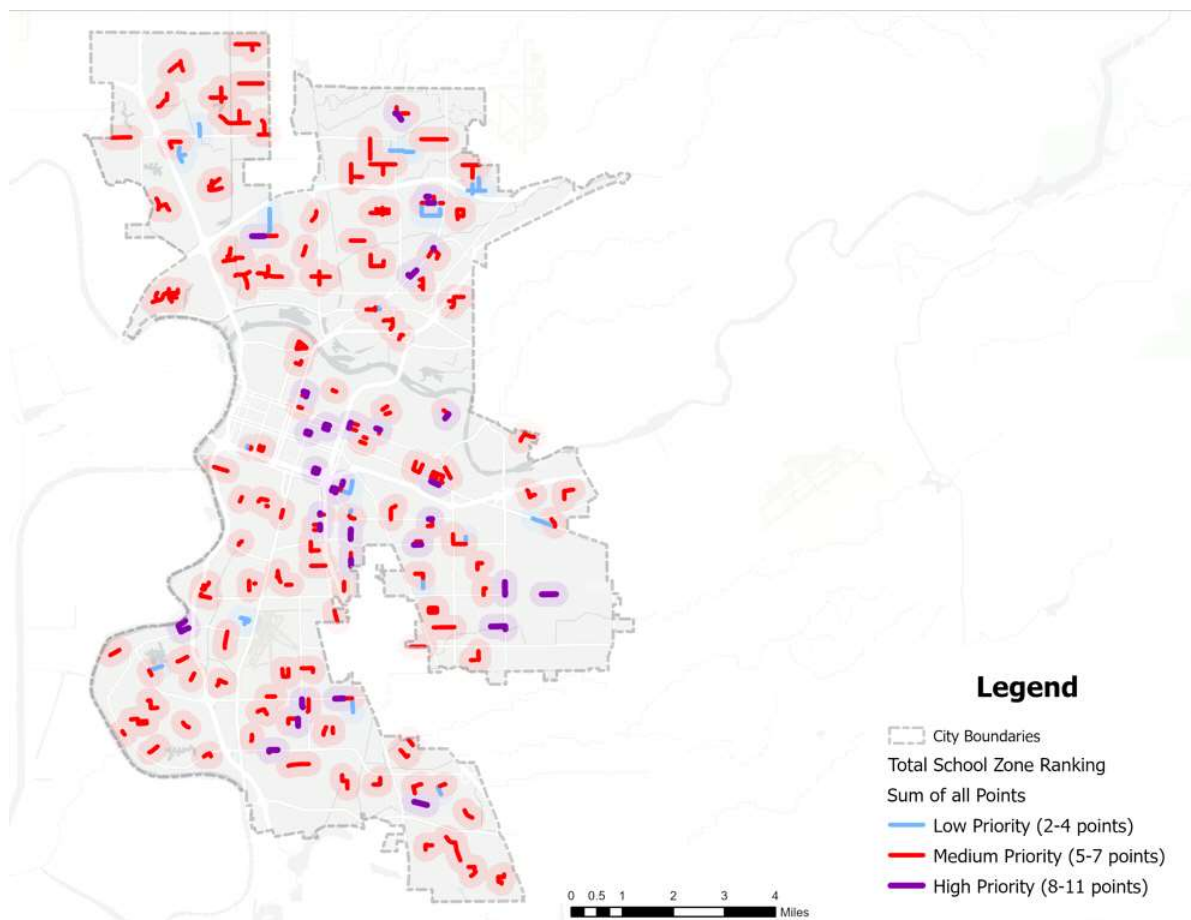
Three categories for types of speed limits where adjustments can be made include School Zones, Prima Facie based speed zones, and reductions to speed limits based on an Engineering and Traffic Survey (E&TS). When analyzing these roadway segments weights are used and are expressed as binary (0 or X) and as a sliding scale depending on relative value of metric (0 - X). The following weights are currently proposed to determine adjusting speed limits lower, the city can add and/or modify the prioritization criteria as desired.

### Roadway Segments in School Zones

- School zones can be set as low as 15 mph based on the results of an E&TS (25 mph without) and requires a local ordinance before implementation.
- Required conditions are roadway segments located within school zone.

### Proposed prioritization metrics:

1. Age of youngest student present
  - elementary (0 or 5)
  - middle school (0 or 3)
  - high school (0 or 2)
  - college (0 or 0.5)
2. Part of the High Injury Network (0 or 2.5)
3. Ped/Bike collisions (0 - 2)
4. Cal Enviro Screen disadvantaged community (0 or 2)

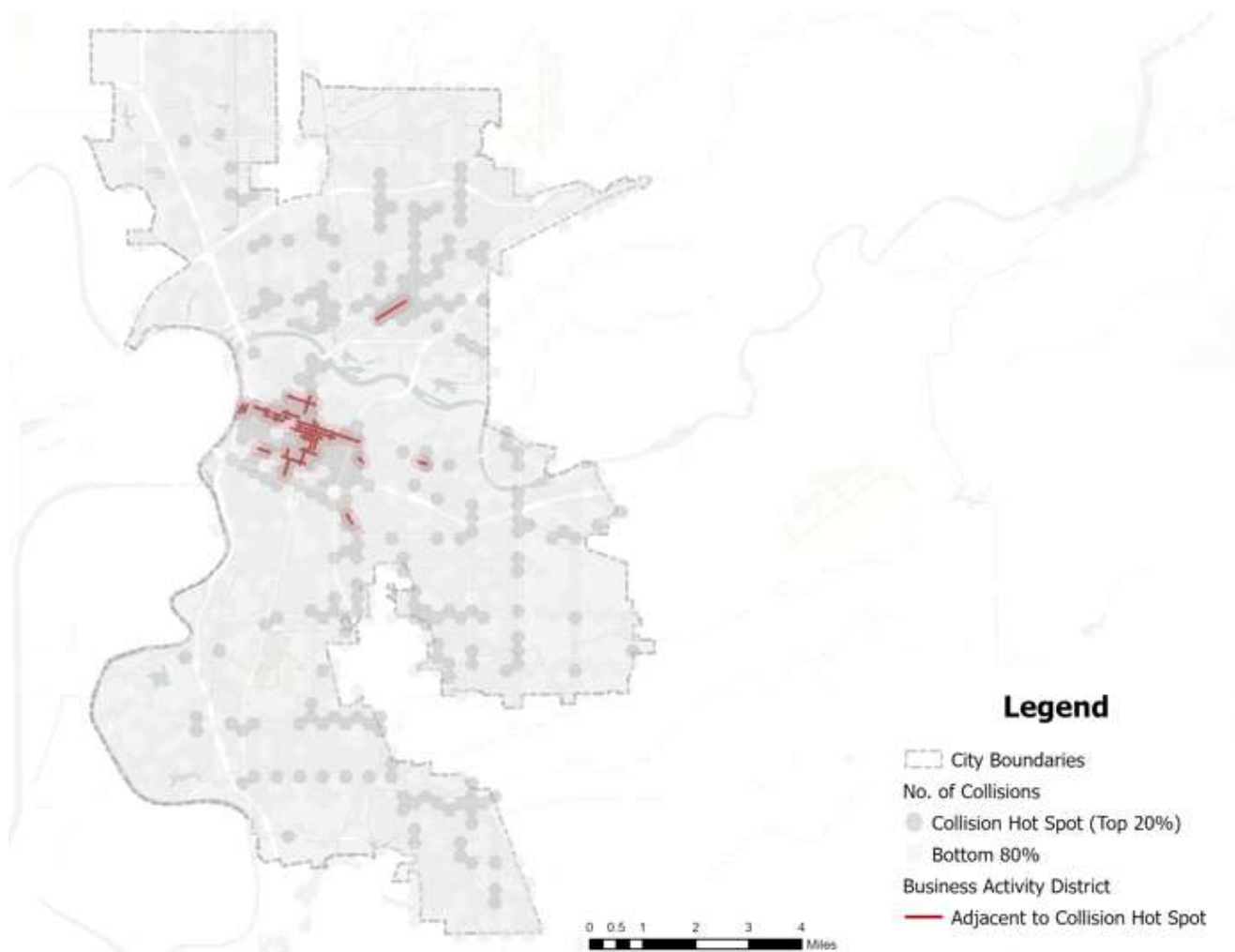


### Prima Facie Speed Zones

- Local ordinance will allow for business activity districts to be assigned as low as 20mph.
- Residential and senior zones can be set lower than 25 mph with an E&TS
- Required conditions include roadway segments in senior zones and business activity districts.

### Proposed prioritization metrics:

1. Part of the High Injury Network (HIN) (0 or 4)
2. Collision History (0 - 4)
3. Cal Enviro Screen disadvantaged community (0 or 2)



### E&TS Based Speed Reductions

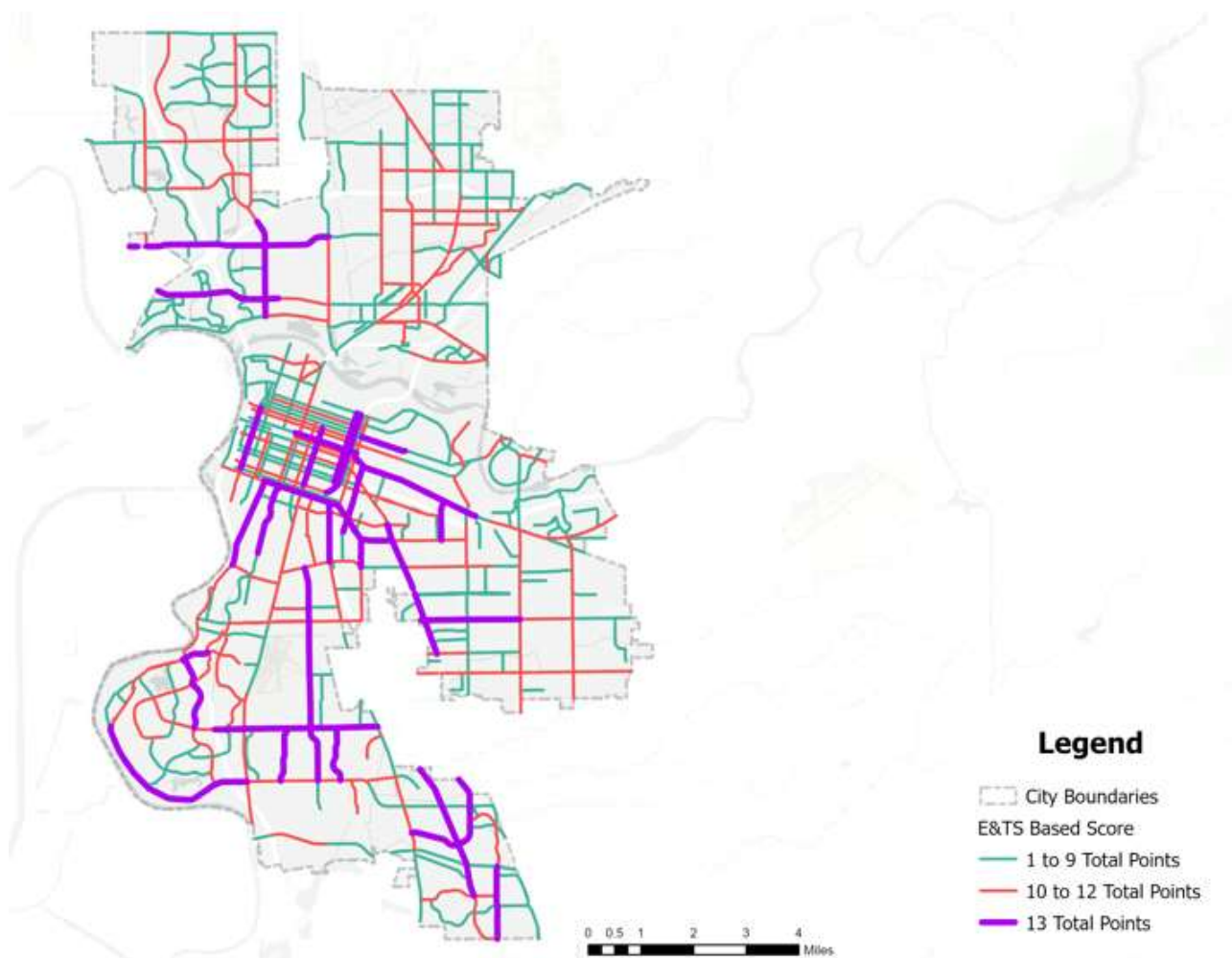
- Can reduce posted speeds by an additional 5mph based on being part of the HIN or being a

high ped and/or bike activity area.

- Required conditions include roadway segments within the HIN, segments in high ped/bike activity area, and current speed limit must be set at 30mph or more.

Proposed prioritization metrics:

1. Roadway segments with history of speed related collisions (0 - 2)
2. Roadway segments with history of ped/bike collisions (0 - 2)
3. Roadway segments with collision history (0 - 4)
4. Presence of schools/senior facilities (0 or 2)
5. Cal Enviro Screen disadvantaged community (0 or 2)



The proposed prioritization metrics are in alignment with the Safety Corridor Definition Requirements outlined in Table 2B-105(CA) of the CAMUTCD.

Table 2B-105(CA). Safety Corridor Definition Requirements

Category	Factors
Crash Weighting Factors to Develop One Serious/Fatal Injury Safety Corridor	<p>Crash weighting can be developed using fatal and serious injury crash data and other factors to prioritize safety corridors. Suggested weighting factors are as follows:</p> <ul style="list-style-type: none"> <li>▪ Crash severity: Fatal Crashes, Serious Injury Crashes</li> <li>▪ Mode: Pedestrian-bicycle related crashes, vehicle/other</li> <li>▪ Disadvantaged Community Status: MPO/RTPA or locally defined disadvantaged community status based on most current version of CalEnviroScreen</li> <li>▪ Vulnerable Populations: Seniors (age 65 and older) and Youth (under age 15) based on the American Community Survey</li> <li>▪ School proximity (within 0.25 miles) based on the California School Campus Database</li> </ul>
Crash Density	<p>Each roadway segment block can be converted into ~ 0.25 mile overlapping “corridor” segments to create a consistent unit of measurement and assess the concentration of linear patterns of injuries within a define distance. The highest scoring (i.e. most fatal and serious injury crashes per mile) “corridor” segments within a street needs to be identified and an appropriate threshold set to determine safety corridor eligibility.</p>
Maintenance	<p>The jurisdiction can establish a review and re-evaluation frequency for safety corridors. However, such frequency need not exceed seven years.</p>

The outcome of this effort will be a citywide plan with identified street segments of safe, lower posted speed limits in accordance with AB 43 and the California Vehicle Code. The plan will identify existing conditions, analysis of existing speed surveys and roadway segment characteristics, applicable classification assessment (safety corridors, business activity districts, etc.), develop recommendations, and deliver a plan for posted speed limits to ultimately be adopted by City Council. Staff seek Commission input on proposed prioritization metrics

**Policy Considerations:** The recommendation in this report is in accordance with the following policies from the Sacramento 2040 General Plan:

M-1.2 User Prioritization. The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.

M-3.2 Street Design. The City shall ensure street design and potential redesign opportunities for existing streets minimize driver speed as appropriate within residential neighborhoods and incorporate street trees wherever possible without compromising connectivity for emergency access or people bicycling, walking, and using mobility devices.

M-4.2 Safer Driving Speeds. The City shall work to maximize the safety of the transportation



network by designing streets for lower driving speeds and enforcing speed limits in an unbiased manner as well as promoting safer driving behavior.

M-4.3 Vision Zero. The City shall utilize a data driven, “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health, and equitable mobility for all.

The recommendation in this report is in accordance with the below policies from the Vision Zero Action Plan (2018):

2.8 Work with local, state and federal partners to update the current 85th percentile methodology for setting speed limits.

4.4 Evaluate school areas eligible for reduced speed limits and implement.

**Economic Impacts:** None.

**Environmental Considerations:**

**California Environmental Quality Act (CEQA):** This action is not a project that is subject to CEQA because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment.

**National Environmental Policy Act (NEPA):** This action is not a project that is subject to NEPA because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment.

**Sustainability:** The AB 43 Project recommendations will promote safety and comfortability for people walking and biking.

**Commission/Committee Action:** None.

**Rationale for Recommendation:** The AB 43 Project will provide a citywide plan with identified street segments of safer, reduced posted speed limits that are enforceable per Assembly Bill 43 and the California Vehicle Code. The project objectives include options to reduce posted speeds and improve safety for those walking and biking adjacent to vehicle lanes.

**Financial Considerations:** None.

**Local Business Enterprise (LBE):** DKS Associates is an LBE.