

ORDINANCE NO. 5369

AN ORDINANCE OF THE COUNTY OF MONTEREY, STATE OF CALIFORNIA, AMENDING SECTION 12.12.010 OF THE MONTEREY COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY HIGHWAYS

County Counsel Summary

This ordinance amends section 12.12.010 of the Monterey County Code by revising the speed limits for County roads in the unincorporated area of the County of Monterey.

The Board of Supervisors of the County of Monterey ordains as follows:

SECTION 1. Purpose and Findings.

A. Pursuant to Article XI, section 7 of the California Constitution, the County of Monterey may adopt and enforce ordinances and regulations not in conflict with general laws to protect and promote the public health, safety, and welfare of its citizens.

B. California Vehicle Code section 22352 establishes prima facie speed limits for local roads and streets. Prima facie speed limits are defined as speed limits that shall be applicable unless changed as authorized in the vehicle code and only when signs have been erected giving notice. The prima facie speed limit of 15 MPH applies to railroad crossings, uncontrolled highway intersections with obstructed view, and on alleys. A speed limit of 25 MPH applies on any highway other than state highways in any business or residence district, unless a different limit is established by procedures outlined in the vehicle code, and also in school zones. Local roads in Section 2 of this ordinance fall under prima facie speed limits and therefore do not require an engineering and traffic survey.

C. California Vehicle Code section 22358(a) authorizes the County of Monterey to determine and declare upon the basis of an engineering and traffic survey a prima facie speed limit of 60, 55, 50, 45, 35, 30, or 25 miles per hour, whichever is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. Upon performing engineering and traffic surveys, speed limits on County roads may be increased, decreased, or remain the same.

SECTION 2. Section 12.12.010 of the Monterey County Code is amended to delete the following paragraphs:

Avenida Principal, in the Corral de Tierra Oaks Subdivision, for the limits of the County portion from its eastern intersection with Corral de Tierra Road generally west two thousand seven hundred fifty (2,750) feet to its intersection with Paseo Barranco, thirty-five (35) miles per hour;

Berta Canyon Road, in its entire length, thirty-five (35) miles per hour;

Bradley Road, in Bradley, from a point five hundred (500) feet west of the centerline of Hall Street generally east to a point five hundred (500) feet east of the centerline of Sargents Road, forty (40) miles per hour;

Carpenter Street, from its intersection with State Highway 1, generally northeast to its intersection with Via Mar Monte, thirty (30) miles per hour;

Castro Court, from its intersection with Castro Road generally west to its terminus, twenty-five (25) miles per hour;

Castro Road, from its intersection with Sylvan Road generally northwest to the city limits of the City of Monterey, twenty-five (25) miles per hour;

Castro Way, from its intersection with Aguajito Road generally east to its intersection with another Castro Road, twenty-five (25) miles per hour;

Cattlemen Road, near San Lucas, from a point one thousand seven hundred fifty (1,750) feet generally northwest of its intersection with Lockwood-San Lucas Road generally east to a point eight hundred seventy (870) feet generally southeast of said intersection, forty-five (45) miles per hour;

Charter Oak Boulevard, in the Oak Hills Subdivision, from its more eastern intersection with Oak Hills Drive generally west to its terminus with Cockle Bur Court, thirty (30) miles per hour;

Deer Flat Road, from its intersection with Sylvan Road generally east to its terminus, twenty-five (25) miles per hour;

Dorris Drive, from its intersection with Carmel Valley Road to its terminus at Berwick Drive, twenty-five (25) miles per hour;

Esquiline Road, leading into the area known as Robles Del Rio, from a point thereon at Monterey County Bridge No. 508, southerly to its intersection with Calle De Los Ositos, twenty-five (25) miles per hour;

Fruitland Avenue, from its intersection with Salinas Road generally south to Sunny Way, twenty-five (25) miles per hour;

Harper Canyon Road, for its entire length, thirty-five (35) miles per hour;

High Meadow Drive, for its entire length, thirty (30) miles per hour;

Jacks Road, from its intersection with Manor Road generally north to its intersection with Deer Flat Road, twenty-five (25) miles per hour;

Manor Place, from its intersection with Manor Road generally southwest to its terminus, twenty-five (25) miles per hour;

Manor Road, from its intersection with Sylvan Road generally east to its terminus, twenty-five (25) miles per hour;

Meadow Ridge Road, for its entire length, twenty-five (25) miles per hour;

Outlook Drive, from its intersection with Canada Drive generally northwest to its intersection with High Meadow Drive, twenty-five (25) miles per hour;

Outlook Drive, from its intersection with High Meadows Drive southerly to its intersection with Greenfield Place, thirty (30) miles per hour;

Prunedale South Road, from the existing twenty-five (25) miles per hour speed zone one thousand two hundred seventy (1,270) feet north of Blackie Road, northerly to its intersection with Prunedale North Road, forty (40) miles per hour;

Rea Avenue, for its entire length, thirty (30) miles per hour;

Reservation Road, from the city limits of Marina (milepost 0.0) generally southeast to milepost 0.82, sixty (60) miles per hour;

Rio Vista Drive, from Canada Drive to Arriba Del Mundo Drive, thirty-five (35) miles per hour;

Rogge Road, from a point three hundred (300) feet south of Bollenbacher Drive generally north to its intersection with San Juan Grade Road, thirty-five (35) miles per hour;

Russo Road, from its intersection with Elkhorn Road generally west to its intersection with Dolan Road, twenty-five (25) miles per hour;

Sandholdt Road, from its intersection with Moss Landing Road generally west and north to its terminus, twenty-five (25) miles per hour;

Sylvan Place, from its intersection with Sylvan Road generally south to its terminus, twenty-five (25) miles per hour;

Sylvan Road, from its intersection with Aguajito Road generally northeast to the city limits of the City of Monterey, twenty-five (25) miles per hour;

Toreador Drive, from its intersection with Portola Drive generally east to its terminus, twenty-five (25) miles per hour;

Via Mallorca, in Carmel Valley, for its entire length, twenty-five (25) miles per hour;

SECTION 3. Section 12.12.010 of the Monterey County Code is amended to add the following paragraphs:

Berta Canyon Road, in its entire length, thirty (30) miles per hour;

Bradley Road, in Bradley, from a point five-hundred (500) feet west of the centerline of Hall Street generally east to a point five-hundred (500) feet east of the centerline of Sargents Road, thirty-five (35) miles per hour;

Cattlemen Road, near San Lucas, from a point one-thousand, seven-hundred and fifty (1,750) feet generally northwest of its intersection with Lockwood San Lucas Road generally east to a point eight-hundred and seventy (870) feet generally southeast of said intersection, forty (40) miles per hour;

Charter Oak Boulevard, in the Oak Hills Subdivision, from its more eastern intersection with Oak Hills Drive generally west to its terminus with Cockle Bur Court, twenty-five (25) miles per hour;

Flanders Drive, from its intersection with State Highway 1 to Morse Drive, twenty-five (25) miles per hour;

Harper Canyon Road, for its entire length, thirty (30) miles per hour;

Moro Road, from its intersection with San Miguel Canyon Road generally north to its intersection with Lavender Lane, thirty-five (35) miles per hour;

Prunedale South Road, from Reese Circle to Prunedale North Road, thirty-five (35) miles per hour;

Reservation Road, from the City Limits of Marina (milepost 0.0) generally southeast to milepost 0.82, fifty-five (55) miles per hour;

Rio Vista Drive, from Canada Drive to Arriba Del Mundo Drive, twenty-five (25) miles per hour;

Rogge Road, from a point three-hundred (300) feet south of Bollenbacher Drive generally north to its intersection with San Juan Grade Road, thirty (30) miles per hour;

Salinas Road, from Elkhorn road intersection to one thousand feet (1,000) west of the intersection with Bay Farms Road, forty-five (45) miles per hour;

Spence Road, from HWY 101 generally East to its intersection with Boozer Lane, twenty-five (25) miles per hour;

SECTION 4. SEVERABILITY. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance. The Board of Supervisors hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid.

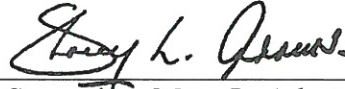
SECTION 5. This ordinance shall become effective thirty days from the date of final passage and adoption.

PASSED AND ADOPTED this 1st day of March, 2022, by the following vote:

AYES: Supervisors Alejo, Phillips, Lopez, Askew and Adams

NOES: None

ABSENT: None

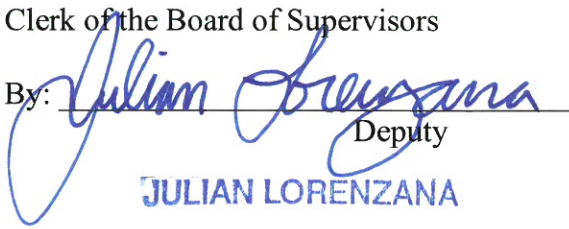


Chair Supervisor Mary L. Adams,
Monterey County Board of Supervisors

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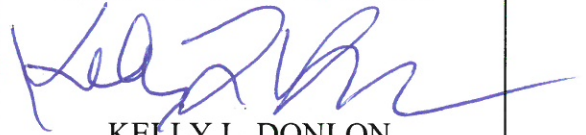
VALERIE RALPH
Clerk of the Board of Supervisors

By:



Deputy
JULIAN LORENZANA

APPROVED AS TO FORM:



KELLY L. DONLON
Assistant County Counsel