

AMENDED IN ASSEMBLY APRIL 8, 2025

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

**ASSEMBLY BILL**

**No. 1014**

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**Introduced by Assembly Member Rogers**

February 20, 2025

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An act to amend Sections 22358.6, 22358.7, 22358.8, and 22358.9 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 1014, as amended, Rogers. Traffic safety: speed limits.

Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law requires the Department of Transportation, by regulation, to require speed limits to be rounded up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. Existing law authorizes a local authority to additionally lower the speed limit in specified circumstances, or retain the currently adopted speed limit in certain circumstances.

This bill would authorize the department to additionally lower or retain the speed ~~limit~~. *limit in those specified circumstances.*

Existing law authorizes a local authority, if it finds the speed limit derived from the 85th percentile to be higher than reasonable or safe, to reduce the speed limit an additional 5 miles per hour for specified reasons, including, but not limited to, that the portion of highway is designated as a safety corridor, as defined by the department. Existing law also authorizes a local authority to retain or restore the immediately prior adopted speed limit under specified circumstances.

This bill would similarly authorize the department to set, on a highway that is not a freeway, a speed limit, or retain or restore the immediately prior adopted speed limit under *those* specified circumstances. ~~The bill~~

~~would authorize an additional reduction of 5 miles per hour in the speed limit for the reasons in existing law or if a local jurisdiction has reasonable concerns related to the safe crossing of the section of highway, as specified. The bill would specify additional considerations for the department when defining “safety corridor.”~~

Under certain circumstances, existing law authorizes a local authority to set, by ordinance, a 25- or 20-mile-per-hour facie speed limit on specified highways.

This bill would similarly authorize the department to set, by regulation, for a highway that is not a freeway, a 25- or 20-mile-per-hour prima facie speed limit.

Existing law requires a local authority to issue *only* warning citations for specified speed limit violations for the first 30 days that a lower speed limit is in effect.

This bill would instead impose this requirement on any peace officer.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. The Legislature finds and declares all of the  
2 following:

3 (a) Speed is a major factor in traffic collisions that result in  
4 pedestrian fatalities or injuries along state highways that intersect  
5 state and national recreation areas, including, but not limited to,  
6 Route 199 in the County of Del Norte, which passes through  
7 portions of the Jedediah Smith Redwoods State Park, the Six Rivers  
8 National Forest, the Smith River National Recreation Area, and  
9 recreationally designated segments of the wild and scenic Smith  
10 River around the communities of Gasquet and Hiouchi.

11 (b) While local governments, contractors, and agencies are doing  
12 everything in their power to keep pedestrians safe, highways that  
13 intersect state and national recreation areas continue to be  
14 hazardous areas where pedestrians are at high risk of injury or  
15 death due to fast-moving vehicles and the added volume of cars  
16 and pedestrian traffic from bicyclists, fishermen, hikers, kayakers,  
17 and rafters. The unique conditions, in terms of visitor-serving and  
18 recreational activities, are not properly accounted for in current  
19 law, leading to speed limits in excess of what these communities  
20 generally consider to be safe.

1 (c) Traffic speed enforcement is critical to efforts in California  
2 to reduce factors that contribute to traffic collisions resulting in  
3 fatalities or injuries.

4 (d) In order to limit the risk of fatality or injury for pedestrians  
5 along state highways that intersect state and national recreation  
6 areas, state and local agencies may consider the safety of vulnerable  
7 pedestrian groups when they employ methods to reduce speeding,  
8 including the lowering of speed limits.

9 (e) Current law does not allow the Department of Transportation  
10 to lower or maintain speed limits on state highways it controls,  
11 and also limits the consideration of local input pertaining to  
12 pedestrian traffic along highways when determining speed limits,  
13 which is especially important to rural areas.

14 (f) California should do everything possible to protect the safety  
15 and well-being of vulnerable pedestrian groups.

16 (g) It is the intent of the Legislature to provide greater flexibility  
17 to the Department of Transportation to consider and incorporate  
18 local input in setting speed limits along state highways that intersect  
19 state and national recreation areas.

20 (h) Considering the safety of vulnerable pedestrian groups is a  
21 cost-effective strategy to improve the safety and health of the  
22 community, while maintaining important visitor-serving and  
23 recreational opportunities.

24 (i) This bill will help save lives, reduce injuries, and provide a  
25 safer environment for our vulnerable pedestrian groups.

26 SEC. 2. Section 22358.6 of the Vehicle Code is amended to  
27 read:

28 22358.6. (a) The Department of Transportation shall, in the  
29 next scheduled revision, revise and thereafter maintain the  
30 California Manual on Uniform Traffic Control Devices to require  
31 the Department of Transportation or a local authority to round  
32 speed limits to the nearest five miles per hour of the 85th percentile  
33 of the free-flowing traffic.

34 (b) In cases in which the speed limit needs to be rounded down  
35 to the nearest five miles per hour increment of the 85th-percentile  
36 speed, the Department of Transportation or a local authority may  
37 lower the speed limit by five miles per hour from the nearest  
38 five-mile-per-hour increment of the 85th-percentile speed, in  
39 compliance with Sections 627 and 22358.5 and the California  
40 Manual on Uniform Traffic Control Devices, as it read on March

1 30, 2021, if the reasons for the lower speed limit are documented  
2 in an engineering and traffic survey. The Department of  
3 Transportation or a local authority may also take into consideration  
4 Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, if  
5 applicable.

6 (c) In cases in which the speed limit needs to be rounded up to  
7 the nearest five-mile-per-hour increment of the 85th-percentile  
8 speed, the Department of Transportation or a local authority may  
9 decide to instead round down the speed limit to the lower  
10 five-mile-per-hour increment. If the speed limit is rounded down  
11 pursuant to this subdivision, the speed limit shall not be reduced  
12 any further pursuant to subdivision (b).

13 (d) In addition to subdivisions (b) and (c), the Department of  
14 Transportation or a local authority may additionally lower the  
15 speed limit as provided in Section 22358.7.

16 (e) The total reduction in the speed limit pursuant to subdivisions  
17 (a) to (d), inclusive, shall not exceed 12.4 miles per hour from the  
18 ~~85th percentile~~ 85th-percentile speed.

19 (f) Notwithstanding subdivisions (a) to (e), inclusive, the  
20 Department of Transportation or a local authority may retain the  
21 currently adopted speed limit as provided in Section 22358.8  
22 without further reduction, or restore the immediately prior adopted  
23 speed limit as provided in Section 22358.8 without further  
24 reduction.

25 SEC. 3. Section 22358.7 of the Vehicle Code is amended to  
26 read:

27 22358.7. (a) If the Department of Transportation or a local  
28 authority, after completing an engineering and traffic survey, finds  
29 that the speed limit is still more than is reasonable or safe, the  
30 Department of Transportation may or the local authority may, by  
31 ordinance, determine and declare a prima facie speed limit that  
32 has been reduced an additional ~~ten~~ five miles per hour for ~~any~~ either  
33 or both of the following reasons:

34 (1) The portion of highway has been designated as a safety  
35 corridor. The Department of Transportation or a local authority  
36 shall not deem more than one-fifth of their streets as safety  
37 corridors.

38 (2) The portion of highway is adjacent to any land or facility  
39 that generates high concentrations of bicyclists or pedestrians,

1 especially those from vulnerable groups such as children, seniors,  
2 persons with disabilities, and the unhoused.

3 ~~(3) A local jurisdiction has reasonable concerns related to the~~  
4 ~~safe crossing of the portion of highway by bicyclists or pedestrians,~~  
5 ~~especially those from vulnerable groups such as children, seniors,~~  
6 ~~persons with disabilities, the unhoused, tourists, or other persons~~  
7 ~~less familiar with local road conditions.~~

8 (b) (1) As used in this section, “safety corridor” shall be defined  
9 by the Department of Transportation in the next revision of the  
10 California Manual on Uniform Traffic Control Devices. In making  
11 this determination, the Department of Transportation shall consider  
12 highways that have the highest number of serious injuries and  
13 fatalities based on collision data that may be derived from, but not  
14 limited to, the Statewide Integrated Traffic Records System. ~~The~~  
15 ~~Department of Transportation shall also consider the potential for~~  
16 ~~crashes, serious injuries, and fatalities in an area where a state~~  
17 ~~highway bisects a city, county or unincorporated census designated~~  
18 ~~area.~~

19 (2) The Department of Transportation shall, in the next revision  
20 of the California Manual on Uniform Traffic Control Devices,  
21 determine what constitutes land or facilities that generate high  
22 concentrations of bicyclists and pedestrians, as used in paragraph  
23 (2) of subdivision (a). In making this determination, the Department  
24 of Transportation shall consider density, road use type, and bicycle  
25 and pedestrian infrastructure present on a section of highway.

26 (c) A peace officer shall issue only warning citations for  
27 violations of exceeding the speed limit by 10 miles per hour or  
28 less for the first 30 days that a lower speed limit is in effect as  
29 authorized by this section.

30 SEC. 4. Section 22358.8 of the Vehicle Code is amended to  
31 read:

32 22358.8. (a) If the Department of Transportation or a local  
33 authority, after completing an engineering and traffic survey, finds  
34 that the speed limit is still more than is reasonable or safe, the  
35 Department of Transportation may or the local authority may, by  
36 ordinance, retain the currently adopted speed limit or restore the  
37 immediately prior adopted speed limit on a highway that is not a  
38 freeway if that speed limit was established with an engineering  
39 and traffic survey and if a registered engineer has evaluated the  
40 section of highway and determined that no additional general

1 purpose lanes have been added to the roadway since completion  
2 of the traffic survey that established that speed limit.

3 (b) This section does not authorize a speed limit to be reduced  
4 by any more than ~~ten~~ *five* miles per hour from the currently adopted  
5 speed limit nor below the immediately prior speed limit.

6 (c) A peace officer shall issue only warning citations for  
7 violations of exceeding the speed limit by 10 miles per hour or  
8 less for the first 30 days that a lower speed limit is in effect as  
9 authorized by this section.

10 SEC. 5. Section 22358.9 of the Vehicle Code is amended to  
11 read:

12 22358.9. (a) (1) Notwithstanding any other law, the  
13 Department of Transportation may or a local authority may, by  
14 ordinance, determine and declare a 25- or 20-mile-per-hour prima  
15 facie speed limit on a highway that is not a freeway and that is  
16 contiguous to a business activity district when posted with a sign  
17 that indicates a speed limit of 25 or 20 miles per hour.

18 (2) The prima facie limits established under paragraph (1) apply  
19 only to highways that meet all of the following conditions:

- 20 (A) A maximum of four traffic lanes.
- 21 (B) A maximum posted 30-mile-per-hour prima facie speed  
22 limit immediately prior to and after the business activity district,  
23 if establishing a 25-mile-per-hour speed limit.
- 24 (C) A maximum posted 25-mile-per-hour prima facie speed  
25 limit immediately prior to and after the business activity district,  
26 if establishing a 20-mile-per-hour speed limit.

27 (b) As used in this section, a “business activity district” is that  
28 portion of a highway and the property contiguous thereto that  
29 includes central or neighborhood downtowns, urban villages, or  
30 zoning designations that prioritize commercial land uses at the  
31 downtown or neighborhood scale and meets at least three of the  
32 following requirements in paragraphs (1) to (4), inclusive:

- 33 (1) No less than 50 percent of the contiguous property fronting  
34 the highway consists of retail or dining commercial uses, including  
35 outdoor dining, that open directly onto sidewalks adjacent to the  
36 highway.
- 37 (2) Parking, including parallel, diagonal, or perpendicular spaces  
38 located alongside the highway.
- 39 (3) Traffic control signals or stop signs regulating traffic flow  
40 on the highway, located at intervals of no more than 600 feet.

- 1 (4) Marked crosswalks not controlled by a traffic control device.  
2 (c) The Department of Transportation or a local authority shall  
3 not declare a prima facie speed limit under this section on a portion  
4 of a highway where the Department of Transportation or the local  
5 authority has already lowered the speed limit as permitted under  
6 Section 22358.7, has retained the currently adopted speed limit  
7 under Section 22358.8, or has restored the immediately prior  
8 adopted speed limit under Section 22358.8.  
9 (d) A peace officer shall issue only warning citations for  
10 violations of exceeding the speed limit by 10 miles per hour or  
11 less for the first 30 days that a lower speed limit is in effect as  
12 authorized by this section.

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