



CITY OF BANNING STAFF REPORT

TO: CITY COUNCIL

FROM: Elizabeth Gibbs, City Manager

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MEETING DATE: May 26, 2026

SUBJECT: Consideration of Resolution 2026-75, Approving the 2025 Engineering and Traffic Survey and Adopting Updated Speed Limits for 70 Specified Streets Within the City of Banning.

RECOMMENDATION:

Adopt Resolution 2026-75

BACKGROUND:

The California Vehicle Code (CVC) Section 22357 requires that posted speed limits along public roadways be established and justified by an Engineering and Traffic Survey (E&TS). Furthermore, according to CVC Section 40802, the Speed Survey needs to be updated every five to seven years to allow enforcement of motorists' speeds by local law enforcement agencies.

The current Speed Survey was conducted in November 2017 and was adopted by City Council on February 27, 2018, under Resolution 2017-112. Those speed limits are now outdated, and a new survey is required to comply with CVC and enable continued radar enforcement by the Police Department.

In October 2021, Assembly Bill 43 (AB 43) was signed into law, providing local agencies with more flexibility in lowering and maintaining speed limits. Key changes incorporated into this 2025 survey include:

- Extended Validity Period: An E&TS conducted more than 7 years ago may be extended to 14 years if a traffic engineer certifies no changes in roadway or traffic conditions have occurred CVC 40802(c)(2)(B)(i)(II).
- Safety Corridors: Local authorities may designate safety corridors and reduce speed limits by an additional 5 mph on those segments.
- Retention of Prior Limits: A local authority may retain the current speed limit or restore the immediately prior speed limit if no additional general-purpose lanes have been added.

The 2025 E&TS surveyed 70 street segments to justify and update posted speed limits, ensuring the City's speed limits are legally defensible and eligible for radar enforcement.

On April 22, 2025, City Council approved Resolution No. 2025-49, awarding a Professional Services Agreement for Engineering and Traffic Survey to Willdan Engineering in the amount of \$35,957.

Willdan Engineering completed the 2025 E&TS in October 2025. The survey included radar speed measurements, Average Daily Traffic (ADT) counts, crash history analysis using SWITRS data (April

2022 to March 2025), and field reviews of roadway conditions at all 70 locations.

Summary of Recommendations:

Category	Number of Segments
Total Segments Surveyed	70
Segments with Recommended Speed Limit Changes	46
Segments Maintaining Existing Speed Limit	24

Key Recommended Changes:

Ramsey Street (22nd Street to 8th Street): Reduced from 40 mph to 30 mph due to Safety Corridor designation, uncontrolled crosswalks, and moderate pedestrian use.

Nicolet Street (San Geronio Avenue to Hathaway Street): Reduced from 30/35 mph to a uniform 30 mph due to uncontrolled crosswalks, moderate pedestrian use, sidewalk gaps, and hidden driveways.

Ramsey Street (8th Street to Martin Street): Maintained at 25 mph, qualifying as a Business Activity District under CVC 22358.9.

Ramsey Street (Martin Street to Hargrave Street): Increased to 30 mph from 25 mph due to moderate pedestrian activity.

Bluff Street (Hale Lane to San Geronio Avenue): New speed limit of 40 mph established (closest to 85th percentile speed).

Various residential streets (8th Street, George Street, Wesley Street, Williams Street): Reduced to 25 mph under Residential District classification criteria.

Safety Corridors: Six segments have been designated as Safety Corridors under AB 43 (including segments on Ramsey Street, Nicolet Street, Westward Avenue, and Wilson Street), allowing for additional 5 mph reductions were justified by fatal and severe injury crash data. The total Safety Corridor length is 7.53 miles, which is within the statutory limit of 1/5 of the City's total roadway network (46 miles).

At a later date, the Public Works and Police Department will consider a separate ordinance to establish a 25-mph speed limit on all local residential streets.

JUSTIFICATION:

It is necessary that the City approve the 2025 E&TS. The 2025 E&TS provides the foundation for setting and enforcing speed limits on specific streets within Banning. It was developed in accordance with the California Vehicle Code (CVC) and followed the procedures set forth in the California Manual on Uniform Traffic Control Devices Revision 9 (CA MUTCD).

FISCAL IMPACT:

If approved, various signs and pavement markings will need to be replaced to comply with the 2025 E&TS, at an estimated cost of \$45,000. The associated work will be funded through the Gas Tax Fund 100.

ATTACHMENTS:

1. [Resolution 2026-75.docx](#)

2. [Resolution No. 2017-112.pdf](#)
3. [Resolution No. 2025-049.pdf](#)
4. [Banning E&T Report 2025.pdf](#)
5. [Streets Speed Limit Exhibits.pdf](#)