JOHN A. FANTHAM
DIRECTOR OF PUBLIC WORKS

County of Santa Cruz 0621

DEPARTMENT OF PUBLIC WORKS

701 OCEAN STREET, ROOM 410, SANTA CRUZ, CA 950604070
(831) 454-2160 FAX (831) 454-2385 TDD (831) 454-2123

AGENDA: October 19, 1999

October 6, 1999

SANTA CRUZ COUNTY BOARD OF SUPERVISORS
701 Ocean Street
Santa Cruz, California 95060

SUBJECT: RADAR TRAFFIC AND ENGINEERING REPORT

Members of the Board:

The attached Radar Traffic and Engineering Report was prepared in accordance with Vehicle Code Section 40803 to allow the continued use of radar for speed enforcement purposes on 27 specified routes. Our last report to the Board was prepared in 1995. The recommended safe speeds were determined utilizing the prevailing 85th percentile speeds along with traffic engineering judgement, as provided for in the State Traffic Manual, in matching existing conditions with the traffic safety needs of the community.

Changes in the 1999 Vehicle Code allow local jurisdictions some flexibility in conducting engineering and traffic surveys by extending the requirement that surveys be conducted within five years to within seven or ten years if certain criteria are met, and exempt "local streets or roads" and "school zones" from the speed trap law. A local street or road is defined by the latest functional usage and federal-aide system maps submitted to the Federal Highway Administration, except that when these maps have not been submitted, or when the street or road is not shown on the maps, a "local street or road" means a street or road that primarily provides access to abutting residential property and meets the following three conditions:

(a) Roadway width of not more than 40 feet; and
(b) Not more than one-half mile of uninterrupted length. Interruptions shall include official traffic control devices as defined in Section 445; and
(c) Not more than one traffic lane in each direction.

The maps submitted for Santa Cruz County show only arterial and collector roads and show no local streets or roads. "School zone" means that area of the road contiguous to a school building or the grounds thereof and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period

0622

This recent legislation removes the exemption of residential and business district arterials and collector routes from the speed trap law. It also reduces the length of a "local street or road" to not more than one-half mile from the previous one mile length. As a result of the changes in legislation, this Traffic and Engineering Report includes roads that were previously exempt from the speed trap law, but now must have a Traffic and Engineering Report for radar speed enforcement.

The Traffic and Engineering Report was submitted and approved by the local office of the California Highway Patrol.

The Traffic and Engineering Report recommends the following speed limit changes:

1. Bear Creek Road, from State Highway 9 to Keller Drive, reduced from 40 MPH to 30 MPH.

2. Bear Creek Road, from Pilger Road to State Highway 35, reduced from 40 MPH to 35 MPH.

3. Branciforte Drive, from city limits of Santa Cruz to Glen Canyon Road, increased from 25 MPH to 35 MPH.

4. Portola Drive, from 17th Avenue east for a distance of 0.25 mile, increased from 25 MPH to 35 MPH.

5. Thurber Lane, from Helen Avenue to Winkle Avenue, increased from 25 MPH to 30 MPH.

All of the other speed zones studied in the report would remain the same.

It is recommended that the Board of Supervisors take the following action:

1. Accept and file the Traffic and Engineering Report.

2. Consider adopting the attached Ordinance in concept amending County Code Chapter 9.08, Speed Limits, and place the Ordinance on the next available agenda for final adoption.

Yours truly,

JOHN A. FANTHAM
Director of Public Works

HLP:rw
Attachments
RECOMMENDED FOR APPROVAL:

County Administrative Officer
Copy to: California Highway Patrol
Public Works

RTER

ORDINANCE NO. _____

ORDINANCE AMENDING CHAPTER 9.08 OF THE COUNTY CODE RELATING TO SPEED LIMITS 0623

SECTION I

Section 9.08.040 Twenty-five miles per hour, is hereby amended by amending the following subsections:

~~4.5. Branciforte Drive, from city limits of Santa Cruz to Glen Canyon Road;~~

53. Portola Drive~~.~~**, from 41st Avenue to the city limits of Capitola;**

~~a. From 17th Avenue east for a distance of 0.25 mile,~~
~~b. From 41st Avenue to the city limits of Capitola;~~

67. Thurber Lane, for its entire length northerly from Winkle Avenue ~~Helen Avenue~~;

SECTION II

Section 9.08.050 **Thirty miles per hour, is hereby amended by adding the following subsections:**

0.5. Bear Creek Road, from State Highway 9 to Keller Drive;

9. Thurber Lane, from Helen Avenue to Winkle Avenue;

SECTION III

Section 9.08.060 Thirty-five miles per hour, is hereby amended by adding the following subsection:

2. Bear Creek Road, from Pilger Road to State Highway 35;

SECTION IV

Section 9.08060 Thirty-five Miles per hour, is hereby amended by amending the following subsections:

4. **Branciforte Drive, from city limits of Santa Cruz** ~~Glen Canyon Road~~ **to Mountain View Road;**

0624

23. Portola Drive, from 17th Avenue ~~a point 0.25 mile east of its intersection with 17th Avenue~~ to 41st Avenue;

SECTION V

Section 9.08.070 Forty miles per hour, is hereby amended by amending the following subsections:

2. Bear Creek Road:, from Keller Drive to Pilger Road;

~~a. From State Highway 9 to Keller Drive,~~

~~b. From 0.10 mile north of Greenview Drive to State Highway 35,~~

SECTION VI

This ordinance shall take effect on the 31st day after the date of final passage.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Cruz, State of California, this _____ day of _____ , 1999, by the following vote:

AYES: SUPERVISORS
NOES: SUPERVISORS
ABSENT: SUPERVISORS

_____
Chairman of said Board

ATTEST: _____
Clerk of said Board

Approved as to form:
D. McRae 10-7-99
Assistant County Counsel

Distribution: County Counsel
Auditor Controller
Public Works
California Highway Patrol

SPEED12

ORDINANCE NO. _____

0625

ORDINANCE AMENDING CHAPTER 9.08 OF THE COUNTY CODE RELATING TO SPEED LIMITS

SECTION I

Section 9.08.040 Twenty-five miles per hour, is hereby amended by amending the following subsections:

53. Portola Drive, from 41st Avenue to the city limits of Capitola;

67. Thurber Lane, for its entire length northerly from Winkle Avenue;

SECTION II

Section 9.08.050 Thirty miles per hour, is hereby amended by adding the following subsections:

0.5. Bear Creek Road, from State Highway 9 to Keller Drive;

9. Thurber Lane, from Helen Avenue to Winkle Avenue;

SECTION III

Section 9.08.060 Thirty-five miles per hour, is hereby amended by adding the following subsections:

2. Bear Creek Road, from Pilger Road to State Highway 35;

SECTION IV

Section 9.08.060 Thirty-five miles per hour, is hereby amended by amending the following subsections:

4. Branciforte Drive, from city limits of Santa Cruz to Mountain View Road;

23. Portola Drive, from 17th Avenue to 41st Avenue;

0626

SECTION V

Section 9.08.070 Forty miles per hour, is hereby amended by adding the following subsection:

2. Bear Creek Road, from Keller Drive to Pilger Road;

SECTION VI

This ordinance shall take effect on the 31st day after the date of final passage.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Cruz, State of California, this _____ day of _____ , 1999, by the following vote:

AYES: SUPERVISORS
NOES: SUPERVISORS
ABSENT: SUPERVISORS

_____
Chairman of said Board

ATTEST: _____
Clerk of said Board

Approved as to form:
D McRae 10-7-99
Assistant County Counsel

Distribution: County Counsel
Auditor Controller
Public Works
California Highway Patrol

SPEED10

DEPARTMENT OF
PUBLIC WORKS

GOVERNMENTAL CENTER

JOHN A. FANTHAM
DIRECTOR OF PUBLIC

COUNTY OF SANTA CRUZ

701 OCEAN STREET, SANTA CRUZ, CALIFORNIA 95060-4070
(408) 454-2160
FAX (408) 454-2385

0627

TRAFFIC

AND

ENGINEERING

REPORT

JUNE, 1999

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TRAFFIC AND ENGINEERING REPORT
JUNE, 1999
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TRAFFIC AND ENGINEERING REPORT
June, 1999

0630

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Airport Boulevard between Freedom Boulevard and Green Valley Road.

PREVAILING SPEED DATA:

The existing speed limit is 35 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	40.1 MPH	38.1 MPH
Pace Speed	32-41 MPH	30-39 MPH
Average Speed	36.3 MPH	35.8 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 40.1 MPH and 38.1 MPH depending on direction. The safe speed limit is established at the first five mile per hour increment below the 85th percentile. Using the 85th percentile average of the two directions 39.1 MPH, the safe speed for this section of roadway is 35 MPH. It is recommended that the existing 35 MPH posting remain with speed enforcement activity taking place at speeds above the safe speed.

2601a99

TRAFFIC AND ENGINEERING REPORT
June, 1999

0631

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION

On Amesti Road between Green Valley Road and 0.4 miles northwesterly-(Speed Data collected at Pinto Road)

PREVAILING SPEED DATA

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	34.1 MPH	34.1 MPH
Pace Speed	26-35 MPH	21-30 MPH
Average Speed	28.7 MPH	28 MPH

ANALYSIS:

The prevailing 85th percentile speed is 34.1 MPH in both directions. The safe speed limit is normally established at the first five mile per hour increment below the 85th percentile which is 30 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided in the State Traffic Manual indicates a further reduction of five miles per hour to 25 MPH. The factors justifying a further reduction are a prima facie 25 MPH resident district, adjacent to an elementary school and shoulder conditions with school children and other pedestrian traffic in the roadway without sidewalks. It is recommended that the existing 25 MPH speed limit remain as posted with enforcement activity taking place at speeds above the safe speed.

2608c99

TRAFFIC AND ENGINEERING REPORT
June, 1999

0632

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

On Amesti Road from 0.4 miles northwesterly of Green Valley Road to Varni Road. (Speed data collected at Cypress Lane)

PREVAILING SPEED DATA:

The existing speed limit is 45 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	45.8 MPH	47.4 MPH
Pace Speed	37-46 MPH	39-48 MPH
Average Speed	42.6 MPH	42.1 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 45.8 MPH and 47.4 MPH depending on direction. The safe speed limit is established at the first five mile per hour increment below the 85th percentile. Using the 85th percentile average of the two directions 46.6 MPH, the safe speed for this section of roadway is 45 MPH. It is recommended that the existing 45 MPH posting remain with speed enforcement activity taking place at speeds above the safe speed.

TRAFFIC AND ENGINEERING REPORT

0633

June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

On **Amesti Road between Varni Road and Browns Valley Road.**

This segment of Amesti Road.has a large slip-out at the midpoint which closed the road to through traffic. Our department has re-evaluated the need for radar enforcement at this location and the reduction in vehicle volume justifies the removal of this section of Amesti Road from the Radar Program until such time as the road is repaired.

2608b99

TRAFFIC AND ENGINEERING REPORT
JUNE, 1999

0634

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Bear Creek Road from State Highway 9 to Keller Drive. (Speed data collected at Huckleberry)

PREVAILING SPEED DATA:

The existing speed limit is 40 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	38.6 MPH	38.5 MPH
Pace Speed	32-41 MPH	30-39 MPH
Average Speed	36.1 MPH	35.4 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 38.6 MPH and 38.5 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which would be 35 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in the State Traffic Manual indicates a further reduction of five miles per hour to 30 MPH. The factors justifying a further reduction are recent accident record, safe stopping sight distance, numerous driveways, intersection configurations and shoulder conditions with school children and other pedestrian traffic in the roadway without sidewalks.. It is recommended that the existing 40 MPH zone be decreased to 30 MPH with enforcement activity taking place at speeds above the safe speed.

4301a99

TRAFFIC AND ENGINEERING REPORT
June, 1999

0635

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Bear Creek Road from Keller Drive to Pilger Road. (speed data collected south of Pilger Road)

PREVAILING SPEED DATA:

The existing speed limit is 40 MPH.

The prevailing speeds are:

Direction	North	South
85th percentile	44.7 MPH	44.4 MPH
Pace Speed	36-45 MPH	35-44 MPH
Average Speed	41.5 MPH	43.2 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 44.7 MPH and 44.4 MPH depending on direction of travel. The safe speed limit is established at the first five mile per hour increment below the 85th percentile which is 40 MPH. It is recommended that the existing 40 MPH zone remain as posted with speed enforcement activity taking place at speeds above the safe speed.

43011399

TRAFFIC AND ENGINEERING REPORT
June, 1999

0636

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Bear Creek Road from Pilger Road to State Highway 35 (speed data collected at mile post 7.29)

PREVAILING **SPEED DATA:**

The existing speed limit is 40 MPH.

The prevailing speeds are:

Direction	North	South
85th percentile	38.8 MPH	42.5 MPH
Pace Speed	30-39 MPH	35-44 MPH
Average Speed	34.7 MPH	38.6 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 38.8 MPH and 42.5 MPH depending on direction of travel. The safe speed limit is normally established at the first five mile per hour increment below the 85th percentile which is 40 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in the State Traffic Manual indicates the need for a further reduction of five miles per hour to 35 MPH. The factors justifying a further reduction are recent accident record, safe stopping sight distance, shoulder conditions, profile conditions, hairpin turns, numerous private roads and driveways and a commute route. It is recommended that the existing 40 MPH zone be decreased to 35 MPH with speed enforcement activity taking place at speeds above the safe speed.

4301c99

TRAFFIC AND ENGINEERING REPORT
June, 1999

0637

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Branciforte Drive between Santa Cruz City Limits and Glen Canyon Road. (Speed data collected 400 feet north of the city limits)

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	38.2 MPH	40.1 MPH
Pace Speed	29-38 MPH	32-41 MPH
Average Speed	34.6 MPH	40.1 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 38.2 MPH and 40.1 MPH depending on direction of travel. The safe speed is established at the first five mile per hour increment below the 85th percentile. Using the 85th percentile average of the two directions 39.2 MPH, the safe speed for this section of road is 35 MPH. It is therefore recommended that the existing 25 MPH speed limit be increased to 35 MPH with enforcement activity taking place at speeds above the safe speed.

3401a99

TRAFFIC AND ENGINEERING REPORT
June, 1999

0638

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Branciforte Drive between Glen Canyon Road and Granite Creek Road. (Speed data collected 0.6 miles north of Glen Canyon Road)

PREVAILING SPEED DATA:

The existing speed limit is 35 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	43.4 MPH	44.4 MPH
Pace Speed	34-43 MPH	37-46 MPH
Average Speed	39.8 MPH	38.6 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 43.4 MPH and 44.4 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which would be 40 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement indicates a further reduction of five miles per hour to 35 MPH. The factors justifying a further reduction are recent accident record, safe stopping sight distance, shoulder conditions, pedestrian traffic in the road without sidewalks, the adjacent City of Santa Cruz Delaveaga Park and the Happy Valley School. It is therefore recommended that the existing 35 MPH speed limit remain with enforcement activity taking place at the safe speed.

3401b99

TRAFFIC AND ENGINEERING REPORT
June, 1999

0639

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Brommer Street between 7th Avenue and the City of Capitola. (Speed data collected between 17th Avenue and Chanticleer Avenue.)

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	west	East
85th Percentile	31.5 MPH	32.1 MPH
Pace Speed	24-33 MPH	24-33 MPH
Average Speed	28.6 MPH	28.6 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 31.5 MPH and 32.1 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which would be 30 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in the State Traffic Manual indicates a further reduction to 25 MPH. The factors justifying a further reduction are: a prima-facie residential and business district; recent accident record; high volume vehicle, pedestrian and bicycle traffic; adjacent County Park, county maintenance yard, and a day care center; a route to school for an elementary and middle school, intermittent side walks with shoulder conditions and pedestrians in the roadway without sidewalks. It is recommended that the existing 25 MPH speed limit remain with enforcement activity taking place at speeds above the safe speed.

24022a99

TRAFFIC AND ENGINEERING REPORT
June, 1999

0640

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Carlton Road from State Highway 152 to State Highway 129.(speed data collected east of Lakeview road)

PREVAILING SPEED DATA:

The existing speed limit is 40 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	48.8 MPH	46 MPH
Pace Speed	40-49 MPH	37-46 MPH
Average Speed	42.9 MPH	41.5 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 48.8 MPH and 41.5 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which would be 45 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in the State Traffic Manual indicates a further reduction of five miles per hour to 40 MPH. The factors justifying a further reduction are recent accident record, safe stopping sight distance, agricultural area with farm equipment and slow trucks, pick your own crop operations, numerous farm workers parked along the roadway, and shoulder conditions with pedestrian traffic in the roadway without sidewalks. It is recommended that the existing 40 MPH zone remain as posted with enforcement activity taking place at speeds above the safe speed.

2612a99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Clubhouse Drive between Rio Del Mar Boulevard and Sumner Avenue. (speed data collected between Sumner and Pinehurst)

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	34.7 MPH	34.6 MPH
Pace Speed	26-35 MPH	26-35 MPH
Average Speed	30.9 MPH	31.4 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 34.7 MPH and 34.6 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which would be 30 MPH; however, in matching existing conditions-with the traffic safety needs of the community, engineering judgement as provided for in the State Traffic Manual indicates a further reduction of five miles per hour to 25 MPH. The factors justifying a further reduction are prima facie residential district, recent accident record, close proximity to an elementary school, adjacent golf course with cart crossing and shoulder conditions with school children and other pedestrian traffic in the roadway without sidewalks. It is recommended that the existing 25 MPH posting remain with enforcement activity taking place at speeds above the safe speed.

0642

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

East Cliff Drive.(Speed data collected at 21st Avenue.)

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	30.5 MPH	32.5 MPH
Pace Speed	23-32 MPH	23-32 MPH
Average Speed	28.6 MPH	27.5 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 30.5 MPH and 32.5 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which would be 30 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in State Traffic Manual indicates a further reduction of five miles per hour to 25 MPH. The factors justifying a further reduction are: recent accident record; a prima-facie residential and business district; high volume vehicle, pedestrian and bicycle traffic; shoulder conditions with pedestrians in the roadway without sidewalks and an arterial route leading to popular beaches and surfing areas. It is recommended that the existing 25 MPH speed limit remain as posted with enforcement activity taking place at speeds above the safe speed.

2408a99

TRAFFIC AND ENGINEERING REPORT
June, 1999

0643

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

E. Zayante Road, from Graham Hill Road to 0.10 mile north of Lompico Road. (Speed data collected North of Mt. Hermon Road Overpass)

PREVAILING SPEED DATA:

The existing speed limit is 35 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	44.7 MPH	42.7 MPH
Pace Speed	35-44 MPH	34-43 MPH
Average Speed	40.3 MPH	39.4 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 44.MPH and 42.7 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which would be 40 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in the State Traffic Manual indicates a further reduction of five mile per hour to 35 MPH. The factors justifying a further reduction are recent accident record, safe stopping sight distance, numerous driveways and intersections, and shoulder conditions with pedestrian traffic in the roadway without sidewalks. It is recommended that the existing 35 MPH zone remain as posted with enforcement activity taking place at speeds above the safe speed.

3303a99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

E. Zayante Road, from 0.10 mile north of Lompico Road to 0.20 mile north of Westwood. (Speed data collected at Valley View)

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	30 MPH	28.8 MPH
Pace Speed	21-30 MPH	22-31 MPH
Average Speed	27.4 MPH	25.9 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 30 MPH and 28.8 MPH depending on direction of travel. Using the average of the two, the 85th percentile is calculated to be 29.4 MPH. The safe speed is established at the first five mile per hour increment below the 85th percentile as 25 MPH. It is recommended that the existing 25 MPH zone remain as posted with enforcement activity taking place at speeds above the safe speed.

TRAFFIC AND ENGINEERING REPORT

June, 1999

0645

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Fairway Drive.(Speed data collected north of Soquel Drive.)

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	32.8 MPH	33.3 MPH
Pace Speed	25-34 MPH	25-34 MPH
Average Speed	28.5 MPH	29.5 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 32.8 MPH and 33.3 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which would be 30 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in State Traffic Manual indicates a further reduction of five miles per hour to 25 MPH. The factors justifying a further reduction are recent accident record, a prima-facie residential district, shoulder conditions with pedestrians in the roadway without sidewalks, safe stopping sight distance and a tree lined roadway.. It is recommended that the existing 25 MPH speed limit remain as posted with enforcement activity taking place at speeds above the safe speed.

24096a99

TRAFFIC AND ENGINEERING REPORT

June, 1999 0646

PURPOSE:

This survey is performed in accordance with Vehicle code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Freedom Boulevard between Green Valley Road and Airport Boulevard.(Speed Data collected at Roach Road)

PREVAILING SPEED DATA:

The existing speed limit is 30 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	34.2 MPH	34.9 MPH
Pace Speed	27-36 MPH	26-35 MPH
Average Speed	31.9 MPH	31.6 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 34.2 MPH and 34.9 MPH depending on direction. The safe speed limit is established at the first five mile per hour increment below the 85th percentile as 30 MPH. It is recommended that the existing 30 MPH speed limit remain as posted with enforcement activity taking place at speeds above the safe speed.

2504a99

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TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Freedom Boulevard between Airport Boulevard and Bowker Road. (speed Data collected East of Compton Terrace)

PREVAILING SPEED DATA:

The existing speed limit is 35 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	38.5 MPH	37.7 MPH
Pace Speed	31-40 MPH	29-38 MPH
Average Speed	34.7 MPH	32.4 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 38.5 MPH and 38.7 MPH depending on direction. The safe speed is established at the first five mile per hour increment below the 85th percentile which is 35 MPH. It is recommended that the existing 35 MPH posting remain with speed enforcement activity taking place at speeds above the safe speed.

2504b99

TRAFFIC AND ENGINEERING REPORT
June, 1999

0648

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 tom allow the use of radar for enforcement purposes.

LOCATION:

On Freedom Boulevard from a point 0.3 miles west of its intersection with Corralitos Road, to a point 0.2 miles east of its intersection with Corralitos Road.(Speed Data collected West of Corralitos Road)

PREVAILING SPEED DATA:

The existing speed limit is 35 MPH.

The prevailing speeds are:

Direction	west	East
85th Percentile	40.6 MPH	41.8 MPH
Pace Speed	32-41 MPH	33-42 MPH
Average Speed	36.7 MPH	37.4 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 40.6 MPH and 41.8 MPH depending on direction. The safe speed limit is normally established at the first five mile per hour increment below the 85th percentile which would be 40 MPH; however, in matching existing conditions with the safety needs of the community, engineering judgment as provided for in the State Traffic manual indicates a further reduction of five miles per hour to 35 MPH. The factors justifying a further reduction are Business District on both sides of the road, bus stops, bike lanes, commercial driveways and pedestrian traffic without sidewalks. It is recommended that the existing 35 MPH speed limit remain as posted with enforcement activity taking place at speeds above the safe speed.

TRAFFIC AND ENGINEERING REPORT
June, 1999

0649

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Freedom Boulevard between Bonita Drive and Bowker Road excluding the 35 MPH section from a point 0.3 miles west of its intersection with Corralitos Road, to a point 0.2 miles east of its intersection with Corralitos Road. (speed Data collected at White Road)

PREVAILING SPEED DATA:

The existing speed limit is 45 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	48.5 MPH	50.1 MPH
Pace Speed	39-48 MPH	44-53 MPH
Average Speed	44.7 MPH	45.9 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 48.5 MPH and 50.1 MPH depending on direction. The safe speed is established at the first five mile per hour increment below the 85th percentile. Using the average of the two, the 85th percentile is calculated to be 49.3 MPH. The safe speed is 45 MPH. It is recommended that the existing 45 MPH speed limit remain as posted with enforcement activity taking place at speeds above the safe speed.

TRAFFIC AND ENGINZERING REPORT

June, 1999

0650

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Graham Hill Road between Santa Cruz City limits and Treetop Lane. (Speed Data collected at Horse show Grounds)

PREVAILING SPEED DATA

The existing speed limit is 35 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	42.8 MPH	40.1 MPH
Pace Speed	34-43 MPH	33-42 MPH
Average Speed	39.3 MPH	37.6 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 42.8 MPH and 40.1 MPH depending on direction. The safe speed limit is normally established at the first five mile per hour increment below the 85th percentile , which would be 40 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in the State Traffic manual indicates the need for a further reduction of five miles per hour to 35 MPH. The factors justifying a further reduction are recent accident record, safe stopping sight distance, numerous driveways, adjacent horse show grounds and shoulder conditions with pedestrian traffic in the roadway without sidewalks. It is recommended that the existing 35 MPH speed limit remain with enforcement action taking place at speeds above the safe speed.

2302a99

TRAFFIC AND ENGINEERING REPORT

0651

June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Graham Hill Road between Treetop Drive and the Probation Center.(Speed Data collected at Cress)

PREVAILING SPEED DATA:

The existing speed limit is 45 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	51.7 MPH	47.7 MPH
Pace Speed	42-51 MPH	41-50 MPH
Average Speed	45.9 MPH	45.2 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 51.7 MPH and 47.7 MPH depending on direction. The safe speed limit is established at the first five mile per hour increment below the 85th percentile. Using the average of the two, the 85th percentile is calculated to be 49.7 MPH. The safe speed is 45 MPH. It is recommended that the existing 45 MPH speed limit remain as posted with enforcement activity taking place at speeds above the safe speed.

2302b99

TRAFFIC AND ENGINEERING REPORT

0652

June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Graham Hill Road between the Probation Center and the Rail Road Tracks. (Speed Data collected west of the probation center)

PREVAILING SPEED DATA:

The existing speed limit is 35 MPH.

The'prevailing speeds are:

Direction	North	South
85th Percentile	43.8 MPH	46 MPH
Pace Speed	37-46 MPH	38-47 MPH
Average Speed	41.1 MPH	42.2 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 43.8 MPH and 46 MPH depending on direction of travel. The safe speed limit is normally established at the first five mile per hour increment below the 85th percentile, which using the average of the two at 44.9 MPH would be 40 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement indicates the need for a further reduction of five miles per hour to 35 MPH. The factors justifying a further reduction are recent accident record, safe stopping sight distance, steep down grade with sharp curves, the adjacent Roaring Camp Railroad attraction, and shoulder conditions with pedestrian traffic in the roadway without sidewalks. It is recommended that the existing 35 MPH speed limit remain with speed enforcement activity taking place at speeds above the safe speed.

2302c99

61

TRAFFIC AND ENGINEERING REPORT 0653
June 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

On Graham Hill Road between the Rail Road tracks and State Highway Nine.(Speed Data collected at Conference Drive)

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	33.3 MPH	36.4 MPH
Pace Speed	27-36 MPH	29-38 MPH
Average Speed	30.8 MPH	31.9 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 33.3 MPH and 36.4 MPH depending on direction. The safe speed limit is normally established at the first five mile per hour increment below the 85th percentile, which using the average of the two at 34.8 MPH would be 30 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement indicates the need for a further reduction of five miles per hour to 25 MPH. It is recommended that the existing 25 MPH speed limit remain as posted with enforcement activity taking place at speeds above the safe speed.

2302d99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Green Valley Road from Corralitos Creek to Casserly Road. (Speed data collected at Paulsen Road)

PREVAILING SPEED DATA:

The existing speed limit is 35 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	39.1 MPH	41.3 MPH
Pace Speed	31-40 MPH	34-43 MPH
Average Speed	36.2 MPH	36.6 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 39.1 MPH and 41.3 MPH depending on direction. The safe speed is normally established at the first five mile per hour increment below the 85th percentile, which using the average of the two at 40.2 would be 40 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement indicates a further reduction of five miles per hour to 35 MPH. The factors justifying a further reduction are recent accident record, numerous intersections, intersection spacing and offsets, shoulder conditions, numerous private roads and driveways and heavy traffic. It is therefore recommended that the existing 35 MPH speed limit remain with enforcement activity taking place at speeds above the safe speed.

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Holohan Road from 0.20 miles east of Green Valley Road to Laken Drive.(speed data collected 0.5 miles west of East Lake Avenue)

PREVAILING SPEED DATA:

The existing speed limit is 45 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	47.5 MPH	49.1 MPH
Pace Speed	39-48 MPH	42-51 MPH
Average Speed	43.4 MPH	45.7 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 47.5 MPH and 49.1 MPH depending on direction of travel. The safe speed is established at the first five mile per hour increment below the 85th percentile which is 45 MPH; It is recommended that the existing 45 MPH speed limit remain with enforcement activity taking place at speeds above the safe speed.

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Mount Hermon Road between the City of Scotts Valley and Graham Hill Road. (Speed data collected at Zayante over-crossing.)

PREVAILING SPEED DATA:

The existing speed limit is 45 MPH.

The prevailing speeds are:

Direction	west	East
85th Percentile	52.7 MPH	51.7 MPH
Pace Speed	46-55 MPH	44-53 MPH
Average Speed	48.5 MPH	46.6 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 52.7 MPH and 51.7 MPH depending on direction of travel. The safe speed limit is normally established at the first five mile per hour increment below the 85th percentile which would be 50 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in the State Traffic Manual indicates a further reduction of five miles per hour to 45 MPH. The factors justifying a further reduction are recent accident record, the presence of two quarry operations adjacent to Mt Hermon Road with large trucks entering and leaving the roadway and high volume of traffic. It is recommended that the existing 45 MPH zone remain as posted with speed enforcement activity taking place at speeds above the safe speed.

3302a99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Porter Street between Soquel Drive and State Highway One.

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	30.6 MPH	28 MPH
Pace Speed	22-31 MPH	21-30 MPH
Average Speed	27.7 MPH	25.2 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 30.6 MPH and 28 MPH depending on direction of travel. The safe speed is established at the first five mile per hour increment below the 85th percentile which is 25 MPH. It is recommended that the existing 25 MPH speed limit remain with enforcement activity taking place at speeds above the safe speed.

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Portola Drive from 17th Avenue east for a distance of 0.25 miles. (Speed data collected at 20th Avenue.)

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	37.5 MPH	36.7 MPH
Pace Speed	28-37 MPH	29-38 MPH
Average Speed	32.5 MPH	33.3 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 37.5 MPH and 36.7 MPH depending on direction of travel. The safe speed is established at the first five mile per hour increment below the 85th percentile which is 35 MPH. It is recommended that the existing 25 MPH speed limit be increased to 35 MPH with enforcement activity taking place at speeds above the safe speed.

2409a99

TRAFFIC AND ENGINEERING REPORT

06

June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Portola Drive from a point 0.25 miles east of its intersection with 17th Avenue to 41st Avenue. (Speed data collected east of Corcoran Avenue.)

PREVAILING SPEED DATA:

The existing speed limit is 35 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	39.5 MPH	37.2 MPH
Pace Speed	30-39 MPH	31-40 MPH
Average Speed	36.1 MPH	35.3 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 39.5 MPH and 37.2 MPH depending on direction of travel. The safe speed is established at the first five mile per hour increment below the 85th percentile which is 35 MPH. It is recommended that the existing 35 MPH zone remain as posted with speed enforcement taking place at speeds above the safe speed.

2409b99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Portola Drive between 41st Avenue and the City of Capitola. (Speed data collected east of 41st Avenue.)

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	33.7 MPH	35.5 MPH
Pace Speed	27-36 MPH	27-36 MPH
Average Speed	30.6 MPH	31.5 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 33.7 MPH and 35.5 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which using the average of 34.6 MPH would be 30 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in State Traffic Manual indicates a further reduction to 25 MPH. The factors justifying a further reduction are a prima-facie residential and business district; high volume vehicle, pedestrian and bicycle traffic; shoulder conditions with pedestrians in the roadway without sidewalks and an arterial route leading to a popular commercial tourist area. It is recommended that the existing 25 MPH speed limit remain as posted with enforcement activity taking place at speeds above the safe speed.

2409c99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Quail Hollow Road from a point 1.2 miles east of Glen Arbor Road to East Zayante Road. (speed data collected at 285)

PREVAILING SPEED DATA:

The existing speed limit is 35 MPH.

The prevailing speeds are:

Direction	West	East.
85th Percentile	41.8 MPH	45.2 MPH
Pace Speed	32-41 MPH	37-46 MPH
Average Speed	36.3 MPH	41.1 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 41.8 MPH and 45.2 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which using the average of the two at 43.5 MPH is 40 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in the State Traffic Manual indicates a further reduction of five miles per hour to 35 MPH. The factors justifying a further reduction are adjacent County Park, adjacent sand quarry with slow trucks, safe stopping sight distance, numerous driveways and private roads and shoulder conditions with pedestrian traffic without sidewalks. It is recommended that the existing 35 MPH zone remain as posted with speed enforcement taking place at speeds above the safe speed.

3304a99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Rio Del Mar Boulevard between Soquel Drive and the Esplanade.(speed data collected at Claudius Drive)

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	31.7 MPH	33.7 MPH
Pace Speed	24-33 MPH	25-34 MPH
Average Speed	28.3 MPH	29.8 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 31.7 MPH and 33.7 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which would be 30 MPH; however, In matching existing conditions with the traffic safety needs of the community, engineering. judgement as provided for in the State Traffic Manual indicates a further reduction of five miles per hour to 25 MPH. The factors justifying a further reduction are recent accident record, safe stopping sight distance, numerous driveways, prima facie 25 MPH residence district, shoulder conditions and pedestrians in the roadway without sidewalks., It is recommended that the existing 25 MPH speed limit remain with enforcement activity taking place at speeds above the safe speed.

2510a99

0663

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 4083 to allow the use of radar for enforcement purposes.

LOCATION:

San Andreas Road from, State Highway one to 0.25 miles northerly of Mar Monte-Playa Boulevard. (Speed Data collected south of Byers Lane)

PREVAILING SPEED DATA:

The existing speed limit is 40 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	43.2 MPH	46.6 MPH
Pace Speed	35-44 MPH	39-48 MPH
Average Speed	39.8 MPH	43 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 43.2 MPH and 46.6 MPH depending on direction of travel. The safe speed limit is established at the first five mile per hour increment below the 85th percentile, using the average of the two, the 85th percentile is calculated to be 43.2. The safe speed is 40 MPH. It is recommended that the existing 40 MPH speed limit remain with speed enforcement activity taking place at speeds above the safe speed.

1601a99

0664

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 4083 to allow the use of radar for enforcement purposes.

LOCATION:

San Andreas Road from 0.1 miles Southeasterly of the SPRR underpass at Manreasa Beach to Beach Road. (Speed Data collected west of Montery Bay Academy)

PREVAILING SPEED DATA:

The existing speed limit is 45 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	50.7 MPH	52.8 MPH
Pace Speed	43-52 MPH	46-55 MPH
Average Speed	45.7 MPH	47.3 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 50.7 MPH and 52.8 MPH depending on direction. The safe speed limit is normally established at the first five mile per hour increment below the 85th percentile, which would be 50 miles per hour; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in ht State Traffic Manual indicates a further reduction of five miles per hour to 45 MPH. The factors justifying a further reduction are; tourist area with State Park beaches and campgrounds and a KOA private campground, the adjacent Monterey Bay Academy and Renaissance High School, agricultural area with farm equipment and produce trucks, highly erodible soil with frequent sand deposits over the pavement in stormy weather and adjacent bike lanes. It is recommended that the existing 45 MPH speed limit remain with enforcement activity taking place at speeds above the safe speed.

1601b99

611

TRAFFIC AND ENGINEERING REPORT

June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

On 17th Avenue from Soquel Avenue to Portola Drive. (Speed Data collected between Rodriguez Street and Capitola Road)

PREVAILING SPEED DATA:

The existing speed limit is 30 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	34.2 MPH	36.6 MPH
Pace Speed	25-34 MPH	26-35 MPH
Average Speed	31.1 MPH	32.5 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 34.2 MPH and 36.6 MPH depending on direction. The safe speed limit is normally established at the first five mile per hour increment below the 85th percentile which using the average of the two would calculate to be 35 MPH; however in matching the traffic safety needs of the community, engineering judgement as provided for in the State Traffic Manual indicates a further reduction of five miles per hour to 30 MPH. The factors justifying a further reduction are recent accident history, high volume vehicle pedestrian and bicycle traffic, Live Oak School, Del Mar School, and the new Shoreline Middle School. It is recommended that the existing 30 MPH speed limit remain with enforcement activity taking place at speeds above the safe speed. In the three school zones the safe speed is 25 MPH when children are present.

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Seventh Avenue Between East Cliff Drive and Soquel Avenue. (Speed data collected south of Capitola Road)

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	34.5 MPH	35.4 MPH
Pace Speed	27-36 MPH	26-35 MPH
Average Speed	31.3 MPH	31.1 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 34.5 MPH and 35.4 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which using the average of the two at 34.9 MPH, would be 30 MPH; however, in keeping with the traffic safety needs of the community, engineering judgement as provided for in the State Traffic Manual, indicates a further reduction of five miles per hour to 25 MHP. The factors justifying a further reduction are; prima facie residential and business district, high volume vehicle, pedestrian and bicycle traffic, recent accident record, rail road crossing, and a tourist area with main access to beaches and the yacht harbor. It is recommended that the existing 25 MPH speed limit remain with enforcement activity taking place at speeds above the safe speed.

2402a99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Soquel Avenue/Soquel Drive between Santa Cruz City Limits and Robertson Street. (Speed Data collected west of Robertson)

PREVAILING SPEED DATA:

The existing speed limit is 35 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	37.4 MPH	35.6 MPH
Pace Speed	30-39 MPH	29-38 MPH
Average Speed	33.7 MPH	32 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 37.4 MPH and 35.6 MPH depending on direction. The safe speed is established at the first five mile per hour increment below the 85th percentile, using the average of the two 36.5 MPH, the safe speed is calculated to be 35 MPH. Th safe speed at the Good Shepard School is 25 MPH when children are present. It is recommended that the existing 35 MPH posting remain with speed enforcement activity taking place at speeds above the safe speed.

2416a99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Soquel Drive between Robertson Street and Rosedale Avenue (Speed Data collected between Porter Street and Main Street)

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	29.5 MPH	29.1 MPH
Pace Speed	22-31 MPH	21-30 MPH
Average Speed	26.4 MPH	26 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 29.5 MPH and 29.1 MPH depending on direction. The safe speed is established at the first five mile per hour increment below the 85th percentile which is 25 MPH. It is recommended that the existing 25 MPH posting remain with speed enforcement activity taking place at speeds above the safe speed.

2416b99

0669

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Soquel Drive between Rosedale Avenue and Park Avenue (speed Data collected at Maplethorpe Lane)

PREVAILING SPEED DATA:

The existing speed limit is 35 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	39.6 MPH	40.1 MPH
Pace Speed	31-4.0 MPH	33-42 MPH
Average Speed	35.7 MPH	36.6 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 39.6 MPH and 40.1 MPH depending on direction. The safe speed is established at the first five mile per hour increment below the 85th percentile, using the average of the two which is 39.8 MPH, the safe speed is calculated to be 35 MPH. It is recommended that the existing 35 MPH posting remain with speed enforcement activity taking place at speeds above the safe speed.

2416c99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Soquel Drive between Park Avenue and Mar Vista Drive. (Speed Data collected at Vienna Drive)

PREVAILING SPEED DATA:

The existing speed limit is 35 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	37.9 MPH	38.7 MPH
Pace Speed	29-38 MPH	31-40 MPH
Average Speed	35.2 MPH	35.1 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 37.9 MPH and 38.7 MPH depending on direction. The safe speed limit is established at the first five mile per hour increment below the 85th percentile which is 35 MPH. In the school zones at Mar Vista School and Montessori School the safe speed is 25 MPH when children are present. It is recommended that the existing 35 MPH speed limit remain as posted with enforcement activity taking place at speeds above the safe speed.

2416d99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Soquel Drive between Mar Vista Drive and W. Ledyard Way. (Speed Data collected at Mar Vista Drive)

PREVAILING SPEED DATA:

The existing speed limit is 35 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	39.2 MPH	40.3 MPH
Pace Speed	32-41 MPH	34-43 MPH
Average Speed	35.9 MPH	37.8 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 39.2 MPH and 40.3 MPH depending on direction. The safe speed limit is established at the first five mile per hour increment below the 85th percentile, using the average of the two which is 39.7 MPH, the safe speed is calculated to be 35 MPH. It is recommended that the existing 35 MPH speed limit remain as posted with enforcement activity taking place at speeds above the safe speed.

2416dd99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Soquel Drive between W.Ledyard and Aptos Street. (Speed Data collected at Aptos Wharf Road)

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	32.5 MPH	29.7 MPH
Pace Speed	22-31 MPH	22-31 MPH
Average Speed	27.7 MPH	27.22 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 32.5 MPH and 29.7 MPH depending on direction. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which would using the average of the two at 31.1 **MPH be 30 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in the State Traffic Manual indicates a further reduction of five miles per hour to 25 MPH. The factors justifying a further reduction are recent accident record, high volume vehicle pedestrian and bicycle traffic, Rail Road over crossings with narrow width between abutments and all traffic must share the road at these points, Prima facie business district and a narrow bridge. It is recommended that the existing 25 MPH posting remain with speed enforcement activity taking place at speeds above the safe speed.**

2416e99

TRAFFIC AND ENGINEERING REPORT

June, 1999

PURPOSE:

This survey is performed in accordance -with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Soquel Drive between Aptos Street and Rio Del Mar Boulevard.(Speed Data collected at the mid point)

PREVAILING SPEED DATA:

The existing speed limit is 35 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	40.5 MPH	37.6 MPH
Pace Speed	32-41 MPH	29-38 MPH
Average Speed	36.5 MPH	34.5 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 40.5 MPH and 37.6 MPH depending on direction. The safe speed limit is established at the first five mile per hour increment below the 85th percentile, using the average of the two at 39 MPH the safe speed is calculated to be 35 MPH. it is recommended that the existing 35 MPH speed limit remain as posted with enforcement activity taking place at speeds above the safe speed.

2416f99

TRAFFIC AND ENGINEERING REPORT

June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Soquel Drive Between Rio Del Mar Boulevard and Freedom Boulevard.(Speed Data collected at the Mid point)

PREVAILING SPEED DATA:

The existing speed limit is 40 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	42.8 MPH	42.6 MPH
Pace Speed	34-43 MPH	35-44 MPH
Average Speed	38.6 MPH	39.1 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 42.8 MPH and 42.6 MPH depending on direction. The safe speed limit is established at the first five mile per hour increment below the 85th percentile which is 40 MPH. It is recommended that the existing LO MPH speed limit remain as posted with enforcement activity caking place at speeds above the safe speed.

2416g99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This-survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Soquel San Jose Road between Soquel Drive and a point 0.4 miles north. (Speed data collected at Paper Mill Road)

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	30.7 MPH	31.8 MPH
Pace Speed	25-34 MPH	25-34 MPH
Average Speed	30.1 MPH	30.8 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 33.5 MPH and 31.8 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which would be 30 MPH; however, In matching existing conditions with the traffic safety needs of the community engineering judgement as provided for in the State Traffic Manual indicates a further reduction of five miles per hour to 25 MPH. The factors justifying a further reduction are a prima-facie residential and business district, adjacent Soquel High School and shoulder conditions with pedestrian and bicycle traffic without bike lanes or sidewalks. It is recommended that the existing 25 MPH speed limit remain with enforcement activity taking place at speeds above the safe speed.

2405a99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Soquel San Jose Road between 0.4 miles north of Soquel Drive and 1.4 miles north . (Speed data collected 0.25 miles north of Shauna Court.)

PREVAILING SPEED DATA:

The existing speed limit is 35 MPH.

The prevailing speeds are:

'Direction	west	East
85th Percentile	43.5 MPH	43.5 MPH
Pace Speed	40-49 MPH	40-49 MPH
Average Speed	43.6 MPH	41.1 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 43.5 MPH in both directions. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which would be 40 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for if the State Traffic Manual indicates the need for a further reduction to 35 MPH. The factors justifying a further reduction are safe stopping sight distance, shoulder conditions, intersections, pedestrians in the roadway without sidewalks and nearby schools. It is recommended that the 35 MPH speed limit remain with enforcement activity taking place at speeds above the safe speed.

2405b99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Soquel San Jose Road between 1.4 miles north of Soquel Drive and Summit Road. (Speed data collected 6.0 miles north of Soquel Drive)

PREVAILING SPEED DATA:

The existing speed limit is 40 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	49.1 MPH	48.3 MPH
Pace Speed	40-49 MPH	40-49 MPH
Average Speed	43.9 MPH	45 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 49.1 MPH and 48.3 MPH depending on direction of travel. The safe- speed is normally established at the first five mile per hour increment below the 85th percentile which would be 45 MPH; however, In matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in the State Traffic Manual indicates a further reduction of five miles per hour to 40 MPH. The factors justifying a further reduction are recent accident record, safe stopping sight distance, deer areas, adjacent public and private schools, the Seventh Day Adventist Conference and Campground and shoulder conditions with pedestrians in the roadway without sidewalks. It is therefore recommended that the existing 40 MPH speed limit remain with enforcement activity taking place at speeds above the safe speed.

2405c99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Summit Road between Old Santa Cruz Highway and Soquel-San Jose Road. (speed data collected West of Villa Del Monte.)

PREVAILING SPEED DATA:

The existing speed limit is 40 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	48.6 MPH	47.8 MPH
Pace Speed	39-48 MPH	40-49'MPH
Average Speed	42.8 MPH	43.7 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 48.6 MPH and 47.8 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which would be 45 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in the State Traffic Manual indicates a further reduction of five mile per hour to 40 MPH. The factors justifying a further reduction are recent accident record, safe stopping sight distance, shoulder conditions and the presence of school children walking to and from school. It is recommended that the existing 40 MPH zone remain with speed enforcement taking place at speeds above the safe speed.

4402a99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Sumner Avenue between Rio Del Mar Blvd and Los Altos Drive. (Speed, data collected between Doris Avenue and Los Altos Drive.)

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	32.7 MPH	33.7 MPH
Pace Speed	25-34 MPH	26-35 MPH
Average Speed	28.8 MPH	31 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 32.7 MPH and 33.7 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which would be 30 MPH; however, in matching the traffic safety needs of the community , engineering judgement as provided for in the State Traffic Manual, indicates a further reduction of five miles per hour to 25 MPH. The factors justifying a further reduction are a prima-facie residential district, safe stopping sight distance and shoulder conditions with pedestrians in the roadway without sidewalks. It is recommended that the existing 25 MPH speed limit remain as posted with enforcement activity taking place at speeds above the safe speed.

26092a99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Sumner Avenue between Los Altos Drive and Clubhouse Drive. (Speed data collected west of Clubhouse Drive.)

PREVAILING SPEED DATA:

The existing speed limit is 35 MPH.

The prevailing speeds are.:

Direction	West	East
85th Percentile	40.2 MPH	38.4 MPH
Pace Speed	32-41 MPH	29-38 MPH
Average Speed	36.3 MPH	35.3 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 40.2 MPH and 38.4 MPH depending on direction of travel. The safe speed is established at the first five miles per hour increment below the 85th percentile, using the average of the two at 39.3, the safe speed is calculated to be 35 MPH. It is recommended that the existing 35 MPH zone remain as posted with speed enforcement activity taking place at speeds above the safe speed.

260923399

TRAFFIC AND ENGINEERING REPORT

0681

June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Sumner Avenue between Clubhouse Drive and Via Novella. (Speed data collected east of Dolphin Drive.]

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	West	East
85th Percentile	32.1 MPH	31.3 MPH
Pace Speed	24-33 MPH	23-32 MPH
Average Speed	28.6 MPH	28.4 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 32.1 MPH and 31.3 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which would be 30 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in the State Traffic Manual, indicates a further reduction of five miles per hour to 25 MPH. The factors justifying a further reduction are a prima-facie residential district, pedestrians in the roadway without sidewalks and an arterial route leading to a popular beach access, beach resort and an area shopping center . It is recommended that the existing 25 MPH speed limit remain as posted with enforcement activity taking place at speeds above the safe speed.

26092c99

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Thurber Lane, from Soquel Drive to Helen Avenue. (Speed data collected north of Twin Hills Drive)

PREVAILING SPEED DATA:

The existing speed limit is 30 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	35.8 MPH	35.8 MPH
Pace Speed	25-34 MPH	27-36 MPH
Average Speed	31.7 MPH	32.5 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 35.8 MPH in both directions. The safe speed limit is normally established at the first five mile per hour increment below the 85th percentile which would be 35 MPH; however, in matching the traffic safety needs of the community, engineering judgement as provided for in the State Traffic Manual, indicates a further reduction of five miles per hour to 30 MPH. The factors justifying a further reduction are a residential neighborhood with significant pedestrian and bicycle traffic along with an adjacent fire station and a nearby park and school It is recommended that the existing 30 MPH speed limit remain as posted with enforcement activity taking place at speeds above the safe speed.

0683

TRAFFIC AND ENGINEERING REPORT
June, 1999

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to allow the use of radar for enforcement purposes.

LOCATION:

Thurber Lane from Helen Avenue to Winkle Avenue. (Speed Data collected north of Helen Avenue)

PREVAILING SPEED DATA:

The existing speed limit is 25 MPH.

The prevailing speeds are:

Direction	North	South
85th Percentile	37.5 MPH	37.7 MPH
Pace Speed	28-37 MPH	30-39 MPH
Average Speed	33.6 MPH	34.2 MPH

ANALYSIS:

The prevailing 85th percentile speeds are 37.5 MPH and 37.7 MPH depending on direction of travel. The safe speed is normally established at the first five mile per hour increment below the 85th percentile which would be 35 MPH; however, in matching existing conditions with the traffic safety needs of the community, engineering judgement as provided for in the State Traffic Manual indicates the need for a further reduction of five miles per hour to 30 MPH. The factors justifying a further reduction are a prima-facie residential district, safe stopping sight distance, profile conditions, deer area and children walking and bicycling to school. The County-wide Radar Speed Enforcement Program has allowed the use of radar on local residential streets to enforce the posted 25 MPH speed limit without a speed survey. The definition of a local road, as per Vehicle Code Section 40802, was changed in 1999 with the length of uninterrupted roadway decreasing from one mile to one-half mile. This reduction eliminated this section of Thurber lane from the definition of a local road and a speed survey is required. It is recommended that the existing 25 MPH speed limit be increased to 30 MPH with enforcement activity taking place at the safe speed.

24143b99