



County of Santa Cruz ⁰¹⁹³

DEPARTMENT OF PUBLIC WORKS

701 OCEAN STREET, ROOM 410, SANTA CRUZ, CA 95060-4070
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JOHN A. FANTHAM
DIRECTOR OF PUBLIC WORKS

AGENDA: NOVEMBER 2, 1999

October 21, 1999

SANTA CRUZ COUNTY BOARD OF SUPERVISORS

701 Ocean Street
Santa Cruz, CA 95060

SUBJECT: RADAR TRAFFIC AND ENGINEERING REPORT

Members of the Board:

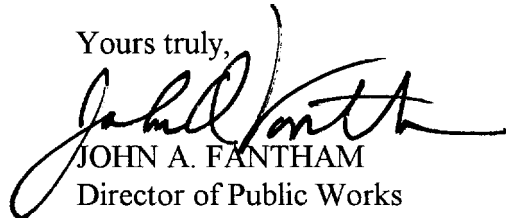
On October 19, 1999, your Board directed the Public Works Department to return to the Board on November 2, 1999, along with a representative from the California Highway Patrol to further discuss the 1999 Radar Traffic and Engineering Report, and to provide a copy of the California Vehicle Code sections pertaining to radar and speed traps.

The Highway Patrol will be present at this meeting to answer any questions you may have pertaining to radar speed enforcement and speed traps.

A copy of the sections of the 1999 California Vehicle Code pertaining to radar and speed traps is attached for your review.

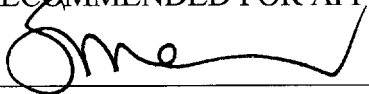
It is therefore recommended that the Board of Supervisors take those actions as recommended in the letter of the Public Works Director of October 19, 1999 (regular agenda item 61).

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

RTER1

California Highway Patrol, sheriff, marshal, or other law enforcement agency regularly engaged in enforcement of the Vehicle Code.

Amended Stats 1983 ch 361 § 1.

Amendments:

1983 Amendment: (1) Added "or by any clerk or deputy clerk of a court" at the end of subd (b); and (2) deleted "the provisions of" after "enforcement of" in subd (c).

Collateral References:

Witkin & Epstein, Criminal Law (2d ed) § 1960.

Cal Jur 3d (Rev) Criminal Law § 1675.

CHAPTER 2.5

Administrative Adjudication of Traffic Safety Violations

[Chapter 2.5, consisting of §§ 40650-40762, was repealed, effective January 1, 1986, by the terms of § 40750.5.]

ARTICLE 1

General Provisions

§§ 40650-40762. [Sections repealed 1980.1]

Added or amended Stats 1980 ch 166, effective June 12, 1980, Stats 1981 ch 984, Stats 1983 ch 803, ch 1116, and repealed, effective January 1, 1986, by the terms of § 40750.5.

ARTICLE 1

Prosecutions Under Code

Collateral References:

Witkin & Epstein, Criminal Law (2d ed) § 2230.

Witkin Evidence (3d ed) § 883.

Cal Jur 3d (Rev) Criminal Law §§ 1687-1689, 1692.

Possession or operation of device for detecting or avoiding traffic radar as criminal offense. 17 ALR4th 1334.

§ 40801. Speed trap prohibition

Collateral References:

Witkin Evidence (3d ed) § 883.

Illegal detentions for speeding: what remedies are there? 24 Forum No. 4 (CACJ) p. 35.

§ 40802. "Speed trap"

(a) A "speed trap" is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance *under subparagraph. (A)* of paragraph (2) of subdivision (a) of Section 22352, or established *under Section 22354, 22357, 22358, or 22358.3, if that prima facie* speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and * * * enforcement *of the speed limit* involves the use of radar or *any* other electronic *device that measures* the speed of moving objects. This *paragraph* does not apply to *a local street, road, or school zone.*

(b) (1) For purposes of this section, a *local street or road* is defined by the latest functional usage and federal-aid 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.*
- (B) *Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control devices as defined in Section 445.*
- (C) *Not more than one traffic lane in each direction.*

(2) *For purposes of this section "School zone" means that area of 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.*

(c) (I) *When all the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:*

(A) *When radar is used, the officer issuing the citation has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.*

(B) *When laser or any other electronic device is used to measure the speed of moving objects, the officer issuing the notice to appear has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.*

(C) (i) *The prosecution proved that the officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).*

(ii) *The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.*

(D) *The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the, minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.*

(2) A "speed trap" is either of the following:

(A) *A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.*

(B) (i) *A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged viola-*

tion, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I) Except as specified in subclause (ZZ), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 10 years.

(ii) This subparagraph does not apply to a local street, road, or school zone.

Added Stats 1995 ch 315 § 2 (SB 574), operative January 1, 1999. Amended Stats 1996 ch 104 § 2 (SB 2006), operative January 1, 1999 (ch 104 prevails), ch 124 § 145 (AB 3470); Stats 1998 ch 1037 § 1 (AB 2222).

Editor's Notes—There was another Veh C § 40802, similar to the present section, which was added Stats 1978 ch 1210 § 2, operative January 1, 1982, amended Stats 1981 ch 357 § 2, operative January 1, 1987, Stats 1986 ch 833 § 2, operative January 1, 1993, and repealed Stats 1991 ch 459 § 2.

Former Sections:

Former § 40802, similar to the present section, was enacted Stats 1959 ch 3, amended Stats 1972 ch 1346 § 1, Stats 1973 ch 203 § 1, effective July 9, 1973, Stats 1978 ch 1210 § 1, Stats 1981 ch 357 § 1, Stats 1986 ch 833 § 1, Stats 1991 ch 459 § 1, Stats 1995 ch 315 § 1, operative until January 1, 1999, Stats 1996 ch 104 § 1, operative until January 1, 1999 (ch 104 prevails), ch 124 § 144, and repealed, operative January 1, 1999, by its own terms.

Amendments:

1996 Amendment: Substituted "or when the street or road is not shown on the maps, the following definition applies" for "the following definition shall be used" in the first introductory clause of subd (b).

Collateral References:

Cal Jur 3d (Rev) Criminal Law § 1688.

NOTES OF DECISIONS

Defendant was improperly found guilty of driving in excess of the state maximum speed limit, where, at trial, a police officer testified that he visually estimated defendant's speed at 65 miles per hour on a nonlocal road posted at 50 miles per hour, using radar to confirm defendant's speed, and where no admissible evidence of a traffic and engineering survey was offered at trial. Veh. Code, § 40800 et seq., prohibits prosecutions secured by speed traps. Under Veh. Code, § 40802, subd. (b), a speed trap is a section of highway with a prima facie speed limit that is not justified by a timely engineering and traffic survey and where enforcement involves the use of radar. The apparent purpose of the speed trap laws is to prevent the local establishment of unreasonably low-speed

zones as an adjunct revenue source and, further, to encourage observance of the traffic laws by a visible police presence. Although it may be that no purpose is served by enforcing this statutory scheme where a motorist's speed exceeds the maximum statewide limit, a close reading of the statutes demonstrates the Legislature's antipathy is absolute and unequivocal toward "any" radar-based prosecution of "any" speed law violation in "any" posted zone, where the prima facie speed limit is not justified by proof of a timely engineering survey. The statutes provide no exception in the case of a violation of the maximum speed limit. Therefore, the evidence against defendant was inadmissible. *People v Studley* (1996) 44 Cal App 4th Supp 1, 52 Cal Rptr 2d 461.

§ 40802.5. [Section repealed 1998.1]

Added Stats 1995 ch 264 § 1 (AB 843). Amended Stats 1996 ch 124 § 146 (AB 3470). Repealed, operative January 1, 1999, by its own terms. The repealed section related to use of radar in City of Santee.

§ 40803. Speed trap evidence

(a) No evidence as to the speed of a vehicle upon a highway shall be admitted in any court upon the trial of any person in any prosecution under this code upon a charge involving the speed of a vehicle when the evidence is based upon or obtained from or by the maintenance or use of a speedtrap.

(b) In any prosecution under this code of a charge involving the speed of a vehicle, where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects, the prosecution shall establish, as

VEHICLE CODE

§ 40803

part of its prima facie case, that the evidence or testimony presented is not based upon a speedtrap as defined in *paragraph (2) of subdivision (a)* of Section 40802.

(c) When a traffic and engineering survey is required pursuant to *paragraph (2) of subdivision (a)* of Section 40802, evidence that a traffic and engineering survey has been, conducted within five years of the date of the alleged violation or evidence that the offense was committed on a local street or road as defined in *paragraph (2) of subdivision (a)* of Section 40802 shall constitute a prima facie case that the evidence or testimony is not based upon a speedtrap as defined in *paragraph (2) of subdivision (a)* of Section 40802.

Amended Stats 1981 ch 357 § 3; Stats 1991 ch 459 § 3 (SB 733); Stats 1992 ch 538 § 1 (AB 3659); Stats 1996 ch 124 § 147 (AB 3470).

Amendments:

1981 Amendment: (1) Designated the former section to be subd (a); and (2) added subd (b).

1991 Amendment: (1) Designated the former second sentence of subd (b) to be subd (c); and (2) added "When a traffic and engineering survey is required pursuant to subdivision (b) of Section 40802," in subd (c).

1992 Amendment: Substituted "in any prosecution under this code upon a charge involving the speed of a vehicle" for "for an alleged violation of this code" in subd (a).

1996 Amendment: Substituted "paragraph (2) of subdivision (a)" for "subdivision (b)" wherever it appears in subds (b) and (c).

Collateral References:

Witkin & Epstein, Criminal Law (2d ed) § 1955.

Cal Jur 3d (Rev) Criminal Law § 1688.

Illegal detentions for speeding: what remedies are there? 24 Forum No. 4 (CACJ) p. 35.

NOTES OF DECISIONS

In a prosecution for driving under the influence of alcohol, defendant's motion to suppress evidence on the ground his initial stop for speeding was derived from an illegal speed trap, and was therefore inadmissible under Veh. Code, § 40803, subd. (a), excluding evidence of speed obtained via speed trap in any prosecution under the Vehicle Code, was properly denied. Veh. Code, § 40803, subd. (a), was abrogated by the Proposition 8 "right to truth in evidence" provision contained in Cal. Const., art. I, § 28, subd. (d). Despite the strong public policy against speed traps, the speed trap remedial provisions are rules of evidence subject to the constitutional provision. A subsequent legislative amendment of an unrelated provision of the speed trap law (Veh. Code, § 40802) did not implicitly reestablish the speed trap evidentiary exclusion. *People v Sullivan* (1991, 6th Dist) 234 Cal App 3d 56, 285 Cal Rptr 553.

In a prosecution of defendant for driving under the influence of alcohol in which he moved to suppress evidence on the ground evidence of his speeding, justifying the initial stop was derived from an illegal speed trap and was therefore inadmissible under Veh. Code, § 40803, subd. (a), The exclusionary provision applied not only to the officer's radar reading obtained through maintenance of a speed trap, but also to his independent observations while operating the speed trap. Accordingly, the evidence of speeding was not admissible based on the officer's sensory observations. Also, although § 40803, subd. (a), speaks only of evidence at "trial," it also includes pretrial proceedings. *People v Sullivan* (1991, 6th Dist) 234 Cal App 3d 56, 285 Cal Rptr 553.

Defendant was improperly convicted of violating the basic speed law on a street with a posted limit of

35 miles per hour, even though a police officer, who had been using a hand-held radar unit at the time of the incident, testified that he visually estimated defendant's speed at 51 miles per hour. The officer had testified over defendant's objection that the officer had not produced an engineering and traffic survey for the relevant portion of the street where defendant was cited. A speed trap (Veh. Code, § 40801 et seq.) is maintained or used, and radar is involved, when an officer monitors traffic in a posted speed zone with a radar unit and the posted speed is not justified by a valid traffic survey. The speed trap does not disappear whenever that officer makes a visual estimate of a vehicle's speed. Thus, whenever radar is used in conjunction with the enforcement of a posted speed limit on a nonlocal roadway, the speed trap laws are invoked, giving rise to the need for a current engineering and traffic survey that justifies the posted speed (Veh. Code, §§ 40802, subd. (b), 40803, subd. (b)). Absent the survey, the officer is incompetent to testify as to the speed of the defendant's vehicle, even if the officer's testimony is confined to his or her visual determination of that speed. This construction comports with the Legislature's antipathy toward speed traps and with the plain language of the statutes. *People v Rhinehart* (1995, 3rd Dist) 33 Cal App 4th 1, 39 Cal Rptr 2d 91.

The trial court erred in convicting a driver, under Veh. Code, § 22350, of speeding on a local street with a posted limit of 35 miles per hour (mph), even though an officer testified that he visually estimated defendant's speed at 50 to 55 mph in an area near a senior citizens' complex with a lot of foot and bicycle traffic, and that radar showed her speed was 52 mph. The speed limit had been set by local authorities under Veh. Code, § 22358, and enforcement involved

§ 40803

VEHICLE CODE

use of a radar, thus requiring the prosecution to establish, under the speed trap rules, that the speed limit was justified by an engineering and traffic study performed within five years of the alleged violation (Veh. Code, §§ 40802, subd. (b), 40803, subd. (b)). The study, that had been performed on the street did not justify the speed limit, since it stated that 85 percent of the vehicles traveled at 48 mph or less, that the average speed was 43 mph, and that the 35-mph limit was exceeded by 95 percent of the drivers, and it did not set forth any conditions not readily apparent to a motorist to justify the reduced speed. Thus, a speed trap existed, rendering the officer incompetent to testify (Veh. Code, § 40804) and depriving the court of jurisdiction (Veh. Code, § 40805). *People v Goulet* (1992) 13 Cal App 4th Supp 1, 17 Cal Rptr 2d 801.

The evidentiary provisions of the speed trap rules (Veh. Code, § 40803 et seq.) apply only to charges involving the speed of a vehicle. Due to the adoption of Veh. Code, § 40808 (speed trap rules not abrogated by Prop. 8), those provisions have not been abrogated by Cal. Const., art. I, § 28, subd. (d) (right to truth in evidence). *People v Goulet* (1992) 13 Cal App 4th Supp 1, 17 Cal Rptr 2d 801.

In unrelated proceedings in which two defendants were convicted of violating Veh. Code, § 22350 (speeding), the citing officers' testimony in both cases about the engineering and traffic surveys conducted on the pertinent segments of roadway was insufficient to rebut the presumption of a speed trap that arose when the officers used radar to enforce posted speed limits. The Legislature strongly disapproves of speed traps, and it is the People's burden, as part of their prima facie case in any Veh. Code, § 22350, prosecution where radar is used, to demonstrate the absence of a speed trap. Unless the offense occurred on a "local road" (Veh. Code, § 40802, subd. (b)), the People must produce a traffic and engineering survey, no more than five years old, that justifies the posted

speed limit. In the present cases, it was clear from the settled statements that no current survey was present in the courtroom. The People's burden under Veh. Code, § 40803, subd. (c), of producing "evidence" that a survey was conducted within the five-year period prior to the violation cannot be met unless the evidence shows the posted speed limit was justified by the data in the survey. Since the People did not produce either the original survey or a certified copy, none of their evidence as to defendants' speeds was admissible (Veh. Code, § 40803, subd. (a)), they did not make a prima facie case (Veh. Code, § 40803, subd. (b)), the officers were incompetent to testify (Veh. Code, § 40804, subd. (a)), and the court had no jurisdiction to convict defendants (Veh. Code, § 40805). *People v Earnest* (1995) 33 Cal App 4th Supp 18, 40 Cal Rptr 2d 304.

In a prosecution for driving at an unsafe speed (Veh. Code, § 22350), the trial court erred in allowing the prosecution to rebut the presumption of a speed trap with a summary of an engineering and traffic survey. Defendant had been stopped for speeding by a police officer who, using radar, determined that defendant was traveling at between 42 and 45 miles per hour in a 25-mile-per-hour zone. Veh. Code, § 40803, subd. (b), requires the People, under such circumstances, to establish as part of their prima facie case that the evidence or testimony is not based upon a speed trap. A mere "summary" of an engineering and traffic survey justifying the posted speed limit is not sufficient for this purpose; either the original survey or a certified copy is required. Since the prosecution failed to rebut the presumption of a speed trap, none of its evidence regarding defendant's speed was admissible (Veh. Code, § 40803, subd. (a)), its only witness was incompetent to testify as to defendant's speed (Veh. Code, § 40804, subd. (a)), and the trial court had no jurisdiction to convict defendant (Veh. Code, § 40805). *People v Ellis* (1995) 33 Cal App 4th Supp 25, 40 Cal Rptr 2d 111.

§40804. Testimony based on speed trap

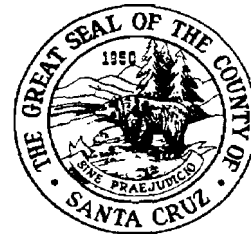
NOTES OF DECISIONS

A "speed trap" is a particular section of roadway with a prima facie speed limit set by the Vehicle Code or by local ordinance which is not justified by an engineering and traffic survey conducted within the past five years and where enforcement involves the use of radar (Veh. Code, § 40802, subd. (b)). In any case where radar is used in the ascertainment of the speed of a vehicle, the officer is incompetent to testify as to speed unless there has been produced a current traffic and engineering survey (Veh. Code, § 40804, subd. (a)). *People v Rhinehart* (1995, 3rd Dist) 33 Cal App 4th 1, 39 Cal Rptr 2d 91.

Defendant was properly convicted of violating Veh. Code, § 22350, for exceeding the 25 miles per hour speed limit marked and posted in a school zone, based on the testimony of a police officer who timed defendant with a hand-held radar unit. The rules and procedures governing speed traps and the use of radar

(Veh. Code, §§ 40801, 40802, subd. (b), 40803, subd. (b), and 40804), whereby an officer using radar to ascertain speed is incompetent to testify unless there has been produced a current traffic and engineering survey (Veh. Code, § 40804, subd. (a)), are inapplicable to cases in which the state Legislature has mandated a maximum speed of a vehicle—in this case, 25 miles per hour at a school when children are present (Veh. Code, § 22352, subd. (b)(2)). Although the Legislature has repeatedly shown its ongoing disapproval of speed traps, to prohibit the use of radar in school zones due to the practical inapplicability of an engineering and traffic survey is not the intent of the Legislature. The safety of children is paramount. To enforce traffic speeds by radar detection in such circumstances free from the proscription of the speed trap laws is proper and lawful. *People v Rhinehart* (1995, 3rd Dist) 33 Cal App 4th 1, 39 Cal Rptr 2d 91.

COUNTY OF SANTA CRUZ
STATE OF CALIFORNIA



AT THE BOARD OF SUPERVISORS MEETING

On the Date of October 19, 1999

REGULAR AGENDA Item No. 061

(CONTINUED TO NOVEMBER 2, 1999 consideration of report
(on Radar Traffic and Engineering and adoption of an
(ordinance amending County Code Chapter 9.08, Speed
(Limits...

0199

Upon the motion of Supervisor Beautz, duly seconded by Supervisor Wormhoudt, the Board, by unanimous vote, continued to November 2, 1999 consideration of report on Radar Traffic and Engineering and adoption of an ordinance amending County Code Chapter 9.08, Speed Limits

cc:

CAO

Public Works

Herb Parnell, Public Works

State of California, County of Santa Cruz-ss.

I, Susan A. Mauriello, Ex-officio Clerk of the Board of Supervisors of the County of Santa Cruz, State of California, do hereby certify that the foregoing is a true and correct copy of the order made and entered in the Minutes of said Board of Supervisors. In witness thereof I have hereunto set my hand and affixed the seal of said Board of Supervisors.

by *Susan A. Mauriello*, Deputy Clerk, on October 22, 1999.

Page 1 of 1

35



County of Santa Cruz

0200

DEPARTMENT OF PUBLIC WORKS

701 OCEAN STREET, ROOM 410, SANTA CRUZ, CA 95060-4070
(831) 454-2160 FAX (831) 454-2385 TDD (831) 454-2123

JOHN A. FANTHAM
DIRECTOR OF PUBLIC WORKS

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-aid 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.

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 AMENDING CHAPTER 9.08 OF THE COUNTY CODE
RELATING TO SPEED LIMITS

~~0625~~

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;

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~~0020~~

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

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;

0205
~~0024~~

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

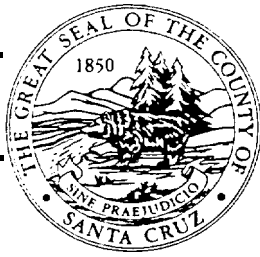
Approved as to form:

D. McRae 10-7-99
Assistant County Counsel

Distribution: County Counsel
Auditor Controller
Public Works
California Highway Patrol

SPEED12

DEPARTMENT OF
PUBLIC WORKS



COUNTY OF SANTA CRUZ

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0206

~~8627~~

TRAFFIC
AND
ENGINEERING
REPORT

JUNE, 1999

TRAFFIC AND ENGINEERING REPORT
JUNE, 1999
TABLE OF CONTENTS

0207
~~0628~~

ROAD	PAGE NUMBERS
Airport Boulevard	1
Amesti Road	2-4
Bear Creek Road	5-7
Branciforte Drive	8-9
Brommer Street	10
Carlton Road	11
Clubhouse Drive	12
East Cliff Drive	13
East Zayante Road	14-15
Fairway Drive	16
Freedom Boulevard	17-20
Graham Hill Road	21-24
Green Valley Road	25
Holohan Road	26
Mount Hermon Road	27
Porter Street	28
Portola Drive	29-31
Quail Hollow Road	32
Rio Del Mar Boulevard	33
San Andreas Road	34-35
Seventeenth Avenue	36
Seventh Avenue	37

TABLE OF CONTENTS CONTINUED

0208
~~0620~~

ROAD	PAGE NUMBERS
Soquel Drive	38-45
Soquel San Jose Road	46-48
Summit Road	49
Sumner Avenue	50-52
Thurber Lane	53-55



TRAFFIC AND ENGINEERING REPORT
June, 1999

0209
~~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.

TRAFFIC AND ENGINEERING REPORT
June, 1999

0210
~~8637~~

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.

TRAFFIC AND ENGINEERING REPORT
June, 1999

0211
~~0032~~

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
June, 1999

0212
~~0033~~

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.

26083399

TRAFFIC AND ENGINEERING REPORT
JUNE, 1999

0213
~~0034~~

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 38.5 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.

TRAFFIC AND ENGINEERING REPORT
June, 1999

0214
~~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.

4301b99

TRAFFIC AND ENGINEERING REPORT

June, 1999

0215
8636

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.

TRAFFIC AND ENGINEERING REPORT
June, 1999

0216
~~0637~~

PURPOSE:

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

LOCATION:

Stranciforte 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

0217
~~0038~~

PURPOSE:

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

LOCATION:

3ranciforte 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

June, 1999

0218
8639PURPOSE:

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, 1399

0219
~~0540~~

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

0220
~~864~~

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.

25010a99

0221
~~0046~~

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

0543 0222

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

~~0044~~ 0223

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.

3303b99

TRAFFIC AND ENGINEERING REPORT
June, 1999

0224
~~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

0225

~~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.

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

0227
0648

PURPOSE:

This survey is performed in accordance with Vehicle Code Section 40803 to 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

0228
~~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.

2504d99

TRAFFIC AND ENGINEERING REPORT

June, 1999

0650 0229

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

35

TRAFFIC AND ENGINEERING REPORT
June, 1999

0230
~~0651~~

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

0231
~~0652~~

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:

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

TRAFFIC AND ENGINEERING REPORT

June 1999

0053

0232

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.

2605a99

0056

0235

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

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0236

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.

2422a99

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0237

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
June, 1999

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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.

TRAFFIC AND ENGINEERING REPORT

June, 1999

0660

0239

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

0240
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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:

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

0662
0241

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
0242

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
0243

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 Monterey 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 the 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

0065
0244

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.

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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:

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

35

TRAFFIC AND ENGINEERING REPORT

June, 1999

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0246

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

~~0008~~ 0247

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.

TRAFFIC AND ENGINEERING REPORT
June, 1999

18669

0248

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	E a s t
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

0070
0249

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

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0250

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

0672
0251

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.

TRAFFIC AND ENGINEERING REPORT

June, 1999

0673

0252

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.

TRAFFIC AND ENGINEERING REPORT
June, 1999

0574

0253

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 40 MPH speed limit remain as posted with enforcement activity taking 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

10676

0255

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

0677

0256

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.

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0678
0257

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

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0258

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.

26092b99

TRAFFIC AND ENGINEERING REPORT

June, 1999

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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.

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TRAFFIC AND ENGINEERING REPORT
June, 1999

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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.

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	N o r t h	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.

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