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April 2020

# City of Saratoga **2020 Speed Survey**

## Final Report



# **City of Saratoga – 2020 Speed Survey**

**Prepared for:  
City of Saratoga**

April 2020

1025-0446 | Phase 15

**FEHR  PEERS**



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# Executive Summary

This report presents the results of a speed survey analysis completed in the City of Saratoga, California. This study analyzes the sufficiency of posted speed limits on 44 roadway segments within the Saratoga City limits. Speed limits for the roadway segments were evaluated and compared to the 85<sup>th</sup> percentile speed to make recommendations on whether the speed limit is appropriate and can be radar enforced per California law. Locations where the 85<sup>th</sup> percentile speed deviates from the posted speed limit by at least 2.5 miles per hour were analyzed in more detail.

Overall, the observed 85<sup>th</sup> percentile speeds have increased slightly as compared to the data from the 2013 Speed Survey. Speeds have increased in one or both directions on 29 of the 44 roadway segments (65%) and decreased or stayed the same on 14 roadway segments. One new segment (Miller Avenue) was added to this speed survey and has no recorded 2013 speed data. Based on the observed 85<sup>th</sup> percentile speeds alone, speed limits on the following eight roadway segments could be 10 mph higher than the posted limit:

- Chester Avenue from Allendale Avenue to Ten Acres Road (Segment 8)
- Glen Brae Drive from Scotland Drive to Cox Avenue (Segment 17)
- Herriman Avenue from Saratoga-Sunnyvale Avenue to Saratoga Avenue (Segment 18)
- Miller Avenue from Prospect Road to Cox Avenue (Segment 19)
- Pierce Road from Highway 9 to Mount Eden Road (Segment 20)
- Quito Road from Southerly City limit to Bicknell Road (Segment 27)
- Quito Road from Bicknell Road to Pollard Road (Segment 28)
- Scotland Drive from Saratoga Avenue to Cumberland Drive (Segment 42)

The California Vehicle Code (CVC) and Manual on Uniform Traffic Control Devices (MUTCD) allow consideration of other factors besides the 85<sup>th</sup> percentile speed when setting posted speed limits. These factors include existing roadway conditions (e.g., pavement width), on-street residential density, pedestrian and bicycle safety, and speed-related collision data. Incorporating these factors into the speed survey evaluation, we recommend the existing speed limits be maintained on all study roadway segments in the City of Saratoga, except we recommend the City reduce the posted speed limit on the following roadway segment from 40 mph to 35 mph:

- Saratoga Avenue from Fruitvale Avenue to Dagmar Drive (Segment 35).

The City should continue to monitor speeds on the following eight roadway segments and implement traffic calming measures as needed to at least maintain and possibly decrease the 85<sup>th</sup> percentile speeds:

- Chester Avenue from Allendale Avenue to Ten Acres Road (Segment 8)
- Glen Brae Drive from Scotland Drive to Cox Avenue (Segment 17)
- Herriman Avenue from Saratoga-Sunnyvale Road to Saratoga Avenue (Segment 18)
- Miller Avenue from Prospect Road to Cox Avenue (Segment 19)
- Pierce Road from Highway 9 to Mt. Eden Road (Segment 20)
- Quito Road from Southerly City limit to Bicknell Road (Segment 27)
- Quito Road from Bicknell Road to Pollard Road (Segment 28)
- Scotland Drive from Saratoga Avenue to Cumberland Drive (Segment 42)

# 1. Introduction

This report presents the speed survey analysis completed in the City of Saratoga, California. This study analyzes the sufficiency of posted speed limits on various roadway segments within City limits based on the laws and regulations defined in the California Vehicle Code Division 11, Chapter 7. Speed limits for the roadway segments were evaluated and compared to the 85<sup>th</sup> percentile speed to make recommendations on whether the speed limit is appropriate. Locations where the 85<sup>th</sup> percentile speed deviates from the posted speed limit by at least 2.5 miles per hour were analyzed in more detail. The analysis evaluated the operations of the following 44 roadway segments, which are shown on **Figure 1**:

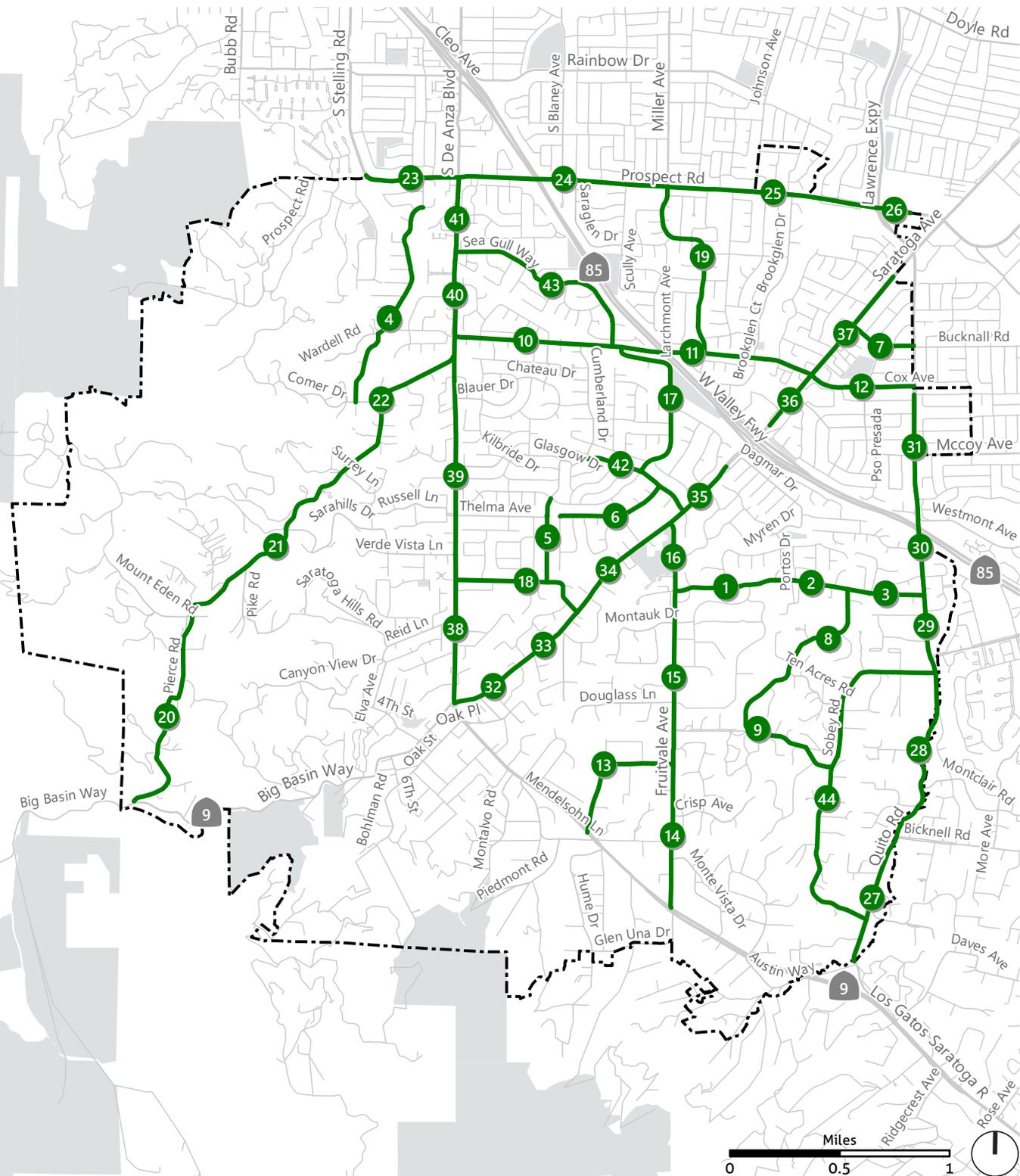
1. Allendale Avenue from Fruitvale Avenue to Portos Drive
2. Allendale Avenue from Portos Drive to Chester Avenue
3. Allendale Avenue from Chester Avenue to Quito Road
4. Arroyo De Arguello from Comer Drive to Via Roncole
5. Beaumont Avenue from Herriman Avenue to Glen Brae Drive
6. Braemar Drive from Howen Drive to Scotland Drive
7. Bucknall Road from Saratoga Avenue to Quito Road
8. Chester Avenue from Allendale Avenue to Ten Acres Road
9. Chester Avenue from Ten Acres Road to Sobey Road
10. Cox Avenue from Saratoga-Sunnyvale Road to RR Tracks
11. Cox Avenue from RR Tracks to Saratoga Avenue
12. Cox Avenue from Saratoga Avenue to Paseo Presada
13. Farwell Avenue from Fruitvale Avenue to Saratoga-Los Gatos Road
14. Fruitvale Avenue from Saratoga-Los Gatos Road to Burgundy Way
15. Fruitvale Avenue from Burgundy Way to Allendale Avenue
16. Fruitvale Avenue from Allendale Avenue to Saratoga Avenue
17. Glen Brae Drive from Scotland Drive to Cox Avenue
18. Herriman Avenue from Saratoga-Sunnyvale Road to Saratoga Avenue
19. Miller Avenue from Prospect Road to Cox Avenue
20. Pierce Road from Highway 9 to Mt. Eden Road
21. Pierce Road from Mt. Eden Road to Surrey Lane
22. Pierce Road from Surrey Lane to Saratoga-Sunnyvale Road
23. Prospect Road from Stelling Road to Saratoga-Sunnyvale Road
24. Prospect Road from Saratoga-Sunnyvale Road to Miller Avenue
25. Prospect Road from Miller Avenue to Lawrence Expressway
26. Prospect Road from Lawrence Expressway to Easterly City limit
27. Quito Road from Southerly City limit to Bicknell Road
28. Quito Road from Bicknell Road to Pollard Road
29. Quito Road from Pollard Road to Allendale Avenue

30. Quito Road from Allendale Avenue to Yorkton Way
31. Quito Road from Yorkton Way to Baylor Avenue
32. Saratoga Avenue from Big Basin Way to Seagraves Way
33. Saratoga Avenue from Seagraves Way to Western Shadow Oaks Way
34. Saratoga Avenue from Western Shadow Oaks Way to Fruitvale Avenue
35. Saratoga Avenue from Fruitvale Avenue to Dagmar Drive
36. Saratoga Avenue from Vineyard Lane to Cox Avenue
37. Saratoga Avenue from Cox Avenue to Northerly City limit
38. Saratoga-Sunnyvale Road from Saratoga Avenue to Verde Vista Lane
39. Saratoga-Sunnyvale Road from Verde Vista Lane to Blauer Drive
40. Saratoga-Sunnyvale Road from Blauer Drive to Union Pacific Railroad
41. Saratoga-Sunnyvale Road from Union Pacific Railroad to Prospect Road
42. Scotland Drive from Saratoga Avenue to Cumberland Drive
43. Seagull Way from Saratoga-Sunnyvale Road to Cox Avenue
44. Sobey Road from Northerly Quito Road to Southerly Quito Road

The remainder of this report is divided into the following five chapters.

- **Chapter 2: Existing Roadway Network** describes existing speed limits, lane configurations, and collision data for the roadway segments analyzed.
- **Chapter 3: Average Daily Traffic Volumes** presents the average daily traffic volumes for the study roadway segments.
- **Chapter 4: Speed Survey Analysis** describes the methodology used for the speed survey and the data analysis.
- **Chapter 5: Comparison of 2020 Speeds to 2013 Survey** compares the results of the 2020 speed survey to the results of the 2013 speed survey.
- **Chapter 6: Summary and Conclusion**

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-  Saratoga City Limit
-  Study Segments



Figure 1  
Study Roadway Segments

## 2. Existing Roadway Network

This section describes the existing roadway facilities and posted speed limits for the study segments. Study segments are noted as non-local streets on California Road System Map.

### Roadway Network

The City of Saratoga and study roadway network are presented on **Figure 1**. Prospect Road, Saratoga Avenue, and Saratoga-Sunnyvale Road are major arterial roadways in the City serving the highest traffic volumes and have higher travel speeds. Local and collector streets in the survey include: Allendale Avenue, Arroyo De Arguello, Beaumont Avenue, Braemar Drive, Bucknall Road, Chester Avenue, Cox Avenue, Farwell Avenue, Fruitvale Avenue, Glen Brae Drive, Herriman Avenue, Miller Avenue, Pierce Road, Quito Road, Scotland Drive, Seagull Way, and Sobey Road. All of these roadways are described in detail below. **Figure 2** presents the posted speed limits on the study roadway network.

**Allendale Avenue** is a two-lane collector street that extends from Fruitvale Avenue to Quito Road. The posted speed is 35 mph between Fruitvale Avenue and Chester Avenue. East of Chester Avenue the speed limit decreases to 25 mph. Recently, the City installed speed tables on this roadway. Based on roadway design and current posted speed limits, Allendale Avenue is divided into three roadway segments for the purpose of this speed survey: Fruitvale Avenue to Portos Court, Portos Court to Chester Avenue, and Chester Avenue to Quito Road.

**Arroyo De Arguello** is a two-lane collector street that extends north-south between Prospect Road and Comer Drive. The posted speed limit on Arroyo De Arguello is 25 mph.

**Beaumont Avenue** is a two-lane collector street that extends north-south between Herriman Avenue and Glasgow Drive. The posted speed limit on Beaumont Avenue is 25 mph.

**Braemar Drive** is a two-lane local street that extends east-west between Howen Drive and Scotland Drive. The posted speed limit on Braemar Drive is 25 mph.

**Bucknall Road** is a two-lane collector street that extends east-west between Saratoga Avenue and Quito Road. The posted speed limit on Bucknall Road is 25 mph.

**Chester Avenue** is a two-lane north-south collector street. Chester Avenue extends from Sobey Road to Allendale Avenue and has a posted speed limit of 25 mph. Based on roadway design, Chester Avenue is divided into two segments for the purpose of this speed survey: Allendale Avenue to Ten Acres Road, Ten Acres Road to Sobey Road.

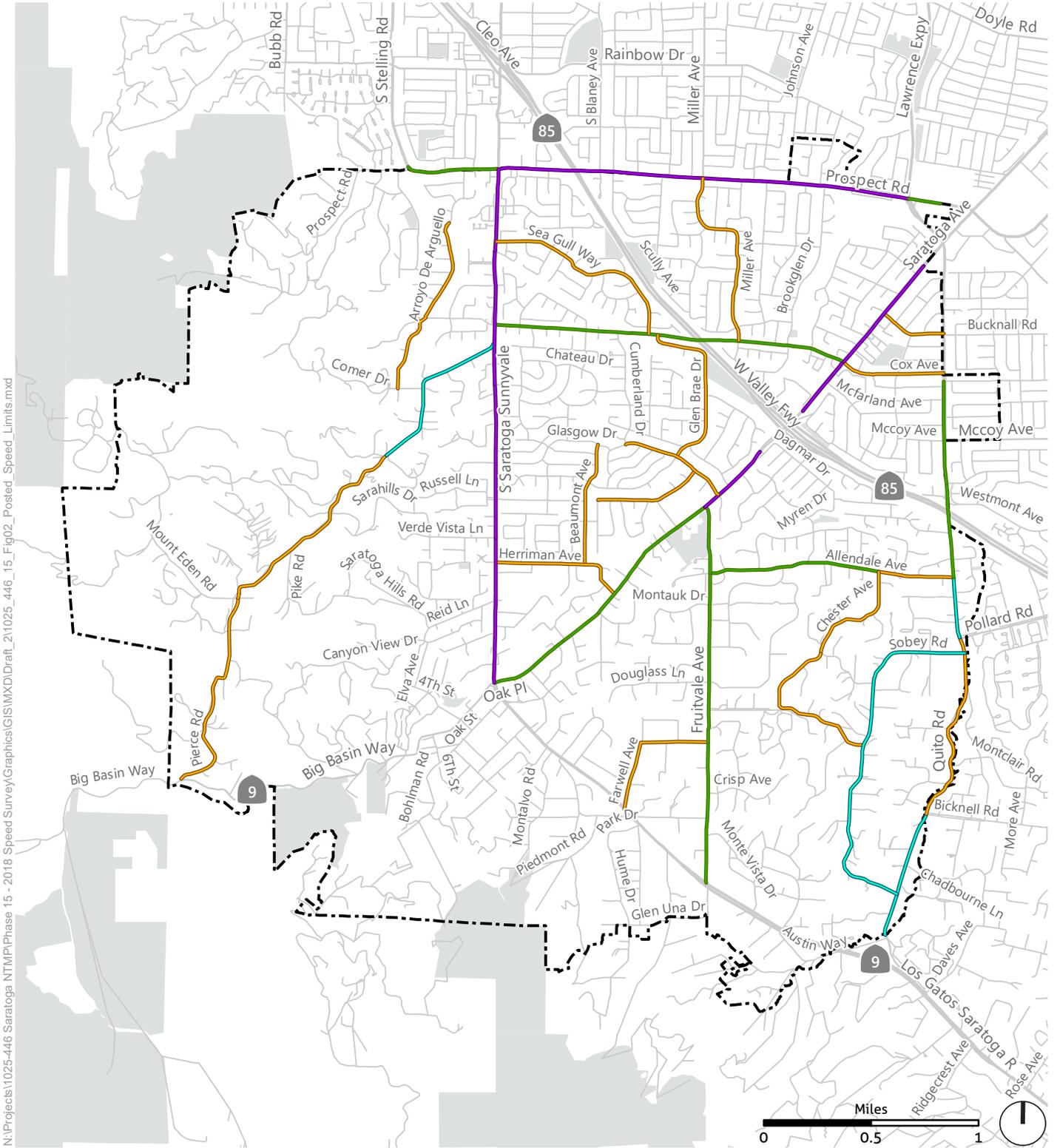


Figure 2  
Posted Speed Limits



**Cox Avenue** is a minor two-lane arterial street that extends east-west between Saratoga-Sunnyvale Road and Quito Road. West of Saratoga Avenue, this street includes two travel lanes with a posted speed limit of 35 mph. East of Saratoga Avenue to Paseo Presada, this street includes four travel lanes, and the posted speed limit is 25 mph. Cox Avenue is the only east-west street providing a direct connection across Saratoga between Saratoga-Sunnyvale Road and Quito Road. A Rectangular Rapid Flashing Beacon (RRFB) is installed at the intersection of Cox Avenue and Cumberland Drive. Based on roadway design and current posted speed limits Cox Avenue is divided into three segments for the purpose of this speed survey: Saratoga-Sunnyvale Road to the Union Pacific Railroad (UPRR) crossing, the UPRR crossing to Saratoga Avenue, and Saratoga Avenue to Paseo Presada.

**Farwell Avenue** is a two-lane collector that provides a connection between Los Gatos-Saratoga Road and Fruitvale Avenue and includes a sharp bend near its midpoint. The posted speed-limit on Farwell Avenue is 25 mph.

**Fruitvale Avenue** is a minor arterial street that extends from north to south linking Saratoga Avenue to Saratoga-Los Gatos Road (SR 9). This street includes four lanes from Saratoga Avenue near the library to Burgundy Way. South of this location, Fruitvale Avenue narrows to two lanes. Fruitvale Avenue is divided by a raised median between San Marcos Road and Saratoga Avenue. The posted speed limit on Fruitvale Avenue is 35 mph. Based on roadway design and current posted speed limits Fruitvale Avenue is divided into three roadway segments for the purpose of this speed survey: Saratoga-Los Gatos Road (SR 9) to Burgundy Way, Burgundy Way to Allendale Avenue, and Allendale Avenue to Saratoga Avenue.

**Glen Brae Drive** is a two-lane street that extends south from Cox Avenue, turns west near its intersection with Scotland Drive, and terminates just east of Saratoga-Sunnyvale Road. The study segment analyzed in this report is between Cox Avenue and Scotland Drive and is a local collector with a posted speed limit of 25 mph.

**Herriman Avenue** is an east-west, two-lane collector that includes a posted speed limit of 25 mph. Herriman Avenue is located between Saratoga-Sunnyvale Road and Saratoga Avenue, and this street provides the primary access to Saratoga High School near its western terminus at Saratoga-Sunnyvale Road. There is a raised crosswalk and a Rectangular Rapid Flashing Beacon (RRFB) at the intersection of Herriman Avenue and Lexington Court. In addition, there is a raised crosswalk at the intersection of Herriman Avenue and Beaumont Avenue.

**Miller Avenue** is a two-lane collector that includes a posted speed limit of 25 mph. Miller Avenue is located between Prospect Road and Cox Avenue.

**Pierce Road** is a north-south local collector street that extends from Congress Springs Road (SR 9) to Saratoga-Sunnyvale Road. The posted speed limit is 25 mph between SR 9 and Surrey Lane and increases

to 30 mph north of Surrey Lane before its termination at Saratoga-Sunnyvale Road. This roadway traverses hilly terrain and provides access to numerous local and collector streets in the western hills. Based on roadway design and current posted speed limits Pierce Road is broken into three roadway segments for the purpose of this speed survey: SR 9 to Mount Eden Road, Mount Eden Road to Surrey Lane, and Surrey Lane to Saratoga-Sunnyvale Road. Two speed humps are located on Pierce Road between Comer Lane and Saratoga-Sunnyvale Road in an effort to minimize vehicle speeds and provide an improved pedestrian and bicycling environment.

**Prospect Road** is a two- to six-lane major arterial that extends east-west between Stevens Creek County Park and Saratoga Avenue. Prospect Road is divided by a raised median from Stelling Road to Saratoga Avenue. The posted speed limit varies from 25 to 40 mph from east of Stelling Road to west of Lawrence Expressway. Most of Prospect Road forms the boundary between Saratoga and the Cities of San Jose and Cupertino. Based on roadway design and current posted speed limits, Prospect Road is divided into five roadway segments for the purpose of this speed survey:

- Westerly City limits to Stelling Road
- Stelling Road to Saratoga-Sunnyvale Road,
- Saratoga-Sunnyvale Road to Miller Avenue,
- Miller Avenue to Lawrence Expressway
- Lawrence Expressway to eastern City limits.

**Quito Road** is a two- to four-lane street that extends north-south from Saratoga-Los Gatos Road (SR 9) to Saratoga Avenue. The posted speed limit on Quito Road varies between 25 mph and 35 mph. The speed limit is 25 mph between Bicknell Road to Pollard Road, 30 mph south of Bicknell Road and between Pollard Road and Allendale Avenue, and 35 mph north of Allendale Avenue. North of SR 85, Quito Road is designated a major arterial, while south of SR 85 the street is designated a minor arterial. Generally, Quito Road is the eastern City limit with the adjacent communities of Los Gatos, Monte Sereno, Campbell and San Jose. Based on roadway design and current posted speed limits, Quito Road is divided into five roadway segments for the purpose of this speed survey:

- Southerly City limits to Bicknell Road
- Bicknell Road to Pollard Road
- Pollard Road to Allendale Avenue
- Allendale Avenue to Yorkton Way
- Yorkton Way to Baylor Avenue

**Saratoga Avenue** is a major arterial street that extends from Saratoga-Los Gatos Road (SR 9) to Quito Road and beyond into the Cities of San Jose and Santa Clara. The study section on Saratoga Avenue is from SR 9

to the northern City limits near Kosich Drive. Between SR 9 and Fruitvale Avenue, Saratoga Avenue is a two lane roadway with a posted speed limit of 35 mph. North of Fruitvale Avenue, Saratoga Avenue includes four lanes with a posted speed limit of 40 mph. It should be noted that there are RRFBs installed at the intersection of Saratoga Avenue and Herriman Avenue and intersection of Saratoga Avenue and Crestbrook Drive. Based on roadway design and current posted speed limits, Saratoga Avenue is divided into five segments for the purpose of this speed survey:

- SR 9 to Seagraves Way
- Seagraves Way to Shadow Oaks Way
- Shadow Oaks Way to Fruitvale Avenue
- Fruitvale Avenue to Dagmar Drive
- Vineyard Lane to Cox Avenue.

**Saratoga-Sunnyvale Road** is a four- to six-lane major arterial that extends north-south from Saratoga Avenue and SR 9 to Prospect Road and beyond into the Cities of Cupertino, San Jose and Sunnyvale. The study section on this road is from Saratoga Avenue to Prospect Road, and the posted speed limit is 40 mph along this length. The entire study length of Saratoga-Sunnyvale Road is divided by a raised median. Based on roadway design and current posted speed limits, Saratoga-Sunnyvale Road is divided into four segments for the purpose of this speed survey:

- Saratoga Avenue to Verde Vista Lane
- Verde Vista Lane to Blauer Drive
- Blauer Drive to UPRR,
- UPRR to Prospect Road.

**Scotland Drive** is a two-lane collector street that extends east-west between Saratoga Avenue and Cumberland Drive. The posted speed limit on Scotland Drive is 25 mph.

**Seagull Way** is a two-lane collector street that extends east-west between Saratoga-Sunnyvale Road and Cox Avenue. The posted speed limit on Seagull Way is 25 mph.

**Sobey Road** is a two-lane collector that loops on the west side of Quito Road. Sobey Road connects with Quito Road at the north end near Allendale Avenue and at the south end near the Southerly City limits. The posted speed limit on Sobey Road is 30 mph.

### 3. Average Daily Traffic Volumes

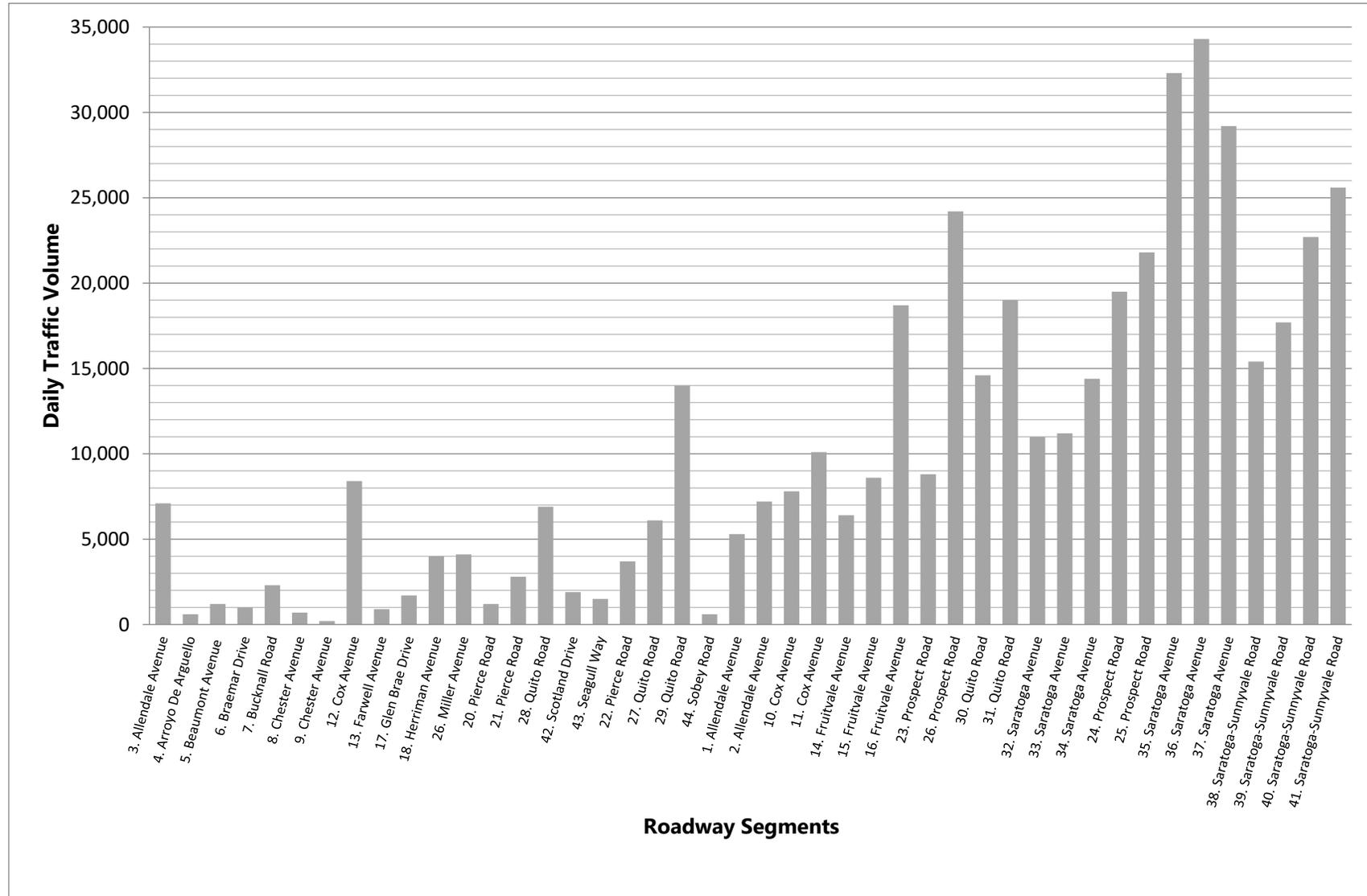
This section of the report presents the Average Daily Traffic (ADT) volumes for the roadway segments analyzed for this report. **Figure 3** graphically presents the ADT for the 44 study roadway segments analyzed.

All but four of the roadway segments analyzed in this report serve fewer than 25,000 ADT. The following four roadway segments in the City serve between 25,000 and 40,000 ADT:

- Saratoga Avenue between Fruitvale Avenue and Dagmar Drive (32,300 ADT)
- Saratoga Avenue between Vineyard Lane and Cox Avenue (34,278 ADT)
- Saratoga Avenue between Cox Avenue and Northerly City limit (29,161 ADT)
- Saratoga-Sunnyvale Road between Union Pacific Railroad and Prospect Road (25,550 ADT)

Saratoga Avenue is a major arterial in the City of Saratoga and provides direct access to State Route 85, the downtown village, and many local schools; therefore, the higher volumes on this roadway are expected. Similarly, Saratoga-Sunnyvale Road is a major arterial that provides north-south connectivity toward the western border of the City of Saratoga.

Figure 3: Average Daily Traffic Volumes (Bi-Directional)



## 4. Speed Survey Analysis

This section represents the results of a speed survey conducted in Saratoga starting in October 2018 through January 2020. The data from the survey is presented first, followed by the analysis of each segment. The key measure for analysis is the 85<sup>th</sup> percentile or critical speed of a roadway segment. The 85<sup>th</sup> percentile speed is that speed at which 85 percent of free-flowing vehicles are traveling at or below the posted speed limit. Special attention is paid to those roadway segments where the 85<sup>th</sup> percentile speed exceeds the posted speed limit by 2.5 miles per hour (mph) or greater.

**Appendix A** contains individual data sheets for all 44 roadway segments analyzed for the 2020 Saratoga Speed Survey.

### Data Collection

Speed surveys were conducted at 44 locations within the City of Saratoga. Some study roadways have multiple study segments to reflect the changes in posted speeds, traffic volumes, streets width or other significant factors that vary on a roadway. Automated machine equipment was used to capture existing average daily traffic (ADT) volumes. Per guidelines from the MUTCD, speeds for high-volume locations were collected with radar equipment. For those roadway segments that have lower roadway volumes that do not allow for effective radar observations, automated machine equipment that continually collects traffic data was used to capture observed travel speeds. The approximate locations of the volume data collection points are indicated in **Figure 1** and correspond with the location number indicator for each roadway segment. **Figure 4** and **Figure 5** visually show the 85<sup>th</sup> percentile speeds for the 44 study roadway segments analyzed.

Based on the speed survey analysis, the posted speed limit at each location was evaluated and recommendations made on whether the speed limit is appropriate. Specifically, the 85<sup>th</sup> percentile speed was used as a baseline comparison to the posted speed limit.

### California Vehicle Code

Division 11, Chapter 7, of the California Vehicle Code (CVC) defines the California Speed Laws (also known as Sections 22348-22413). Relevant sections of the CVC are used to determine speed limits in local jurisdictions are discussed below.

## Prima Facie Speed limits

Prima facie speed limits are the innate speed limits on the roadway and shall be applicable unless changed as authorized in the CVC. Section 22352 of the CVC indicates the following prima facie speed limits.

- **15 mph:** at railway crossings, when traversing any intersection with site restrictions, or on any alley.
- **25 mph:** in any business or residence district as defined by Division 1 of the CVC, when approaching or passing a school building or grounds, or when passing a senior center or other facility primarily used by senior citizens.

These prima facie speed limits are set by the CVC and the prima facie speed limit of 25 mph can only be changed based on an Engineering and Traffic Survey.

## Engineering and Traffic Survey

In order for the court systems and the public to accept and respect the posting and enforcement, by radar, of posted speed limits, an Engineering and Traffic Survey must incorporate sound, repeatable methods conforming to the CVC and engineering principles.

Section 22357(a) stipulates that local authorities may set speed limits greater than 25 mph if an Engineering and Traffic Survey, such as this, determines that speeds greater than 25 mph would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street excluding those subject to a prima facie limit of 25 miles per hour. Based on the Engineering and Traffic Survey, the local authority may, by ordinance, determine and declare a speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic, and is reasonable and safe.

An Engineering and Traffic Study shall include the consideration of all the following as defined in Section 627 of the CVC:

- Prevailing speeds as determined by the traffic engineering measurements,
- Accident records, and
- Highway, traffic, and roadside conditions not readily apparent to the driver.

In addition to the metrics identified above, local authorities may consider the following:

- Residential density, if any of the following conditions exist on a portion of highway, other than a business district:

- Upon one side of the highway, within one-quarter mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures,
  - Upon both sides of the highway, collectively, within one-quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures, or
  - The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in the earlier two points above; and
- Pedestrian and bicycle safety.

The declared speed limits become effective when appropriate speed limit signs are erected on the street. This does not apply to any 25 mph prima facie limit as it relates to passing a school building, senior center, or other facility primarily used by senior citizens.

## Methodology for Modifying Prima Facie Speed limits

When conducting an Engineering and Traffic Survey to establish speed limits, Section 21400 of the CVC, and Section 2B.13 of the California Manual of Uniform Traffic Control Devices (MUTCD), requires that local authorities round the 85<sup>th</sup> percentile free flow speed to the nearest 5 mph increment to set the appropriate speed limit, except:

1. The posted speed limit may be reduced by five mph from the nearest five mph increment of the 85<sup>th</sup> percentile speed, based on guidelines from CVC Section 627 and 22358.5, or
2. In cases where the 85<sup>th</sup> percentile speed would be rounded up the nearest five miles per hour increment, local authority may decide to instead round down and set the speed limit to the lower five miles per hour increment. If the speed limit is set at the lower five mph increment the local authority shall not reduce the speed limit any further for any reason, including those set forth in CVC Section 627 and 22358.5.

In addition, the speed limit shall be established at the same level in both directions at a given point on a roadway for uniformity purposes. Thus, the lower of the two critical speeds may be used to determine the overall segment speed limit.

In addition to the CVC Section 627 description above, **Appendix B** contains the text of CVC Section 627 and describes in detail what factors should be taken into consideration when establishing speed limits. A speed limit can be lowered by five mph to account for these special factors. Establishment of a speed limit of more than five mph below the 85<sup>th</sup> percentile speed should only be done after careful consideration.

## Collision Data

Collision data was obtained from the Transportation Injury Mapping System (TIMS) for the five-year window between January 2012 and December 2016. Specifically, collision data where the primary collision factor was related to speed were used to augment the analysis in this report. **Table 1** shows the collisions by segment and **Figure 6** shows the location of speed-related collisions for the five-year window analyzed.

**Table 1: Summary of Speed Survey Results**

Roadway Segment	Posted Speed limit	85 <sup>th</sup> Percentile Speed		Difference from Posted Speed limit		Collisions	Speed-Related Collisions <sup>3</sup>	Average Statewide Collision Rate <sup>4</sup>	Segment Collision Rate
		NB/EB <sup>1</sup>	SB/WB <sup>2</sup>	NB/EB <sup>1</sup>	SB/WB <sup>2</sup>				
1. Allendale Ave from Fruitvale Ave to Portos Ct	35	36.0	35.0	1.0	0.0	4	1	1.80	0.90
2. Allendale Ave from Portos Ct to Chester Ave	35	39.0	37.0	4.0	2.0	2	1	1.80	0.46
3. Allendale Ave from Chester Ave to Quito Rd	25	30.3	33.8	5.3	8.8	0	0	1.80	0.00
4. Arroyo De Arguello from Comer Dr. to Via Roncole	25	33.3	32.8	8.3	7.8	0	0	1.80	0.00
5. Beaumont Ave from Herriman Ave to Glasgow Dr	25	29.3	29.6	4.3	4.6	1	0	1.80	0.79
6. Braemar Dr. from Howen Dr. to Scotland Dr.	25	31.3	32.1	6.3	7.1	0	0	1.80	0.00
7. Bucknall Rd. from Saratoga Ave. to Quito Rd.	25	31.0	29.0	6.0	4.0	2	0	1.80	1.53
8. Chester Ave from Allendale Ave to Ten Acres Rd	25	36.0	35.9	11.0	10.9	2	0	1.80	<b>2.79</b>
9. Chester Ave from Ten Acres Rd to Sobey Rd	25	30.3	30.7	5.3	5.7	1	0	1.80	<b>3.22</b>
10. Cox Ave from Sara-Sunnyvale to RR Tracks	35	41.0	41.0	6.0	6.0	3	0	1.80	0.33
11. Cox Ave from RR Tracks to Saratoga Ave	35	40.0	41.0	5.0	6.0	9	2	1.80	0.49
12. Cox Ave from Saratoga Ave to Paseo Presada	25	31.0	31.0	6.0	6.0	2	0	1.80	0.27
13. Farwell Ave from Fruitvale Ave to Saratoga-Los Gatos Rd	25	33.3	30.9	8.3	5.9	0	0	1.80	0.00

**Table 1: Summary of Speed Survey Results**

Roadway Segment	Posted Speed limit	85 <sup>th</sup> Percentile Speed		Difference from Posted Speed limit		Collisions	Speed-Related Collisions <sup>3</sup>	Average Statewide Collision Rate <sup>4</sup>	Segment Collision Rate
		NB/EB <sup>1</sup>	SB/WB <sup>2</sup>	NB/EB <sup>1</sup>	SB/WB <sup>2</sup>				
14. Fruitvale Ave from Saratoga-Los Gatos Rd to Burgundy Way	35	43.0	42.0	8.0	7.0	4	0	1.80	0.52
15. Fruitvale Ave from Burgundy Way to Allendale Ave	35	42.0	40.0	7.0	5.0	2	1	1.67	0.16
16. Fruitvale Ave from Allendale Ave to Saratoga Ave	35	38.0	39.0	3.0	4.0	3	3	1.67	0.29
17. Glen Brae Dr from Scotland Dr to Cox Ave	25	33.7	33.1	8.7	8.1	2	0	1.80	0.82
18. Herriman Ave from Saratoga-Sunnyvale Rd to Saratoga Ave	25	34.0	34.0	9.0	9.0	5	1	1.80	1.08
19. Miller Avenue from Prospect Road to Cox Avenue	25	34.2	33.1	9.2	8.1	5	0	1.80	0.74
20. Pierce Rd from Highway 9 to Mt. Eden Rd	25	37.2	35.6	12.2	10.6	7	6	1.36	<b>3.08</b>
21. Pierce Rd from Mt. Eden Rd to Surrey Ln	25	32.3	31.8	7.3	6.8	7	2	1.19	<b>1.32</b>
22. Pierce Rd from Surrey Ln to Saratoga-Sunnyvale Rd	30	37.2	37.4	7.2	7.4	5	1	1.17	0.95
23. Prospect Rd from Stelling Rd to Saratoga-Sunnyvale Rd	35	39.0	40.0	4.0	5.0	2	0	1.80	0.29
24. Prospect Rd from Saratoga-Sunnyvale Rd to Miller Ave	40	44.0	44.0	4.0	4.0	7	3	1.67	0.21
25. Prospect Rd from Miller Ave to Lawrence Expressway	40	43.0	42.0	3.0	2.0	12	6	1.67	0.31
26. Prospect Rd from Lawrence Expressway to Easterly City limit	35	35.0	37.0	0.0	2.0	0	0	1.67	0.00
27. Quito Rd from Southerly City limit to Bicknell Rd	30	40.0	38.0	10.0	8.0	4	0	1.80	0.60
28. Quito Rd from Bicknell Rd to Pollard Rd	25	37.0	37.0	12.0	12.0	5	3	1.80	0.44

**Table 1: Summary of Speed Survey Results**

Roadway Segment	Posted Speed limit	85 <sup>th</sup> Percentile Speed		Difference from Posted Speed limit		Collisions	Speed-Related Collisions <sup>3</sup>	Average Statewide Collision Rate <sup>4</sup>	Segment Collision Rate
		NB/EB <sup>1</sup>	SB/WB <sup>2</sup>	NB/EB <sup>1</sup>	SB/WB <sup>2</sup>				
29. Quito Rd from Pollard Rd to Allendale Ave	30	34.0	36.0	4.0	6.0	5	3	1.80	0.69
30. Quito Rd from Allendale Ave to Yorkton Way	35	40.0	40.0	5.0	5.0	2	0	1.80	0.17
31. Quito Rd from Yorkton Way to Baylor Ave	35	38.0	41.0	3.0	6.0	5	1	1.80	0.30
32. Saratoga Ave from Big Basin to Seagraves Way	35	38.0	39.0	3.0	4.0	6	3	1.80	0.78
33. Saratoga Ave from Seagraves Way to Shadow Oaks Way	35	43.0	42.0	8.0	7.0	1	0	1.80	0.23
34. Saratoga Ave from Shadow Oaks Way to Fruitvale Ave	35	41.0	41.0	6.0	6.0	12	3	1.80	0.65
35. Saratoga Ave from Fruitvale Ave to Dagmar Dr	40	41.0	42.0	1.0	2.0	21	15	1.42	0.97
36. Saratoga Ave from Vineyard Ln to Cox Ave	40	42.0	42.0	2.0	2.0	6	5	1.42	0.33
37. Saratoga Ave from Cox Ave to Northerly City limit	40	44.0	44.0	4.0	4.0	13	5	1.42	0.42
38. Saratoga-Sunnyvale Rd from Saratoga Ave to Verde Vista Ln	40	43.0	44.0	3.0	4.0	5	1	1.42	0.26
39. Saratoga-Sunnyvale Rd from Verde Vista Ln to Blauer Dr	40	44.0	45.0	4.0	5.0	1	0	1.42	0.04
40. Saratoga-Sunnyvale Rd from Blauer Dr to Union Pacific Rail Road	40	43.0	41.0	3.0	1.0	14	3	1.42	0.54
41. Saratoga-Sunnyvale Rd from Union Pacific Rail Road to Prospect Rd	40	40.0	41.0	0.0	1.0	6	2	1.42	0.34
42. Scotland Dr. from Saratoga Ave. to Cumberland Dr.	25	33.3	34.1	8.3	9.1	2	0	1.80	1.10
43. Seagull Way from Saratoga-Sunnyvale Rd. to Cox Ave.	25	32.0	31.4	7.0	6.4	1	0	1.80	0.37

**Table 1: Summary of Speed Survey Results**

Roadway Segment	Posted Speed limit	85 <sup>th</sup> Percentile Speed		Difference from Posted Speed limit		Collisions	Speed-Related Collisions <sup>3</sup>	Average Statewide Collision Rate <sup>4</sup>	Segment Collision Rate
		NB/EB <sup>1</sup>	SB/WB <sup>2</sup>	NB/EB <sup>1</sup>	SB/WB <sup>2</sup>				
44. Sobey Rd from Northerly Quito Rd to Southerly Quito Rd	30	37.7	36.6	7.7	6.6	2	0	1.80	1.08

Notes:

- 1. NB = Northbound, EB = Eastbound
- 2. SB= Southbound, WB = Westbound

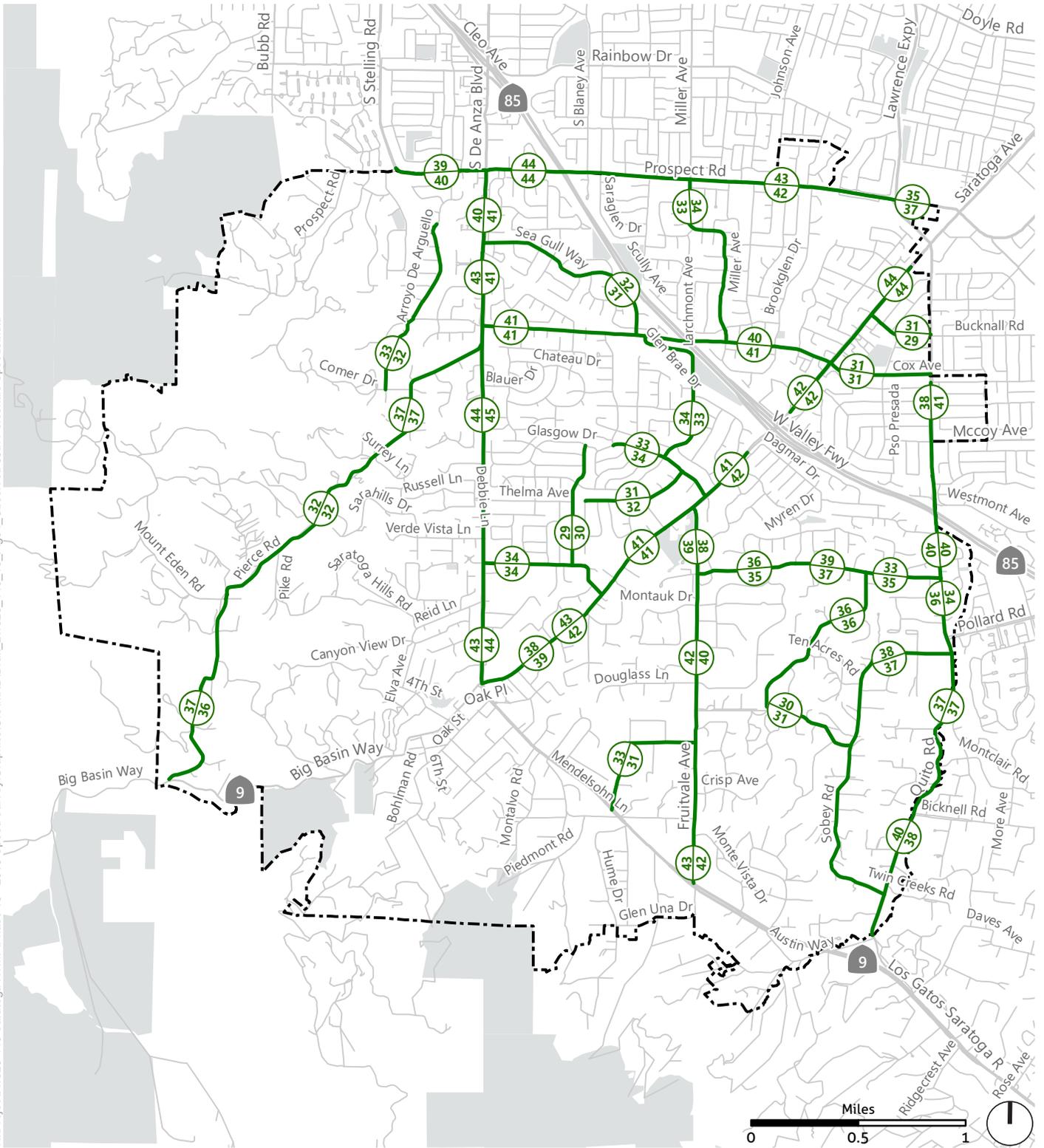
3. Speed-related collisions are collisions in which drivers are assessed to be driving above the posted speed limit.

4. Average statewide collision rate (accident/million .miles) is based on accident data for the years 2011 through 2013. Accident rates of existing road segments are used to predict the average rates on new roads, or to compare rates on other roads of the same type. This rate is based on all collision types, not just speed-related collisions.

5. The **bold texts** indicates segments where the collision rate is higher than the statewide collision rate of similar roadway type.

Source: 2015 Collision Data on California State Highways (road miles, travel, collisions, collision rates), Caltrans

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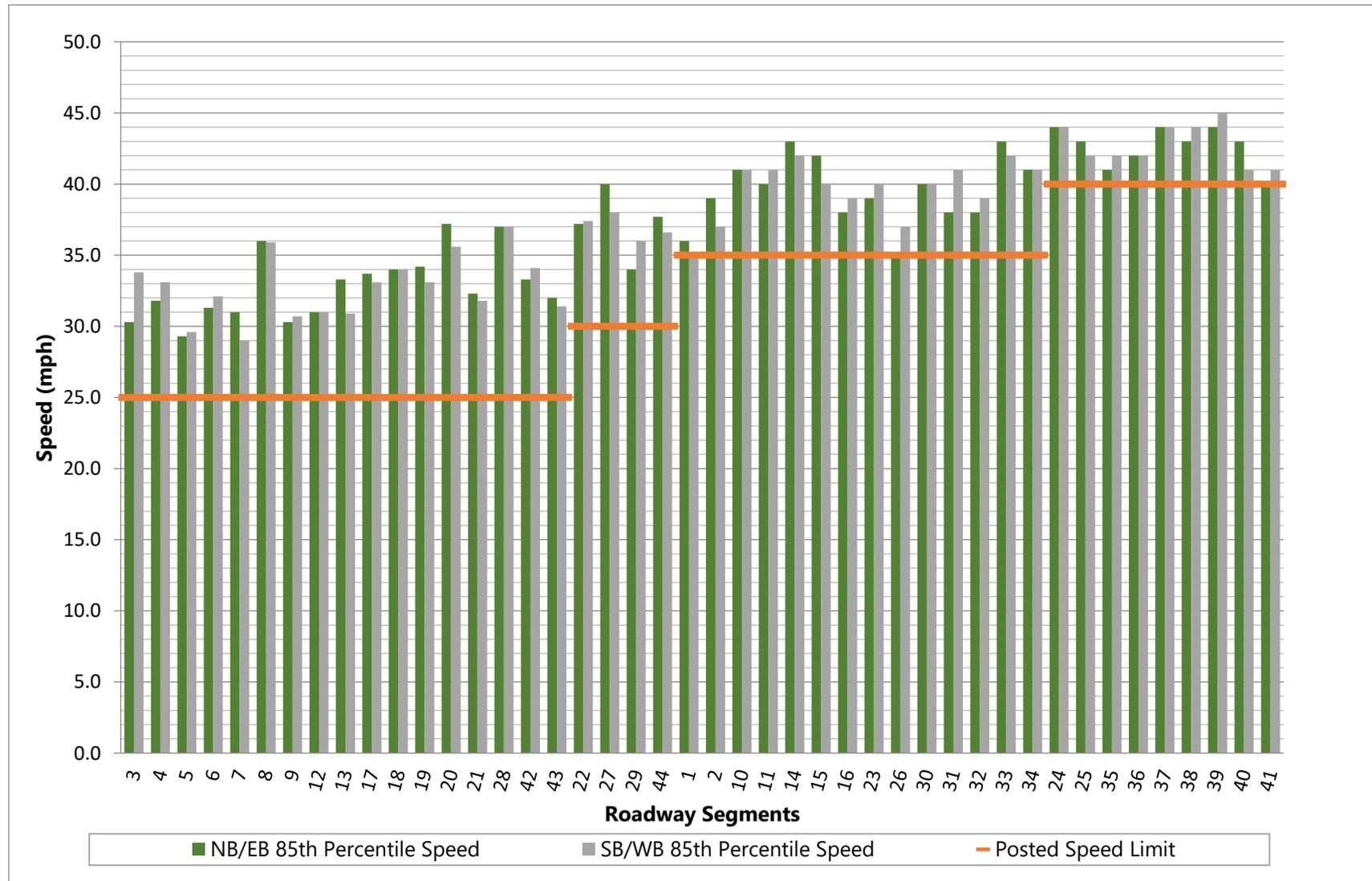


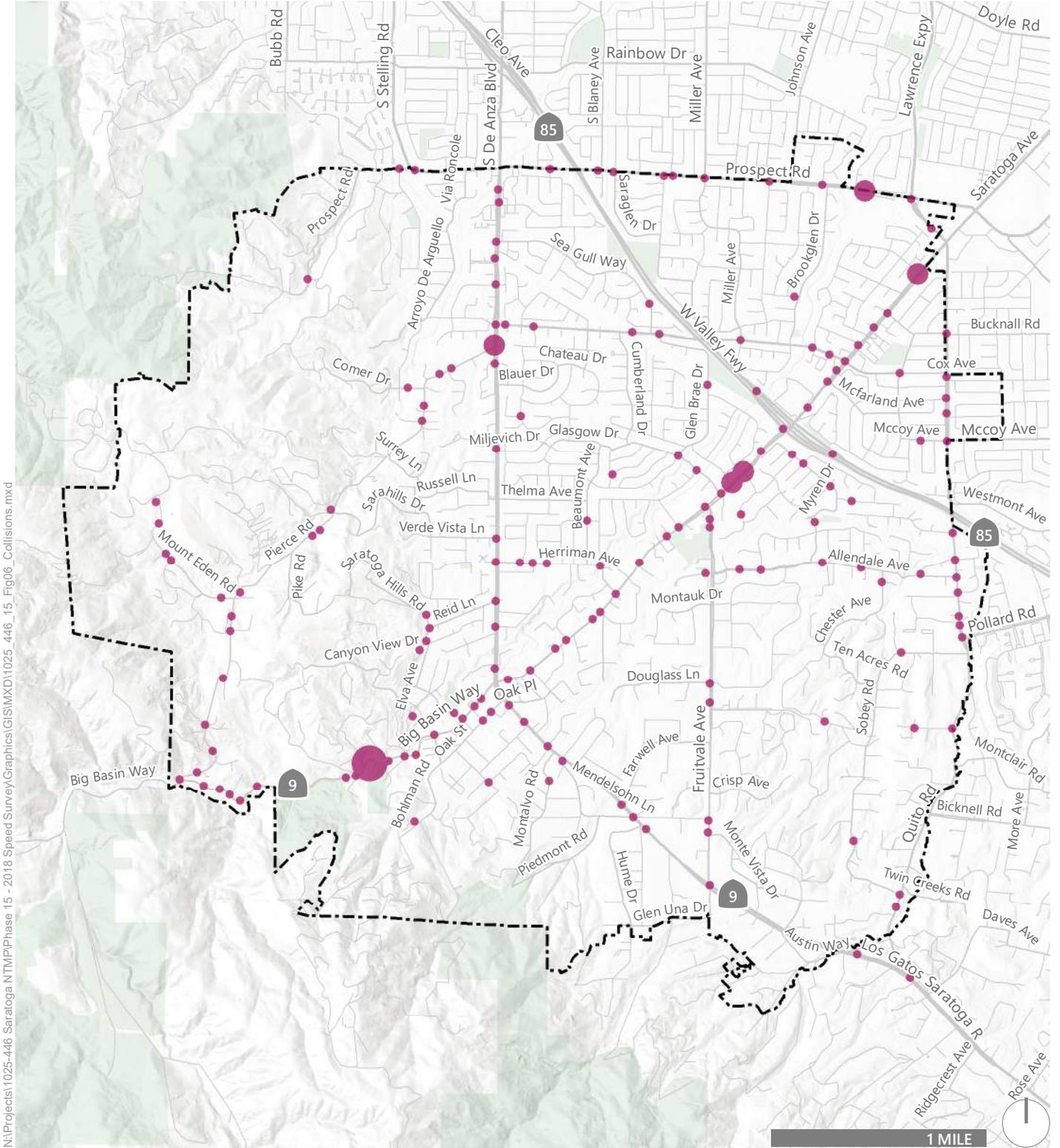
- Saratoga City Limit
- Study Segments
- Directional Speed



Figure 4  
Observed 85th Percentile Speeds

Figure 5: Summary of Observed 85th Percentile Speeds





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Source: Transportation Injury Mapping System (TIMS) 2012 - 2016



Figure 6  
Collisions (2012 - 2016)

## Segments Summaries

This section of the report analyzes all roadway segments and provides an explanation for necessary speed adjustments. Where the 85<sup>th</sup> percentile speed exceeds the posted speed limit by 2.5 mph or greater, additional information is provided to determine the adequacy of the posted speed limit. Other factors such as collision records, roadside conditions, and residential density along the roadway, as well as pedestrian and bicyclist safety are also used in determining the adequacy of the posted speed limits.

### **Segment 1. Allendale Avenue from Fruitvale Avenue to Portos Court**

The posted speed limit on Allendale Avenue from Fruitvale Avenue to Portos Drive is 35 mph. In the eastbound direction, the 85<sup>th</sup> percentile speed was measured at 1.0 mph over the posted limit, while in the westbound direction the 85<sup>th</sup> percentile speed was measured equal to the current posted speed limit.

The 85<sup>th</sup> percentile speeds in both eastbound and westbound directions indicate an initial speed limit of 35 mph which is equal to the current posted speed limit. **Therefore, we recommend the City maintain the existing speed limit of 35 mph.**

### **Segment 2. Allendale Avenue from Portos Court to Chester Avenue**

The posted speed limit on Allendale Avenue from Portos Court to Chester Avenue is 35 mph. In the eastbound direction, the 85<sup>th</sup> percentile speed was measured at 4.0 mph over the posted limit, while in the westbound direction the 85<sup>th</sup> percentile speed was measured at 2.0 mph over the posted speed limit.

Since the lower of the two 85<sup>th</sup> percentile speeds can be used to set the speed limit, the 85<sup>th</sup> percentile speeds in the westbound direction indicates an initial speed limit of 35 mph which is equal to the current posted speed limit. **Therefore, we recommend the City maintain the existing speed limit of 35 mph.**

### **Segment 3. Allendale Avenue from Chester Avenue to Quito Road**

The posted speed limit on Allendale Avenue from Chester Avenue to Quito Road is 25 mph. The observed 85<sup>th</sup> percentile speeds were 5.3 mph and 8.8 mph greater than the posted speed limit in the eastbound and westbound directions respectively, which would initially indicate a posted speed limit of 30 mph.

In the quarter mile distance between Quito Road and Harleigh Drive there are 16 driveways fronting Allendale Avenue. In accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the 85<sup>th</sup> percentile speed. This section of Allendale Avenue has no sidewalks and the existing driveways end at the curb of the roadway, and bushes provide limited visibility to/of vehicles exiting at approximately 13 driveways. There is a dip in the road that is not apparent to drivers. In the summer of 2013, the City of Saratoga installed a radar feedback sign in the

eastbound direction of this segment of Allendale Avenue as a traffic calming measures to reduce the 85<sup>th</sup> percentile speeds. No speed-related collisions have been reported on this section of Allendale for the five-year period analyzed for this report.

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speeds. Therefore, due to the residential nature of Allendale Avenue and lack of pedestrian facilities, **we recommend that the City maintain current speed limit of 25 mph.**

#### **Segment 4. Arroyo De Arguello from Comer Drive to Via Roncole**

The posted speed limit on Arroyo De Arguello from Comer Drive to Via Roncole is 25 mph. The observed 85<sup>th</sup> percentile speeds were 6.8 mph and 8.1 mph greater than the posted speed limit in the northbound and southbound directions, respectively, which would initially indicate a posted speed limit of 30 mph.

More than 16 separate dwelling units exist on both sides of the roadway within a quarter mile along this roadway segment. Additionally, Arroyo De Arguello has discontinuous sidewalks on the west side of the street and no bicycle facilities on either side of the roadway. In accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the 85<sup>th</sup> percentile speed. No speed-related collisions have been reported on this section of Arroyo De Arguello for the five-year period analyzed for this report.

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speeds. Therefore, due to the residential nature of Arroyo De Arguello and lack of pedestrian/bicycle facilities, **we recommend that the City maintain current speed limit of 25 mph.**

#### **Segment 5. Beaumont Avenue from Herriman Avenue to Glasgow Drive**

The posted speed limit on Beaumont Avenue from Herriman Avenue to Glasgow Drive is 25 mph. The 85<sup>th</sup> percentile speeds were observed to be 4.3 mph and 4.6 mph in excess of the posted speed limit in the northbound and southbound directions, respectively, which would initially indicate a posted speed limit of 30 mph.

According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. The 85<sup>th</sup> percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 30 mph, which can be rounded down to 25 mph. **Therefore, we recommend the City maintain the existing speed limit of 25 mph.**

### **Segment 6. Braemar Drive from Howen Drive to Scotland Drive**

The posted speed limit of Braemar Drive from Howen Drive to Scotland Drive is 25 mph. In the eastbound direction the 85<sup>th</sup> percentile speed was measured at 6.3 mph over the posted limit, while in the westbound direction the 85<sup>th</sup> percentile speed was measured at 7.1 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate a posted speed limit of 30 mph.

More than 16 separate dwelling units exist on both sides of the roadway within a quarter mile along this roadway segment. Additionally, Braemar Drive has no sidewalks or bicycle facilities on either side of the roadway. No speed-related collisions have been reported for this segment of Braemar Drive for the five-year period analyzed.

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speeds. Therefore, due to the residential nature of Braemar Drive and lack of pedestrian/bicycle facilities, **we recommend that the City maintain current speed limit of 25 mph.**

### **Segment 7. Bucknall Road from Saratoga Avenue to Quito Road**

The posted speed limit of Bucknall Road from Saratoga Avenue to Quito Road is 25 mph. In the eastbound direction the 85<sup>th</sup> percentile speed was measured at 6.0 mph over the posted limit, while in the westbound direction the 85<sup>th</sup> percentile speed was measured at 4.0 mph over the posted speed limit, which would initially indicate a posted speed limit of 30 mph.

According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. The 85<sup>th</sup> percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 30 mph, which can be rounded down to 25 mph. **Therefore, we recommend the City maintain the existing speed limit of 25 mph.**

### **Segment 8. Chester Avenue from Allendale Avenue to Ten Acres Road**

The posted speed limit of Chester Avenue from Allendale Avenue to Ten Acres Road is 25 mph. In the northbound direction the 85<sup>th</sup> percentile speed was measured at 11.0 mph over the posted speed limit, while in the southbound direction the 85<sup>th</sup> percentile speed was measured at 10.9 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 35 mph.

Chester Avenue is a narrow, 25-foot wide residential street with no separate sidewalks or paths for pedestrians or bicyclists. No speed-related collisions have been reported for this segment of Chester Avenue for the five-year period analyzed. However, the roadway segment collision rate is measured at 2.79

acc/mil.miles which is greater than the average statewide collision rate of similar roadway types (1.80 acc/mil.miles).

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speed, which would be 30 mph. **However, due to the segment properties explained such as roadway conditions and lack of pedestrian and bicycle facilities, we recommend that the City maintain current speed limit of 25 mph.** The City should monitor this segment of Chester Avenue for possible traffic calming measures to reduce the 85<sup>th</sup> percentile speeds.

### **Segment 9. Chester Avenue from Ten Acres Road to Sobey Road**

The posted speed limit of Chester Avenue from Ten Acres Road to Sobey Road is 25 mph. In the northbound direction the 85<sup>th</sup> percentile speed was measured at 5.3 mph over the posted limit, while in the southbound direction the 85<sup>th</sup> percentile speed was measured at 5.7 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 30 mph.

This section of Chester Avenue is narrow and winding residential roadway with no separate sidewalks or paths for pedestrians or bicyclists. No speed-related collisions have been reported for this segment of Chester Avenue for the five-year period analyzed. However, the roadway segment collision rate is measured at 3.22 acc/mil.miles which is greater than the average statewide collision rate of similar roadway types (1.80 acc/mil.miles).

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speeds. Therefore, due to the residential nature of Chester Avenue and lack of pedestrian/ bicycle facilities, **we recommend that the City maintain current speed limit of 25 mph.**

### **Segment 10. Cox Avenue from Saratoga-Sunnyvale Road to the Union Pacific Railroad (UPRR) Crossing**

The posted speed limit of Cox Avenue from Saratoga-Sunnyvale Road to the UPRR Crossing is 35 mph. In both eastbound and westbound directions, the 85<sup>th</sup> percentile speed was measured at 6.0 mph over the posted limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 40 mph.

Joe's Trail crosses this segment of Cox Avenue just west of the UPRR crossing and serves as an important link for pedestrians and bicyclists. Maintaining reasonable travel speeds is critical to providing an improved environment for bicyclists and pedestrians. No speed-related collisions have been reported for this segment of Cox Avenue for the five-year period analyzed.

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speeds. Therefore, to maintain an environment for bicyclists and pedestrians, **we recommend that the City maintain current speed limit of 35 mph.**

### **Segment 11. Cox Avenue from the Union Pacific Railroad (UPRR) Crossing to Saratoga Avenue**

The posted speed limit of Cox Avenue from the UPRR Crossing to Saratoga Avenue is 35 mph. In the eastbound direction the 85<sup>th</sup> percentile speed was measured at 5.0 mph over the posted limit, while in the westbound direction the 85<sup>th</sup> percentile speed was measured at 6.0 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 40 mph.

This segment of Cox Avenue has sidewalks and bike lanes in both directions. However, a marked uncontrolled crosswalk is provided at Miller Avenue, which serves as a major connection point between the neighborhoods north and south of Cox Avenue. The Miller Avenue intersection is not controlled, and this connection point attracts pedestrians traveling to Brookglen Park, Kevin Moran Park, and the elementary and middle school located north of Cox Avenue. Two speed-related collisions have been reported for this segment of Cox Avenue for the five-year period analyzed.

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speeds. Therefore, to maintain an environment for pedestrians and bicyclists, **we recommend that the City maintain current speed limit of 35 mph.**

### **Segment 12. Cox Avenue from Saratoga Avenue to Paseo Presada**

The posted speed limit of Cox Avenue from Saratoga Avenue to Paseo Presada is 25 mph. In both eastbound and westbound directions the 85<sup>th</sup> percentile speed was measured at 6.0 mph over the posted limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 30 mph.

This section of Cox Avenue is currently posted for 25 mph due to the proximity of the existing shopping center on one side of the street and elderly residences and a pre-school on the other side of the street. A raised, mid-block crosswalk is located approximately halfway between Saratoga Avenue and Paseo Presada to guide pedestrians, especially elderly residents. In addition, El Quito Park is located on Paseo Presada north of Cox Avenue and is also a pedestrian attractor. No speed-related collisions have been reported for this segment of Cox Avenue for the five-year period analyzed.

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed

85<sup>th</sup> percentile speeds. Therefore, to maintain an environment for pedestrians and bicyclists, **we recommend that the City maintain current speed limit of 25 mph.**

### **Segment 13. Farwell Avenue from Fruitvale to Saratoga-Los Gatos Road**

The posted speed limit of Farwell Avenue from Fruitvale Avenue to Saratoga-Los Gatos Road is 25 mph. In the northbound direction the 85<sup>th</sup> percentile speed was measured at 8.3 mph over the posted limit, while in the southbound direction the 85<sup>th</sup> percentile speed was measured at 5.9 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 30 mph.

Farwell Avenue is a narrow, 0.6-mile long local road that bends at ninety degrees at its halfway point. Additionally, Farwell Avenue does not include sidewalks or bicycle lanes, which forces pedestrians and cyclists to use the roadway with vehicles. No speed-related collisions have been reported for this segment of Farwell Avenue for the five-year period analyzed.

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speeds. Therefore, due to the roadway conditions of Farwell Avenue and lack of pedestrian and bicycle facilities, **we recommend that the City maintain current speed limit of 25 mph.**

### **Segment 14. Fruitvale Avenue from Saratoga-Los Gatos Road to Burgundy Way**

The posted speed limit of Fruitvale Avenue from Saratoga-Los Gatos Road to Burgundy Way is 35 mph. In the northbound direction the 85<sup>th</sup> percentile speed was measured at 8.0 mph over the posted limit, while in the southbound direction the 85<sup>th</sup> percentile speed was measured at 7.0 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 40 mph.

This section of Fruitvale Avenue does not provide continuous bicycle and pedestrian facilities on the roadway. No speed-related collisions have been reported for this segment of Fruitvale Avenue for the five-year period analyzed.

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speeds. Therefore, to maintain an environment for pedestrians and bicyclists, **we recommend that the City maintain current speed limit of 35 mph.**

### **Segment 15. Fruitvale Avenue from Burgundy Way to Allendale Avenue**

The posted speed limit of Fruitvale Avenue from Burgundy Way to Allendale Avenue is 35 mph. In the northbound direction the 85<sup>th</sup> percentile speed was measured at 7.0 mph over the posted limit, while in the

southbound direction the 85<sup>th</sup> percentile speed was measured at 5.0 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 40 mph.

Redwood Middle School and West Valley College are located along this roadway segment of Fruitvale Avenue and attract a substantial level of pedestrian and bicycle activity throughout the day. In addition, one speed-related collision has been reported for this segment of Fruitvale Avenue for the five-year period analyzed.

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speeds. Therefore, to maintain the pedestrian and bicycle environment, **we recommend that the City maintain current speed limit of 35 mph.**

### **Segment 16. Fruitvale Avenue from Allendale Avenue to Saratoga Avenue**

The posted speed limit on Fruitvale Avenue from Allendale Avenue to Saratoga Avenue is 35 mph. The 85<sup>th</sup> percentile speeds were observed to be 3.0 mph and 4.0 mph in excess of the posted speed limit in the northbound and southbound directions, respectively, which would initially indicate a posted speed limit of 40 mph.

According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. The 85<sup>th</sup> percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 40 mph, which can be rounded down to 35 mph. **Therefore, we recommend the City maintain the existing speed limit of 35 mph.**

### **Segment 17. Glen Brae Drive from Scotland Drive to Cox Avenue**

The posted speed limit on Glen Brae Drive from Scotland Drive to Cox Avenue is 25 mph. The observed 85<sup>th</sup> percentile speeds were 8.7 mph and 8.1 mph greater than the posted speed limit in the northbound and southbound directions, respectively, which would initially require a posted speed limit of 35 mph.

More than 16 separate dwelling units exist on both sides of the roadway within a quarter mile along this roadway segment. Additionally, Glen Brae Drive has no sidewalks or bicycle facilities on either side of the roadway. No speed-related collisions have been reported on this section of Glen Brae Drive for the five-year period analyzed for this report.

According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed would require a rounding up, then the speed limit may be

rounded down to the nearest five miles per hour increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. The 85<sup>th</sup> percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 35 mph, which can be rounded down to 30 mph. **However, due to the segment properties explained above such as the residential nature of the segment and the lack of adequate bicycle and pedestrian facilities, we recommend that the City maintain the current speed limit of 25 mph.** The City should monitor this segment of Glen Brae Drive for possible traffic calming measures to reduce the 85<sup>th</sup> percentile speeds.

### **Segment 18. Herriman Avenue from Saratoga-Sunnyvale Avenue to Saratoga Avenue**

The posted speed limit on Herriman Avenue from Saratoga-Sunnyvale Avenue to Saratoga Avenue is 25 mph. The observed 85<sup>th</sup> percentile speeds were 9.0 mph greater than the posted speed limit in both directions which would initially indicate a posted speed limit of 35 mph.

Saratoga High School is located at the corner of Saratoga-Sunnyvale Avenue and Herriman Avenue, and primary school access is provided by driveways on Herriman Avenue. A sidewalk or path is only provided on the south side of Herriman Avenue, so some residents on the north side may walk in or near the travel lane. The high school hosts events, such as football games, that occur outside the normal school hours and generate a lot of pedestrian traffic along Herriman Avenue. In addition, one speed-related collision has been reported on this section of Herriman Avenue for the five-year period analyzed for this report.

According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. The 85<sup>th</sup> percentile speeds in both directions were rounded up to indicate an initial speed limit of 35 mph, which can be rounded down to 30 mph. **However, due to the segment properties explained above such as proximity to the school and the lack of adequate bicycle and pedestrian facilities, we recommend that the City maintain the current speed limit of 25 mph.** The City should monitor this segment of Herriman Avenue for possible traffic calming measures to reduce the 85<sup>th</sup> percentile speeds.

### **Segment 19. Miller Avenue from Prospect Road to Cox Avenue**

The posted speed limit on Miller Avenue from Prospect Road to Cox Avenue is 25 mph. The observed 85<sup>th</sup> percentile speeds were 9.2 mph and 8.1 mph greater than the posted speed limit in the northbound and southbound directions, respectively, which would initially indicate a posted speed limit of 35 mph.

More than 16 separate dwelling units exist on both sides of the roadway within a quarter mile along this roadway segment. Additionally, Miller Avenue has discontinuous sidewalks on the west side of the street

and no bicycle facilities on either side of the roadway. No speed-related collisions have been reported on this section of Miller Avenue for the five-year period analyzed for this report.

According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. The 85<sup>th</sup> percentile speeds in both directions were rounded up to indicate an initial speed limit of 35 mph, which can be rounded down to 30 mph. **However, due to the segment properties explained above such as the residential nature of the segment and the lack of adequate bicycle and pedestrian facilities, we recommend that the City maintain the current speed limit of 25 mph.** The City should monitor this segment of Miller Avenue for possible traffic calming measures to reduce the 85<sup>th</sup> percentile speeds.

### **Segment 20. Pierce Road from Highway 9 to Mount Eden Road**

The posted speed limit of Pierce Road from Highway 9 to Mount Eden Road is 25 mph. In the northbound direction the 85<sup>th</sup> percentile speed was measured at 12.2 mph over the posted speed limit, while in the southbound direction the 85<sup>th</sup> percentile speed was measured at 10.6 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 35 mph.

Pierce Road is a winding roadway with limited visibility at curves that has narrow shoulders, and no sidewalks are provided. Bicyclists and pedestrians frequently use Pierce Road for recreational activities. Additionally, six speed-related collisions have been reported for this segment of Pierce Road for the five-year period analyzed. Moreover, the roadway segment collision rate is measured at 3.08 acc/mil.miles which is greater than the average statewide collision rate of similar roadway types (1.36 acc/mil.miles).

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speed, which would be 30 mph. **However due to the segment properties identified above such as the roadway conditions, limited sight distance at numerous locations, and lack of pedestrian and bicycle facilities, we recommend that the City maintain current speed limit of 25 mph.** The City should monitor this segment of Pierce Road for possible traffic calming measures to reduce the 85<sup>th</sup> percentile speeds.

### **Segment 21. Pierce Road from Mount Eden Road to Surrey Lane**

The posted speed limit of Pierce Road from Mount Eden Road to Surrey Lane is 25 mph. In the northbound direction the 85<sup>th</sup> percentile speed was measured at 7.3 mph over the posted limit, while in the southbound direction the 85<sup>th</sup> percentile speed was measured at 6.8 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 30 mph.

This section of Pierce Road is similar to the Segment 30: Pierce Road from Highway 9 to Mount Eden Road described above. In addition, two speed-related collisions have been reported for this segment of Pierce Road for the five-year period analyzed. And the roadway segment collision rate is measured at 1.32 acc/mil.miles which is greater than the average statewide collision rate of similar roadway types (1.19<sup>1</sup> acc/mil.miles).

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speeds. **Therefore, we recommend that the City maintain current speed limit of 25 mph.**

### **Segment 22. Pierce Road from Surrey Lane to Saratoga-Sunnyvale Road**

The posted speed limit of Pierce Road from Surrey Lane to Saratoga-Sunnyvale Road is 30 mph. In the northbound direction the 85<sup>th</sup> percentile speed was measured at 7.2 mph over the posted limit, while in the southbound direction the 85<sup>th</sup> percentile speed was measured at 7.4 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 35 mph.

More than 16 separate dwelling units exist on both sides of the roadway within a quarter mile along this roadway segment and one speed-related collision has been reported for this segment of Pierce Road for the five-year period analyzed.

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speeds. Therefore, due to the residential nature of Pierce Road, **we recommend that the City maintain current speed limit of 30 mph.**

### **Segment 23. Prospect Road from Stelling Road to Saratoga-Sunnyvale Road**

The posted speed limit on Prospect Road from Stelling Road to Saratoga-Sunnyvale Road is 35 mph. The 85<sup>th</sup> percentile speeds were observed to be 4.0 mph and 5.0 mph in excess of the posted speed limit in the eastbound and westbound directions, respectively, which would initially indicate a posted speed limit of 40 mph.

According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. The 85<sup>th</sup> percentile speeds in both eastbound and westbound directions were rounded

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<sup>1</sup> This rate is higher than the statewide rate mentioned in Segment 30 due to the higher vehicle volume of this roadway segment.

up to indicate an initial speed limit of 40 mph, which can be rounded down to 35 mph. **Therefore, we recommend the City maintain the existing speed limit of 35 mph.**

#### **Segment 24. Prospect Road from Saratoga-Sunnyvale Road to Miller Avenue**

The posted speed limit on Prospect Road from Saratoga-Sunnyvale Road to Miller Avenue is 40 mph. The 85<sup>th</sup> percentile speeds were observed to be 4.0 mph in excess of the posted speed limit in both directions which would initially indicate a posted speed limit of 45 mph.

According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. The 85<sup>th</sup> percentile speeds in both directions were rounded up to indicate an initial speed limit of 45 mph, which can be rounded down to 40 mph. **Therefore, we recommend the City maintain the existing speed limit of 40 mph.**

#### **Segment 25. Prospect Road from Miller Avenue to Lawrence Expressway**

The posted speed limit on Prospect Road from Miller Avenue to Lawrence Expressway is 40 mph. In the eastbound direction, the 85<sup>th</sup> percentile speed was measured at 3.0 mph over the posted speed limit, while in the westbound direction the 85<sup>th</sup> percentile speed was at 2.0 mph over the posted speed.

Since the lower of the two 85<sup>th</sup> percentile speeds can be used to set the speed limit, the 85<sup>th</sup> percentile speeds in the westbound direction indicate an initial speed limit of 40 mph which is equal to the current posted speed limit. **Therefore, we recommend the City maintain the existing speed limit of 40 mph.**

#### **Segment 26. Prospect Road from Lawrence Expressway to Easterly City limit**

The posted speed limit on Prospect Road from Lawrence Expressway to Easterly City limit is 35 mph. In the eastbound direction, the 85<sup>th</sup> percentile speed was measured equal to the current posted speed limit, while in the westbound direction the 85<sup>th</sup> percentile speed was measured at 2.0 mph over the posted speed limit.

The 85<sup>th</sup> percentile speeds in both eastbound and westbound directions indicate an initial speed limit of 35 mph which is equal to the current posted speed limit. **Therefore, we recommend the City maintain the existing speed limit of 35 mph.**

#### **Segment 27. Quito Road from Southerly City limit to Bicknell Road**

The posted speed limit on Quito Road from Southerly City limit to Bicknell Road is 30 mph. The observed 85<sup>th</sup> percentile speeds were 10.0 mph and 8.0 mph greater than the posted speed limit in the northbound and southbound directions, respectively, which would initially indicate a posted speed limit of 40 mph.

Quito Road is a two-lane collector street that connects Saratoga-Los Gatos Road with Saratoga Road. No continuous sidewalks or pathways are provided on the entire segment of Quito Road. Additionally, this segment of Quito Road is fairly straight and narrow, and only includes one ten- to twelve-foot travel lane in each direction, for a total pavement width of 24-feet. No speed-related collisions have been reported on this section of Quito Road for the five-year period analyzed for this report.

According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. The 85<sup>th</sup> percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 40 mph, which can be rounded down to 35 mph. **However, due to the segment properties explained above, such as roadway conditions and the lack of adequate bicycle and pedestrian facilities, we recommend that the City maintain the current speed limit of 30 mph.** The City should monitor this segment of Quito Road for possible traffic calming measures to reduce the 85<sup>th</sup> percentile speeds.

### **Segment 28. Quito Road from Bicknell Road to Pollard Road**

The posted speed limit of Quito Road from Bicknell Road to Pollard Road is 25 mph. In both northbound and southbound directions the 85<sup>th</sup> percentile speed was measured at 12.0 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 35 mph.

This segment of Quito Road is very narrow and does not provide additional pedestrian and bicycle facilities. This 25-mph section of road is located in between two 30-mph sections of roadway which may be confusing to drivers along Quito Road. Three speed-related collisions have been reported for this segment of Quito Road for the five-year period analyzed.

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speed, which would be 30 mph. **However due to the segment properties identified above such as the roadway conditions, limited sight distance at numerous locations, and lack of pedestrian and bicycle facilities, we recommend that the City maintain current speed limit of 25 mph.** The City should monitor this segment of Quito Road for possible traffic calming measures to reduce the 85<sup>th</sup> percentile speeds.

### **Segment 29. Quito Road from Pollard Road to Allendale Avenue**

The posted speed limit of Quito Road from Pollard Road to Allendale Avenue is 30 mph. In the northbound direction the 85<sup>th</sup> percentile speed was measured at 4.0 mph over the posted limit, while in the southbound

direction the 85<sup>th</sup> percentile speed was measured at 6.0 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 35 mph.

Marshall Lane Elementary School is located just west of Quito Road, and Quito Road serves as an access route for vehicles, bicycles, and pedestrians traveling to the school. There are separated pedestrian paths along both sides of this section of Quito Road to accommodate the large amount of pedestrian activity. Quito Road experiences a large amount of recreational bicycle traffic that travels along the narrow roadway. Additionally, three speed-related collisions have been reported for this segment of Quito Road for the five-year period analyzed.

According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. The 85<sup>th</sup> percentile speeds in northbound direction was rounded up to indicate an initial speed limit of 35 mph, which can be rounded down to 30 mph. **Therefore, we recommend the City maintain the existing speed limit of 30 mph.**

### **Segment 30. Quito Road from Allendale Avenue to Yorkton Way**

The posted speed limit on Quito Road from Allendale Avenue to Yorkton Way is 35 mph. The 85<sup>th</sup> percentile speeds were observed to be 5.0 mph in excess of the posted speed limit in both directions which would initially indicate a posted speed limit of 40 mph.

Quito Road in this segment is a two-lane roadway with bike lanes on both sides of the street. According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. The 85<sup>th</sup> percentile speeds in both directions were rounded up to indicate an initial speed limit of 40 mph, which can be rounded down to 35 mph. **Therefore, we recommend the City maintain the existing speed limit of 35 mph.**

### **Segment 31. Quito Road from Yorkton Way to Baylor Avenue**

The posted speed limit of Quito Road from Yorkton Way to Baylor Avenue is 35 mph. In the northbound direction the 85<sup>th</sup> percentile speed was measured at 3.0 mph over the posted limit, while in the southbound direction the 85<sup>th</sup> percentile speed was measured at 6.0 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 40 mph.

More than 16 separate dwelling units exist on both sides of the roadway within a quarter mile along this roadway segment. Quito Road experiences a large amount of recreational bicycle traffic that travels along

the narrow roadway. One speed-related collision has been reported for this segment of Quito Road for the five-year period analyzed.

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speeds. **Therefore, we recommend that the City maintain current speed limit of 35 mph.**

### **Segment 32. Saratoga Avenue from Big Basin Way to Seagraves Way**

The posted speed limit on Saratoga Avenue from Big Basin Way to Seagraves Way is 35 mph. The 85<sup>th</sup> percentile speeds were observed to be 3.0 mph and 4.0 mph in excess of the posted speed limit in the northbound and southbound directions, respectively, which would initially indicate a posted speed limit of 40 mph.

According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. The 85<sup>th</sup> percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 40 mph, which can be rounded down to 35 mph. **Therefore, we recommend the City maintain the existing speed limit of 35 mph.**

### **Segment 33. Saratoga Avenue from Seagraves Way to Shadow Oaks Way**

The posted speed limit of Saratoga Avenue from Seagraves Way to Shadow Oaks Way is 35 mph. In the northbound direction the 85<sup>th</sup> percentile speed was measured at 8.0 mph over the posted limit, while in the southbound direction the 85<sup>th</sup> percentile speed was measured at 7.0 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 40 mph.

Saratoga Avenue provides direct access to downtown Saratoga, which is located just south of Saratoga-Sunnyvale Avenue. Pedestrian and bicycle access is limited to a path on the east side of Saratoga Avenue. Residents from the west side of Saratoga Avenue need to cross Saratoga Avenue mid-block to access the path, which also provides connection to City services north on Saratoga Avenue, such as the Library and Community Center. No speed-related collisions have been reported for this segment of Saratoga Avenue for the five-year period analyzed.

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speeds. Therefore, due to the proximity to pedestrian generated land uses and lack of adequate pedestrian/ bicycle facilities, **we recommend that the City maintain current speed limit of 35 mph.**

### **Segment 34. Saratoga Avenue from Shadow Oaks Way to Fruitvale Avenue**

The posted speed limit of Saratoga Avenue from Shadow Oaks Way to Fruitvale Avenue is 35 mph. In both northbound and southbound directions the 85<sup>th</sup> percentile speed was measured at 6.0 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 40 mph.

In the quarter mile distance between Westerly Shadow Oaks Way and before arriving at Baroni Court, there are over 16 driveways fronting Saratoga Avenue. In addition, the existing driveways end at the curb of roadway where bushes provide limited visibility to/of vehicles exiting the driveways. School crossings are provided across Saratoga Avenue at Herriman Way and full sidewalks are not provided continuously on both sides of the roadway. Three speed-related collisions have been reported for this segment of Saratoga Avenue for the five-year period analyzed.

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speeds. Therefore, due to the residential nature of Saratoga Avenue and lack of adequate pedestrian/ bicycle facilities, **we recommend that the City maintain current speed limit of 35 mph.**

### **Segment 35. Saratoga Avenue from Fruitvale Avenue to Dagmar Drive**

The posted speed limit on Saratoga Avenue from Fruitvale Avenue to Dagmar Drive is 40 mph. In the northbound direction, the 85<sup>th</sup> percentile speed was measured at 1.0 mph over the posted limit, while in the southbound direction the 85<sup>th</sup> percentile speed was measured at 2.0 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds in both directions indicate an initial speed limit of 40 mph.

Saratoga Avenue is split between the segments north and south of the State Route 85 interchange. Currently, the speed limits along Saratoga Avenue start at 35 mph at the south end of the roadway and increase to 40 mph at Fruitvale Avenue which continues through the interchange to the northern city limit. The City has expressed interest in maintaining a consistent speed limit on Saratoga Avenue south of the SR 85 interchange which would indicate a speed limit of 35 mph. In addition, fifteen speed related collisions have been reported for this segment of Saratoga Avenue for the five-year period analyzed.

In accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speed. **Therefore, in order to create a consistent speed limit south of the SR 85 interchange, we recommend the City reduce the speed limit to 35 mph.**

### **Segment 36. Saratoga Avenue from Vineyard Lane to Cox Avenue**

The posted speed limit on Saratoga Avenue from Vineyard Lane to Cox Avenue is 40 mph. In both northbound and southbound directions, the 85<sup>th</sup> percentile speed was measured at 2.0 mph over the posted speed limit.

The 85<sup>th</sup> percentile speeds in both directions indicate an initial speed limit of 40 mph which is equal to the current posted speed limit. **Therefore, we recommend the City maintain the existing speed limit of 40 mph.**

### **Segment 37. Saratoga Avenue from Cox Avenue to Northerly City limits**

The posted speed limit on Saratoga Avenue from Cox Avenue to Northerly City limits is 40 mph. The 85<sup>th</sup> percentile speeds were observed to be 4.0 mph in excess of the posted speed limit in both directions which would initially indicate a posted speed limit of 45 mph.

According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. The 85<sup>th</sup> percentile speeds in both directions were rounded up to indicate an initial speed limit of 45 mph, which can be rounded down to 40 mph. **Therefore, we recommend the City maintain the existing speed limit of 40 mph.**

### **Segment 38. Saratoga-Sunnyvale Road from Saratoga Avenue to Verde Vista Lane**

The posted speed limit on Saratoga-Sunnyvale Road from Saratoga Avenue to Verde Vista Lane is 40 mph. The 85<sup>th</sup> percentile speeds were observed to be 3.0 mph and 4.0 mph in excess of the posted speed limit in the northbound and southbound directions, respectively, which would initially indicate a posted speed limit of 45 mph.

According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. The 85<sup>th</sup> percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 45 mph, which can be rounded down to 40 mph. **Therefore, we recommend the City maintain the existing speed limit of 40 mph.**

### **Segment 39. Saratoga-Sunnyvale Road from Verde Vista Lane to Blauer Drive**

The posted speed limit on Saratoga-Sunnyvale Road from Verde Vista Lane to Blauer Drive is 40 mph. The 85<sup>th</sup> percentile speeds were observed to be 4.0 mph and 5.0 mph in excess of the posted speed limit in the

northbound and southbound directions, respectively, which would initially indicate a posted speed limit of 45 mph.

According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. The 85<sup>th</sup> percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 45 mph, which can be rounded down to 40 mph. **Therefore, we recommend the City maintain the existing speed limit of 40 mph.**

#### **Segment 40. Saratoga-Sunnyvale Road from Blauer Drive to Union Pacific Railroad**

The posted speed limit on Saratoga-Sunnyvale Road from Blauer Drive to Union Pacific Railroad is 40 mph. In the northbound direction, the 85<sup>th</sup> percentile speed was measured at 3.0 mph over the posted limit, while in the southbound direction the 85<sup>th</sup> percentile speed was measured at 1.0 mph over the posted speed limit.

Since the lower of the two 85<sup>th</sup> percentile speeds can be used to set the speed limit, the 85<sup>th</sup> percentile speeds in the southbound direction indicate an initial speed of 40 mph which is equal to the current posted speed limit. **Therefore, we recommend the City maintain the existing speed limit of 40 mph.**

#### **Segment 41. Saratoga-Sunnyvale Road from Union Pacific Railroad to Prospect Road**

The posted speed limit on Saratoga-Sunnyvale Road from Union Pacific Railroad to Prospect Road is 40 mph. In the northbound direction, the 85<sup>th</sup> percentile speed was measured equal to the current posted speed limit, while in the southbound direction the 85<sup>th</sup> percentile speed was measured 1.0 mph over the posted speed limit.

The 85<sup>th</sup> percentile speeds in both northbound and southbound directions indicate an initial speed limit of 40 mph which is equal to the current posted speed limit. **Therefore, we recommend the City maintain the existing speed limit of 40 mph.**

#### **Segment 42. Scotland Drive from Saratoga Avenue to Cumberland Drive**

The posted speed limit on Scotland Drive from Saratoga Avenue to Cumberland Drive is 25 mph. The observed 85<sup>th</sup> percentile speeds were 8.3 mph and 9.1 mph greater than the posted speed limit in the northbound and southbound directions, respectively, which would initially indicate a posted speed limit of 35 mph.

More than 16 separate dwelling units exist on both sides of the roadway within a quarter mile along this roadway segment. Scotland Drive has no sidewalks or bicycle facilities on either side of the roadway. No

speed-related collisions have been reported on this section of Scotland Drive for the five-year period analyzed for this report.

According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. The 85<sup>th</sup> percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 35 mph, which can be rounded down to 30 mph. **However, due to the segment properties explained above such as the residential nature of the segment and the lack of adequate bicycle and pedestrian facilities, we recommend that the City maintain the current speed limit of 25 mph.** The City should monitor this segment of Scotland Drive for possible traffic calming measures to reduce the 85<sup>th</sup> percentile speeds.

#### **Segment 43. Seagull Way from Saratoga-Sunnyvale Road to Cox Avenue**

The posted speed limit of Seagull Way from Saratoga-Sunnyvale Road to Cox Avenue is 25 mph. In the eastbound direction the 85<sup>th</sup> percentile speed was measured at 7.0 mph over the posted limit, while in the westbound direction the 85<sup>th</sup> percentile speed was measured at 6.4 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 30 mph.

More than 16 separate dwelling units exist on both sides of the roadway within a quarter mile along this roadway segment. Seagull Way has sidewalks on the west side of the street, with inconsistent sidewalks on the east side of the street. There are no bicycle facilities on either side of the roadway. Additionally based on the CVC (CVC 40802 (b)) and the existing roadway geometries, this segment of Seagull Way qualifies as a local street with a prima facie speed of 25 mph. No speed-related collisions have been reported for this segment of Seagull Way for the five-year period analyzed.

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speeds. Therefore, due to the residential nature of Seagull Way and lack of adequate pedestrian/ bicycle facilities, **we recommend that the City maintain current speed limit of 25 mph.**

#### **Segment 44. Sobey Road from Northerly Quito Road to Southerly Quito Road**

The posted speed limit of Sobey Road from Northerly Quito Road to Southerly Quito Road is 30 mph. In the northbound direction the 85<sup>th</sup> percentile speed was measured at 7.7 mph over the posted limit, while in the southbound direction the 85<sup>th</sup> percentile speed was measured at 6.6 mph over the posted speed limit. The 85<sup>th</sup> percentile speeds would initially indicate raising the speed limit to 35 mph.

Sobey Road is a winding local road that fronts private residents. The roadway width of the roadway varies between 20 and 40 feet. In terms of pedestrian and bicycle safety, Sobey Road does not provide any bike lanes or any continuous sidewalks. No speed-related collisions have been reported for this segment of Sobey Road for the five-year period analyzed.

Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85<sup>th</sup> percentile speeds. Therefore, due to the lack of adequate pedestrian/ bicycle facilities, **we recommend that the City maintain current speed limit of 30 mph.**

## 5. Comparison of 2020 Speeds to 2013 Survey

This section of the report compares the observed 85<sup>th</sup> percentile speeds collected for this report, to those observed in the 2013 speed survey. Specifically, this section presents a comparison of the trends in observed speeds in the City. **Table 2** compares the 85<sup>th</sup> percentile speeds for the 2013 and 2020 speed data and **Figure 7** shows the difference in the observed 85<sup>th</sup> percentile speeds between year 2013 and year 2020 data (2020 minus 2013).

As shown in Table 2, more than half of the 85<sup>th</sup> percentile speeds have increased as compared to data from 2013. On the following 29 roadway segments the 85<sup>th</sup> percentile speeds increased in one or both directions as compared to data collected in 2013.

2. Allendale Ave from Portos Ct to Chester Ave
3. Allendale Ave from Chester Ave to Quito Rd
4. Arroyo De Arguello from Comer Dr. to Via Roncole
8. Chester Ave from Allendale Ave to Ten Acres Rd
9. Chester Ave from Ten Acres Rd to Sobey Rd
10. Cox Ave from Sara-Sunnyvale to RR Tracks
11. Cox Ave from RR Tracks to Saratoga Ave
14. Fruitvale Ave from Saratoga-Los Gatos Rd to Burgundy Way
15. Fruitvale Ave from Burgundy Way to Allendale Ave
16. Fruitvale Ave from Allendale Ave to Saratoga Ave
18. Herriman Ave from Saratoga-Sunnyvale Rd to Saratoga Ave
20. Pierce Rd from Highway 9 to Mt. Eden Rd
22. Pierce Rd from Surrey Ln to Saratoga-Sunnyvale Rd
23. Prospect Rd from Stelling Rd to Saratoga-Sunnyvale Rd
24. Prospect Rd from Saratoga-Sunnyvale Rd to Miller Ave
25. Prospect Rd from Miller Ave to Lawrence Expressway
26. Prospect Rd from Lawrence Expressway to Easterly City limit
27. Quito Rd from Southerly City limit to Bicknell Rd
28. Quito Rd from Bicknell Rd to Pollard Rd
30. Quito Rd from Allendale Ave to Yorkton Way
31. Quito Rd from Yorkton Way to Baylor Ave
32. Saratoga Ave from Big Basin to Seagraves Way
33. Saratoga Ave from Seagraves Way to Shadow Oaks Way
34. Saratoga Ave from Shadow Oaks Way to Fruitvale Ave
35. Saratoga Ave from Fruitvale Ave to Dagmar Dr
37. Saratoga Ave from Cox Ave to Northerly City limit
38. Saratoga-Sunnyvale Rd from Saratoga Ave to Verde Vista Ln
42. Scotland Dr. from Saratoga Ave. to Cumberland Dr.
43. Seagull Way from Saratoga-Sunnyvale Rd. to Cox Ave.

**Table 2: Speed Survey Comparison between 2013 and 2020 Results**

Roadway Segments	Posted Speed limit	85 <sup>th</sup> Percentile Speed				Change between 2013 and 2020 Speed Survey <sup>2</sup>	
		NB/EB <sup>1</sup>		SB/WB <sup>1</sup>		NB/ EB <sup>1</sup>	SB/ WB <sup>1</sup>
		2013	2020	2013	2020		
1. Allendale Ave from Fruitvale Ave to Portos Ct	35	39.0	36.0	38.0	35.0	-3.0	-3.0
2. Allendale Ave from Portos Ct to Chester Ave	35	38.0	39.0	37.0	37.0	1.0	0.0
3. Allendale Ave from Chester Ave to Quito Rd	25	34.0	30.3	33.0	33.8	-3.7	0.8
4. Arroyo De Arguello from Comer Dr. to Via Roncole	25	32.2	31.8	32.9	33.1	-0.4	0.2
5. Beaumont Ave from Herriman Ave to Glasgow Dr	25	33.3	29.3	35.6	29.6	-4.0	-6.0
6. Braemar Dr. from Howen Dr. to Scotland Dr.	25	33.1	31.3	33.6	32.1	-1.8	-1.5
7. Bucknall Rd. from Saratoga Ave. to Quito Rd.	25	32.0	31.0	32.0	29.0	-1.0	-3.0
8. Chester Ave from Allendale Ave to Ten Acres Rd	25	35.3	36.0	35.3	35.9	0.7	0.6
9. Chester Ave from Ten Acres Rd to Sobey Rd	25	30.4	30.3	29.3	30.7	-0.1	1.4
10. Cox Ave from Sara-Sunnyvale to RR Tracks	35	40.0	41.0	40.0	41.0	1.0	1.0
11. Cox Ave from RR Tracks to Saratoga Ave	35	40.0	40.0	40.0	41.0	0.0	1.0
12. Cox Ave from Saratoga Ave to Paseo Presada	25	33.0	31.0	32.0	31.0	-2.0	-1.0
13. Farwell Ave from Fruitvale Ave to Saratoga-Los Gatos Rd	25	34.4	33.3	32.2	30.9	-1.1	-1.3
14. Fruitvale Ave from Saratoga-Los Gatos Rd to Burgundy Way	35	42.0	43.0	41.0	42.0	1.0	1.0
15. Fruitvale Ave from Burgundy Way to Allendale Ave	35	41.0	42.0	41.0	40.0	1.0	-1.0
16. Fruitvale Ave from Allendale Ave to Saratoga Ave	35	38.0	38.0	38.0	39.0	0.0	1.0
17. Glen Brae Dr from Scotland Dr to Cox Ave	25	34.0	33.7	33.1	33.1	-0.3	0.0
18. Herriman Ave from Saratoga-Sunnyvale Rd to Saratoga Ave	25	33.0	34.0	32.0	34.0	1.0	2.0
19. Miller Avenue from Prospect Road to Cox Avenue	25	N/A	34.2	N/A	33.1	N/A <sup>3</sup>	N/A <sup>3</sup>
20. Pierce Rd from Highway 9 to Mt. Eden Rd	25	36.5	37.2	37.4	35.6	0.7	-1.8
21. Pierce Rd from Mt. Eden Rd to Surrey Ln	25	32.9	32.3	32.9	31.8	-0.6	-1.1
22. Pierce Rd from Surrey Ln to Saratoga-Sunnyvale Rd	30	36.2	37.2	35.6	37.4	1.0	1.8
23. Prospect Rd from Stelling Rd to Saratoga-Sunnyvale Rd	35	38.0	39.0	38.0	40.0	1.0	2.0
24. Prospect Rd from Saratoga-Sunnyvale Rd to Miller Ave	40	44.0	44.0	42.0	44.0	0.0	2.0
25. Prospect Rd from Miller Ave to Lawrence Expressway	40	43.0	43.0	41.0	42.0	0.0	1.0
26. Prospect Rd from Lawrence Expressway to Easterly City limit	35	31.0	35.0	34.0	37.0	4.0	3.0

**Table 2: Speed Survey Comparison between 2013 and 2020 Results**

Roadway Segments	Posted Speed limit	85 <sup>th</sup> Percentile Speed				Change between 2013 and 2020 Speed Survey <sup>2</sup>	
		NB/EB <sup>1</sup>		SB/WB <sup>1</sup>		NB/ EB <sup>1</sup>	SB/ WB <sup>1</sup>
		2013	2020	2013	2020		
27. Quito Rd from Southerly City limit to Bicknell Rd	30	38.0	40.0	37.0	38.0	2.0	1.0
28. Quito Rd from Bicknell Rd to Pollard Rd	25	34.0	37.0	34.0	37.0	3.0	3.0
29. Quito Rd from Pollard Rd to Allendale Ave	30	35.0	34.0	36.0	36.0	-1.0	0.0
30. Quito Rd from Allendale Ave to Yorkton Way	35	38.0	40.0	38.0	40.0	2.0	2.0
31. Quito Rd from Yorkton Way to Baylor Ave	35	37.0	38.0	40.0	41.0	1.0	1.0
32. Saratoga Ave from Big Basin to Seagraves Way	35	37.0	38.0	38.0	39.0	1.0	1.0
33. Saratoga Ave from Seagraves Way to Shadow Oaks Way	35	42.0	43.0	40.0	42.0	1.0	2.0
34. Saratoga Ave from Shadow Oaks Way to Fruitvale Ave	35	40.0	41.0	42.0	41.0	1.0	-1.0
35. Saratoga Ave from Fruitvale Ave to Dagmar Dr	40	42.0	41.0	41.0	42.0	-1.0	1.0
36. Saratoga Ave from Vineyard Ln to Cox Ave	40	43.0	42.0	42.0	42.0	-1.0	0.0
37. Saratoga Ave from Cox Ave to Northerly City limit	40	43.0	44.0	43.0	44.0	1.0	1.0
38. Saratoga-Sunnyvale Rd from Saratoga Ave to Verde Vista Ln	40	43.0	43.0	42.0	44.0	0.0	2.0
39. Saratoga-Sunnyvale Rd from Verde Vista Ln to Blauer Dr	40	47.0	44.0	45.0	45.0	-3.0	0.0
40. Saratoga-Sunnyvale Rd from Blauer Dr to Union Pacific Railroad	40	44.0	43.0	43.0	41.0	-1.0	-2.0
41. Saratoga-Sunnyvale Rd from Union Pacific Railroad to Prospect Rd	40	40.0	40.0	42.0	41.0	0.0	-1.0
42. Scotland Dr. from Saratoga Ave. to Cumberland Dr.	25	32.7	33.3	33.6	34.1	0.6	0.5
43. Seagull Way from Saratoga-Sunnyvale Rd. to Cox Ave.	25	29.5	32.0	31.3	31.4	2.5	0.1
44. Sobey Rd from Northerly Quito Rd to Southerly Quito Rd	30	38.0	37.7	37.6	36.6	-0.3	-1

Notes:

1. NB = Northbound, EB = Eastbound, SB= Southbound, WB = Westbound
2. Change between 2020 and 2013 speed survey = 2020 85<sup>th</sup> percentile speed minus 2013 85<sup>th</sup> percentile speed. **Yellow highlight** denotes speed increase and **green highlight** indicates a speed decrease or no change.
3. N/A indicates that no recorded speed data for year 2013 is available to compare against 2020 speed data.

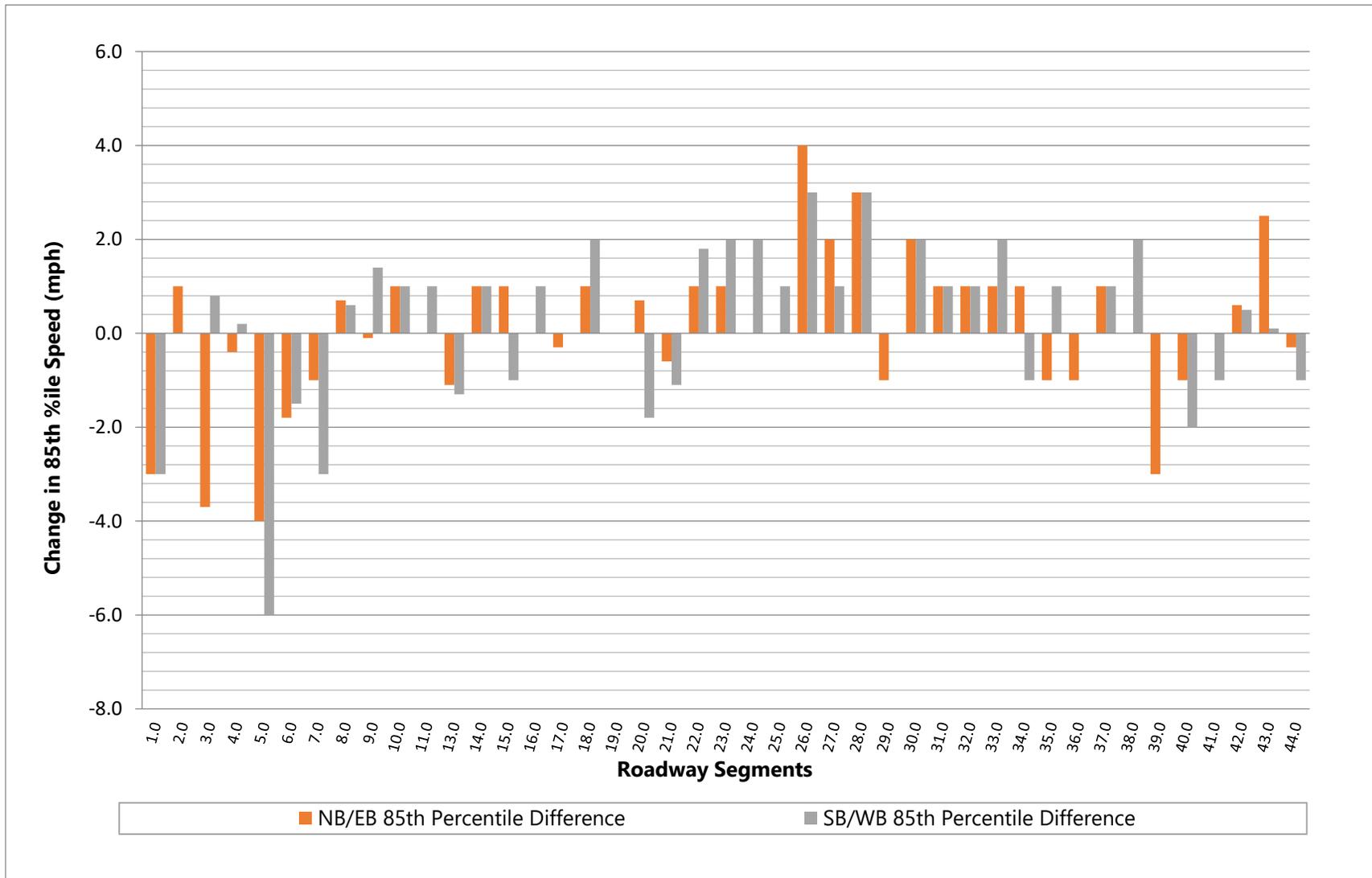
Source: Fehr & Peers, April 2020.

On the remaining 15 roadway segments the 85<sup>th</sup> percentile speeds either decreased or were unchanged compared to the 2013 data.

The greatest increase in the 85<sup>th</sup> percentile speed between 2013 and 2020 occurred on Prospect Road from Lawrence Expressway to Easterly City limit (Segment 26) with a four miles per hour increase in the eastbound direction. The speeds on Prospect Road from Lawrence Expressway to Easterly City limit however, only increased by three miles per hour in the westbound direction. The largest decrease in speed occurred on Beaumont Avenue from Herriman Ave to Glasgow Dr (Segment 5), which decreased by 4.0 and 6.0 mph in eastbound and westbound directions, respectively.

For those segments where the 85<sup>th</sup> percentile speeds increase compared to 2013 data, the average increase was approximately by 1.35 mph. Conversely, the 85<sup>th</sup> percentile speeds decreased on average by about 1.67 mph for those segments where the speeds decreased as compared to 2013.

Figure 7: Change in 85th Percentile Speeds Between 2013 and 2020



Note: Segment 19 (Miller Avenue) is not included in this chart as no history of speed data is available.

## 6. Summary and Conclusion

Based on the analysis in this report, we recommend the City of Saratoga maintain the existing speed limits for all roadway segments except for Segment 35. We recommend the City reduce the posted speed limit on Saratoga Avenue from Fruitvale Avenue to Dagmar Drive (Segment 35) from 40 mph to 35 mph.

# **Appendix A:**

## **Data Sheets for Study Segments**

## City of Saratoga 2018 Speed Survey Analysis

California Vehicle Code (CVC) Section 40802 requires speed limits be justified by an Engineering and Traffic Survey conducted in accordance with methods determined by the Department of Transportation. Speed limits are legally required to be established at the nearest five (5) mph increment to the 85th percentile speed. The 85th percentile speed is defined as that speed at or below which 85 percent of the traffic is moving. This means that a segment with an 85th percentile speed of 27.4 miles per hour can be posted for 25 mph, while a segment with a critical speed of 27.5 mph must be posted at 30 mph. However, Section 627 of the California Vehicle Code (CVC) stipulates that other factors besides the 85th percentile speed such as accident records, roadside conditions, residential density along the roadway, as well as pedestrian and bicyclist safety can be considered when determining speed limits.

Below are the results for the speed survey analysis conducted along Allendale Avenue from Fruitvale Avenue to Portos Drive.

Roadway Name: Allendale Avenue		Segment #: 1 Segment Limits: Fruitvale Avenue to Portos Drive			
Number of Lanes	2	Date: November 6, 2018			
Roadway Width	39 feet	<b>Traffic Volumes:</b>			
Posted Speed	35 mph	Total Vehicles Observed during speed survey	Eastbound	Westbound	
		Average Daily Traffic (vehicles)	100	100	
			2,533	2,815	
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping.		<b>Current Speed Data:</b>			
			Eastbound	Westbound	
		50th Percentile	32.7 mph	31.8 mph	
		85th Percentile	36 mph	35 mph	
		10 mph Pace	28-37 mph	28-37 mph	
		Percent in Pace	87%	87%	
<b>Bicycle and Pedestrian Facilities:</b> -Sidewalk on one side east of Harleigh Drive -Sidewalk on both sides west of Harleigh Drive -No bike facilities present		<b>Description of Surrounding Area:</b> -Residential Neighborhood			
<b>Community Facilities:</b> -West Valley College on the south side of Allendale Avenue		<b>Accident History:</b>			
		Number	Rate (acc/mil vehicle miles)		
		Accident Data Collected from 01/01/12 to 12/31/16		City of Saratoga	State Wide Average
		Total Accidents	4	0.76	1.80
		Speed Related	1	0.19	n/a
<b>Recommended Speed Limit:</b> 35 mph					
<b>Summary and Justification:</b> In the eastbound direction, the 85th percentile speed was measured at 1.0 mph over the posted limit, while in the westbound direction the 85th percentile speed was measured equal to the current posted speed limit. The 85th percentile speeds in both eastbound and westbound directions indicate an initial speed limit of 35 mph which is equal to the current posted speed limit. Therefore, we recommend the City maintain the existing speed limit of 35 mph.					
Notes: This roadway segment is close to one or multiple schools. The speed limit is twenty-five miles per hour when approaching or passing a school building or the grounds while children are going to or leaving the school either during school hours or during the noon recess period.					



Signature

March 18, 2020

Date

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**City of Saratoga  
2018 Speed Survey Analysis**

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Below are the results for the speed survey analysis conducted along Allendale Avenue from Portos Drive to Chester Avenue.

<b>Roadway Name: Allendale Avenue</b>		<b>Segment #: 2 Segment Limits: Portos Drive to Chester Avenue</b>			
Number of Lanes	2	Date: April 24-25-November 5, 2018			
Roadway Width	39 feet	<b>Traffic Volumes:</b>			
Posted Speed	35 mph	Total Vehicles Observed during speed survey	Eastbound	Westbound	
		Average Daily Traffic (vehicles)	100	100	
			3,556	3,649	
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping.		<b>Current Speed Data:</b>			
			Eastbound	Westbound	
		50th Percentile	36.1 mph	34.3 mph	
		85th Percentile	39 mph	37 mph	
		10 mph Pace	30-39 mph	29-38 mph	
		Percent in Pace	84%	88%	
<b>Bicycle and Pedestrian Facilities:</b> -Discontinuous sidewalks on both sides of the street -No bike facilities present		<b>Description of Surrounding Area:</b> -Residential Neighborhood			
<b>Community Facilities:</b> -The Church of Jesus Christ of Latter-day Saints on the south side of Allendale Avenue -St. Archangel Michael Serbian Orthodox Church on the south side of Allendale Avenue		<b>Accident History:</b>			
		Number	Rate (acc/mil vehicle miles)		
		Accident Data Collected from 01/01/12 to 12/31/16		City of Saratoga	State Wide Average
		Total Accidents	2	0.28	1.80
		Speed Related	1	0.14	n/a
<b>Recommended Speed Limit:</b> 35 mph					
<b>Summary and Justification:</b> In the eastbound direction, the 85th percentile speed was measured at 4.0 mph over the posted limit, while in the westbound direction the 85th percentile speed was measured at 2.0 mph over the posted speed limit. Since the lower of the two 85th percentile speeds can be used to set the speed limit, the 85th percentile speeds in the westbound direction indicates an initial speed limit of 35 mph which is equal to the current posted speed limit. Therefore, we recommend the City maintain the existing speed limit of 35 mph.					
Notes:					



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2018 Speed Survey Analysis**

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Below are the results for the speed survey analysis conducted along Allendale Avenue from Chester Avenue to Quito Road.

<b>Roadway Name: Allendale Avenue</b>		<b>Segment #: 3 Segment Limits: Chester Avenue to Quito Road</b>		
Number of Lanes	2	Date:	November 5, 2018	
Roadway Width	30-36 feet	<b>Traffic Volumes:</b>	Eastbound	Westbound
Posted Speed	25 mph	Total Vehicles Observed during speed survey	6,966	7,272
		Average Daily Traffic (vehicles)	3,483	3,636
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping -Narrow bridge over the creek		<b>Current Speed Data:</b>	Eastbound	Westbound
		50th Percentile	26.7 mph	29.5 mph
		85th Percentile	30.3 mph	33.8 mph
		10 mph Pace	21.7-30.7 mph	24.4-33.4 mph
		Percent in Pace	83.3%	78.03%
<b>Bicycle and Pedestrian Facilities:</b> -No sidewalk present -Bike lanes present		<b>Description of Surrounding Area:</b> -Residential Neighborhood		
<b>Community Facilities:</b> -None		<b>Accident History:</b>	Number	Rate (acc/mil vehicle miles)
		Accident Data Collected from 01/01/12 to 12/31/16		City of Saratoga    State Wide Average
		Total Accidents	0	0.00    1.80
		Speed Related	0	0.00    n/a
<b>Recommended Speed Limit:</b> 25 mph				
<b>Summary and Justification:</b> The observed 85th percentile speeds were 5.3 mph and 8.8 mph greater than the posted speed limit in the eastbound and westbound directions respectively, which would initially require a posted speed limit of 30 mph. In the quarter mile distance between Quito Road and Harleigh Drive there are 16 driveways fronting Allendale Avenue. In accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the 85th percentile speed. This section of Allendale Avenue has no sidewalks and the existing driveways end at the curb of the roadway, and bushes provide limited visibility to/of vehicles exiting at approximately 13 driveways. There is a dip in the road that is not apparent to drivers. In the summer of 2013, the City of Saratoga installed a radar feedback sign in the eastbound direction of this segment of Allendale Avenue as a traffic calming measures to reduce the 85th percentile speeds. No speed-related collisions have been reported on this section of Allendale for the five-year period analyzed for this report. Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, due to the residential nature of Allendale Avenue and lack of pedestrian facilities, we recommend that the City maintain current speed limit of 25 mph.				
Notes:				

*Ashley Brooks*

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Signature

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Date

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## City of Saratoga 2018 Speed Survey Analysis

California Vehicle Code (CVC) Section 40802 requires speed limits be justified by an Engineering and Traffic Survey conducted in accordance with methods determined by the Department of Transportation. Speed limits are legally required to be established at the nearest five (5) mph increment to the 85th percentile speed. The 85th percentile speed is defined as that speed at or below which 85 percent of the traffic is moving. This means that a segment with an 85th percentile speed of 27.4 miles per hour can be posted for 25 mph, while a segment with a critical speed of 27.5 mph must be posted at 30 mph. However, Section 627 of the California Vehicle Code (CVC) stipulates that other factors besides the 85th percentile speed such as accident records, roadside conditions, residential density along the roadway, as well as pedestrian and bicyclist safety can be considered when determining speed limits.

Below are the results for the speed survey analysis conducted along Arroyo De Arguello from Comer Drive to Via Roncole.

Roadway Name: Arroyo De Arguello		Segment #: 4 Segment Limits: Comer Drive to Via Roncole		
Number of Lanes	2	Date:	January 8-9, 2020	
Roadway Width	39 feet	<b>Traffic Volumes:</b>	Northbound	Southbound
Posted Speed	25 mph	Total Vehicles Observed during speed survey	640	587
		Average Daily Traffic (vehicles)	320	294
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping -Railroad and trail crossing		<b>Current Speed Data:</b>	Northbound	Southbound
		50th Percentile	26.7 mph	28 mph
		85th Percentile	31.8 mph	33.1 mph
		10 mph Pace	22.5-31.5 mph	23.5-32.5 mph
		Percent in Pace	70.63%	70.87%
<b>Bicycle and Pedestrian Facilities:</b> -Discontinuous sidewalks on the west side of the street - No bike facilities present		<b>Description of Surrounding Area:</b> -Residential Neighborhood		
<b>Community Facilities:</b> -None		<b>Accident History:</b>	Rate (acc/mil vehicle miles)	
		Number	City of Saratoga State Wide Average	
		Accident Data Collected from 01/01/12 to 12/31/16		
		Total Accidents	0	1.80
		Speed Related	0	n/a
<b>Recommended Speed Limit:</b> 25 mph				
<b>Summary and Justification:</b>				
The observed 85th percentile speeds were 8.3 mph and 7.8 mph greater than the posted speed limit in the northbound and southbound directions respectively which would initially require a posted speed limit of 35 mph.				
More than 16 separate dwelling units exist on both sides of the roadway within a quarter mile along this roadway segment. Additionally, Arroyo De Arguello has discontinuous sidewalks on the west side of the street and no bicycle facilities on either side of the roadway. In accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the 85th percentile speed. No speed-related collisions have been reported on this section of Arroyo De Arguello for the five-year period analyzed for this report.				
According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85th percentile speed, if no further reduction is used. The 85th percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 35 mph, which can be rounded down to 30 mph. However, due to the segment properties explained above such as residential nature of the segment and the lack of adequate bicycle and pedestrian facilities along the segment, we recommend that the City maintain the current speed limit of 25 mph.				
Notes:				



Signature

March 18, 2020

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## City of Saratoga 2018 Speed Survey Analysis

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Below are the results for the speed survey analysis conducted along Beaumont Avenue from Herriman Avenue to Glen Brae Drive.

Roadway Name: Beaumont Avenue		Segment #: 5 Segment Limits: Herriman Avenue to Glen Brae Drive		
Number of Lanes	2	Date:	October 24, 2018	
Roadway Width	40 feet	<b>Traffic Volumes:</b>	Northbound	Southbound
Posted Speed	25 mph	Total Vehicles Observed during speed survey	635	560
		Average Daily Traffic (vehicles)	635	560
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping -Close proximity to schools with pedestrian and bicycle traffic		<b>Current Speed Data:</b>	Northbound	Southbound
		50th Percentile	25 mph	24.7 mph
		85th Percentile	29.3 mph	29.6 mph
		10 mph Pace	19.7-28.7 mph	20.1-29.1 mph
		Percent in Pace	77.95%	73.93%
<b>Bicycle and Pedestrian Facilities:</b> -No sidewalks -No bike facilities present		<b>Description of Surrounding Area:</b> -Residential Neighborhood		
<b>Community Facilities:</b> -None		<b>Accident History:</b>	Number	Rate (acc/mil vehicle miles)
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	1	0.85
		Speed Related	0	0.00
<b>Recommended Speed Limit:</b> 25 mph				
<b>Summary and Justification:</b> The 85th percentile speeds were observed to be 4.3 mph and 4.6 mph in excess of the posted speed limit in the northbound and southbound directions respectively. According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85th percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85th percentile speed, if no further reduction is used. The 85th percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 30 mph, which can be rounded down to 25 mph. Therefore, we recommend the City maintain the existing speed limit of 25 mph.				
Notes: This roadway segment is close to one or multiple schools. The speed limit is twenty-five miles per hour when approaching or passing a school building or the grounds while children are going to or leaving the school either during school hours or during the noon recess period.				



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Below are the results for the speed survey analysis conducted along Braemar Drive from Howen Drive to Scotland Drive.

Roadway Name: Braemar Drive		Segment #: 6 Segment Limits: Howen Drive to Scotland Drive		
Number of Lanes	2	Date:	October 24, 2018	
Roadway Width	40 feet	<b>Traffic Volumes:</b>	Eastbound	Westbound
Posted Speed	25 mph	Total Vehicles Observed during speed survey	546	406
		Average Daily Traffic (vehicles)	546	406
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping -Close proximity to schools with pedestrian and bicycle traffic		<b>Current Speed Data:</b>	Eastbound	Westbound
		50th Percentile	27 mph	27.4 mph
		85th Percentile	31.3 mph	32.1 mph
		10 mph Pace	21.9-30.9 mph	23.4-32.4 mph
		Percent in Pace	77.66%	74.14%
<b>Bicycle and Pedestrian Facilities:</b> -No sidewalks -No bike facilities present		<b>Description of Surrounding Area:</b> -Residential Neighborhood		
<b>Community Facilities:</b> -None		<b>Accident History:</b>	Rate (acc/mil vehicle miles)	
		Number	City of Saratoga State Wide Average	
		Accident Data Collected from 01/01/12 to 12/31/16		
		Total Accidents	0	1.80
		Speed Related	0	n/a
<b>Recommended Speed Limit:</b>	25 mph			
<b>Summary and Justification:</b>				
In the eastbound direction the 85th percentile speed was measured at 6.3 mph over the posted limit, while in the westbound direction the 85th percentile speed was measured at 7.1 mph over the posted speed limit. The 85th percentile speeds would initially require a posted speed limit of 30 mph. More than 16 separate dwelling units exist on both sides of the roadway within a quarter mile along this roadway segment. Additionally, Braemar Drive has no sidewalks or bicycle facilities on either side of the roadway. No speed-related collisions have been reported for this segment of Braemar Drive for the five-year period analyzed. Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, due to the residential nature of Braemar Drive and lack of pedestrian/ bicycle facilities, we recommend that the City maintain current speed limit of 25 mph.				
Notes: This roadway segment is close to one or multiple schools. The speed limit is twenty-five miles per hour when approaching or passing a school building or the grounds while children are going to or leaving the school either during school hours or during the noon recess period.				



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California Vehicle Code (CVC) Section 40802 requires speed limits be justified by an Engineering and Traffic Survey conducted in accordance with methods determined by the Department of Transportation. Speed limits are legally required to be established at the nearest five (5) mph increment to the 85th percentile speed. The 85th percentile speed is defined as that speed at or below which 85 percent of the traffic is moving. This means that a segment with an 85th percentile speed of 27.4 miles per hour can be posted for 25 mph, while a segment with a critical speed of 27.5 mph must be posted at 30 mph. However, Section 627 of the California Vehicle Code (CVC) stipulates that other factors besides the 85th percentile speed such as accident records, roadside conditions, residential density along the roadway, as well as pedestrian and bicyclist safety can be considered when determining speed limits.

Below are the results for the speed survey analysis conducted along Bucknall Road from Saratoga Avenue to Quito Road.

Roadway Name: Bucknall Road		Segment #: 7 Segment Limits: Saratoga Avenue to Quito Road		
Number of Lanes	2	Date: October 23-November 7, 2018		
Roadway Width	52 feet	<b>Traffic Volumes:</b>		
Posted Speed	25 mph	Total Vehicles Observed during speed survey	Eastbound	Westbound
		Average Daily Traffic (vehicles)	81	81
<b>Conditions Not Readily Apparent:</b>		<b>Current Speed Data:</b>		
-Mid-block crosswalk			Eastbound	Westbound
-Some driveways are hidden behind landscaping		50th Percentile	27 mph	25.7 mph
		85th Percentile	31 mph	29 mph
		10 mph Pace	23-32 mph	21-30 mph
		Percent in Pace	85.2%	88.7%
<b>Bicycle and Pedestrian Facilities:</b>		<b>Description of Surrounding Area:</b>		
-No sidewalks		-Residential Neighborhood		
-No bike facilities present				
<b>Community Facilities:</b>		<b>Accident History:</b>		
-Action Day Primary Plus - El Quito on the south side of Bucknall Road		Number	Rate (acc/mil vehicle miles)	
-Challenger School on the north side of Cox Avenue		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	2	1.80
		Speed Related	0	n/a
<b>Recommended Speed Limit:</b> 25 mph				
<b>Summary and Justification:</b>				
In the eastbound direction the 85th percentile speed was measured at 6.0 mph over the posted limit, while in the westbound direction the 85th percentile speed was measured at 4.0 mph over the posted speed limit.				
According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85th percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85th percentile speed, if no further reduction is used. The 85th percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 30 mph, which can be rounded down to 25 mph. Therefore, we recommend the City maintain the existing speed limit of 25 mph.				
Notes: This roadway segment is close to one or multiple schools. The speed limit is twenty-five miles per hour when approaching or passing a school building or the grounds while children are going to or leaving the school either during school hours or during the noon recess period.				



Signature

March 18, 2020

Date

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## City of Saratoga 2018 Speed Survey Analysis

California Vehicle Code (CVC) Section 40802 requires speed limits be justified by an Engineering and Traffic Survey conducted in accordance with methods determined by the Department of Transportation. Speed limits are legally required to be established at the nearest five (5) mph increment to the 85th percentile speed. The 85th percentile speed is defined as that speed at or below which 85 percent of the traffic is moving. This means that a segment with an 85th percentile speed of 27.4 miles per hour can be posted for 25 mph, while a segment with a critical speed of 27.5 mph must be posted at 30 mph. However, Section 627 of the California Vehicle Code (CVC) stipulates that other factors besides the 85th percentile speed such as accident records, roadside conditions, residential density along the roadway, as well as pedestrian and bicyclist safety can be considered when determining speed limits.

Below are the results for the speed survey analysis conducted along Chester Avenue from Allendale Avenue to Ten Acres Road.

Roadway Name: Chester Avenue		Segment #: 8 Segment Limits: Allendale Avenue to Ten Acres Road		
Number of Lanes	2	Date:	October 23, 2018	
Roadway Width	25 feet	<b>Traffic Volumes:</b>	Northbound	Southbound
Posted Speed	25 mph	Total Vehicles Observed during speed survey	384	334
		Average Daily Traffic (vehicles)	384	334
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping.		<b>Current Speed Data:</b>	Northbound	Southbound
		50th Percentile	30.7 mph	30.4 mph
		85th Percentile	36 mph	35.9 mph
		10 mph Pace	26.1-35.1 mph	24.8-33.8 mph
		Percent in Pace	68.23%	70.66%
<b>Bicycle and Pedestrian Facilities:</b> -No sidewalks -No bike facilities present		<b>Description of Surrounding Area:</b> -Residential Neighborhood		
<b>Community Facilities:</b> -None		<b>Accident History:</b>	Number	Rate (acc/mil vehicle miles)
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	2	2.83
		Speed Related	0	0.00
<b>Recommended Speed Limit:</b>	25 mph			
<b>Summary and Justification:</b>				
<p>In the northbound direction the 85th percentile speed was measured at 11.0 mph over the posted speed limit, while in the southbound direction the 85th percentile speed was measured at 10.9 mph over the posted speed limit. The 85th percentile speeds would initially indicate raising the speed limit to 35 mph.</p> <p>Chester Avenue is a narrow, 25-foot wide residential street with no separate sidewalks or paths for pedestrians or bicyclists. No speed-related collisions have been reported for this segment of Chester Avenue for the five-year period analyzed.</p> <p>Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speed, which would be 30 mph. However, due to the roadway conditions and lack of pedestrian and bicycle facilities, we recommend that the City maintain current speed limit of 25 mph.</p>				
Notes:				

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Below are the results for the speed survey analysis conducted along Chester Avenue from Ten Acres Road to Sobey Road.

Roadway Name: Chester Avenue		Segment #: 9 Segment Limits: Ten Acres Road to Sobey Road		
Number of Lanes	2	Date: October 23, 2018		
Roadway Width	25 feet	<b>Traffic Volumes:</b>		
Posted Speed	25 mph	Total Vehicles Observed during speed survey	Eastbound	Westbound
		Average Daily Traffic (vehicles)	115	97
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping.		<b>Current Speed Data:</b>		
			Eastbound	Westbound
		50th Percentile	24.5 mph	25 mph
		85th Percentile	30.3 mph	30.7 mph
		10 mph Pace	23.4-32.4 mph	21.1-30.1 mph
		Percent in Pace	69.57%	71.13%
<b>Bicycle and Pedestrian Facilities:</b> -No sidewalks -No bike facilities present		<b>Description of Surrounding Area:</b> -Residential Neighborhood		
<b>Community Facilities:</b> -None		<b>Accident History:</b>		
		Number	Rate (acc/mil vehicle miles)	
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	1	4.79
		Speed Related	0	0.00
<b>Recommended Speed Limit:</b> 25 mph				
<b>Summary and Justification:</b>				
<p>In the northbound direction the 85th percentile speed was measured at 5.3 mph over the posted limit, while in the southbound direction the 85th percentile speed was measured at 5.7 mph over the posted speed limit. The 85th percentile speeds would initially indicate raising the speed limit to 30 mph. This section of Chester Avenue is narrow and winding residential roadway with no separate sidewalks or paths for pedestrians or bicyclists. No speed-related collisions have been reported for this segment of Chester Avenue for the five-year period analyzed. Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, due to the residential nature of Chester Avenue and lack of pedestrian/ bicycle facilities, we recommend that the City maintain current speed limit of 25 mph.</p>				
Notes:				

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Below are the results for the speed survey analysis conducted along Cox Avenue from Sara-Sunnyvale to RR Tracks.

Roadway Name: Cox Avenue		Segment #: 10 Segment Limits: Sara-Sunnyvale to RR Tracks			
Number of Lanes	2	Date: November 5, 2018			
Roadway Width	40 feet	<b>Traffic Volumes:</b>			
Posted Speed	35 mph	Total Vehicles Observed during speed survey	Eastbound	Westbound	
		Average Daily Traffic (vehicles)	100	100	
			3,954	3,804	
<b>Conditions Not Readily Apparent:</b>		<b>Current Speed Data:</b>			
-Railroad and trail crossing -Some driveways are hidden behind landscaping			Eastbound	Westbound	
		50th Percentile	37.3 mph	37.9 mph	
		85th Percentile	41 mph	41 mph	
		10 mph Pace	33-42 mph	33-42 mph	
		Percent in Pace	87%	89%	
<b>Bicycle and Pedestrian Facilities:</b>		<b>Description of Surrounding Area:</b>			
-Sidewalk provided on the north side of Cox Avenue -Bike lanes present		-Residential Neighborhood -Some commercial provided on the western end of the segment			
<b>Community Facilities:</b>		<b>Accident History:</b>			
-None			Rate (acc/mil vehicle miles)		
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average	
		Total Accidents	3	0.39	1.80
		Speed Related	0	0.00	n/a
<b>Recommended Speed Limit:</b> 35 mph					
<b>Summary and Justification:</b>					
In both eastbound and westbound directions, the 85th percentile speed was measured at 6.0 mph over the posted limit. The 85th percentile speeds would initially indicate raising the speed limit to 40 mph.					
Joe's Trail crosses this segment of Cox Avenue just west of the UPRR crossing and serves as an important link for pedestrians and bicyclists. Maintaining reasonable travel speeds is critical to providing an improved environment for bicyclists and pedestrians. No speed-related collisions have been reported for this segment of Cox Avenue for the five-year period analyzed.					
Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, to provide an improved environment for bicyclists and pedestrians, we recommend that the City maintain current speed limit of 35 mph.					
Notes:					

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Signature

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Below are the results for the speed survey analysis conducted along Cox Avenue from RR Tracks to Saratoga Avenue.

Roadway Name: Cox Avenue		Segment #: 11 Segment Limits: RR Tracks to Saratoga Avenue		
Number of Lanes	2	Date: April 24-25-October 17, 2018		
Roadway Width	40 feet	<b>Traffic Volumes:</b>		
Posted Speed	35 mph	Total Vehicles Observed during speed survey	Eastbound	Westbound
		Average Daily Traffic (vehicles)	100	100
			5,060	5,003
<b>Conditions Not Readily Apparent:</b>		<b>Current Speed Data:</b>		
-Railroad and trail crossing			Eastbound	Westbound
-Some driveways are hidden behind landscaping		50th Percentile	37.8 mph	37.4 mph
		85th Percentile	40 mph	41 mph
		10 mph Pace	33-42 mph	34-43 mph
		Percent in Pace	92%	85%
<b>Bicycle and Pedestrian Facilities:</b>		<b>Description of Surrounding Area:</b>		
-Sidewalk on both sides		-Residential Neighborhood		
-Bike lanes present		-Some commercial on the eastern end of the segment		
<b>Community Facilities:</b>		<b>Accident History:</b>		
-Fire Station		Number	Rate (acc/mil vehicle miles)	
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	9	1.80
		Speed Related	2	0.20
			0.91	n/a
<b>Recommended Speed Limit:</b> 35 mph				
<b>Summary and Justification:</b>				
In the eastbound direction the 85th percentile speed was measured at 5.0 mph over the posted limit, while in the westbound direction the 85th percentile speed was measured at 6.0 mph over the posted speed limit. The 85th percentile speeds would initially indicate raising the speed limit to 40 mph.				
This segment of Cox Avenue has sidewalks and bike lanes in both directions. However, a marked uncontrolled crosswalk is provided at Miller Avenue, which serves as a major connection point between the neighborhoods north and south of Cox Avenue. The Miller Avenue intersection is not controlled, and this connection point attracts pedestrians traveling to Brookglen Park, Kevin Moran Park, and the elementary and middle school located north of Cox Avenue. Two speed-related collisions have been reported for this segment of Cox Avenue for the five-year period analyzed.				
Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, to maintain an environment for pedestrians and bicyclists, we recommend that the City maintain current speed limit of 35 mph.				
Notes:				

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Signature

March 18, 2020

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Below are the results for the speed survey analysis conducted along Cox Avenue from Saratoga Avenue to Paseo Presada.

Roadway Name: Cox Avenue		Segment #: 12 Segment Limits: Saratoga Avenue to Paseo Presada		
Number of Lanes	2	Date: October 23-October 31, 2018		
Roadway Width	63 feet	<b>Traffic Volumes:</b>		
Posted Speed	25 mph	Total Vehicles Observed during speed survey	Eastbound	Westbound
		Average Daily Traffic (vehicles)	100	100
			3,777	4,592
<b>Conditions Not Readily Apparent:</b>		<b>Current Speed Data:</b>		
-Raised mid-block crosswalk			Eastbound	Westbound
		50th Percentile	27.4 mph	28 mph
		85th Percentile	31 mph	31 mph
		10 mph Pace	23-32 mph	24-33 mph
		Percent in Pace	88%	91%
<b>Bicycle and Pedestrian Facilities:</b>		<b>Description of Surrounding Area:</b>		
-Sidewalk on the south side -Bike lanes present		-Commercial frontage including a church and small shops -Major connector between Quito Road and Saratoga Avenue		
<b>Community Facilities:</b>		<b>Accident History:</b>		
-Prince of Peace Lutheran Church on the north side of Cox Avenue -Quito Village on the south side of Cox Avenue		Number	Rate (acc/mil vehicle miles)	
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	2	0.24
		Speed Related	0	0.00
<b>Recommended Speed Limit:</b> 25 mph				
<b>Summary and Justification:</b>				
In both eastbound and westbound directions the 85th percentile speed was measured at 6.0 mph over the posted limit. The 85th percentile speeds would initially indicate raising the speed limit to 30 mph.				
This section of Cox Road is currently posted for 25 mph due to the proximity of the existing shopping center on one side of the street and elderly residences and a pre-school on the other side of the street. A raised, mid-block crosswalk is located approximately halfway between Saratoga Avenue and Paseo Presada to guide pedestrians, especially elderly residents. In addition, El Quito Park is located on Paseo Presada north of Cox Avenue and is also a pedestrian attractor. No speed-related collisions have been reported for this segment of Cox Avenue for the five-year period analyzed.				
Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, to provide improved environment for pedestrians and bicyclists, we recommend that the City maintain current speed limit of 25 mph .				
Notes:				

*Ashley Brooks*

Signature

March 18, 2020

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Below are the results for the speed survey analysis conducted along Farwell Avenue from Fruitvale Avenue to Saratoga-Los Gatos Road.

Roadway Name: Farwell Avenue		Segment #: 13 Segment Limits: Fruitvale Avenue to Saratoga-Los Gatos Road		
Number of Lanes	2	Date:	October 25, 2018	
Roadway Width	26 feet	<b>Traffic Volumes:</b>	Eastbound	Westbound
Posted Speed	25 mph	Total Vehicles Observed during speed survey	416	441
		Average Daily Traffic (vehicles)	416	441
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping.		<b>Current Speed Data:</b>	Eastbound	Westbound
		50th Percentile	28 mph	25.9 mph
		85th Percentile	33.3 mph	30.9 mph
		10 mph Pace	23.5-32.5 mph	22.3-31.3 mph
		Percent in Pace	68.99%	73.7%
<b>Bicycle and Pedestrian Facilities:</b> -No sidewalks -No bike facilities present		<b>Description of Surrounding Area:</b> -Residential Neighborhood		
<b>Community Facilities:</b> -None		<b>Accident History:</b>	Number	Rate (acc/mil vehicle miles)
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	0	1.80
		Speed Related	0	n/a
<b>Recommended Speed Limit:</b>	25 mph			
<b>Summary and Justification:</b>				
<p>In the northbound direction the 85th percentile speed was measured at 8.3 mph over the posted limit, while in the southbound direction the 85th percentile speed was measured at 5.9 mph over the posted speed limit. The 85th percentile speeds would initially indicate raising the speed limit to 30 mph. Farwell Avenue is a narrow, 0.6-mile long local road that bends at ninety degrees at its halfway point. Additionally, Farwell Avenue does not include sidewalks or bicycle lanes, which forces pedestrians and cyclists to use the roadway with vehicles. No speed-related collisions have been reported for this segment of Farwell Avenue for the five-year period analyzed.</p> <p>Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, due to the roadway conditions of Farwell Avenue and lack of pedestrian/ bicycle facilities, we recommend that the City maintain current speed limit of 25 mph.</p>				
Notes:				

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Below are the results for the speed survey analysis conducted along Fruitvale Avenue from Saratoga-Los Gatos Road to Burgundy Way.

Roadway Name: Fruitvale Avenue		Segment #: 14 Segment Limits: Saratoga-Los Gatos Road to Burgundy Way			
Number of Lanes	2	Date: April 24-25-October 30, 2018			
Roadway Width	30 feet	<b>Traffic Volumes:</b>			
Posted Speed	35 mph	Total Vehicles Observed during speed survey	Northbound	Southbound	
		Average Daily Traffic (vehicles)	3,719	2,706	
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping.		<b>Current Speed Data:</b>			
			Northbound	Southbound	
		50th Percentile	39 mph	37.7 mph	
		85th Percentile	43 mph	42 mph	
		10 mph Pace	34-43 mph	33-42 mph	
		Percent in Pace	78%	82%	
<b>Bicycle and Pedestrian Facilities:</b> -No sidewalks -Discontinuous, separated path provided on the east side of the Fruitvale Avenue -No bike facilities present		<b>Description of Surrounding Area:</b> -Residential Neighborhood -Straight, but hilly and narrow road			
<b>Community Facilities:</b> -None		<b>Accident History:</b>			
		Number	Rate (acc/mil vehicle miles)		
		Accident Data Collected from 01/01/12 to 12/31/16		City of Saratoga	State Wide Average
		Total Accidents	4	0.63	1.80
		Speed Related	0	0.00	n/a
<b>Recommended Speed Limit:</b> 35 mph					
<b>Summary and Justification:</b> In the northbound direction the 85th percentile speed was measured at 8.0 mph over the posted limit, while in the southbound direction the 85th percentile speed was measured at 7.0 mph over the posted speed limit. The 85th percentile speeds would initially indicate raising the speed limit to 40 mph. This section of Fruitvale Avenue does not provide continuous bicycle and pedestrian facilities on the roadway. No speed-related collisions have been reported for this segment of Fruitvale Avenue for the five-year period analyzed. Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, to provide improved environment for pedestrians and bicyclists, we recommend that the City maintain current speed limit of 35 mph.					
Notes:					

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Below are the results for the speed survey analysis conducted along Fruitvale Avenue from Burgundy Way to Allendale Avenue.

Roadway Name: Fruitvale Avenue		Segment #: 15 Segment Limits: Burgundy Way to Allendale Avenue		
Number of Lanes	4	Date: November 5, 2018		
Roadway Width	80 feet	<b>Traffic Volumes:</b>		
Posted Speed	35 mph	Total Vehicles Observed during speed survey	Northbound	Southbound
		Average Daily Traffic (vehicles)	4,872	3,716
<b>Conditions Not Readily Apparent:</b> -Heavy pedestrian and bicycle traffic during school hours		<b>Current Speed Data:</b>		
			Northbound	Southbound
		50th Percentile	37.8 mph	36 mph
		85th Percentile	42 mph	40 mph
		10 mph Pace	32-41 mph	32-41 mph
		Percent in Pace	80%	81%
<b>Bicycle and Pedestrian Facilities:</b> -Sidewalk on one side -Bike lanes present		<b>Description of Surrounding Area:</b> -Residential Neighborhood -Large, raised median		
<b>Community Facilities:</b> -Redwood Middle School on the west side of Fruitvale Avenue -West Valley College on the east side of Fruitvale Avenue		<b>Accident History:</b>		
		Number	Rate (acc/mil vehicle miles)	
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	2	1.67
		Speed Related	1	0.12
<b>Recommended Speed Limit:</b> 35 mph				
<b>Summary and Justification:</b>				
<p>In the northbound direction the 85th percentile speed was measured at 7.0 mph over the posted limit, while in the southbound direction the 85th percentile speed was measured at 5.0 mph over the posted speed limit. The 85th percentile speeds would initially indicate raising the speed limit to 40 mph. Redwood Middle School and West Valley College are located along this roadway segment of Fruitvale Avenue and attract a substantial level of pedestrian and bicycle activity throughout the day. In addition, one speed-related collision has been reported for this segment of Fruitvale Avenue for the five-year period analyzed.</p> <p>Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, to maintain the pedestrian and bicycle environment, we recommend that the City maintain current speed limit of 35 mph.</p>				
<p>Notes: This roadway segment is close to one or multiple schools. The speed limit is twenty-five miles per hour when approaching or passing a school building or the grounds while children are going to or leaving the school either during school hours or during the noon recess period.</p>				

*Ashley Brooks*

Signature

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Below are the results for the speed survey analysis conducted along Fruitvale Avenue from Allendale Avenue to Saratoga Avenue.

Roadway Name: Fruitvale Avenue		Segment #: 16 Segment Limits: Allendale Avenue to Saratoga Avenue		
Number of Lanes	4	Date: April 24-25-November 5, 2018		
Roadway Width	80 feet	<b>Traffic Volumes:</b>		
Posted Speed	35 mph	Total Vehicles Observed during speed survey	Northbound	Southbound
		Average Daily Traffic (vehicles)	9,989	8,723
<b>Conditions Not Readily Apparent:</b> -Heavy pedestrian and bicycle traffic during school hours		<b>Current Speed Data:</b>		
			Northbound	Southbound
		50th Percentile	35.3 mph	35.2 mph
		85th Percentile	38 mph	39 mph
		10 mph Pace	30-39 mph	31-40 mph
		Percent in Pace	82%	80%
<b>Bicycle and Pedestrian Facilities:</b> -Sidewalk on both sides -Bike lanes present		<b>Description of Surrounding Area:</b> -Large, raised median		
<b>Community Facilities:</b> -Heritage Orchard, Saratoga Library, and City Hall on the west side of Fruitvale Avenue		<b>Accident History:</b>		
		Number	Rate (acc/mil vehicle miles)	
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	3	1.67
		Speed Related	3	n/a
<b>Recommended Speed Limit:</b> 35 mph				
<b>Summary and Justification:</b>				
The 85th percentile speeds were observed to be 3.0 mph and 4.0 mph in excess of the posted speed limit in the northbound and southbound directions respectively.				
According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85th percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85th percentile speed, if no further reduction is used. The 85th percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 40 mph, which can be rounded down to 35 mph. Therefore, we recommend the City maintain the existing speed limit of 35 mph.				
Notes: This roadway segment is close to one or multiple schools. The speed limit is twenty-five miles per hour when approaching or passing a school building or the grounds while children are going to or leaving the school either during school hours or during the noon recess period.				



Signature

March 18, 2020

Date

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## City of Saratoga 2018 Speed Survey Analysis

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Below are the results for the speed survey analysis conducted along Glen Brae Drive from Scotland Drive to Cox Avenue.

Roadway Name: Glen Brae Drive		Segment #: 17 Segment Limits: Scotland Drive to Cox Avenue		
Number of Lanes	2	Date:	October 24, 2018	
Roadway Width	40 feet	<b>Traffic Volumes:</b>	Northbound	Southbound
Posted Speed	25 mph	Total Vehicles Observed during speed survey	754	904
		Average Daily Traffic (vehicles)	754	904
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping -Railroad and trail crossing		<b>Current Speed Data:</b>	Northbound	Southbound
		50th Percentile	28.6 mph	27.8 mph
		85th Percentile	33.7 mph	33.1 mph
		10 mph Pace	23.8-32.8 mph	23.2-32.2 mph
		Percent in Pace	67.77%	69.25%
<b>Bicycle and Pedestrian Facilities:</b> -No sidewalks -No bike facilities present		<b>Description of Surrounding Area:</b> -Residential Neighborhood		
<b>Community Facilities:</b> -Congress Springs Park on the east side of Glen Brae Drive		<b>Accident History:</b>	Number	Rate (acc/mil vehicle miles)
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	2	1.22
		Speed Related	0	0.00
				1.80
				n/a
<b>Recommended Speed Limit:</b>	25 mph			
<b>Summary and Justification:</b>				
The observed 85th percentile speeds were 8.7 mph and 8.1 mph greater than the posted speed limit in the northbound and southbound directions respectively which would initially require a posted speed limit of 35 mph.				
More than 16 separate dwelling units exist on both sides of the roadway within a quarter mile along this roadway segment. Additionally, Glen Brae Drive has no sidewalks or bicycle facilities on either side of the roadway. No speed-related collisions have been reported on this section of Glen Brae Drive for the five-year period analyzed for this report.				
According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85th percentile speed, if no further reduction is used. The 85th percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 35 mph, which can be rounded down to 30 mph. However, due to the segment properties explained above such as residential nature of the segment and the lack of adequate bicycle and pedestrian facilities, we recommend that the City maintain the current speed limit of 25 mph.				
Notes:				

*Ashley Brooks*

Signature

March 18, 2020

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## City of Saratoga 2018 Speed Survey Analysis

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Below are the results for the speed survey analysis conducted along Herriman Avenue from Saratoga-Sunnyvale Road to Saratoga Avenue.

Roadway Name: Herriman Avenue		Segment #: 18 Segment Limits: Saratoga-Sunnyvale Road to Saratoga Avenue		
Number of Lanes	2	Date: November 6-7, 2018		
Roadway Width	39 feet	<b>Traffic Volumes:</b>		
Posted Speed	25 mph	Total Vehicles Observed during speed survey	Eastbound	Westbound
		Average Daily Traffic (vehicles)	100	100
			1,923	2,055
<b>Conditions Not Readily Apparent:</b>		<b>Current Speed Data:</b>		
-Raised crosswalk			Eastbound	Westbound
-Heavy pedestrian and bicycle traffic during school hours		50th Percentile	29.8 mph	29 mph
-Some driveways are hidden behind landscaping		85th Percentile	34 mph	34 mph
		10 mph Pace	25-34 mph	25-34 mph
		Percent in Pace	86%	78%
<b>Bicycle and Pedestrian Facilities:</b>		<b>Description of Surrounding Area:</b>		
-Separated path provided on the south side		-Residential Neighborhood		
- Bike lanes present				
<b>Community Facilities:</b>		<b>Accident History:</b>		
- Saratoga High School on the south side of Herriman Avenue		Number	Rate (acc/mil vehicle miles)	
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	5	1.28
		Speed Related	1	0.26
				1.80
				n/a
<b>Recommended Speed Limit:</b> 25 mph				
<b>Summary and Justification:</b>				
<p>The observed 85th percentile speeds were 9.0 mph greater than the posted speed limit in both directions which would initially require a posted speed limit of 35 mph. Saratoga High School is located at the corner of Saratoga-Sunnyvale Avenue and Herriman Avenue, and primary school access is provided by driveways on Herriman Avenue. A sidewalk or path is only provided on the south side of Herriman Avenue, so some residents on the north side may walk in or near the travel lane. The high school hosts events, such as football games, that occur outside the normal school hours and generate a lot of pedestrian traffic along Herriman Avenue. In addition, one speed-related collision has been reported on this section of Herriman Avenue for the five-year period analyzed for this report.</p> <p>According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85th percentile speed, if no further reduction is used. The 85th percentile speeds in both directions were rounded up to indicate an initial speed limit of 35 mph, which can be rounded down to 30 mph. However, due to the segment properties explained above such as proximity to the school and the lack of adequate bicycle and pedestrian facilities, we recommend that the City maintain the current speed limit of 25 mph.</p>				
<p>Notes: This roadway segment is close to one or multiple schools. The speed limit is twenty-five miles per hour when approaching or passing a school building or the grounds while children are going to or leaving the school either during school hours or during the noon recess period.</p>				

*Ashley Brooks*

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Below are the results for the speed survey analysis conducted along Miller Avenue from Prospect Road to Cox Avenue.

Roadway Name: Miller Avenue		Segment #: 19 Segment Limits: Prospect Road to Cox Avenue		
Number of Lanes	2	Date:	March 7 & 8, 2017	
Roadway Width	39 feet	<b>Traffic Volumes:</b>	Eastbound	Westbound
Posted Speed	25 mph	Total Vehicles Observed during speed survey	2,101	1,986
		Average Daily Traffic (vehicles)	2,101	1,986
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping		<b>Current Speed Data:</b>	Eastbound	Westbound
		50th Percentile	30.1 mph	28.8 mph
		85th Percentile	34.2 mph	33.1 mph
		10 mph Pace	25.3-34.3 mph	24.2-33.2 mph
		Percent in Pace	79.4%	76.3%
<b>Bicycle and Pedestrian Facilities:</b> -No sidewalks -No bicycle facilities		<b>Description of Surrounding Area:</b> -Residential Neighborhood		
<b>Community Facilities:</b> -Church of the Ascension on the west side of Miller Avenue		<b>Accident History:</b>	Number	Rate (acc/mil vehicle miles)
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	5	1.24
		Speed Related	0	0.00
				1.80
				n/a
<b>Recommended Speed Limit:</b>	25 mph			
<b>Summary and Justification:</b>				
The observed 85th percentile speeds were 9.2 mph and 8.1 mph greater than the posted speed limit in the northbound and southbound directions respectively which would initially require a posted speed limit of 35 mph.				
More than 16 separate dwelling units exist on both sides of the roadway within a quarter mile along this roadway segment. In accordance with the CVC 627, the City has the authority to establish the speed limit at five mph below the limit established by the 85th percentile speed. Additionally, Miller Avenue has discontinuous sidewalks on the west side of the street and no bicycle facilities on either side of the roadway. No speed-related collisions have been reported on this section of Miller Avenue for the five-year period analyzed for this report.				
According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85th percentile speed, if no further reduction is used. The 85th percentile speeds in both directions were rounded up to indicate an initial speed limit of 35 mph, which can be rounded down to 30 mph. However, due to the segment properties explained above such as the residential nature of the segment and the lack of adequate bicycle and pedestrian facilities, we recommend that the City maintain the current speed limit of 25 mph.				
Notes:				

*Ashley Brooks*

Signature

March 18, 2020

Date

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## City of Saratoga 2018 Speed Survey Analysis

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Below are the results for the speed survey analysis conducted along Pierce Road from Highway 9 to Mt. Eden Road.

Roadway Name: Pierce Road		Segment #: 20 Segment Limits: Highway 9 to Mt. Eden Road		
Number of Lanes	2	Date:	October 25, 2018	
Roadway Width	22 feet	<b>Traffic Volumes:</b>	Northbound	Southbound
Posted Speed	25 mph	Total Vehicles Observed during speed survey	553	672
		Average Daily Traffic (vehicles)	553	672
<b>Conditions Not Readily Apparent:</b> -Many pedestrian and bicycles share road with vehicles - Many sharp and narrow turns -Some driveways are hidden behind landscaping		<b>Current Speed Data:</b>	Northbound	Southbound
		50th Percentile	31.6 mph	30.1 mph
		85th Percentile	37.2 mph	35.6 mph
		10 mph Pace	26.3-35.3 mph	25.4-34.4 mph
		Percent in Pace	61.3%	68.6%
<b>Bicycle and Pedestrian Facilities:</b> -No sidewalks -No bicycle facilities		<b>Description of Surrounding Area:</b> -Rural, mountainous road with some residential		
<b>Community Facilities:</b> -Mountain Winery on the west side of Pierce Road		<b>Accident History:</b>	Number	Rate (acc/mil vehicle miles)
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	7	5.80
		Speed Related	6	4.97
				1.36
				n/a
<b>Recommended Speed Limit:</b>	25 mph			
<b>Summary and Justification:</b> In the northbound direction the 85th percentile speed was measured at 12.2 mph over the posted speed limit, while in the southbound direction the 85th percentile speed was measured at 10.6 mph over the posted speed limit. The 85th percentile speeds would initially indicate raising the speed limit to 35 mph. Pierce Road is a winding roadway with limited visibility at curves that has narrow shoulders, and no sidewalks are provided. Bicyclists and pedestrians frequently use Pierce Road for recreational activities. Additionally, six speed-related collisions have been reported for this segment of Pierce Road for the five-year period analyzed. Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speed, which would be 30 mph. However due to the roadway conditions, limited sight distance at numerous locations, and lack of pedestrian and bicycle facilities, we recommend that the City maintain current speed limit of 25 mph.				
Notes:				

*Ashley Brooks*

Signature

March 18, 2020

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**City of Saratoga  
2018 Speed Survey Analysis**

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Below are the results for the speed survey analysis conducted along Pierce Road from Mt. Eden Road to Surrey Lane.

<b>Roadway Name: Pierce Road</b>		<b>Segment #: 21 Segment Limits: Mt. Eden Road to Surrey Lane</b>		
Number of Lanes	2	Date:	October 25, 2018	
Roadway Width	21 feet	<b>Traffic Volumes:</b>	Northbound	Southbound
Posted Speed	25 mph	Total Vehicles Observed during speed survey	1,417	1,414
		Average Daily Traffic (vehicles)	1,417	1,414
<b>Conditions Not Readily Apparent:</b> -Many pedestrian and bicycles share road with vehicles - Many sharp and narrow turns -Some driveways are hidden behind landscaping		<b>Current Speed Data:</b>	Northbound	Southbound
		50th Percentile	28.2 mph	27.8 mph
		85th Percentile	32.3 mph	31.8 mph
		10 mph Pace	23.5-32.5 mph	22.9-31.9 mph
		Percent in Pace	80.38%	80.55%
<b>Bicycle and Pedestrian Facilities:</b> -No sidewalks -No bicycle facilities		<b>Description of Surrounding Area:</b> -Rural, mountainous road with some residential		
<b>Community Facilities:</b> -None		<b>Accident History:</b>	Rate (acc/mil vehicle miles)	
		Number	City of Saratoga State Wide Average	
		Accident Data Collected from 01/01/12 to 12/31/16		
		Total Accidents	7	2.51 1.19
		Speed Related	2	0.72 n/a
<b>Recommended Speed Limit:</b>	25 mph			
<b>Summary and Justification:</b> In the northbound direction the 85th percentile speed was measured at 7.3 mph over the posted limit, while in the southbound direction the 85th percentile speed was measured at 6.8 mph over the posted speed limit. The 85th percentile speeds would initially indicate raising the speed limit to 30 mph. This section of Pierce Road is similar to the Segment 32: Pierce Road from Highway 9 to Mount Eden Road described above. In addition, two speed-related collisions have been reported for this segment of Pierce Road for the five-year period analyzed. Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, we recommend that the City maintain current speed limit of 25 mph.				
Notes:				

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Below are the results for the speed survey analysis conducted along Pierce Road from Surrey Lane to Saratoga-Sunnyvale Road.

Roadway Name: Pierce Road		Segment #: 22 Segment Limits: Surrey Lane to Saratoga-Sunnyvale Road		
Number of Lanes	2	Date:	October 25, 2018	
Roadway Width	27 feet	<b>Traffic Volumes:</b>	Eastbound	Westbound
Posted Speed	30 mph	Total Vehicles Observed during speed survey	1,828	1,822
		Average Daily Traffic (vehicles)	1,828	1,822
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping -Speed humps are present		<b>Current Speed Data:</b>	Eastbound	Westbound
		50th Percentile	32.8 mph	32.5 mph
		85th Percentile	37.2 mph	37.4 mph
		10 mph Pace	28.3-27.3 mph	27.7-36.7 mph
		Percent in Pace	77.68%	72.39%
<b>Bicycle and Pedestrian Facilities:</b> -No sidewalks -No bicycle facilities		<b>Description of Surrounding Area:</b> -Residential Neighborhood		
<b>Community Facilities:</b> -None		<b>Accident History:</b>	Rate (acc/mil vehicle miles)	
		Number	City of Saratoga State Wide Average	
		Accident Data Collected from 01/01/12 to 12/31/16		
		Total Accidents	1.39	1.17
		Speed Related	0.28	n/a
<b>Recommended Speed Limit:</b>	30 mph			
<b>Summary and Justification:</b>				
<p>In the northbound direction the 85th percentile speed was measured at 7.2 mph over the posted limit, while in the southbound direction the 85th percentile speed was measured at 7.4 mph over the posted speed limit. The 85th percentile speeds would initially indicate raising the speed limit to 35 mph. More than 16 separate dwelling units exist on both sides of the roadway within a quarter mile along this roadway segment and one speed-related collision has been reported for this segment of Pierce Road for the five-year period analyzed.</p> <p>Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, due to the residential nature of Pierce Road, we recommend that the City maintain current speed limit of 30 mph.</p>				
Notes:				

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Below are the results for the speed survey analysis conducted along Prospect Road from Stelling Road to Saratoga-Sunnyvale Road.

Roadway Name: Prospect Road		Segment #: 23 Segment Limits: Stelling Road to Saratoga-Sunnyvale Road			
Number of Lanes	2	Date: October 23-November 1, 2018			
Roadway Width	72 feet	<b>Traffic Volumes:</b>			
Posted Speed	35 mph	Total Vehicles Observed during speed survey	Eastbound	Westbound	
		Average Daily Traffic (vehicles)	100	100	
			4,862	3,888	
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping		<b>Current Speed Data:</b>			
			Eastbound	Westbound	
		50th Percentile	35.6 mph	35.7 mph	
		85th Percentile	39 mph	40 mph	
		10 mph Pace	31-40 mph	31-40 mph	
		Percent in Pace	85%	81%	
<b>Bicycle and Pedestrian Facilities:</b> -Sidewalk on both sides -Bike lanes present		<b>Description of Surrounding Area:</b> -Residential Neighborhood			
<b>Community Facilities:</b> -Gas station and small retail located on the east end of the roadway segment		<b>Accident History:</b>			
		Number	Rate (acc/mil vehicle miles)		
		Accident Data Collected from 01/01/12 to 12/31/16		City of Saratoga	State Wide Average
		Total Accidents	2	0.23	1.80
		Speed Related	0	0.00	n/a
<b>Recommended Speed Limit:</b> 35 mph					
<b>Summary and Justification:</b>					
The 85th percentile speeds were observed to be 4.0 mph and 5.0 mph in excess of the posted speed limit in the eastbound and westbound directions respectively.					
According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85th percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85th percentile speed, if no further reduction is used. The 85th percentile speeds in both eastbound and westbound directions were rounded up to indicate an initial speed limit of 40 mph, which can be rounded down to 35 mph. Therefore, we recommend the City maintain the existing speed limit of 35 mph.					
Notes:					

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Below are the results for the speed survey analysis conducted along Prospect Road from Saratoga-Sunnyvale Road to Miller Avenue.

Roadway Name: Prospect Road		Segment #: 24 Segment Limits: Saratoga-Sunnyvale Road to Miller Avenue			
Number of Lanes	4	Date: April 24-25-November 1, 2018			
Roadway Width	100 feet	<b>Traffic Volumes:</b>			
Posted Speed	40 mph	Total Vehicles Observed during speed survey	Eastbound	Westbound	
		Average Daily Traffic (vehicles)	100	100	
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping		<b>Current Speed Data:</b>			
			Eastbound	Westbound	
		50th Percentile	39.4 mph	40.2 mph	
		85th Percentile	44 mph	44 mph	
		10 mph Pace	34-43 mph	36-45 mph	
		Percent in Pace	71%	79%	
<b>Bicycle and Pedestrian Facilities:</b> -Sidewalk on both sides -Bike lanes present		<b>Description of Surrounding Area:</b> -Single-family residential fronts the north side of the roadway -South side of the roadway has sporadic driveways for community facilities			
<b>Community Facilities:</b> -Congregation Beth David and Saratoga Prospect Center on the south side of Prospect Road		<b>Accident History:</b>			
		Number	Rate (acc/mil vehicle miles)		
		Accident Data Collected from 01/01/12 to 12/31/16		City of Saratoga	State Wide Average
		Total Accidents	7	0.36	1.67
		Speed Related	3	0.16	n/a
<b>Recommended Speed Limit:</b> 40 mph					
<b>Summary and Justification:</b> The 85th percentile speeds were observed to be 4.0 mph in excess of the posted speed limit in both directions. According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85th percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85th percentile speed, if no further reduction is used. The 85th percentile speeds in both directions were rounded up to indicate an initial speed limit of 45 mph, which can be rounded down to 40 mph. Therefore, we recommend the City maintain the existing speed limit of 40 mph.					
Notes:					

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Below are the results for the speed survey analysis conducted along Prospect Road from Miller Avenue to Lawrence Expressway.

<b>Roadway Name: Prospect Road</b>		<b>Segment #: 25 Segment Limits: Miller Avenue to Lawrence Expressway</b>		
Number of Lanes	4	Date: April 24-25-November 6, 2018		
Roadway Width	86 feet	<b>Traffic Volumes:</b>		
Posted Speed	40 mph	Total Vehicles Observed during speed survey	Eastbound	Westbound
		Average Daily Traffic (vehicles)	100	100
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping		<b>Current Speed Data:</b>		
			Eastbound	Westbound
		50th Percentile	39.1 mph	38.8 mph
		85th Percentile	43 mph	42 mph
		10 mph Pace	33-42 mph	34-43 mph
		Percent in Pace	80%	81%
<b>Bicycle and Pedestrian Facilities:</b> -Sidewalk on both sides -Bike lanes present		<b>Description of Surrounding Area:</b> -Single-family residential fronts the north side of the roadway -South side of the roadway has sporadic driveways for community facilities		
<b>Community Facilities:</b> -Christa McAuliffe Elementary School and Prospect High School on the south side of Prospect Road		<b>Accident History:</b>		
		Number	Rate (acc/mil vehicle miles)	
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	12	0.56
		Speed Related	6	0.28
<b>Recommended Speed Limit:</b> 40 mph				
<b>Summary and Justification:</b> In the eastbound direction, the 85th percentile speed was measured at 3.0 mph over the posted speed limit, while in the westbound direction the 85th percentile speed was at 2.0 mph over the posted speed. Since the lower of the two 85th percentile speeds can be used to set the speed limit, the 85th percentile speeds in the westbound direction indicate an initial speed limit of 40 mph which is equal to the current posted speed limit. Therefore, we recommend the City maintain the existing speed limit of 40 mph.				
Notes: This roadway segment is close to one or multiple schools. The speed limit is twenty-five miles per hour when approaching or passing a school building or the grounds while children are going to or leaving the school either during school hours or during the noon recess period.				



Signature

March 18, 2020

Date

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## City of Saratoga 2018 Speed Survey Analysis

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Below are the results for the speed survey analysis conducted along Prospect Road from Lawrence Expressway to Easterly City Limit.

Roadway Name: Prospect Road		Segment #: 26 Segment Limits: Lawrence Expressway to Easterly City Limit		
Number of Lanes	4	Date: October 23-November 7, 2018		
Roadway Width	98 feet	<b>Traffic Volumes:</b>		
Posted Speed	35 mph	Total Vehicles Observed during speed survey	Eastbound	Westbound
		Average Daily Traffic (vehicles)	100	100
			11,807	12,364
<b>Conditions Not Readily Apparent:</b> -None		<b>Current Speed Data:</b>		
			Eastbound	Westbound
		50th Percentile	30.9 mph	33 mph
		85th Percentile	35 mph	37 mph
		10 mph Pace	26-35 mph	28-37 mph
		Percent in Pace	83%	77%
<b>Bicycle and Pedestrian Facilities:</b> -Sidewalk on both sides -Bike lanes present		<b>Description of Surrounding Area:</b> -Commercial Area with a mix of uses		
<b>Community Facilities:</b> -Shopping on the north and south side of Prospect Road		<b>Accident History:</b>	Rate (acc/mil vehicle miles)	
		Number	City of Saratoga	
		Accident Data Collected from 01/01/12 to 12/31/16	State Wide Average	
		Total Accidents	0.00	1.67
		Speed Related	0.00	n/a
<b>Recommended Speed Limit:</b> 35 mph				
<b>Summary and Justification:</b> In the eastbound direction, the 85th percentile speed was measured equal to the current posted speed limit, while in the westbound direction the 85th percentile speed was measured at 2.0 mph over the posted speed limit. The 85th percentile speeds in both eastbound and westbound directions indicate an initial speed limit of 35 mph which is equal to the current posted speed limit. Therefore, we recommend the City maintain the existing speed limit of 35 mph.				
Notes: This roadway segment is close to one or multiple schools. The speed limit is twenty-five miles per hour when approaching or passing a school building or the grounds while children are going to or leaving the school either during school hours or during the noon recess period.				

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Below are the results for the speed survey analysis conducted along Quito Road from Southerly City Limit to Bicknell Road.

Roadway Name: Quito Road		Segment #: 27 Segment Limits: Southerly City Limit to Bicknell Road		
Number of Lanes	2	Date: October 23-November 6, 2018		
Roadway Width	22 feet	<b>Traffic Volumes:</b>		
Posted Speed	30 mph	Total Vehicles Observed during speed survey	Northbound	Southbound
		Average Daily Traffic (vehicles)	100	100
			3,085	3,005
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping		<b>Current Speed Data:</b>		
			Northbound	Southbound
		50th Percentile	36.2 mph	33.5 mph
		85th Percentile	40 mph	38 mph
		10 mph Pace	31-40 mph	28-37 mph
		Percent in Pace	82%	79%
<b>Bicycle and Pedestrian Facilities:</b> -No continuous sidewalk -No bike lanes present (Class III facility)		<b>Description of Surrounding Area:</b> -Residential Neighborhood		
<b>Community Facilities:</b> -None		<b>Accident History:</b>		
		Number	Rate (acc/mil vehicle miles)	
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	4	1.80
		Speed Related	0	n/a
<b>Recommended Speed Limit:</b> 30 mph				
<b>Summary and Justification:</b>				
<p>The observed 85th percentile speeds were 10.0 mph and 8.0 mph greater than the posted speed limit in the northbound and southbound directions, respectively, which would initially require a posted speed limit of 40 mph.</p> <p>Quito Road is a two-lane collector street that connects Saratoga-Los Gatos Road with Saratoga Road. No continuous sidewalks or pathways are provided on the entire segment of Quito Road. Additionally, this segment of Quito Road is fairly straight and narrow, and only includes one ten- to twelve-foot travel lane in each direction, for a total pavement width of 24-feet. No speed-related collisions have been reported on this section of Quito Road for the five-year period analyzed for this report.</p> <p>According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85th percentile speed, if no further reduction is used. The 85th percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 40 mph, which can be rounded down to 35 mph. However, due to the segment properties explained above such as roadway conditions and the lack of adequate bicycle and pedestrian facilities, we recommend that the City maintain the current speed limit of 30 mph.</p>				
Notes:				

*Ashley Brooks*

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March 18, 2020

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Below are the results for the speed survey analysis conducted along Quito Road from Bicknell Road to Pollard Road.

Roadway Name: Quito Road		Segment #: 28 Segment Limits: Bicknell Road to Pollard Road		
Number of Lanes	2	Date: October 23-October 31, 2018		
Roadway Width	22 feet	<b>Traffic Volumes:</b>		
Posted Speed	25 mph	Total Vehicles Observed during speed survey	Northbound	Southbound
		Average Daily Traffic (vehicles)	100	100
			3,558	3,383
<b>Conditions Not Readily Apparent:</b>		<b>Current Speed Data:</b>		
-Some driveways are hidden behind landscaping			Northbound	Southbound
-Heavy bicycle and pedestrian corridor during school hours		50th Percentile	33.3 mph	33.8 mph
		85th Percentile	37 mph	37 mph
		10 mph Pace	29-38 mph	28-37 mph
		Percent in Pace	82%	85%
<b>Bicycle and Pedestrian Facilities:</b>		<b>Description of Surrounding Area:</b>		
-No continuous sidewalk		-Residential Neighborhood		
-No bike lanes present (Class III facility)				
<b>Community Facilities:</b>		<b>Accident History:</b>		
-Marshall Lane Elementary School is located west of Quito Road near Pollard Road		Number	Rate (acc/mil vehicle miles)	
-Rolling Hills Middle School is located east of Quito Road off of Pollard Road		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	5	1.80
		Speed Related	3	0.44
			0.44	n/a
<b>Recommended Speed Limit:</b> 25 mph				
<b>Summary and Justification:</b>				
In both northbound and southbound directions the 85th percentile speed was measured at 12.0 mph over the posted speed limit. The 85th percentile speeds would initially indicate raising the speed limit to 35 mph.				
This segment of Quito Road is very narrow and does not provide additional pedestrian and bicycle facilities. This 25-mph section of road is located in between two 30-mph sections of roadway which may be confusing to drivers along Quito Road. Three speed-related collisions have been reported for this segment of Quito Road for the five-year period analyzed.				
Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speed, which would be 30 mph. However due to the segment properties identified above such as the roadway conditions, limited sight distance at numerous locations, and lack of pedestrian and bicycle facilities, we recommend that the City maintain current speed limit of 25 mph.				
Notes: This roadway segment is close to one or multiple schools. The speed limit is twenty-five miles per hour when approaching or passing a school building or the grounds while children are going to or leaving the school either during school hours or during the noon recess period.				

*Ashley Brooks*

Signature

March 18, 2020

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Below are the results for the speed survey analysis conducted along Quito Road from Pollard Road to Allendale Avenue.

Roadway Name: Quito Road		Segment #: 29 Segment Limits: Pollard Road to Allendale Avenue		
Number of Lanes	2	Date: October 23-November 5, 2018		
Roadway Width	38 feet	<b>Traffic Volumes:</b>		
Posted Speed	30 mph	Total Vehicles Observed during speed survey	Northbound	Southbound
		Average Daily Traffic (vehicles)	7,079	6,900
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping -Heavy bicycle and pedestrian corridor during school hours		<b>Current Speed Data:</b>		
			Northbound	Southbound
		50th Percentile	30.9 mph	32.6 mph
		85th Percentile	34 mph	36 mph
		10 mph Pace	26-35 mph	28-37 mph
		Percent in Pace	85%	87%
<b>Bicycle and Pedestrian Facilities:</b> -Continuous path on the west side -Discontinuous path on the east side -No bicycle lanes present (Class III facility)		<b>Description of Surrounding Area:</b> -Residential Neighborhood		
<b>Community Facilities:</b> -Marshall Lane Elementary School is located west of Quito Road near Pollard Road -Rolling Hills Middle School is located east of Quito Road off of Pollard Road		<b>Accident History:</b>		
		Number	Rate (acc/mil vehicle miles)	
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	5	1.80
		Speed Related	3	0.22
<b>Recommended Speed Limit:</b> 30 mph				
<b>Summary and Justification:</b> In the northbound direction the 85th percentile speed was measured at 4.0 mph over the posted limit, while in the southbound direction the 85th percentile speed was measured at 6.0 mph over the posted speed limit. The 85th percentile speeds would initially indicate raising the speed limit to 35 mph. Marshall Lane Elementary School is located just west of Quito Road, and therefore Quito Road serves as an access route for vehicles, bicycles, and pedestrians traveling to the school. There are separated pedestrian paths along both sides of this section of Quito Road to accommodate the large amount of pedestrian activity. Quito Road experiences a large amount of recreational bicycle traffic that travels along the narrow roadway. Additionally, three speed-related collisions have been reported for this segment of Quito Road for the five-year period analyzed. Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, we recommend that the City maintain current speed limit of 30 mph.				
Notes:				

*Ashley Brooks*

Signature

March 18, 2020

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**City of Saratoga  
2018 Speed Survey Analysis**

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Below are the results for the speed survey analysis conducted along Quito Road from Allendale Avenue to Yorkton Way.

<b>Roadway Name: Quito Road</b>		<b>Segment #: 30 Segment Limits: Allendale Avenue to Yorkton Way</b>		
Number of Lanes	2	Date:	October 31, 2018	
Roadway Width	61 feet	<b>Traffic Volumes:</b>	Northbound	Southbound
Posted Speed	35 mph	Total Vehicles Observed during speed survey	100	100
		Average Daily Traffic (vehicles)	7,355	7,225
<b>Conditions Not Readily Apparent:</b> -Bridge overcrossing where the road narrows		<b>Current Speed Data:</b>	Northbound	Southbound
		50th Percentile	36.9 mph	36.8 mph
		85th Percentile	40 mph	40 mph
		10 mph Pace	33-42 mph	32-41 mph
		Percent in Pace	86%	87%
<b>Bicycle and Pedestrian Facilities:</b> -Sidewalk on both sides north of SR 85 -No continuous sidewalks south of SR 85 -Bike lanes present		<b>Description of Surrounding Area:</b> -Residential Neighborhood		
<b>Community Facilities:</b> -Westmont High School located east of Quito Road near Westmont Drive		<b>Accident History:</b>	Number	Rate (acc/mil vehicle miles)
		Accident Data Collected from 01/01/12 to 12/31/16		City of Saratoga    State Wide Average
		Total Accidents	2	0.14    1.80
		Speed Related	0	0.00    n/a
<b>Recommended Speed Limit:</b> 35 mph				
<b>Summary and Justification:</b> The 85th percentile speeds were observed to be 5.0 mph in excess of the posted speed limit in both directions. According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85th percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85th percentile speed, if no further reduction is used. The 85th percentile speeds in both directions were rounded up to indicate an initial speed limit of 40 mph, which can be rounded down to 35 mph. Therefore, we recommend the City maintain the existing speed limit of 35 mph.				
Notes:				

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Signature

March 18, 2020

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Below are the results for the speed survey analysis conducted along Quito Road from Yorkton Way to Baylor Avenue.

Roadway Name: Quito Road		Segment #: 31 Segment Limits: Yorkton Way to Baylor Avenue			
Number of Lanes	2	Date: April 24-25-October 31, 2018			
Roadway Width	65 feet	<b>Traffic Volumes:</b>			
Posted Speed	35 mph	Total Vehicles Observed during speed survey	Northbound	Southbound	
		Average Daily Traffic (vehicles)	9,809	9,185	
<b>Conditions Not Readily Apparent:</b>		<b>Current Speed Data:</b>			
			Northbound	Southbound	
		50th Percentile	35.3 mph	37.3 mph	
		85th Percentile	38 mph	41 mph	
		10 mph Pace	31-40 mph	33-42 mph	
		Percent in Pace	89%	83%	
<b>Bicycle and Pedestrian Facilities:</b> -Sidewalk on both sides -Bicycle lanes present -Some driveways are hidden behind landscaping.		<b>Description of Surrounding Area:</b> -Residential Neighborhood			
<b>Community Facilities:</b>		<b>Accident History:</b>			
		Number	Rate (acc/mil vehicle miles)		
		Accident Data Collected from 01/01/12 to 12/31/16		City of Saratoga	State Wide Average
		Total Accidents	5	0.27	1.80
		Speed Related	1	0.05	n/a
<b>Recommended Speed Limit:</b> 35 mph					
<b>Summary and Justification:</b>					
<p>In the northbound direction the 85th percentile speed was measured at 3.0 mph over the posted limit, while in the southbound direction the 85th percentile speed was measured at 6.0 mph over the posted speed limit. The 85th percentile speeds would initially indicate raising the speed limit to 40 mph. More than 16 separate dwelling units exist on both sides of the roadway within a quarter mile along this roadway segment. Quito Road experiences a large amount of recreational bicycle traffic that travels along the narrow roadway. One speed-related collision has been reported for this segment of Quito Road for the five-year period analyzed. Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, we recommend that the City maintain current speed limit of 35 mph.</p>					
Notes:					

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Below are the results for the speed survey analysis conducted along Saratoga Avenue from Big Basin Way to Seagraves Way.

Roadway Name: Saratoga Avenue		Segment #: 32 Segment Limits: Big Basin Way to Seagraves Way		
Number of Lanes	2	Date: October 23-October 30, 2018		
Roadway Width	44 feet	<b>Traffic Volumes:</b>		
Posted Speed	35 mph	Total Vehicles Observed during speed survey	Northbound	Southbound
		Average Daily Traffic (vehicles)	5,803	5,156
<b>Conditions Not Readily Apparent:</b> N/A		<b>Current Speed Data:</b>		
			Northbound	Southbound
		50th Percentile	34.8 mph	36.2 mph
		85th Percentile	38 mph	39 mph
		10 mph Pace	31-40 mph	30-39 mph
		Percent in Pace	87%	82%
<b>Bicycle and Pedestrian Facilities:</b> -No continuous sidewalk on both sides -Bicycle lanes present -Some driveways are hidden behind landscaping		<b>Description of Surrounding Area:</b> -Commercial areas provided on the west end of the roadway -Residential on the east end of the roadway		
<b>Community Facilities:</b> None		<b>Accident History:</b>		
		Number	Rate (acc/mil vehicle miles)	
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	6	1.80
		Speed Related	3	0.28
<b>Recommended Speed Limit:</b> 35 mph				
<b>Summary and Justification:</b>				
The 85th percentile speeds were observed to be 3.0 mph and 4.0 mph in excess of the posted speed limit in the northbound and southbound directions respectively.				
According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85th percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85th percentile speed, if no further reduction is used. The 85th percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 40 mph, which can be rounded down to 35 mph. Therefore, we recommend the City maintain the existing speed limit of 35 mph.				
Notes:				



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Below are the results for the speed survey analysis conducted along Saratoga Avenue from Seagraves Way to Westerly Shadow Oaks Way.

Roadway Name: Saratoga Avenue		Segment #: 33 Segment Limits: Seagraves Way to Westerly Shadow Oaks Way		
Number of Lanes	2	Date: October 23-October 30, 2018		
Roadway Width	65 feet	<b>Traffic Volumes:</b>		
Posted Speed	35 mph	Total Vehicles Observed during speed survey	Northbound	Southbound
		Average Daily Traffic (vehicles)	5,962	5,281
<b>Conditions Not Readily Apparent:</b> -The roadway widens for this segment only.		<b>Current Speed Data:</b>		
			Northbound	Southbound
		50th Percentile	39.2 mph	38.6 mph
		85th Percentile	43 mph	42 mph
		10 mph Pace	34-43 mph	34-43 mph
		Percent in Pace	80%	92%
<b>Bicycle and Pedestrian Facilities:</b> -Pedestrian path on the north side -Bicycle lanes present -Some driveways are hidden behind landscaping		<b>Description of Surrounding Area:</b> -Church/community facilities located on the north side of Saratoga Avenue -Residential on the south side of Saratoga Avenue		
<b>Community Facilities:</b> -Immanuel Lutheran Church is located on the north side of Saratoga Avenue		<b>Accident History:</b>		
		Number	Rate (acc/mil vehicle miles)	
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	1	1.80
		Speed Related	0	n/a
<b>Recommended Speed Limit:</b> 35 mph				
<b>Summary and Justification:</b>				
<p>In the northbound direction the 85th percentile speed was measured at 8.0 mph over the posted limit, while in the southbound direction the 85th percentile speed was measured at 7.0 mph over the posted speed limit. The 85th percentile speeds would initially indicate raising the speed limit to 40 mph.</p> <p>Saratoga Avenue provides direct access to downtown Saratoga, which is located just south of Saratoga-Sunnyvale Avenue. Pedestrian and bicycle access is limited to a path on the east side of Saratoga Avenue. Residents from the west side of Saratoga Avenue need to cross Saratoga Avenue mid-block to access the path, which also provides connection to City services north on Saratoga Avenue, such as the Library and Community Center. No speed-related collisions have been reported for this segment of Saratoga Avenue for the five-year period analyzed.</p> <p>Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, due to the proximity of Saratoga Avenue to pedestrian generated land uses and lack of adequate pedestrian/ bicycle facilities, we recommend that the City maintain current speed limit of 35 mph.</p>				
Notes:				



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Below are the results for the speed survey analysis conducted along Saratoga Avenue from Westerly Shadow Oaks Way to Fruitvale Avenue.

Roadway Name: Saratoga Avenue		Segment #: 34 Segment Limits: Westerly Shadow Oaks Way to Fruitvale Avenue		
Number of Lanes	2	Date: October 23-October 31, 2018		
Roadway Width	37 feet	<b>Traffic Volumes:</b>		
Posted Speed	35 mph	Total Vehicles Observed during speed survey	Northbound	Southbound
		Average Daily Traffic (vehicles)	100	100
			7,360	6,995
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping.		<b>Current Speed Data:</b>		
			Northbound	Southbound
		50th Percentile	37.8 mph	36.9 mph
		85th Percentile	41 mph	41 mph
		10 mph Pace	33-42 mph	33-42 mph
		Percent in Pace	89%	85%
<b>Bicycle and Pedestrian Facilities:</b> --No continuous sidewalks - Bike lanes present -Some driveways are hidden behind landscaping		<b>Description of Surrounding Area:</b> -Residential neighborhood -Heavy student population during school pick-up and drop-off hours		
<b>Community Facilities:</b> -Multiple schools and the Saratoga Library are located on the eastern end of the roadway		<b>Accident History:</b>		
		Number	Rate (acc/mil vehicle miles)	
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	0.85	1.80
		Speed Related	0.21	n/a
<b>Recommended Speed Limit:</b> 35 mph				
<b>Summary and Justification:</b>				
In both northbound and southbound directions the 85th percentile speed was measured at 6.0 mph over the posted speed limit. The 85th percentile speeds would initially indicate raising the speed limit to 40 mph.				
In the quarter mile distance between Westerly Shadow Oaks Way and before arriving at Baroni Court, there are over 16 driveways fronting Saratoga Avenue. In addition, the existing driveways end at the curb of roadway where bushes provide limited visibility to/of vehicles exiting the driveways. School crossings are provided across Saratoga Avenue at Herriman Way and full sidewalks are not provided continuously on both sides of the roadway. Three speed-related collisions have been reported for this segment of Saratoga Avenue for the five-year period analyzed.				
Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, due to the residential nature of Saratoga Avenue and lack of adequate pedestrian/ bicycle facilities, we recommend that the City maintain current speed limit of 35 mph.				
Notes: This roadway segment is close to one or multiple schools. The speed limit is twenty-five miles per hour when approaching or passing a school building or the grounds while children are going to or leaving the school either during school hours or during the noon recess period.				

*Ashley Brooks*

Signature

March 18, 2020

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## City of Saratoga 2018 Speed Survey Analysis

California Vehicle Code (CVC) Section 40802 requires speed limits be justified by an Engineering and Traffic Survey conducted in accordance with methods determined by the Department of Transportation. Speed limits are legally required to be established at the nearest five (5) mph increment to the 85th percentile speed. The 85th percentile speed is defined as that speed at or below which 85 percent of the traffic is moving. This means that a segment with an 85th percentile speed of 27.4 miles per hour can be posted for 25 mph, while a segment with a critical speed of 27.5 mph must be posted at 30 mph. However, Section 627 of the California Vehicle Code (CVC) stipulates that other factors besides the 85th percentile speed such as accident records, roadside conditions, residential density along the roadway, as well as pedestrian and bicyclist safety can be considered when determining speed limits.

Below are the results for the speed survey analysis conducted along Saratoga Avenue from Fruitvale Avenue to Dagmar Drive.

Roadway Name: Saratoga Avenue		Segment #: 35 Segment Limits: Fruitvale Avenue to Dagmar Drive			
Number of Lanes	4	Date: October 23-October 31, 2018			
Roadway Width	87 feet	<b>Traffic Volumes:</b>			
Posted Speed	40 mph	Total Vehicles Observed during speed survey	Northbound	Southbound	
		Average Daily Traffic (vehicles)	100	100	
			17,178	15,122	
<b>Conditions Not Readily Apparent:</b>		<b>Current Speed Data:</b>			
-Some driveways are hidden behind landscaping or not anticipated due to the nature of the roadway -One southbound lane continues on Saratoga Avenue and one southbound lane turns onto Fruitvale Avenue			Northbound	Southbound	
		50th Percentile	38 mph	38.3 mph	
		85th Percentile	41 mph	42 mph	
		10 mph Pace	34-43 mph	34-43 mph	
		Percent in Pace	85%	84%	
<b>Bicycle and Pedestrian Facilities:</b>		<b>Description of Surrounding Area:</b>			
-Sidewalk and bike lanes present on both sides of the street		-The SR 85 interchange is located to immediately to the east of this roadway segment. -There are scattered residential driveways along Saratoga Avenue.			
<b>Community Facilities:</b>		<b>Accident History:</b>			
-Multiple schools and the Saratoga Library are located on the western end of the roadway			Number	Rate (acc/mil vehicle miles)	
		Accident Data Collected from 01/01/12 to 12/31/16		City of Saratoga	State Wide Average
		Total Accidents	21	0.66	1.42
		Speed Related	15	0.47	n/a
<b>Recommended Speed Limit:</b> 35 mph					
<b>Summary and Justification:</b>					
In the northbound direction, the 85th percentile speed was measured at 1.0 mph over the posted limit, while in the southbound direction the 85th percentile speed was measured at 2.0 mph over the posted speed limit. The 85th percentile speeds in both directions indicate an initial speed limit of 40 mph. Saratoga Avenue is split between the segments north and south of the State Route 85 interchange. Currently, the speed limits along Saratoga Avenue start at 35 mph at the south end of the roadway and increase to 40 mph at Fruitvale Avenue and continue through the interchange to the northern end of Saratoga Avenue. The City has expressed interest in maintaining a consistent speed limit on Saratoga Avenue south of the SR 85 interchange which would indicate a speed limit of 35 mph. In addition, fifteen speed related collisions have been reported for this segment of Saratoga Avenue for the five-year period analyzed. In accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speed. Therefore, we recommend the City reduce the speed limit to 35 mph.					
<b>Notes:</b> This roadway segment is close to one or multiple schools. The speed limit is twenty-five miles per hour when approaching or passing a school building or the grounds while children are going to or leaving the school either during school hours or during the noon recess period.					

*Ashley Brooks*

Signature

March 18, 2020

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## City of Saratoga 2018 Speed Survey Analysis

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Below are the results for the speed survey analysis conducted along Saratoga Avenue from Vineyard Lane to Cox Avenue.

Roadway Name: Saratoga Avenue		Segment #: 36 Segment Limits: Vineyard Lane to Cox Avenue		
Number of Lanes	4	Date: October 17-October 23, 2018		
Roadway Width	68 feet	<b>Traffic Volumes:</b>		
Posted Speed	40 mph	Total Vehicles Observed during speed survey	Northbound	Southbound
		Average Daily Traffic (vehicles)	100	100
			17,046	17,232
<b>Conditions Not Readily Apparent:</b> N/A		<b>Current Speed Data:</b>		
			Northbound	Southbound
		50th Percentile	38 mph	37.7 mph
		85th Percentile	42 mph	42 mph
		10 mph Pace	33-42 mph	33-42 mph
		Percent in Pace	85%	81%
<b>Bicycle and Pedestrian Facilities:</b> -Sidewalk on both sides -Bike lanes present		<b>Description of Surrounding Area:</b> -Commercial facilities are located on the eastern end of this roadway segment closest to Cox Avenue. -Access to the surrounding neighborhoods is provided via two signalized intersections.		
<b>Community Facilities:</b> None		<b>Accident History:</b>		
		Number	Rate (acc/mil vehicle miles)	
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	6	1.42
		Speed Related	5	0.15
<b>Recommended Speed Limit:</b> 40 mph				
<b>Summary and Justification:</b> In both northbound and southbound directions, the 85th percentile speed was measured at 2.0 mph over the posted speed limit. The 85th percentile speeds in both directions indicate an initial speed limit of 40 mph which is equal to the current posted speed limit. Therefore, we recommend the City maintain the existing speed limit of 40 mph.				
Notes:				

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Below are the results for the speed survey analysis conducted along Saratoga Avenue from Cox Avenue to Northerly City Limit.

Roadway Name: Saratoga Avenue		Segment #: 37 Segment Limits: Cox Avenue to Northerly City Limit		
Number of Lanes	4	Date: October 17-October 23, 2018		
Roadway Width	68 feet	<b>Traffic Volumes:</b>		
Posted Speed	40 mph	Total Vehicles Observed during speed survey	Northbound	Southbound
		Average Daily Traffic (vehicles)	100	100
			14,855	14,306
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping.		<b>Current Speed Data:</b>		
			Northbound	Southbound
		50th Percentile	40 mph	40.3 mph
		85th Percentile	44 mph	44 mph
		10 mph Pace	36-45 mph	36-45 mph
		Percent in Pace	80%	82%
<b>Bicycle and Pedestrian Facilities:</b> -Sidewalk on both sides -Bike lanes present		<b>Description of Surrounding Area:</b> -Residential neighborhood		
<b>Community Facilities:</b> -Action Day Primary Plus - El Quito is located on the south side of Saratoga Avenue		<b>Accident History:</b>		
		Number	Rate (acc/mil vehicle miles)	
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	13	0.45
		Speed Related	5	1.42
			0.17	n/a
<b>Recommended Speed Limit:</b> 40 mph				
<b>Summary and Justification:</b> The 85th percentile speeds were observed to be 4.0 mph in excess of the posted speed limit in both directions. According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85th percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85th percentile speed, if no further reduction is used. The 85th percentile speeds in both directions were rounded up to indicate an initial speed limit of 45 mph, which can be rounded down to 40 mph. Therefore, we recommend the City maintain the existing speed limit of 40 mph.				
Notes:				



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## City of Saratoga 2018 Speed Survey Analysis

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Below are the results for the speed survey analysis conducted along Saratoga-Sunnyvale Road from Saratoga Avenue to Verde Vista Lane.

<b>Roadway Name:</b> Saratoga-Sunnyvale Road		<b>Segment #: 38 Segment Limits:</b> Saratoga Avenue to Verde Vista Lane		
Number of Lanes	4	Date: October 23-November 6, 2018		
Roadway Width	79 feet	<b>Traffic Volumes:</b>		
Posted Speed	40 mph	Total Vehicles Observed during speed survey	Northbound	Southbound
		Average Daily Traffic (vehicles)	100	100
			7,629	7,728
<b>Conditions Not Readily Apparent:</b>		<b>Current Speed Data:</b>		
-Scattered driveways			Northbound	Southbound
-Some driveways are hidden behind landscaping		50th Percentile	39.2 mph	38.4 mph
-School pick-up and drop-off occurs along Saratoga-Sunnyvale Road and other local streets		85th Percentile	43 mph	44 mph
		10 mph Pace	34-43 mph	33-42 mph
		Percent in Pace	80%	71%
<b>Bicycle and Pedestrian Facilities:</b>		<b>Description of Surrounding Area:</b>		
-Sidewalk on both sides		-Partially residential with driveways on Saratoga-Sunnyvale Road		
-Bike lanes present		-Provides access to other residential neighborhoods		
		-Scattered commercial properties		
<b>Community Facilities:</b>		<b>Accident History:</b>		
-Saratoga High School is located on the east side of Saratoga-Sunnyvale Road		Number	Rate (acc/mil vehicle miles)	
-Foothill Elementary School is located west of Saratoga-Sunnyvale Road near Reid Lane		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	5	0.33
		Speed Related	1	0.07
<b>Recommended Speed Limit:</b> 40 mph				
<b>Summary and Justification:</b>				
The 85th percentile speeds were observed to be 3.0 mph and 4.0 mph in excess of the posted speed limit in the northbound and southbound directions respectively.				
According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85th percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85th percentile speed, if no further reduction is used. The 85th percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 45 mph, which can be rounded down to 40 mph. Therefore, we recommend the City maintain the existing speed limit of 40 mph.				
Notes: This roadway segment is close to one or multiple schools. The speed limit is twenty-five miles per hour when approaching or passing a school building or the grounds while children are going to or leaving the school either during school hours or during the noon recess period.				



Signature

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Below are the results for the speed survey analysis conducted along Saratoga-Sunnyvale Road from Verde Vista Lane to Blauer Drive.

Roadway Name: Saratoga-Sunnyvale Road		Segment #: 39 Segment Limits: Verde Vista Lane to Blauer Drive		
Number of Lanes	4	Date: October 23-November 5, 2018		
Roadway Width	77 feet	<b>Traffic Volumes:</b>		
Posted Speed	40 mph	Total Vehicles Observed during speed survey	Northbound	Southbound
		Average Daily Traffic (vehicles)	100	100
			8,637	9,107
<b>Conditions Not Readily Apparent:</b> N/A		<b>Current Speed Data:</b>		
			Northbound	Southbound
		50th Percentile	41.2 mph	41.8 mph
		85th Percentile	44 mph	45 mph
		10 mph Pace	36-45 mph	37-46 mph
		Percent in Pace	84%	82%
<b>Bicycle and Pedestrian Facilities:</b> -Sidewalk on both sides -Bike lanes present		<b>Description of Surrounding Area:</b> -Provides access to residential neighborhoods		
<b>Community Facilities:</b> None		<b>Accident History:</b>		
		Number	Rate (acc/mil vehicle miles)	
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	1	1.42
		Speed Related	0	n/a
<b>Recommended Speed Limit:</b> 40 mph				
<b>Summary and Justification:</b>				
The 85th percentile speeds were observed to be 4.0 mph and 5.0 mph in excess of the posted speed limit in the northbound and southbound directions respectively.				
According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85th percentile speed would require rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85th percentile speed, if no further reduction is used. The 85th percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 45 mph, which can be rounded down to 40 mph. Therefore, we recommend the City maintain the existing speed limit of 40 mph.				
Notes:				

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Below are the results for the speed survey analysis conducted along Saratoga-Sunnyvale Road from Blauer Drive to Union Pacific Railroad.

<b>Roadway Name:</b> Saratoga-Sunnyvale Road		<b>Segment #: 40 Segment Limits: Blauer Drive to Union Pacific Railroad</b>			
Number of Lanes	4	Date: October 23-November 5, 2018			
Roadway Width	77 feet	<b>Traffic Volumes:</b>			
Posted Speed	40 mph	Total Vehicles Observed during speed survey	Northbound	Southbound	
		Average Daily Traffic (vehicles)	11,012	11,706	
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping.		<b>Current Speed Data:</b>			
			Northbound	Southbound	
		50th Percentile	39.3 mph	38.1 mph	
		85th Percentile	43 mph	41 mph	
		10 mph Pace	34-43 mph	34-43 mph	
		Percent in Pace	81%	86%	
<b>Bicycle and Pedestrian Facilities:</b> -Sidewalk on both sides -Bike lanes present		<b>Description of Surrounding Area:</b> -Commercial properties located on the east side of Saratoga-Sunnyvale Road south of Cox Avenue. -The roadway provides access to Cox Avenue and Pierce Road, two non-local street that provides east-west access across Saratoga.			
<b>Community Facilities:</b> -Joe's Trail is located alongside the railroad tracks		<b>Accident History:</b>			
		Number	Rate (acc/mil vehicle miles)		
		Accident Data Collected from 01/01/12 to 12/31/16		City of Saratoga	State Wide Average
		Total Accidents	14	0.63	1.42
		Speed Related	3	0.13	n/a
<b>Recommended Speed Limit:</b> 40 mph					
<b>Summary and Justification:</b> In the northbound direction, the 85th percentile speed was measured at 3.0 mph over the posted limit, while in the southbound direction the 85th percentile speed was measured at 1.0 mph over the posted speed limit. Since the lower of the two 85th percentile speeds can be used to set the speed limit, the 85th percentile speeds in the southbound direction indicate an initial speed of 40 mph which is equal to the current posted speed limit. Therefore, we recommend the City maintain the existing speed limit of 40 mph.					
Notes:					

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Below are the results for the speed survey analysis conducted along Saratoga-Sunnyvale Road from Union Pacific Railroad to Prospect Road.

<b>Roadway Name:</b> Saratoga-Sunnyvale Road		<b>Segment #: 41 Segment Limits: Union Pacific Railroad to Prospect Road</b>		
Number of Lanes	4	Date: October 23-November 6, 2018		
Roadway Width	81 feet	<b>Traffic Volumes:</b>		
Posted Speed	40 mph	Total Vehicles Observed during speed survey	Northbound	Southbound
		Average Daily Traffic (vehicles)	100	100
<b>Conditions Not Readily Apparent:</b> N/A		<b>Current Speed Data:</b>		
			Northbound	Southbound
		50th Percentile	36.5 mph	37 mph
		85th Percentile	40 mph	41 mph
		10 mph Pace	33-42 mph	32-41 mph
		Percent in Pace	83%	81%
<b>Bicycle and Pedestrian Facilities:</b> -Sidewalk on both sides -Bike lanes present		<b>Description of Surrounding Area:</b> -Commercial and medium/high-density housing is provided along Saratoga-Sunnyvale Road		
<b>Community Facilities:</b> None		<b>Accident History:</b>	Rate (acc/mil vehicle miles)	
		Number	City of Saratoga	
		Accident Data Collected from 01/01/12 to 12/31/16	State Wide Average	
		Total Accidents	0.24	1.42
		Speed Related	0.08	n/a
<b>Recommended Speed Limit:</b> 40 mph				
<b>Summary and Justification:</b> In the northbound direction, the 85th percentile speed was measured equal to the current posted speed limit, while in the southbound direction the 85th percentile speed was measured 1.0 mph over the posted speed limit. The 85th percentile speeds in both northbound and southbound directions indicate an initial speed limit of 40 mph which is equal to the current posted speed limit. Therefore, we recommend the City maintain the existing speed limit of 40 mph.				
Notes:				

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Below are the results for the speed survey analysis conducted along Scotland Drive from Saratoga Avenue to Cumberland Drive.

Roadway Name: Scotland Drive		Segment #: 42 Segment Limits: Saratoga Avenue to Cumberland Drive		
Number of Lanes	2	Date: October 24, 2018		
Roadway Width	39 feet	<b>Traffic Volumes:</b>		
Posted Speed	25 mph	Total Vehicles Observed during speed survey	Eastbound	Westbound
		Average Daily Traffic (vehicles)	996	933
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping -Lots of students use Scotland Drive to get to and from school		<b>Current Speed Data:</b>		
			Eastbound	Westbound
		50th Percentile	28.7 mph	29.8 mph
		85th Percentile	33.3 mph	34.1 mph
		10 mph Pace	23.5-32.5 mph	24.6-33.6 mph
		Percent in Pace	74.6%	77.38%
<b>Bicycle and Pedestrian Facilities:</b> -No sidewalks -No bicycle facilities present		<b>Description of Surrounding Area:</b> -Residential neighborhood		
<b>Community Facilities:</b> None		<b>Accident History:</b>	Rate (acc/mil vehicle miles)	
		Number	City of Saratoga	
		Accident Data Collected from 01/01/12 to 12/31/16	State Wide Average	
		Total Accidents	1.05	1.80
		Speed Related	0.00	n/a
<b>Recommended Speed Limit:</b> 25 mph				
<b>Summary and Justification:</b>				
<p>The observed 85th percentile speeds were 8.3 mph and 9.1 mph greater than the posted speed limit in the northbound and southbound directions respectively which would initially require a posted speed limit of 35 mph.</p> <p>More than 16 separate dwelling units exist on both sides of the roadway within a quarter mile along this roadway segment. Scotland Drive has no sidewalks or bicycle facilities on either side of the roadway. No speed-related collisions have been reported on this section of Scotland Drive for the five-year period analyzed for this report. According to the California MUTCD 2014 Edition, Revision 3, for cases in which the nearest five miles per hour increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest five miles per hour increment below the 85th percentile speed, if no further reduction is used. The 85th percentile speeds in both northbound and southbound directions were rounded up to indicate an initial speed limit of 35 mph, which can be rounded down to 30 mph. However, due to the segment properties explained above such as residential nature of the segment and the lack of adequate bicycle and pedestrian facilities, we recommend that the City maintain the current speed limit of 25 mph.</p>				
<p>Notes: This roadway segment is close to one or multiple schools. The speed limit is twenty-five miles per hour when approaching or passing a school building or the grounds while children are going to or leaving the school either during school hours or during the noon recess period.</p>				

*Ashley Brooks*

Signature

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Below are the results for the speed survey analysis conducted along Seagull Way from Saratoga-Sunnyvale Road to Cox Avenue.

<b>Roadway Name: Seagull Way</b>		<b>Segment #: 43 Segment Limits: Saratoga-Sunnyvale Road to Cox Avenue</b>		
Number of Lanes	2	Date:	October 25, 2018	
Roadway Width	39 feet	<b>Traffic Volumes:</b>	Eastbound	Westbound
Posted Speed	25 mph	Total Vehicles Observed during speed survey	745	761
		Average Daily Traffic (vehicles)	745	761
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping		<b>Current Speed Data:</b>	Eastbound	Westbound
		50th Percentile	27 mph	26.2 mph
		85th Percentile	32 mph	31.4 mph
		10 mph Pace	22.1-31.1 mph	21.8-30.8 mph
		Percent in Pace	73.96%	69.12%
<b>Bicycle and Pedestrian Facilities:</b> -Sidewalk on the west side with inconsistent sidewalk on the east side - No bike facilities present		<b>Description of Surrounding Area:</b> -Residential neighborhood		
<b>Community Facilities:</b> -Blue Hills Elementary School is located on the north side of Sea Gull Way		<b>Accident History:</b>	Number	Rate (acc/mil vehicle miles)
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	1	0.67
		Speed Related	0	0.00
<b>Recommended Speed Limit:</b> 25 mph				
<b>Summary and Justification:</b> In the eastbound direction the 85th percentile speed was measured at 7.0 mph over the posted limit, while in the westbound direction the 85th percentile speed was measured at 6.4 mph over the posted speed limit. The 85th percentile speeds would initially indicate raising the speed limit to 30 mph. More than 16 separate dwelling units exist on both sides of the roadway within a quarter mile along this roadway segment. Seagull Way has sidewalks on the west side of the street, with inconsistent sidewalks on the east side of the street. There are no bicycle facilities on either side of the roadway. Additionally based on the CVC (CVC 40802 (b)) and the existing roadway geometries, this segment of Seagull Way qualifies as a local street with a prima facie speed of 25 mph. No speed-related collisions have been reported for this segment of Seagull Way for the five-year period analyzed. Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, due to the residential nature of Seagull Way and lack of adequate pedestrian/ bicycle facilities, we recommend that the City maintain current speed limit of 25 mph.				
Notes: This roadway segment is close to one or multiple schools. The speed limit is twenty-five miles per hour when approaching or passing a school building or the grounds while children are going to or leaving the school either during school hours or during the noon recess period.				



Signature

March 18, 2020

Date

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Is licensed by the Board for Professional  
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## City of Saratoga 2018 Speed Survey Analysis

California Vehicle Code (CVC) Section 40802 requires speed limits be justified by an Engineering and Traffic Survey conducted in accordance with methods determined by the Department of Transportation. Speed limits are legally required to be established at the nearest five (5) mph increment to the 85th percentile speed. The 85th percentile speed is defined as that speed at or below which 85 percent of the traffic is moving. This means that a segment with an 85th percentile speed of 27.4 miles per hour can be posted for 25 mph, while a segment with a critical speed of 27.5 mph must be posted at 30 mph. However, Section 627 of the California Vehicle Code (CVC) stipulates that other factors besides the 85th percentile speed such as accident records, roadside conditions, residential density along the roadway, as well as pedestrian and bicyclist safety can be considered when determining speed limits.

Below are the results for the speed survey analysis conducted along Sobey Road from Northerly Quito Road to Southerly Quito Road.

Roadway Name: Sobey Road		Segment #: 44 Segment Limits: Northerly Quito Road to Southerly Quito Road		
Number of Lanes	2	Date:	October 25, 2018	
Roadway Width	25 feet	<b>Traffic Volumes:</b>	Northbound	Southbound
Posted Speed	30 mph	Total Vehicles Observed during speed survey	303	303
		Average Daily Traffic (vehicles)	303	303
<b>Conditions Not Readily Apparent:</b> -Some driveways are hidden behind landscaping -Heavy bicycle traffic		<b>Current Speed Data:</b>	Northbound	Southbound
		50th Percentile	31.4 mph	30 mph
		85th Percentile	37.7 mph	36.6 mph
		10 mph Pace	26.6-35.6 mph	25.9-34.9 mph
		Percent in Pace	63.37%	58.75%
<b>Bicycle and Pedestrian Facilities:</b> -No bike facilities present -No sidewalks		<b>Description of Surrounding Area:</b> -Residential neighborhood		
<b>Community Facilities:</b> -Marshall Lane Elementary School is located on the northern end of Sobey Road		<b>Accident History:</b>	Number	Rate (acc/mil vehicle miles)
		Accident Data Collected from 01/01/12 to 12/31/16	City of Saratoga	State Wide Average
		Total Accidents	2	3.35
		Speed Related	0	0.00
<b>Recommended Speed Limit:</b>	30 mph			
<b>Summary and Justification:</b>				
<p>In the northbound direction the 85th percentile speed was measured at 7.7 mph over the posted limit, while in the southbound direction the 85th percentile speed was measured at 6.6 mph over the posted speed limit. The 85th percentile speeds would initially indicate raising the speed limit to 35 mph. Sobey Road is a winding local road that fronts private residents. The roadway width of the roadway varies between 20 and 40 feet. In terms of pedestrian and bicycle safety, Sobey Road does not provide any bike lanes or any continuous sidewalks. No speed-related collisions have been reported for this segment of Sobey Road for the five-year period analyzed.</p> <p>Based on the segment properties explained above and in accordance with CVC Section 627, the City has the authority to establish the speed limit at five miles per hour below the limit established by the observed 85th percentile speeds. Therefore, due to the lack of adequate pedestrian/ bicycle facilities, we recommend that the City maintain current speed limit of 30 mph.</p>				
<p>Notes: This roadway segment is close to one or multiple schools. The speed limit is twenty-five miles per hour when approaching or passing a school building or the grounds while children are going to or leaving the school either during school hours or during the noon recess period.</p>				



Signature

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**Appendix B:**  
**CVC Section 627**

**VEHICLE CODE - VEH**

**DIVISION 1. WORDS AND PHRASES DEFINED [100 - 681]**

*( Division 1 enacted by Stats. 1959, Ch. 3. )*

**627.**

(a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

(1) Prevailing speeds as determined by traffic engineering measurements.

(2) Accident records.

(3) Highway, traffic, and roadside conditions not readily apparent to the driver.

(c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:

(1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

(A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.

(B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.

(C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).

(2) Pedestrian and bicyclist safety.

*(Amended by Stats. 2000, Ch. 45, Sec. 1. Effective January 1, 2001.)*