

City of Piedmont  
COUNCIL AGENDA REPORT

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DATE: December 20, 2021

TO: Mayor and Council

FROM: Sara Lillevand, City Administrator

SUBJECT: Consideration of the Speed Zone Engineering & Traffic Survey dated August 3, 2021, by Kittelson & Associates, Inc. as Required by the California Vehicle Code Sections 40802 and 40803

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RECOMMENDATION

By motion, adopt the Speed Zone Engineering & Traffic Study dated August 2021, by Kittelson & Associates, Inc., and the findings contained therein with the exception of maintaining the maximum speed limit on Moraga Avenue at the existing 25 miles per hour, pursuant to the requirements of California Vehicle Code Sections 40802 and 40803.

BACKGROUND

Speed limits for certain streets within the City have been established over the years by engineering traffic and radar speed studies. In order to ensure that enforcement by radar on certain streets remains enforceable in a court of law, the City must conduct radar speed surveys every five to seven years. The last radar speed survey conducted by the City occurred in June 2014. Accordingly, a new radar speed survey must be adopted to ensure that enforcement of the speed limits is defensible in court. To ensure compliance with state regulations, the City asked Kittelson & Associates, Inc. to complete a study on selective roads. Kittelson & Associates is a local traffic engineering firm that the City and the City Engineer has consulted with for various traffic related projects within the City.

Both the frequency and criteria for conducting the surveys is set forth in the California Vehicle Code (CVC) Sections 40802 and 40803. CVC Section 40802 establishes that an engineering and traffic survey is valid for five years and can be extended to seven years upon the satisfaction of specific qualification criterion by the arresting officer, and up to 10 years if in addition a review determines that no significant changes in roadway or traffic conditions have occurred.

SUMMARY OF STUDY & RECOMMENDATIONS

Kittelson & Associates, Inc. completed a speed survey study of the 12 non-residential roadway segments in the City. A copy of the report is attached as Exhibit A.

The studied road segments included:

1. Linda Avenue from Kingston Avenue to Grand Avenue
2. Oakland Avenue from Olive Avenue to Highland Avenue
3. Grand Avenue from Wildwood Avenue to Rose Avenue
4. Moraga Avenue from Ramona Avenue to Maxwellton Road
5. Highland Avenue from Moraga Avenue to Magnolia Avenue
6. Highland Avenue from Magnolia Avenue to Wildwood Avenue
7. Wildwood Avenue from Highland Avenue to Crocker Avenue
8. Crocker Avenue from Wildwood Avenue to Ashmont Avenue
9. Hampton Road from Crocker Avenue to Estates Drive
10. La Salle Avenue from Hampton Road to Indian Road
11. La Salle Avenue from Hampton Road to Crest Road
12. Trestle Glen Road from Valant Place to Park Boulevard

As seen in the study, there is a distinct method that must be employed when conducting the radar speed survey. Besides the speed of the vehicles, per CVC Section 627 a speed zone survey must consider a variety of different factors including:

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

The 85<sup>th</sup> percentile speed is the key consideration for a speed survey. The 85<sup>th</sup> percentile speed is the speed at or below which 85 percent of motorists' travel. This threshold is historically considered to be a safe and reasonable speed for most drivers based on typical roadway conditions. Therefore, a speed limit is established at the nearest 5-mile per hour (mph) increment to the 85<sup>th</sup> percentile speed, except when the following two adjustments are employed.

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85<sup>th</sup> percentile speed, in compliance with CVC Section 627 and 22358.5.
2. For instances in which the nearest 5 mph increment of the 85<sup>th</sup> percentile speed would require rounding **up**, then the speed limit may be rounded **down** to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed, but no further reduction shall be used. Refer to CVC Section 21400(b).

Another important consideration in setting speed limits, is the 10 mile per hour (mph) pace speed, or the 10-mph interval that contains the highest percentage of vehicles. It is a measure of the distribution of speeds across the range of the vehicles surveyed. It is desirable to keep the speed limit within the 10-mph pace while considering the 85<sup>th</sup> percentile speed and other factors not readily apparent to the drivers

In cases where the speed limit is outside or close to one end of the 10-mph pace—as is the case with the recommended speed limit for Moraga Avenue—additional feedback to drivers or enforcement may be needed. For example, a speed feedback sign can be used to inform drivers when their speeds are significantly above the speed limit.

Theoretically, based on the information collected and as seen in Table 1, “Summary of Speed Recommendations”, shown in the attached report and on the following page, the data supports keeping all current posted speed limits the same except for Moraga Avenue. Moraga Avenue’s current posted speed limit is 25 mph and the report recommends consideration of increasing this speed limit to 30 mph. Based on the survey data, the 85<sup>th</sup> percentile speed on Moraga Avenue was found to be 35-mph and the 10-mile pace was 27-36 mph. However, staff believe that when considering the combination of pedestrians, bicycle traffic, on and off-street parking, and the residential density on sections of Moraga Avenue, an increase of the speed limit over the existing speed limit of 25 mph does not appear to be in the best interest of the City. Staff are currently working on designing traffic calming measures for Moraga Avenue from Pala to the east City Limits. These measures, if implemented, should have an impact on traffic speeds in this section of Moraga Avenue.

The Kittelson report fulfills the City’s statutory requirement of conducting an engineering traffic speed survey within the 7-year timeframe mentioned in the CVC for radar enforcement. Nothing in the CVC mandates acceptance of the recommendations in the report. The impact of not accepting the report’s recommendation to change the speed limit on Moraga Avenue from 25 mph to 30 mph is that the defensibility of the citation in court may be in question if the citation was based on radar. However, based on a combination of factors including pedestrians, bicycles, on and off-street parking and the residential densities on portions of Moraga, staff feels that these are specific factors justifying a lower speed limit. Therefore, staff recommends adoption of the overall report and recommendations contained therein, with the exception of the Moraga Avenue speed change recommendation. Staff recommends maintaining the existing 25 mph speed limit on Moraga Avenue unchanged.

### FINANCIAL IMPACT

No financial impacts are anticipated.

By: Daniel Gonzales, Public Works Director  
John Wanger, City Engineer

Attachment  
Exhibit A – Kittelson Study

Table 1: Summary of Speed Recommendations

Road Segment	Type	Direction	Posted Speed Limit (mph)	85 <sup>th</sup> Percentile Speed (mph)	10 mph Pace (% in Pace)	Collision (Unsafe Speed)	Recommended Speed Limit (mph)	Basis of Recommendation
Linda Ave from Kingston Ave to Grand Ave	Major Collector	NB-SB	25	27	18-27 (76%)	1	25	The collected 85th percentile speed is consistent with the posted speed limit. No changes are recommended.
Oakland Ave from Olive Ave to Highland Ave	Arterial	EB-WB	25	32	25-34 (86%)	4	25	5 mph reduction from rounded 85th percentile speed based on unsafe speeds and residential land use surrounding Oakland Ave.
Grand Ave from Wildwood Ave to Rose Ave	Arterial	NB-SB	25	32	23-32 (77%)	8	25	5 mph reduction from rounded 85th percentile speed based on unsafe speeds, residential land use and the presence of Class II bike lanes.
Moraga Ave from Ramona Ave to Maxwellton Rd	Arterial	EB-WB	25	35	27-36 (82%)	3	30	5 mph reduction from rounded 85th percentile speed based on unsafe speeds, residential land use and the presence of Class II bike lanes.
Highland Ave from Moraga Ave to Magnolia Ave	Arterial	NB-SB	25	32	24-33 (88%)	2	25	5 mph reduction from rounded 85th percentile speed based on the number of uncontrolled pedestrian crossings.
Highland Ave from Magnolia to Wildwood Ave	Arterial	NB-SB	25	28	19-28 (91%)	0	25	5 mph reduction from rounded 85th percentile speed based on the residential context and the number of uncontrolled pedestrian crossings.
Wildwood Ave from Highland Ave to Crocker Ave	Minor Collector	EB-WB	25	31	24-33 (87%)	0	25	5 mph reduction from rounded 85th percentile speed based on the context of residential land use in the area.
Crocker Ave from Wildwood Ave to Ashmont Ave	Major Collector	NB-SB	25	27	18-27 (79%)	0	25	The collected 85th percentile speed is consistent with the posted speed limit. No changes are recommended.
Hampton Rd from Crocker Ave to Estates Dr	Major Collector	EB-WB	25	29	22-31 (87%)	0	25	5 mph reduction from rounded 85th percentile speed based on the context of residential land use in the area.
La Salle Ave from Hampton Rd to Indian Rd	Major Collector	NB-SB	25	24	17-26 (96%)	0	25	The collected 85th percentile speed is consistent with the posted speed limit. No changes are recommended.
La Salle Ave from Hampton Rd to Crest Rd	Major Collector	NB-SB	25	29	21-30 (91%)	0	25	5 mph reduction from rounded 85th percentile speed based on residential context and adjacency to Hampton Field and Piedmont Play School.
Trestle Glen from Valant Place to Park Blvd	Local Street	EB-WB	25	29	21-30 (85%)	0	25	5 mph reduction from rounded 85th percentile speed based on the context of residential land use in the area.

  = indicates a recommended change from current posted speed limit



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## TECHNICAL MEMORANDUM

**City of Piedmont: Speed Zone Engineering and Traffic Survey**

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Date: August 3, 2021 Project #: 21900  
To: John Wanger, P.E.  
Coastland Civil Engineering, Inc.  
From: Aaron Elias, T.E. (California Traffic Engineer #2665) & Jarvis Yuan  
cc:

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This memorandum presents the findings of a speed survey study of 12 roadway segments in the City of Piedmont to make recommendations about the posted speed limit. The 12 roadway segments where speeds were evaluated, and recommendations made include:

1. Linda Avenue from Kingston Avenue to Grand Avenue
2. Oakland Avenue from Olive Avenue to Highland Avenue
3. Grand Avenue from Wildwood Avenue to Rose Avenue
4. Moraga Avenue from Ramona Avenue to Maxwellton Road
5. Highland Avenue from Moraga Avenue to Magnolia Avenue
6. Highland Avenue from Magnolia Avenue to Wildwood Avenue
7. Wildwood Avenue from Highland Avenue to Crocker Avenue
8. Crocker Avenue from Wildwood Avenue to Ashmont Avenue
9. Hampton Road from Crocker Avenue to Estates Drive
10. La Salle Avenue from Hampton Road to Indian Road
11. La Salle Avenue from Hampton Road to Crest Road
12. Trestle Glen Road from Valant Place to Park Boulevard

## BASIS FOR POSTED SPEED LIMIT RECOMMENDATIONS

An engineering and traffic survey of speed limits is based on the idea that the majority of drivers behave in a safe and reasonable manner, and therefore, the careful and competent actions of a reasonable driver should be considered legal. Speed limits established on this principle conform to the consensus that motorists themselves determine what speed is reasonable and safe, not one or a few individuals. Studies have indicated that drivers will not significantly alter what they consider to be a safe operating speed, regardless of the posted speed limit, unless there is constant heavy enforcement and/or the presence of traffic calming elements.

At the same time, transportation agencies are encouraged by the U.S. Department of Transportation to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation

systems<sup>1</sup>. Walking and bicycling provide numerous individual and community benefits—including health, safety, environmental, transportation, and quality of life. National research and local studies conducted by Kittelson & Associates, Inc.—as well as by other transportation experts—have linked high automobile speeds to decreased non-motorized level of service and higher severity of auto-pedestrian/bicycle collisions.

Finally, speed limit changes are ideally implemented with physical changes in roadway conditions or roadside developments. Unusually short zones of different speed limits with less than one-half mile in length should be avoided to reduce driver confusion.

## SPEED SAMPLING

The 85<sup>th</sup> percentile speed is the key consideration for a speed survey. The 85<sup>th</sup> percentile speed is the speed at or below which 85 percent of motorists travel in a given batch of samples. This threshold is historically considered to be a safe and reasonable speed for most drivers based on typical roadway conditions. Therefore, a speed limit is established at the nearest 5-mile per hour (mph) increment to the 85<sup>th</sup> percentile speed, except when the following two adjustments are employed<sup>3</sup>.

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85<sup>th</sup> percentile speed, in compliance with CVC Section 627 and 22358.5.
2. An explanation for the 5 mph reduction needs to be part of the engineering and traffic study.
2. For instances in which the nearest 5 mph 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 5 mph increment below the 85<sup>th</sup> percentile speed, but no further reduction shall be used. Refer to CVC Section 21400(b).

Another important consideration is the 10 mile per hour (mph) pace speed, or the 10 mph interval that contains the largest number of vehicles in a given sample. It is a measure of the distribution of speeds across the range of the vehicles surveyed. It is desirable to keep the speed limit within the 10 mph pace while considering the 85<sup>th</sup> percentile speed and other factors not readily apparent to the drivers.

## FINDINGS

Consistent with the requirements of an Engineering & Traffic Survey, this memorandum documents the findings of a speed survey, field review, and collision analysis for the 12 segments analyzed. A summary of the recommendations at each of the 12 roadways is provided in Table 1. A more detailed summary for each location can be found in Appendix 2.

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<sup>1</sup> *Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations*, United States Department of Transportation (Signed on March 11, 2010, and announced March 15, 2010)

<sup>3</sup> *Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.13.12a*



Table 1: Summary of Speed Recommendations

Road Segment	Type	Direction	Posted Speed Limit (mph)	85 <sup>th</sup> Percentile Speed (mph)	10 mph Pace (% in Pace)	Collision (Unsafe Speed)	Recommended Speed Limit (mph)	Basis of Recommendation
Linda Ave from Kingston Ave to Grand Ave	Major Collector	NB-SB	25	27	18-27 (76%)	1	25	The collected 85th percentile speed is consistent with the posted speed limit. No changes are recommended.
Oakland Ave from Olive Ave to Highland Ave	Arterial	EB-WB	25	32	25-34 (86%)	4	25	5 mph reduction from rounded 85th percentile speed based on unsafe speeds and residential land use surrounding Oakland Ave.
Grand Ave from Wildwood Ave to Rose Ave	Arterial	NB-SB	25	32	23-32 (77%)	8	25	5 mph reduction from rounded 85th percentile speed based on unsafe speeds, residential land use and the presence of Class II bike lanes.
Moraga Ave from Ramona Ave to Maxwellton Rd	Arterial	EB-WB	25	35	27-36 (82%)	3	30	5 mph reduction from rounded 85th percentile speed based on unsafe speeds, residential land use and the presence of Class II bike lanes.
Highland Ave from Moraga Ave to Magnolia Ave	Arterial	NB-SB	25	32	24-33 (88%)	2	25	5 mph reduction from rounded 85th percentile speed based on the number of uncontrolled pedestrian crossings.
Highland Ave from Magnolia to Wildwood Ave	Arterial	NB-SB	25	28	19-28 (91%)	0	25	5 mph reduction from rounded 85th percentile speed based on the residential context and the number of uncontrolled pedestrian crossings.
Wildwood Ave from Highland Ave to Crocker Ave	Minor Collector	EB-WB	25	31	24-33 (87%)	0	25	5 mph reduction from rounded 85th percentile speed based on the context of residential land use in the area.
Crocker Ave from Wildwood Ave to Ashmont Ave	Major Collector	NB-SB	25	27	18-27 (79%)	0	25	The collected 85th percentile speed is consistent with the posted speed limit. No changes are recommended.
Hampton Rd from Crocker Ave to Estates Dr	Major Collector	EB-WB	25	29	22-31 (87%)	0	25	5 mph reduction from rounded 85th percentile speed based on the context of residential land use in the area.
La Salle Ave from Hampton Rd to Indian Rd	Major Collector	NB-SB	25	24	17-26 (96%)	0	25	The collected 85th percentile speed is consistent with the posted speed limit. No changes are recommended.
La Salle Ave from Hampton Rd to Crest Rd	Major Collector	NB-SB	25	29	21-30 (91%)	0	25	5 mph reduction from rounded 85th percentile speed based on residential context and adjacency to Hampton Field and Piedmont Play School.
Trestle Glen from Valant Place to Park Blvd	Local Street	EB-WB	25	29	21-30 (85%)	0	25	5 mph reduction from rounded 85th percentile speed based on the context of residential land use in the area.

  = indicates a recommended change from current posted speed limit

## Speed Data Collection

Speed data were collected on off-peak (i.e., uncongested) hours during the month of June 2021 using a calibrated radar gun at each of the 12 locations. A minimum of 100 vehicles speed samples in each direction were surveyed in a manner compliant with California Vehicle Code (CVC) Sections 22354.5 and 40802 for the use of radar speed surveillance. CVC Section 40802 establishes that an engineering and traffic survey is valid for five years and can be extended to seven years upon the satisfaction of specific qualification criterion by the arresting officer, and up to ten years if in addition a review determines that no significant changes in roadway or traffic conditions have occurred.

The collected speed data is provided in Appendix 1.

## Field Review

Pursuant to CVC Section 627, a speed zone survey must take into account “highway, traffic, and roadside conditions not readily apparent to the driver”. A field visit performed by Kittelson & Associates, Inc. staff evaluated these conditions. This section summarizes the field notes at each of the study segments. Field notes and images were collected on Wednesday, July 28, 2021. The presence of pedestrians, bicyclists, adverse weather conditions, and periodic high volumes is assumed to be readily apparent to motorists<sup>2</sup>.

### *Linda Avenue – From Kingston Avenue to Grand Avenue*

Linda Avenue is a two-lane local street in the north-south direction. The posted speed limit is 25 mph with sidewalks and on-street parking in both directions. Class II bike lanes has since been added in the northbound direction separating the drive lane and on-street parking spaces, whereas the southbound direction is a shared lane for both vehicles and bicycles. Linda Avenue is adjacent to the Beach Elementary School and has uncontrolled school crosswalks near the surveyed section. Field observations with the residential neighborhood, adjacent school, and uncontrolled pedestrian crossing supports a posted speed limit of 25 mph.

### *Oakland Avenue – From Olive Avenue to Highland Avenue*

Oakland Avenue is an undivided two-lane roadway with a slight upgrade in the eastbound direction. The posted speed limit along the length of the study segment is 25 mph in both directions. On-street parking is provided in both directions along the roadway. There is an uncontrolled crosswalk on the west side of the Oakland Avenue/Jerome Avenue intersection. Field observations taking into account the residential neighborhood, collisions where unsafe speed was noted, and uncontrolled pedestrian crossing support a 5 mph reduction to the 85<sup>th</sup> percentile speed resulting in a recommended posted speed limit of 25 mph.

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<sup>2</sup> CVC §22350 Basic Speed Law states: *No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and surface and width of the highway, and in no event at a speed which endangers the safety of persons or property.*





***Grand Avenue – From Wildwood Avenue to Rose Avenue***

The posted speed limit along Grand Avenue is 25 mph in both directions. Grand Avenue has a slight down grade in the southbound direction and allows on-street parking on the west side of the street. Class II bike lanes have been added to the segment of Grand Avenue south of Cambridge Way in both directions. Field observations confirm a 5 mph reduction to the rounded 85<sup>th</sup> percentile speed be applied based on the bicycle lanes and residential character of the street.

***Moraga Avenue – From Ramona Avenue to Maxwellton Road***

Moraga Avenue is an undivided two-lane segment with Class II bike lane and on-street parking in the eastbound direction on the south side of the street, and a shared lane in the westbound direction. The Class II bike lane also transitions to a shared lane starting from the east of the intersection of Moraga Ave & Estrella Ave. Given the majority of Moraga Avenue has housing on only one side of the street and a cross section that is wider than most streets in Piedmont, a posted speed limit of 30 mph is appropriate for this facility.

***Highland Avenue – From Moraga Avenue to Magnolia Avenue***

Highland Avenue is a four-lane undivided roadway in the north-south direction. The posted speed limit is 25 miles per hour. The grade is relatively flat along the entire length of the study segment. On-street parking is available on both sides of the street. There two uncontrolled school crossings adjacent to Havens Elementary School. Field observations confirm a 5 mph reduction to the rounded 85<sup>th</sup> percentile speed is justified based on the proximity to a school and the uncontrolled pedestrian crossings. Therefore, a posted speed limit of 25 mph is appropriate.

***Highland Avenue – From Magnolia Avenue to Wildwood Avenue***

Highland Avenue from Magnolia Avenue to Wildwood Avenue has a single lane in each direction with on-street parking generally allowed. There are a number of uncontrolled crosswalks for pedestrians to access the Piedmont Community Hall and to connect residential communities on both sides of the street. Based on the field observations, a posted speed limit of 25 mph is appropriate based on the residential character of the street and the uncontrolled pedestrian crossings.

***Wildwood Avenue – From Highland Avenue to Crocker Avenue***

Wildwood Avenue is a narrow street where on-street parking is allowed on both sides of the roadway. The street is lined by residential houses. Based on the residential context of the street and the on-street parking along both sides of the roadway, a 5 mph reduction to the rounded 85<sup>th</sup> percentile speed is appropriate resulting in a posted speed limit of 25 mph.

***Crocker Avenue – From Wildwood Avenue to Ashmont Avenue***

Similar in context to Wildwood Avenue, Crocker Avenue has a single lane in each direction with parking allowed on both sides of the street. The recorded 85<sup>th</sup> percentile speed of 25 mph is consistent with the existing posted speed limit and field observations support no change to the existing posted speed limit.

***Hampton Road – From Crocker Avenue to Estates Drive***

Hampton Road is a two-lane undivided major collector running in the east-west direction in a mostly residential land use area. There is on-street parking on either side of the street and the street has a number of horizontal curves. Field observations support a posted speed limit of 25 mph is appropriate based on the residential context of the street, on-street parking, and horizontal curves.

***La Salle Avenue – From Hampton Road to Indian Road***

La Salle Avenue is a two-lane roadway in the east-west direction without pedestrian sidewalks. On-street parking is provided on both sides of the street, and it is noted that the roadway narrows considerably when vehicles are parked on both sides of the street. There are also narrow sidewalks with no buffers on each side of the street. Based on these conditions and the collected data, a posted speed limit of 25 mph is appropriate.

***La Salle Avenue – From Hampton Road to Crest Road***

La Salle Avenue north of Hampton Road is a winding two lane roadway that passes Hampton Field. Field observations show vehicles generally park on both sides of La Salle Avenue near Hampton Field significantly reducing the clear roadway width effectively creating a one-way traffic pattern. As the roadway climbs the hill toward Crest Road, it develops horizontal curves with limited visibility around the corner. These field observations support a 5 mph reduction for the rounded 85<sup>th</sup> percentile speed. Therefore, 25 mph is an appropriate speed limit for this facility.

***Trestle Glen Road – From Valant Place to Park Boulevard***

Trestle Glen Road is a two-lane undivided local street. There is a considerably steep grade to and from Park Avenue. Posted speed limit along the study segment is 25 mph. Sidewalks are provided on both sides of the street with on-street parking only available on the south side of the street. Based on the residential context of the area, a posted speed limit of 25 mph is appropriate.

## Crash History

CVC Section 627 states that accident records shall be considered in an Engineering and Traffic Survey. To that end, the collision history at the study roadways was obtained from the Statewide Integrated Traffic Records System (SWITRS) for the years 2016 through 2021. The collision history presented in this report covers all reported collisions on the study roadways, regardless of whether they occurred where the speed surveys were collected. Table 2, Figure 2, and Figure 3 summarize the SWITRS crash data.

**Table 2: Crash History Summary**

Road Segments	Total Collisions (2016 – 2021)	Fatal/Injury Collisions	Collisions Due to Unsafe Speed	Pedestrian Involved
Linda Avenue	19	4	1	1
Oakland Avenue	29	11	4	3
Grand Avenue	62	14	8	0
Moraga Avenue	32	6	3	1
Highland Avenue (Moraga to Magnolia)	19	5	2	2
Highland Avenue (Magnolia to Wildwood)	5	0	0	0
Wildwood Avenue	1	2	0	0
Crocker Avenue	5	4	0	0
Hampton Road	10	4	0	0
La Salle Avenue (Hampton to Indian)	3	4	0	0
La Salle Avenue (Hampton to Crest)	1	4	0	0
Trestle Glen	7	4	0	0

Figure 2: Total Crashes (2016-2021) by Year

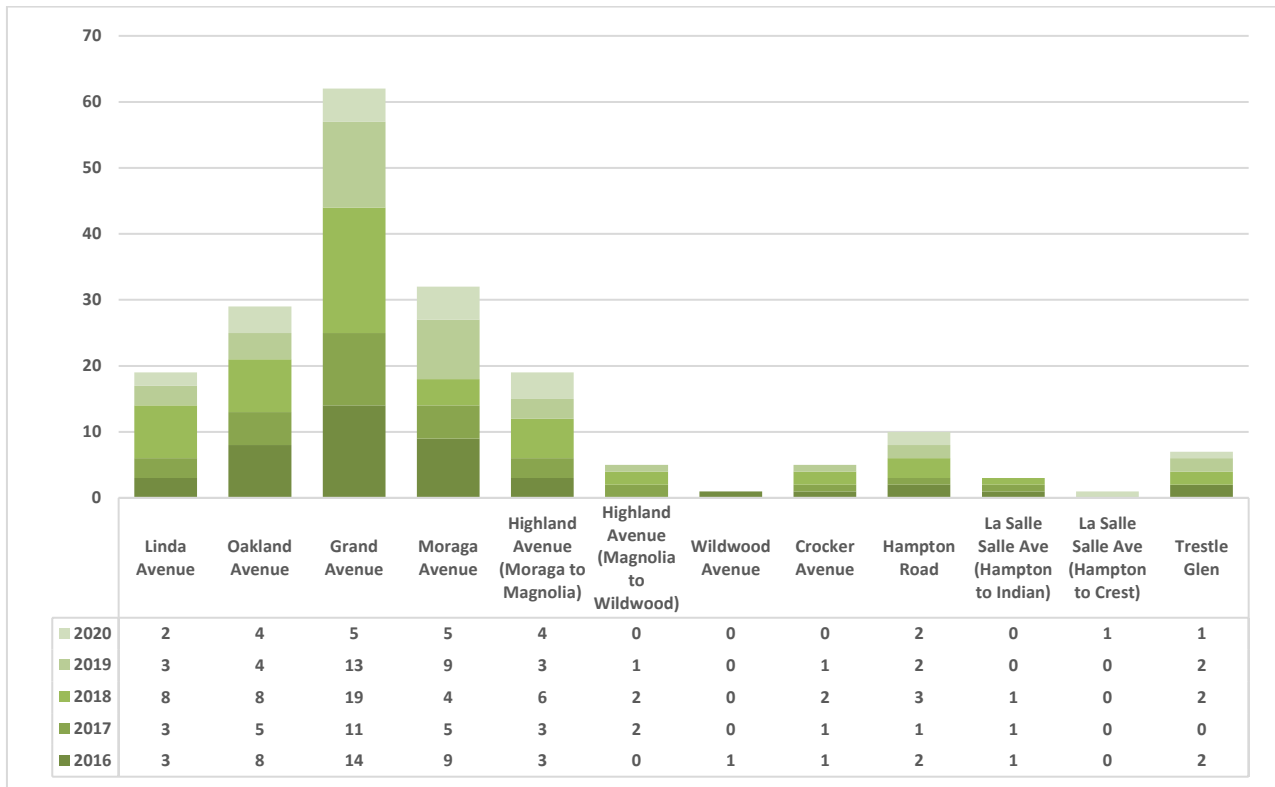
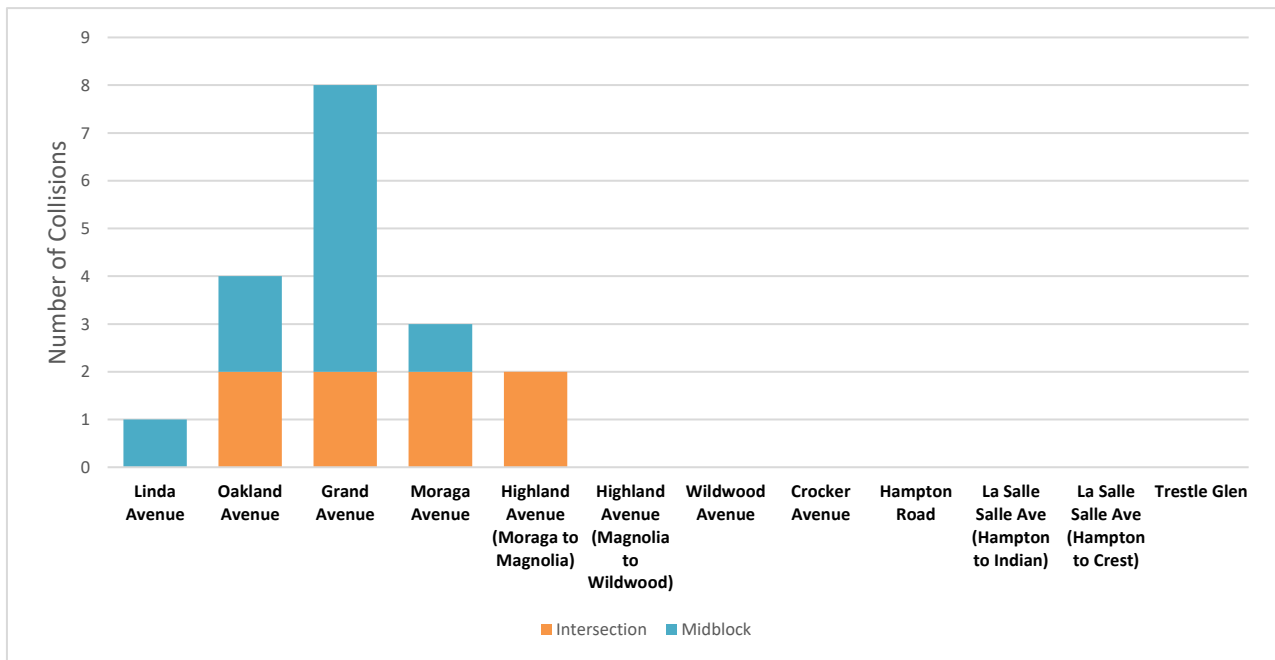


Figure 3: Collisions Due to Unsafe Speed (2016-2021)



## Appendix 1 Collected Speed Data

# SPOT SPEED SURVEY

Linda Ave From Kingston Ave to Grand Ave

Time: 8:00 AM

Date: 6/10/2021 (Thur)

Posted Speed: 25 mph

Site Code: 15376216

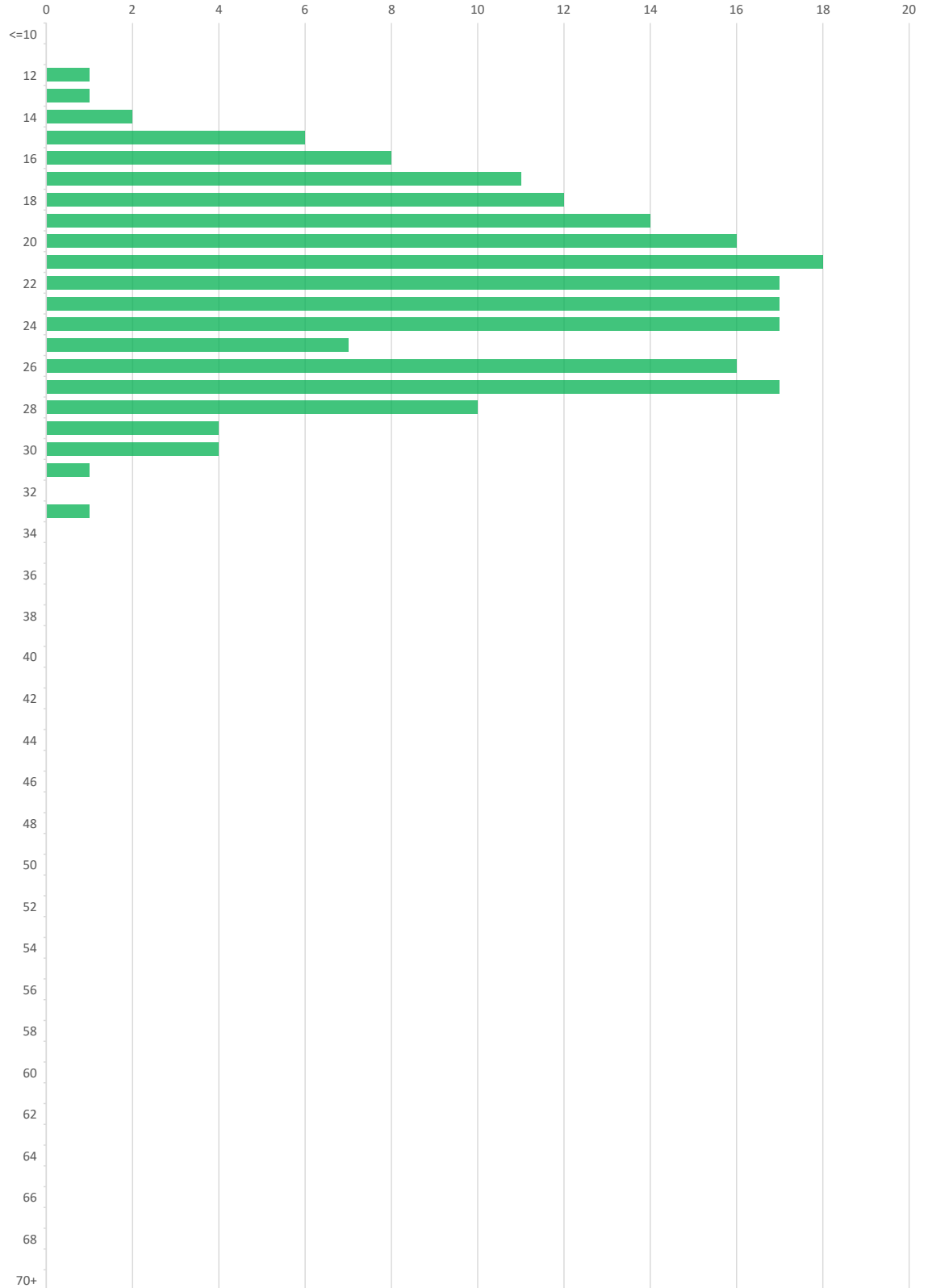
Direction: NB SB

Surveyor: Brian Durrett



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	200	12-33	22	27	18-27	151	75.5%	29 / 14.5%	20 / 10.0%

Speed	Total
<=10	0
11	0
12	1
13	1
14	2
15	6
16	8
17	11
18	12
19	14
20	16
21	18
22	17
23	17
24	17
25	7
26	16
27	17
28	10
29	4
30	4
31	1
32	0
33	1
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Linda Ave From Kingston Ave to Grand Ave

Time: 8:00 AM

Date: 6/10/2021 (Thur)

Posted Speed: 25 mph

Site Code: 15376216

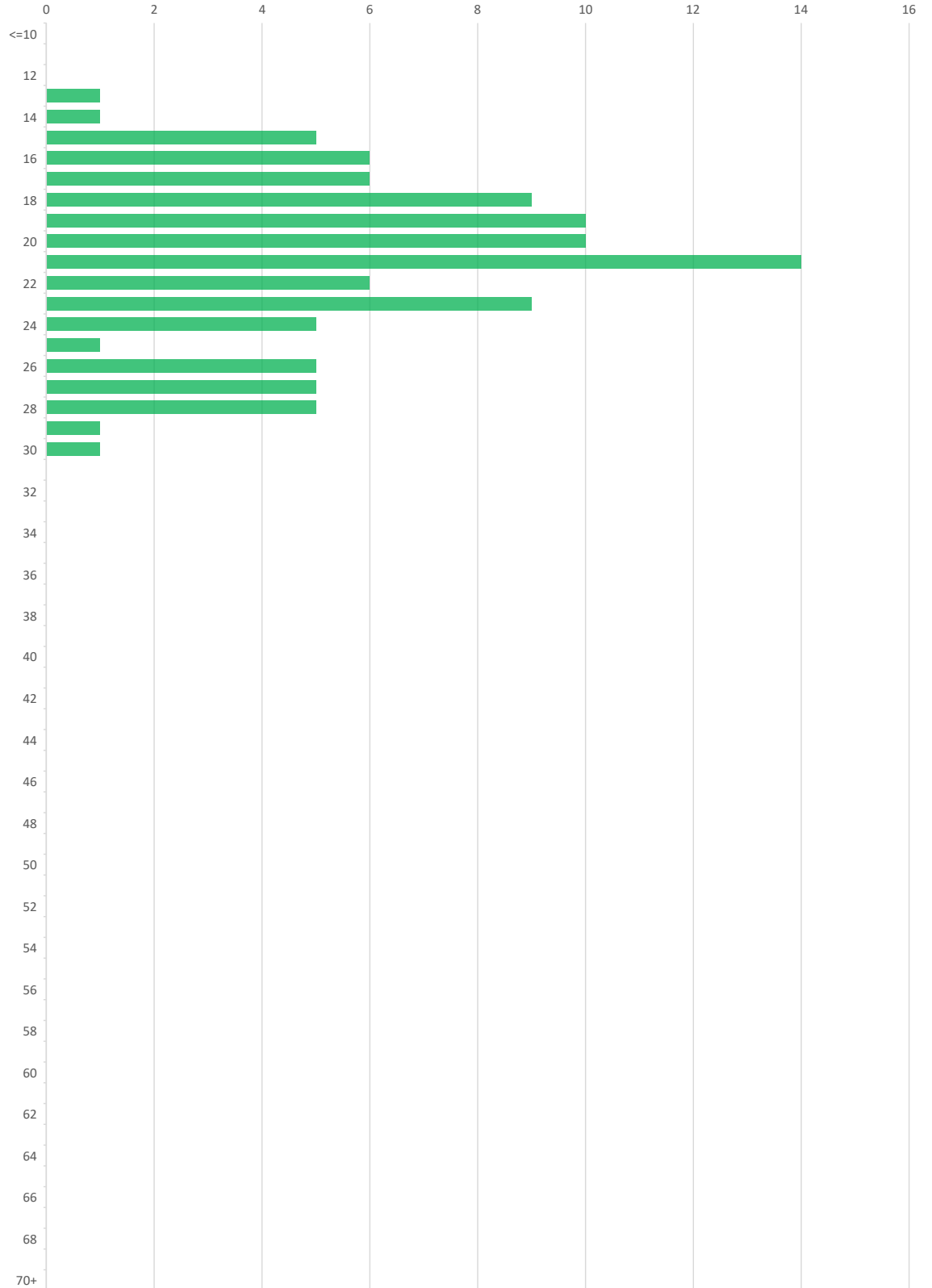
Direction: NB

Surveyor: Brian Durrett



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	100	13-30	21	26	15-24	80	80.0%	2 / 2.0%	18 / 18.0%

Speed	Total
<=10	0
11	0
12	0
13	1
14	1
15	5
16	6
17	6
18	9
19	10
20	10
21	14
22	6
23	9
24	5
25	1
26	5
27	5
28	5
29	1
30	1
31	0
32	0
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



### SPOT SPEED SURVEY

Linda Ave From Kingston Ave to Grand Ave

Time: 8:00 AM

Date: 6/10/2021 (Thur)

Posted Speed: 25 mph

Site Code: 15376216

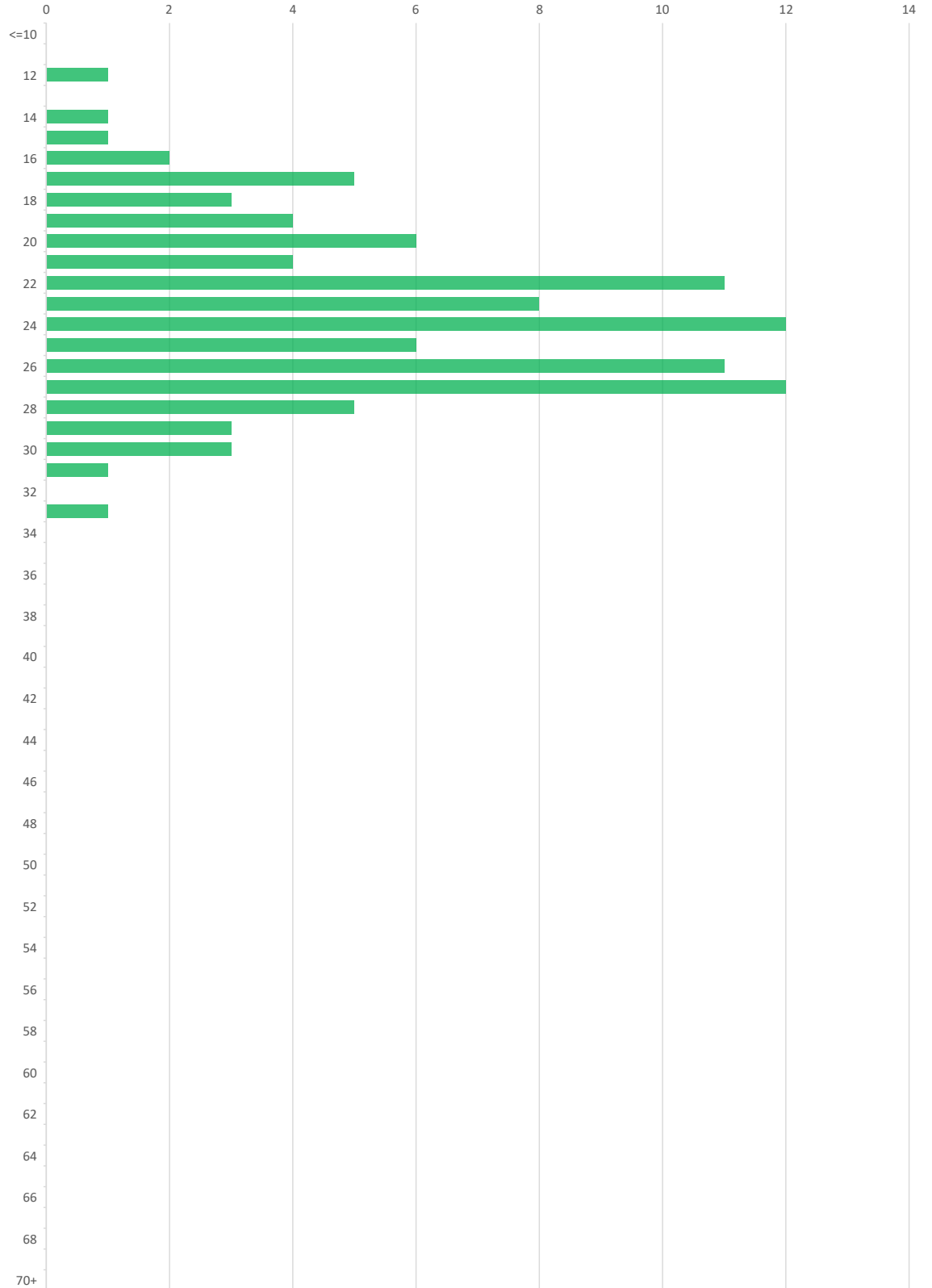
Direction: SB

Surveyor: Brian Durrett



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	100	12-33	24	27	19-28	79	79.0%	13 / 13.0%	8 / 8.0%

Speed	Total
<=10	0
11	0
12	1
13	0
14	1
15	1
16	2
17	5
18	3
19	4
20	6
21	4
22	11
23	8
24	12
25	6
26	11
27	12
28	5
29	3
30	3
31	1
32	0
33	1
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0





# SPOT SPEED SURVEY

Oakland Ave Btwn Highland Ave & Olive Ave

Time: 9:00 AM

Date: 6/2/2021 (Wed)

Posted Speed: 25 mph

Site Code: 15376217

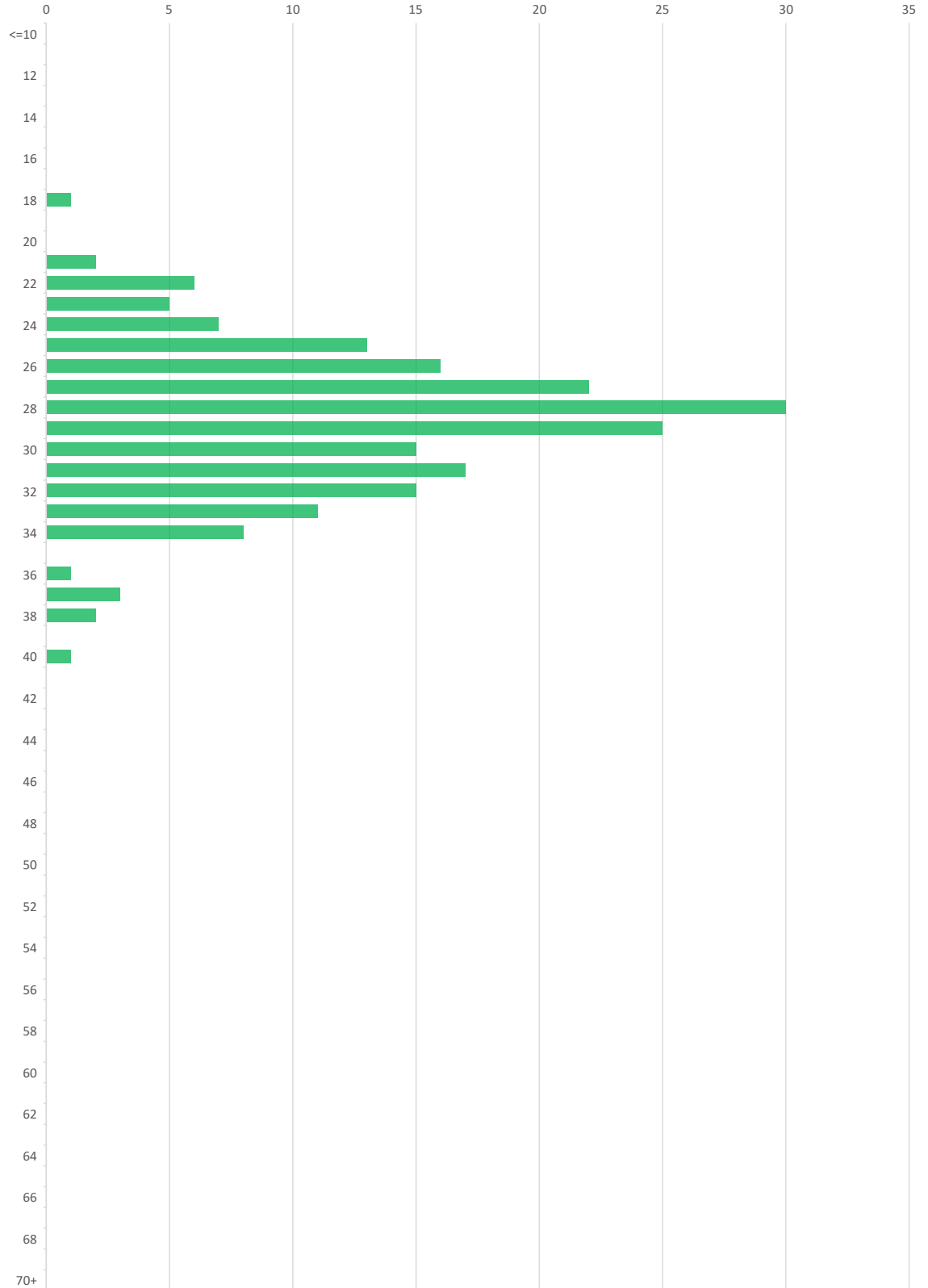
Direction: EB & WB Combined

Surveyor: Brian Durrett



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	200	18-40	28	32	25-34	172	86.0%	21 / 10.5%	7 / 3.5%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	1
19	0
20	0
21	2
22	6
23	5
24	7
25	13
26	16
27	22
28	30
29	25
30	15
31	17
32	15
33	11
34	8
35	0
36	1
37	3
38	2
39	0
40	1
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Oakland Ave Btwn Highland Ave & Olive Ave

Time: 9:00 AM

Date: 6/2/2021 (Wed)

Posted Speed: 25 mph

Site Code: 15376217

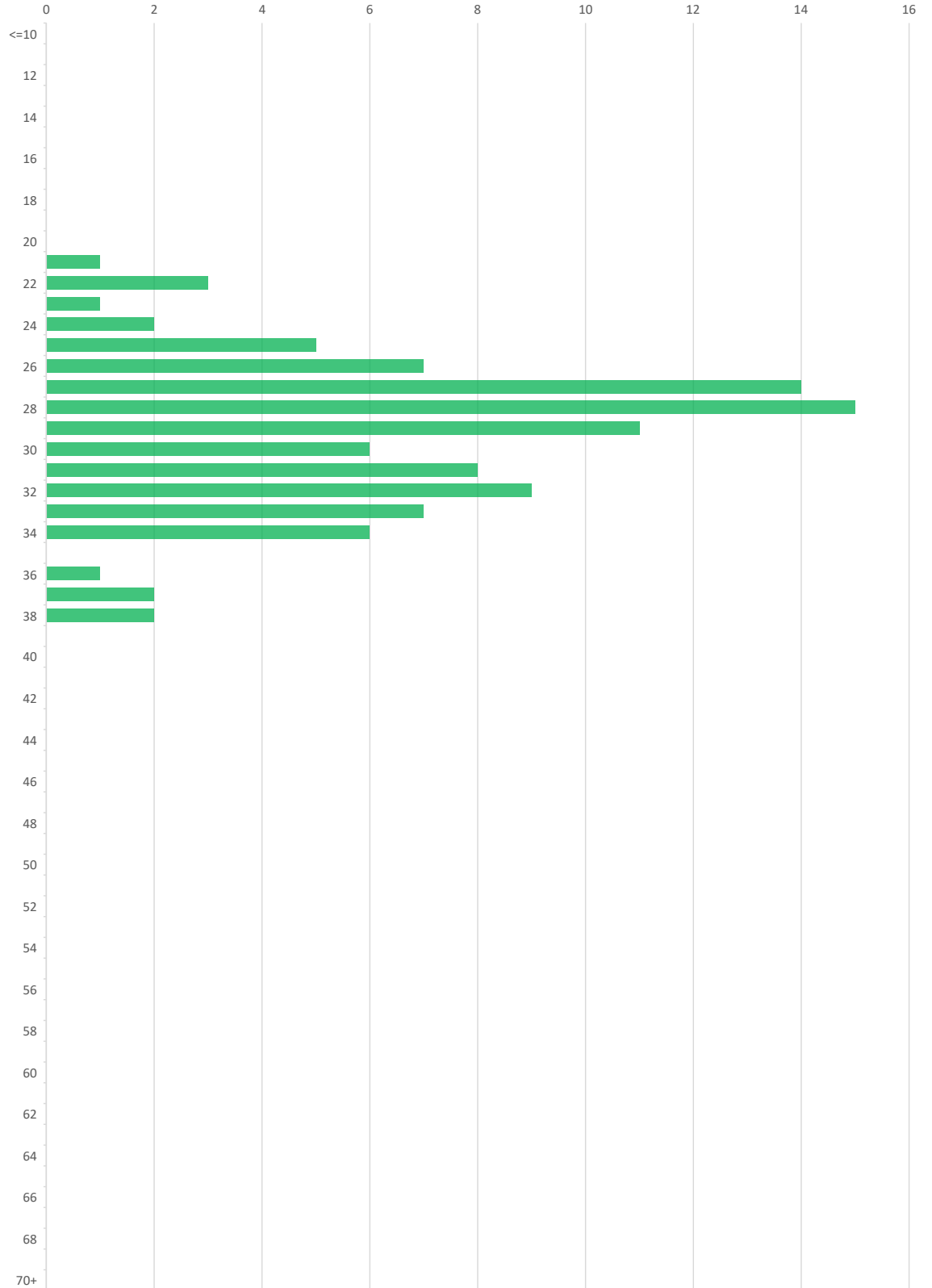
Direction: EB

Surveyor: Brian Durrett



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	100	21-38	29	33	25-34	88	88.0%	7 / 7.0%	5 / 5.0%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	1
22	3
23	1
24	2
25	5
26	7
27	14
28	15
29	11
30	6
31	8
32	9
33	7
34	6
35	0
36	1
37	2
38	2
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Oakland Ave Btwn Highland Ave & Olive Ave

Time: 9:00 AM

Date: 6/2/2021 (Wed)

Posted Speed: 25 mph

Site Code: 15376217

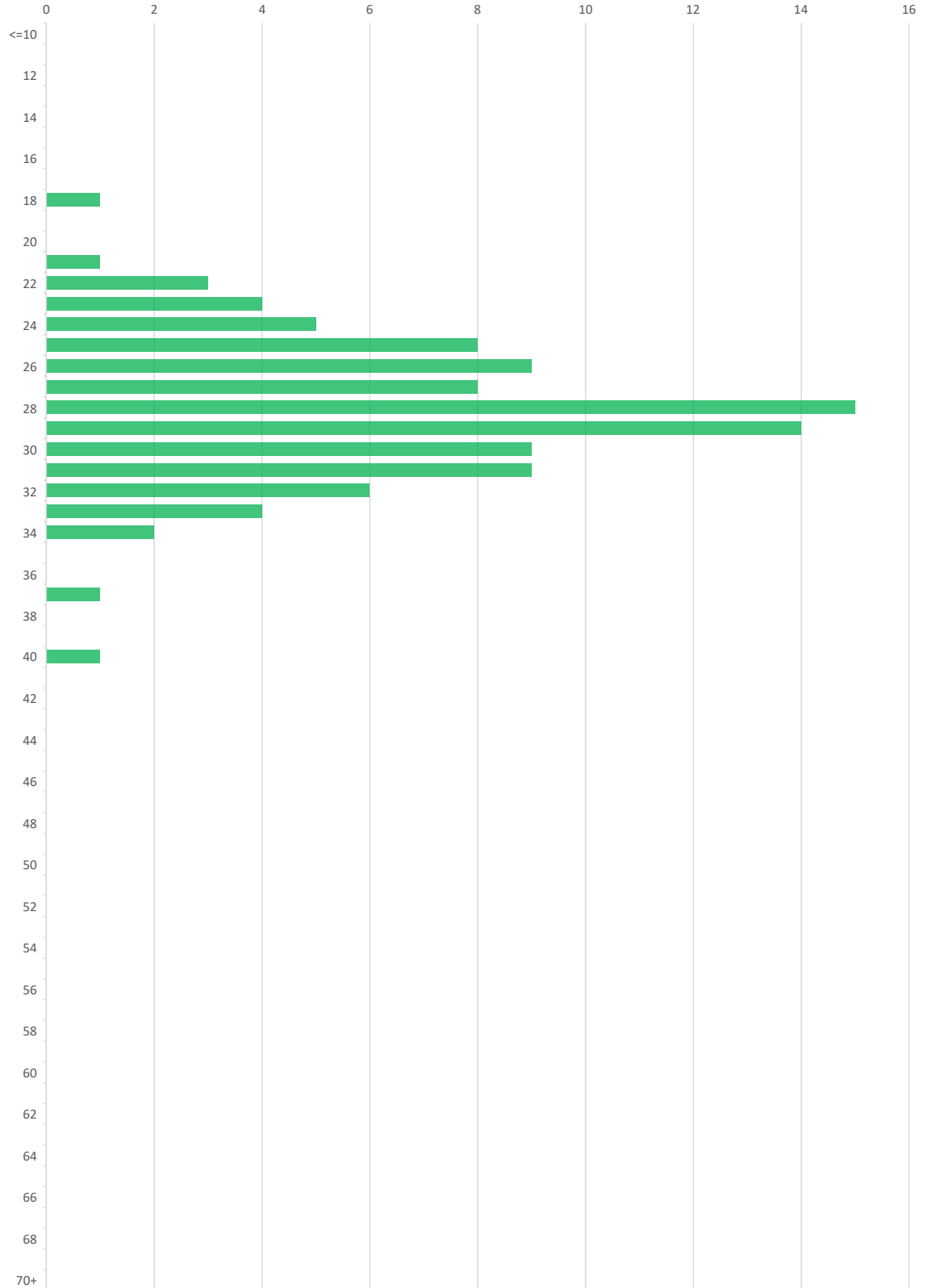
Direction: WB

Surveyor: Brian Durrett



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	100	18-40	28	31	23.5-32.5	87	87.0%	5 / 5.0%	8 / 8.0%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	1
19	0
20	0
21	1
22	3
23	4
24	5
25	8
26	9
27	8
28	15
29	14
30	9
31	9
32	6
33	4
34	2
35	0
36	0
37	1
38	0
39	0
40	1
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Grand Ave Btwn Rose Ave & Wildwood Ave

Time: 8:15 AM

Date: 6/2/2021 (Wed)

Posted Speed: 25 mph

Site Code: 15376218

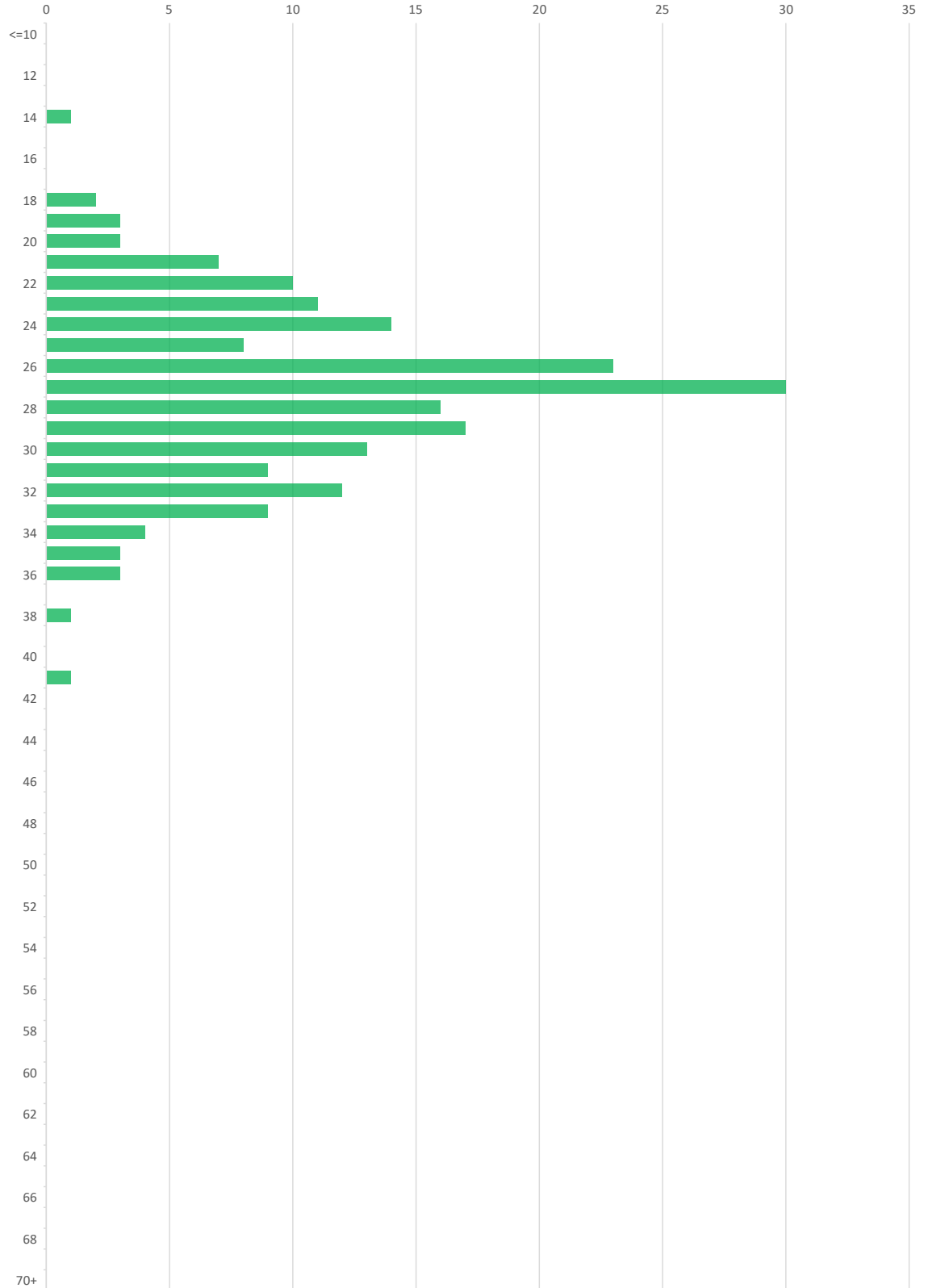
Direction: NB & SB Combined

Surveyor: Brian Durrett



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	200	14-41	27	32	23-32	153	76.5%	26 / 13.0%	21 / 10.5%

Speed	Total
<=10	0
11	0
12	0
13	0
14	1
15	0
16	0
17	0
18	2
19	3
20	3
21	7
22	10
23	11
24	14
25	8
26	23
27	30
28	16
29	17
30	13
31	9
32	12
33	9
34	4
35	3
36	3
37	0
38	1
39	0
40	0
41	1
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Grand Ave Btwn Rose Ave & Wildwood Ave

Time: 8:15 AM

Date: 6/2/2021 (Wed)

Posted Speed: 25 mph

Site Code: 15376218

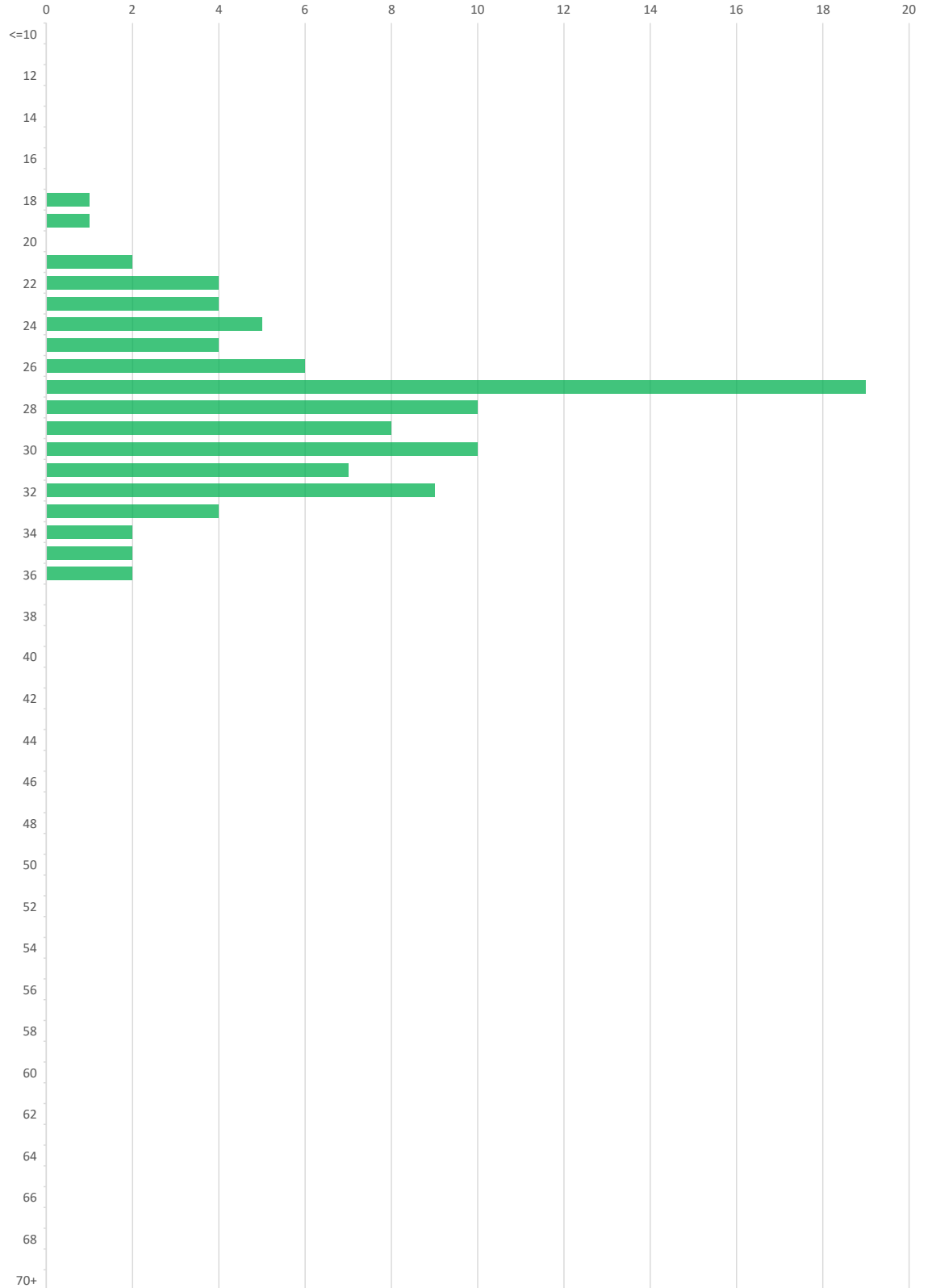
Direction: NB

Surveyor: Brian Durrett



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	100	18-36	28	32	23.5-32.5	82	82.0%	8 / 8.0%	10 / 10.0%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	1
19	1
20	0
21	2
22	4
23	4
24	5
25	4
26	6
27	19
28	10
29	8
30	10
31	7
32	9
33	4
34	2
35	2
36	2
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Grand Ave Btwn Rose Ave & Wildwood Ave

Time: 8:15 AM

Date: 6/2/2021 (Wed)

Posted Speed: 25 mph

Site Code: 15376218

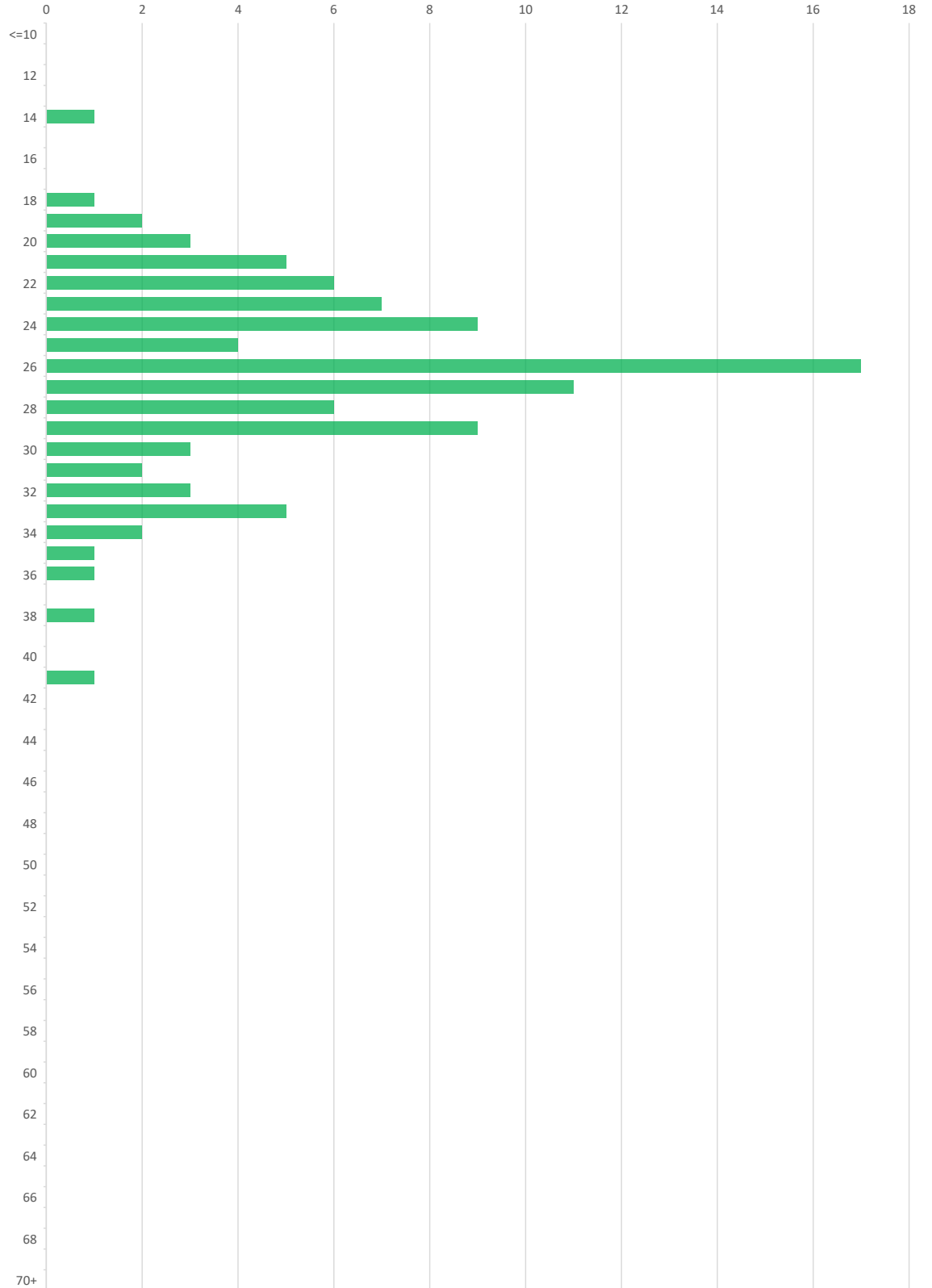
Direction: SB

Surveyor: Brian Durrett



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	100	14-41	26	31	20.5-29.5	77	77.0%	4 / 4.0%	19 / 19.0%

Speed	Total
<=10	0
11	0
12	0
13	0
14	1
15	0
16	0
17	0
18	1
19	2
20	3
21	5
22	6
23	7
24	9
25	4
26	17
27	11
28	6
29	9
30	3
31	2
32	3
33	5
34	2
35	1
36	1
37	0
38	1
39	0
40	0
41	1
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Moraga Ave Btwn Ramona Ave & Maxwellton Rd

Time: 9:45 AM

Date: 6/17/2021 (Thur)

Posted Speed: 25 mph

Site Code: 15376219

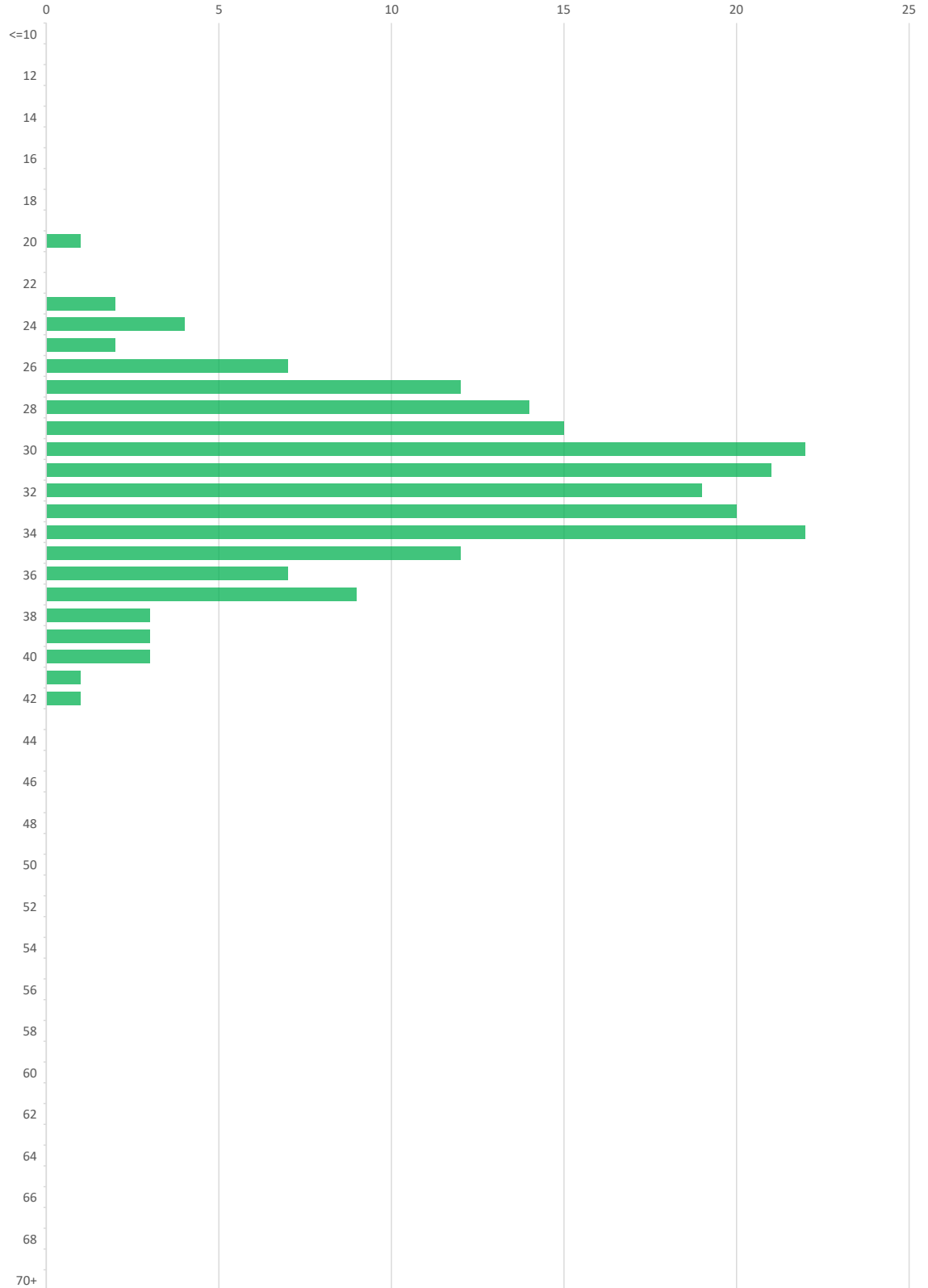
Direction: EB & WB Combined

Surveyor: Brian Durrett



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	200	20-42	31	35	26.5-35.5	164	82.0%	9 / 4.5%	27 / 13.5%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	1
21	0
22	0
23	2
24	4
25	2
26	7
27	12
28	14
29	15
30	22
31	21
32	19
33	20
34	22
35	12
36	7
37	9
38	3
39	3
40	3
41	1
42	1
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Moraga Ave Btwn Ramona Ave & Maxwellton Rd

Time: 9:45 AM

Date: 6/17/2021 (Thur)

Posted Speed: 25 mph

Site Code: 15376219

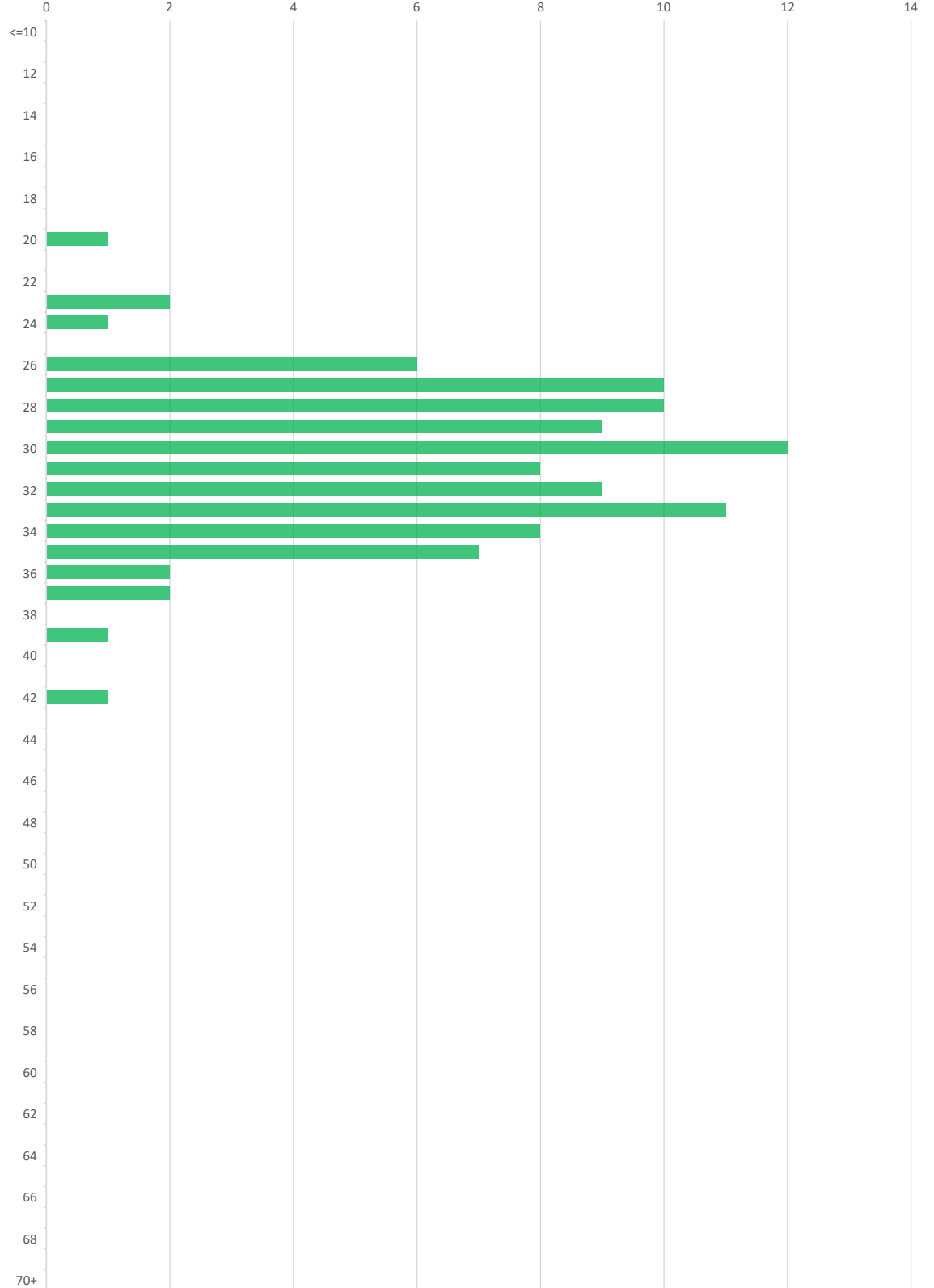
Direction: EB

Surveyor: Brian Durrett



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	100	20-42	30	34	26-35	90	90.0%	4 / 4.0%	6 / 6.0%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	1
21	0
22	0
23	2
24	1
25	0
26	6
27	10
28	10
29	9
30	12
31	8
32	9
33	11
34	8
35	7
36	2
37	2
38	0
39	1
40	0
41	0
42	1
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0





# SPOT SPEED SURVEY

Moraga Ave Btwn Ramona Ave & Maxwellton Rd

Time: 9:45 AM

Date: 6/17/2021 (Thur)

Posted Speed: 25 mph

Site Code: 15376219

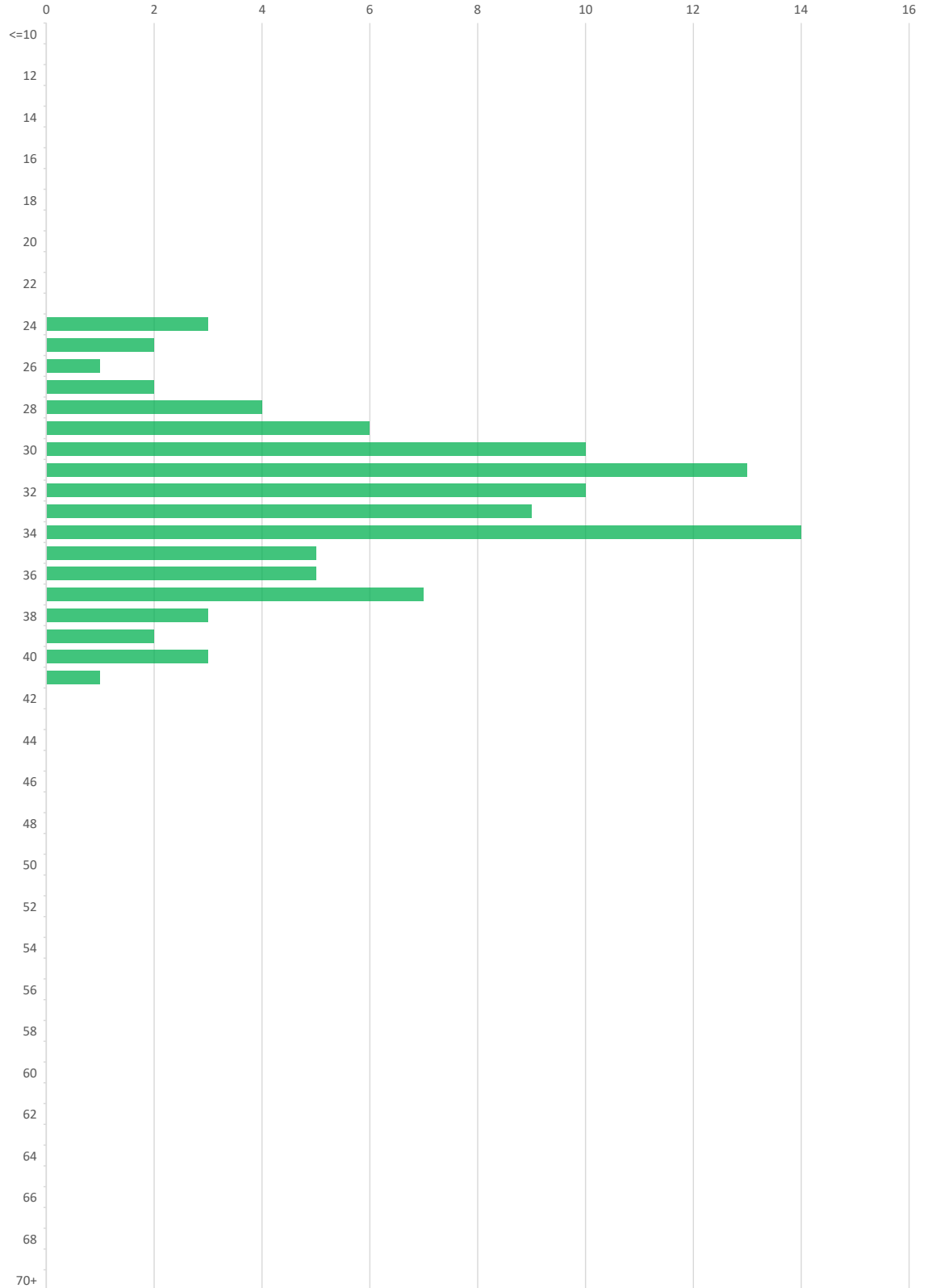
Direction: WB

Surveyor: Brian Durrett



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	100	24-41	32	37	28-37	83	83.0%	8 / 8.0%	9 / 9.0%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	3
25	2
26	1
27	2
28	4
29	6
30	10
31	13
32	10
33	9
34	14
35	5
36	5
37	7
38	3
39	2
40	3
41	1
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Highland Ave btwn Moraga Ave & Magnolia Ave

Time: 9:21 AM

Date: 6/29/2021 (Tue)

Posted Speed: 25 mph

Site Code: 15376220

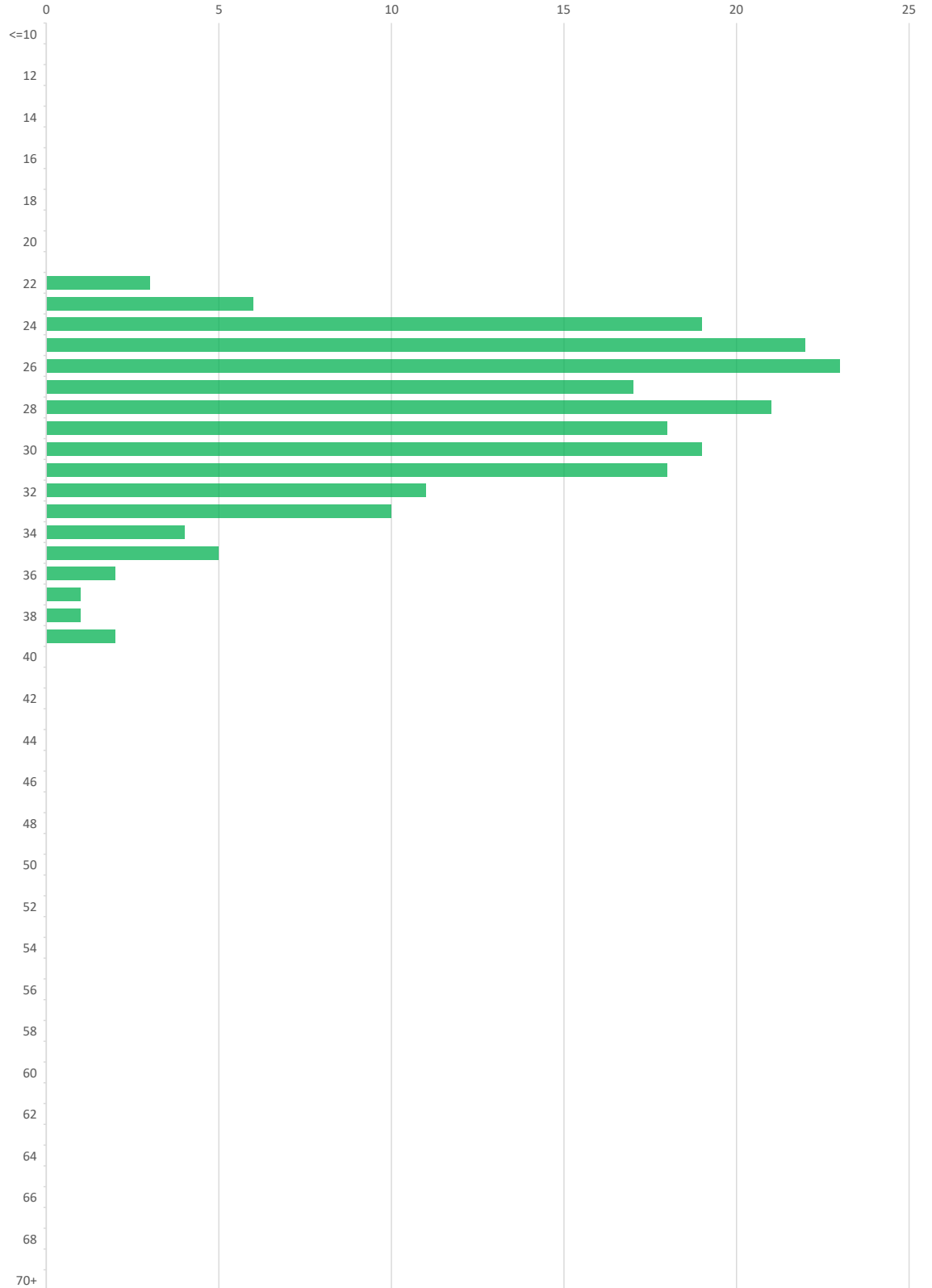
Direction: NB SB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	202	22-39	28	32	24-33	178	88.1%	9 / 4.5%	15 / 7.4%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	3
23	6
24	19
25	22
26	23
27	17
28	21
29	18
30	19
31	18
32	11
33	10
34	4
35	5
36	2
37	1
38	1
39	2
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Highland Ave btwn Moraga Ave & Magnolia Ave

Time: 9:21 AM

Date: 6/29/2021 (Tue)

Posted Speed: 25 mph

Site Code: 15376220

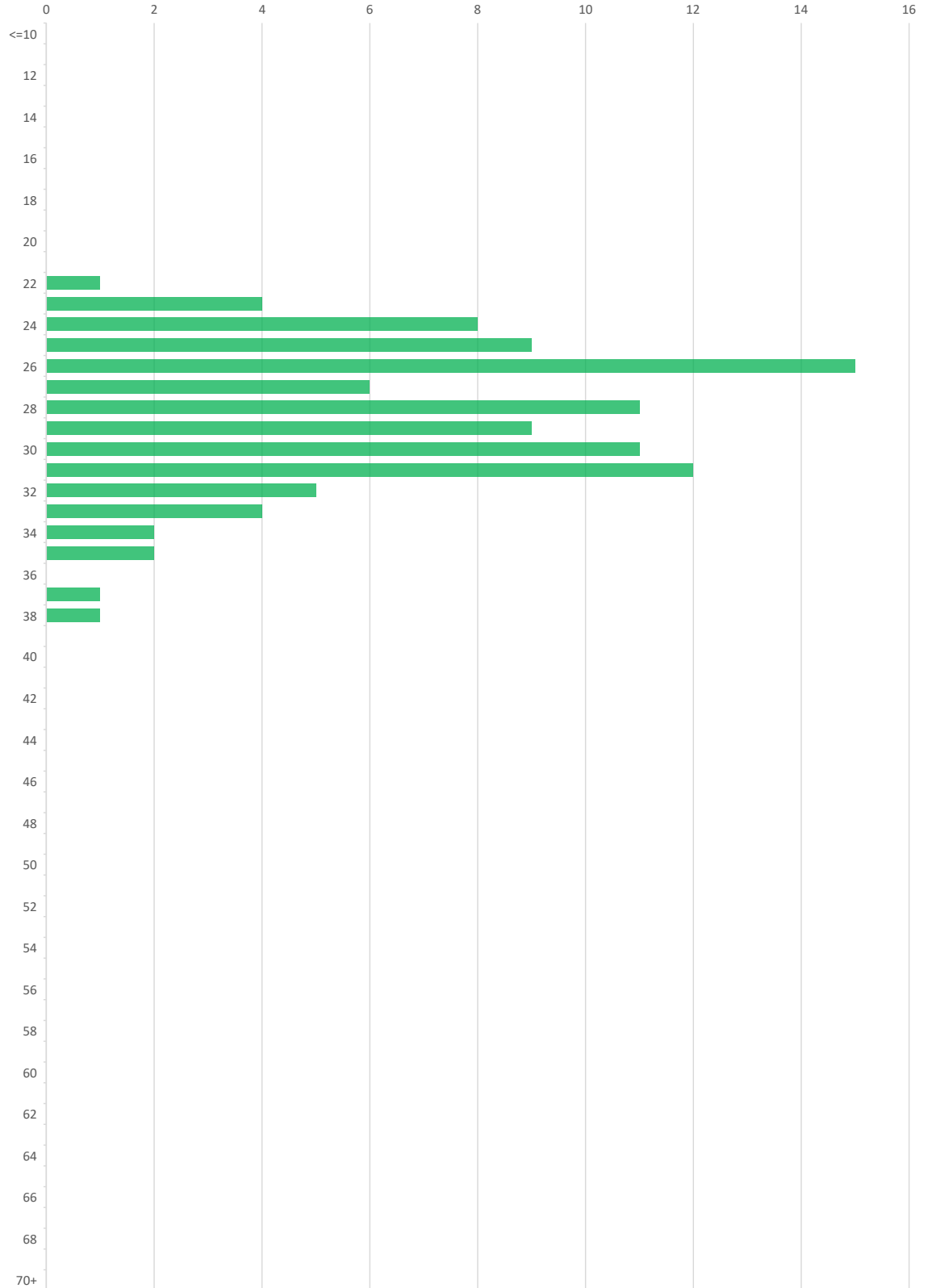
Direction: NB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	101	22-38	28	31	23.5-32.5	90	89.1%	1 / 1.0%	10 / 9.9%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	1
23	4
24	8
25	9
26	15
27	6
28	11
29	9
30	11
31	12
32	5
33	4
34	2
35	2
36	0
37	1
38	1
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Highland Ave btwn Moraga Ave & Magnolia Ave

Time: 9:21 AM

Date: 6/29/2021 (Tue)

Posted Speed: 25 mph

Site Code: 15376220

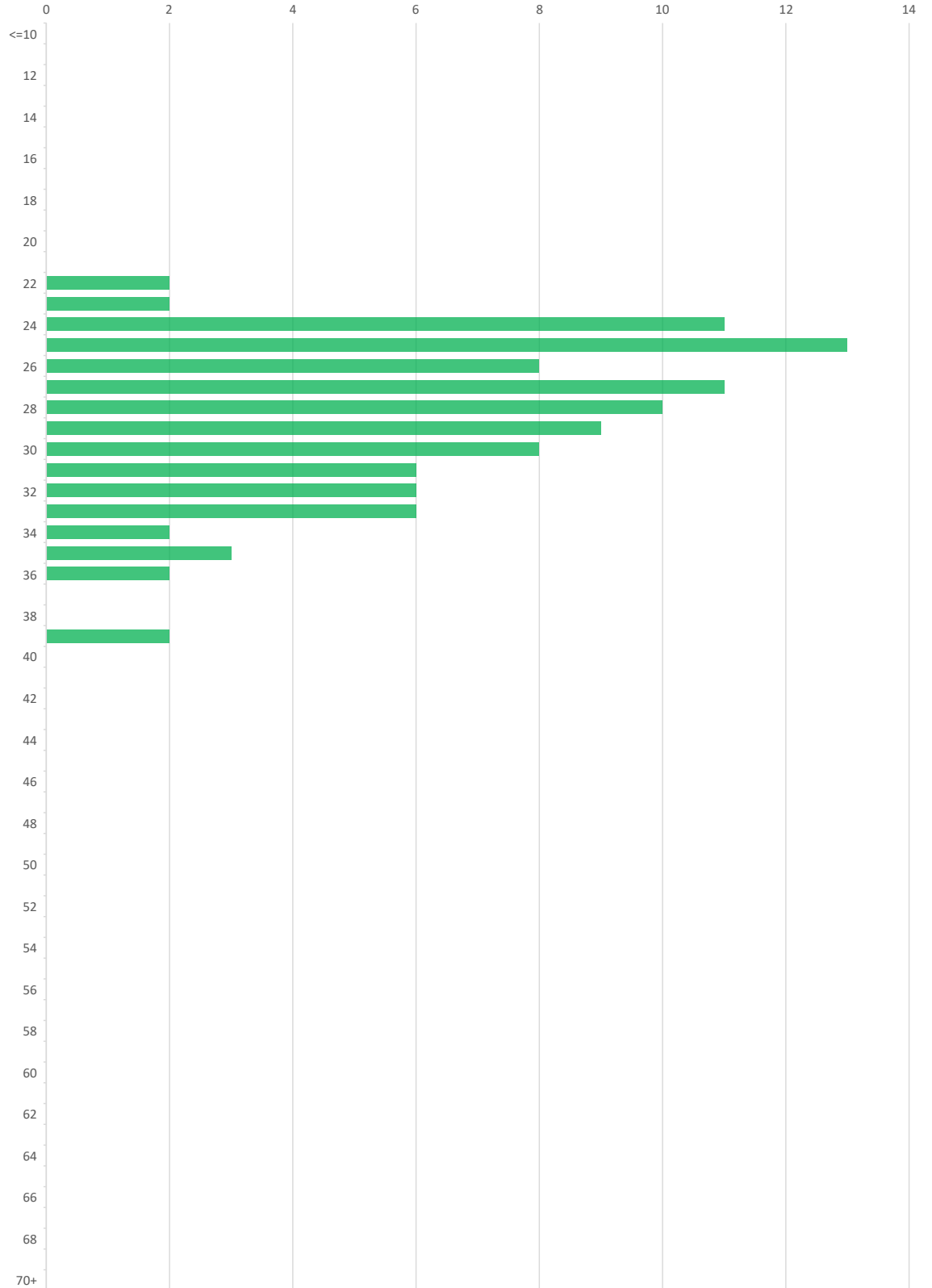
Direction: SB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	101	22-39	28	32	24-33	88	87.1%	4 / 4.0%	9 / 8.9%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	2
23	2
24	11
25	13
26	8
27	11
28	10
29	9
30	8
31	6
32	6
33	6
34	2
35	3
36	2
37	0
38	0
39	2
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Highland Ave Btwn Magnolia Ave & Wildwood Ave

Time: 11:04 AM

Date: 6/29/2021 (Tue)

Posted Speed: 25 mph

Site Code: 15376221

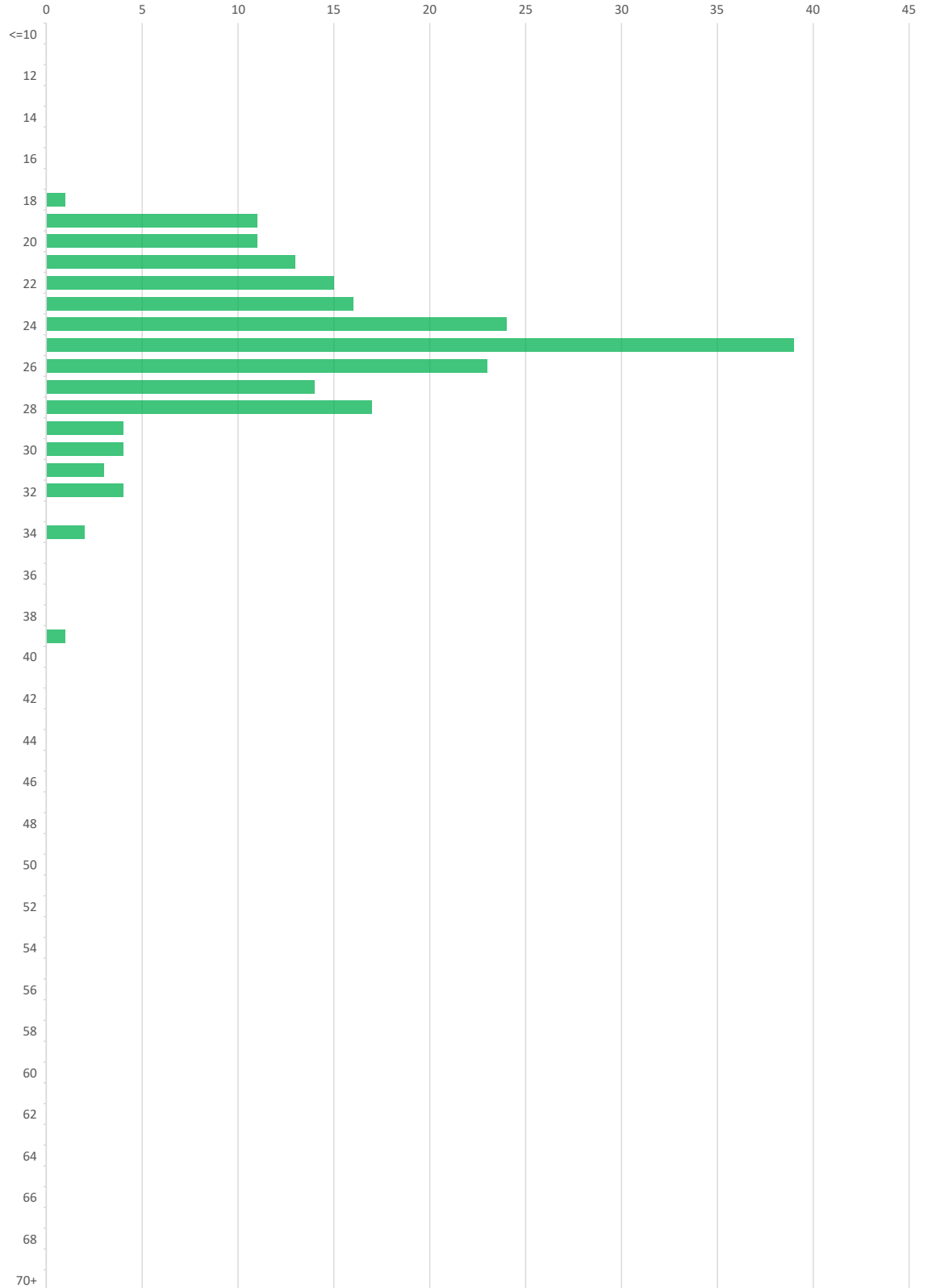
Direction: NB SB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	202	18-39	25	28	19-28	183	90.6%	1 / 0.5%	18 / 8.9%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	1
19	11
20	11
21	13
22	15
23	16
24	24
25	39
26	23
27	14
28	17
29	4
30	4
31	3
32	4
33	0
34	2
35	0
36	0
37	0
38	0
39	1
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Highland Ave Btwn Magnolia Ave & Wildwood Ave

Time: 11:04 AM

Date: 6/29/2021 (Tue)

Posted Speed: 25 mph

Site Code: 15376221

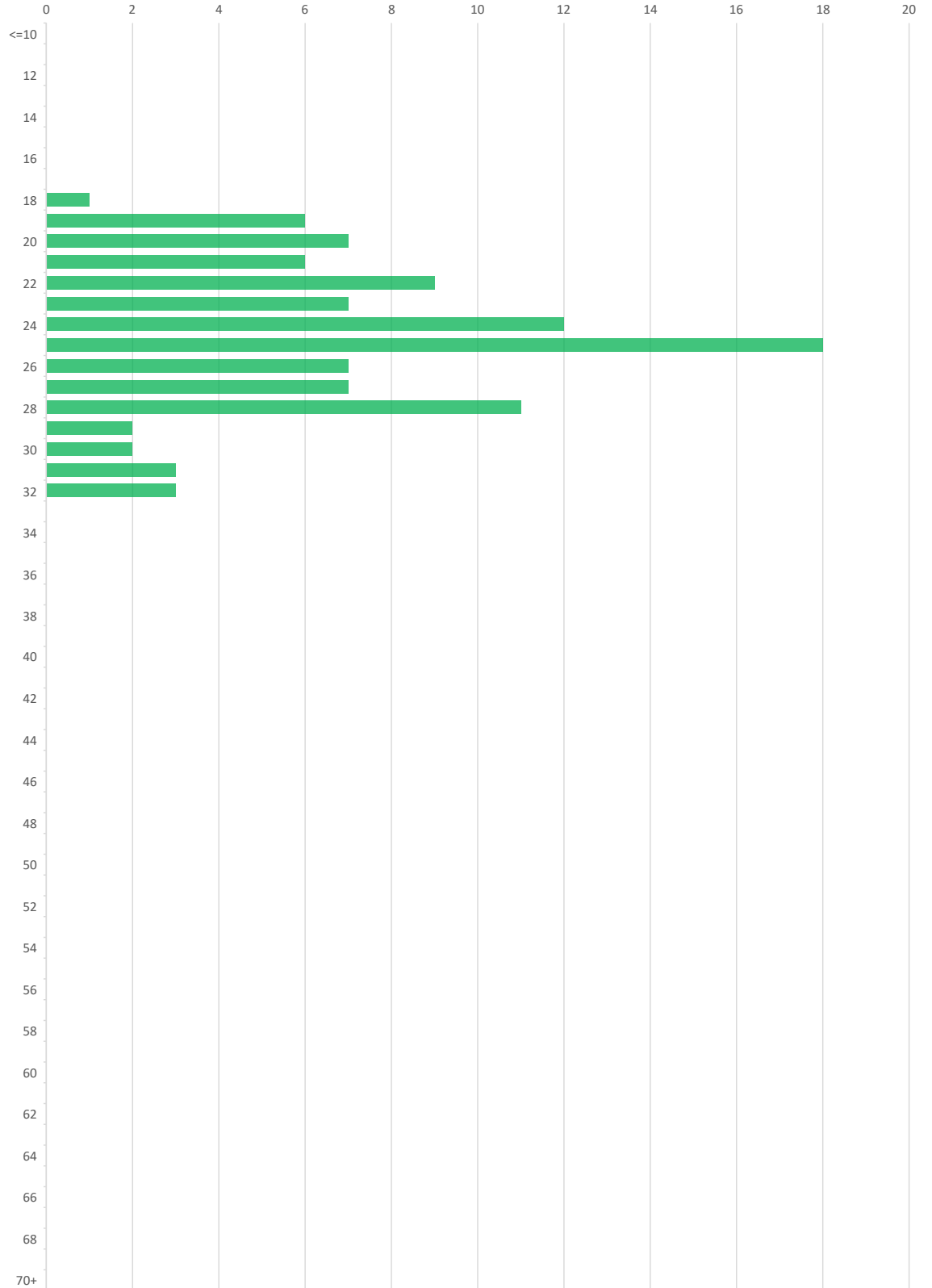
Direction: NB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	101	18-32	25	28	19-28	90	89.1%	1 / 1.0%	10 / 9.9%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	1
19	6
20	7
21	6
22	9
23	7
24	12
25	18
26	7
27	7
28	11
29	2
30	2
31	3
32	3
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



### SPOT SPEED SURVEY

Highland Ave Btwn Magnolia Ave & Wildwood Ave

Time: 11:04 AM

Date: 6/29/2021 (Tue)

Posted Speed: 25 mph

Site Code: 15376221

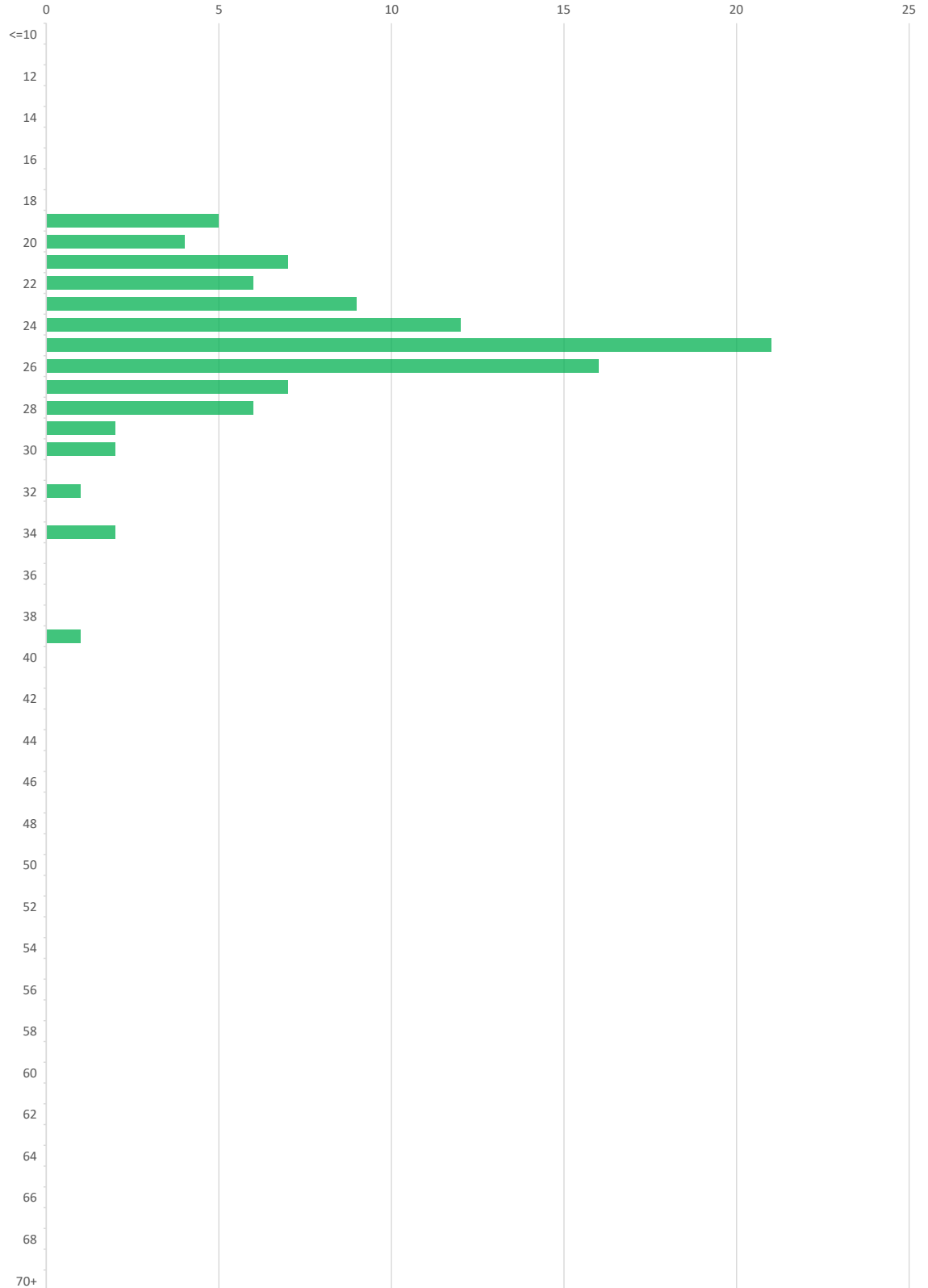
Direction: SB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	101	19-39	25	27	19-28	93	92.1%	0 / 0.0%	8 / 7.9%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	5
20	4
21	7
22	6
23	9
24	12
25	21
26	16
27	7
28	6
29	2
30	2
31	0
32	1
33	0
34	2
35	0
36	0
37	0
38	0
39	1
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Wildwood Ave Btwn Highland Ave & Crocker Ave

Time: 12:10 PM

Date: 6/29/2021 (Tue)

Posted Speed: 25 mph

Site Code: 15376222

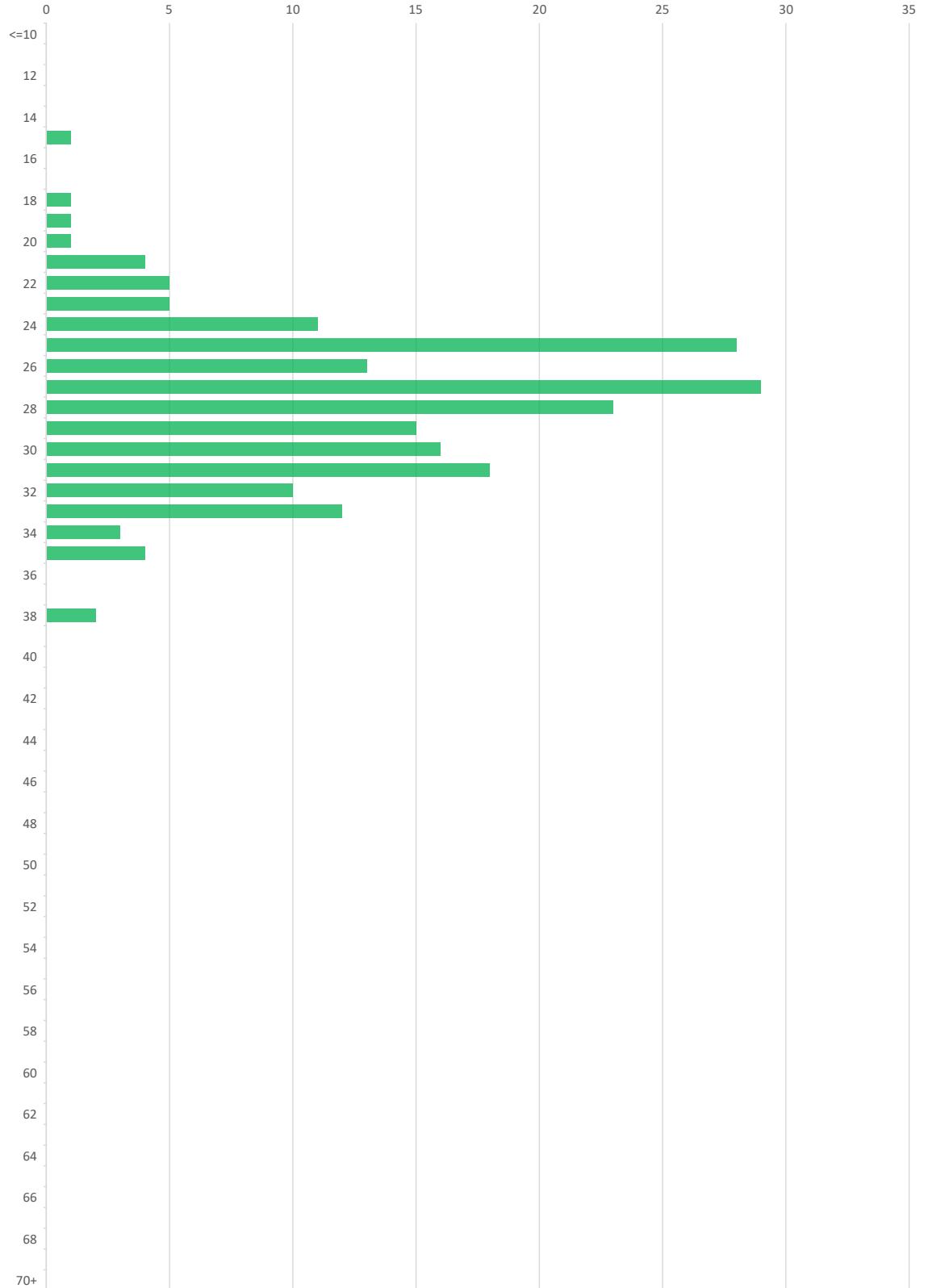
Direction: EB WB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	202	15-38	28	31	24-33	175	86.6%	18 / 8.9%	9 / 4.5%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	1
16	0
17	0
18	1
19	1
20	1
21	4
22	5
23	5
24	11
25	28
26	13
27	29
28	23
29	15
30	16
31	18
32	10
33	12
34	3
35	4
36	0
37	0
38	2
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0





# SPOT SPEED SURVEY

Wildwood Ave Btwn Highland Ave & Crocker Ave

Time: 12:10 PM

Date: 6/29/2021 (Tue)

Posted Speed: 25 mph

Site Code: 15376222

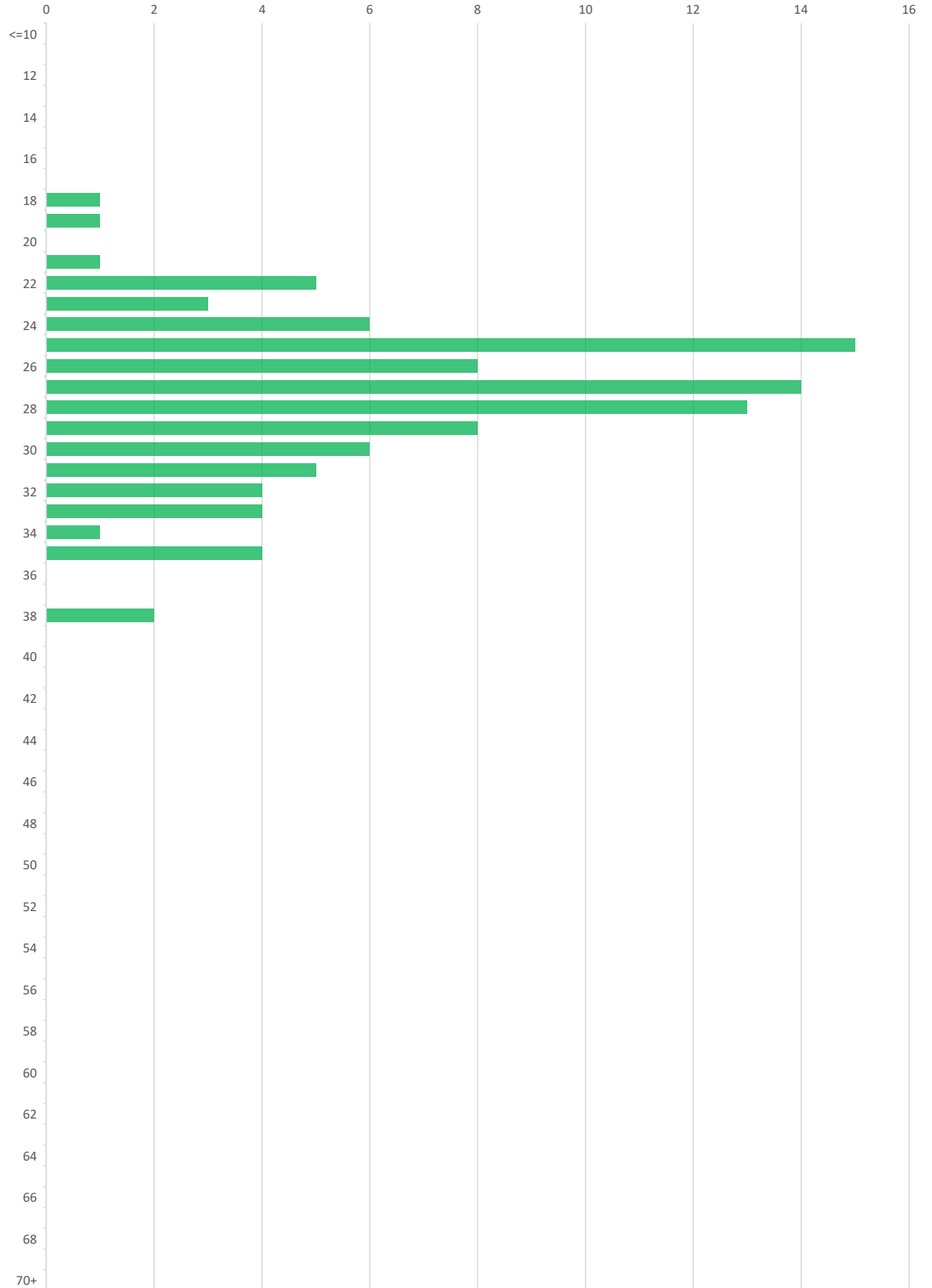
Direction: EB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	101	18-38	27	31	23-32	82	81.2%	8 / 7.9%	11 / 10.9%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	1
19	1
20	0
21	1
22	5
23	3
24	6
25	15
26	8
27	14
28	13
29	8
30	6
31	5
32	4
33	4
34	1
35	4
36	0
37	0
38	2
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Wildwood Ave Btwn Highland Ave & Crocker Ave

Time: 12:10 PM

Date: 6/29/2021 (Tue)

Posted Speed: 25 mph

Site Code: 15376222

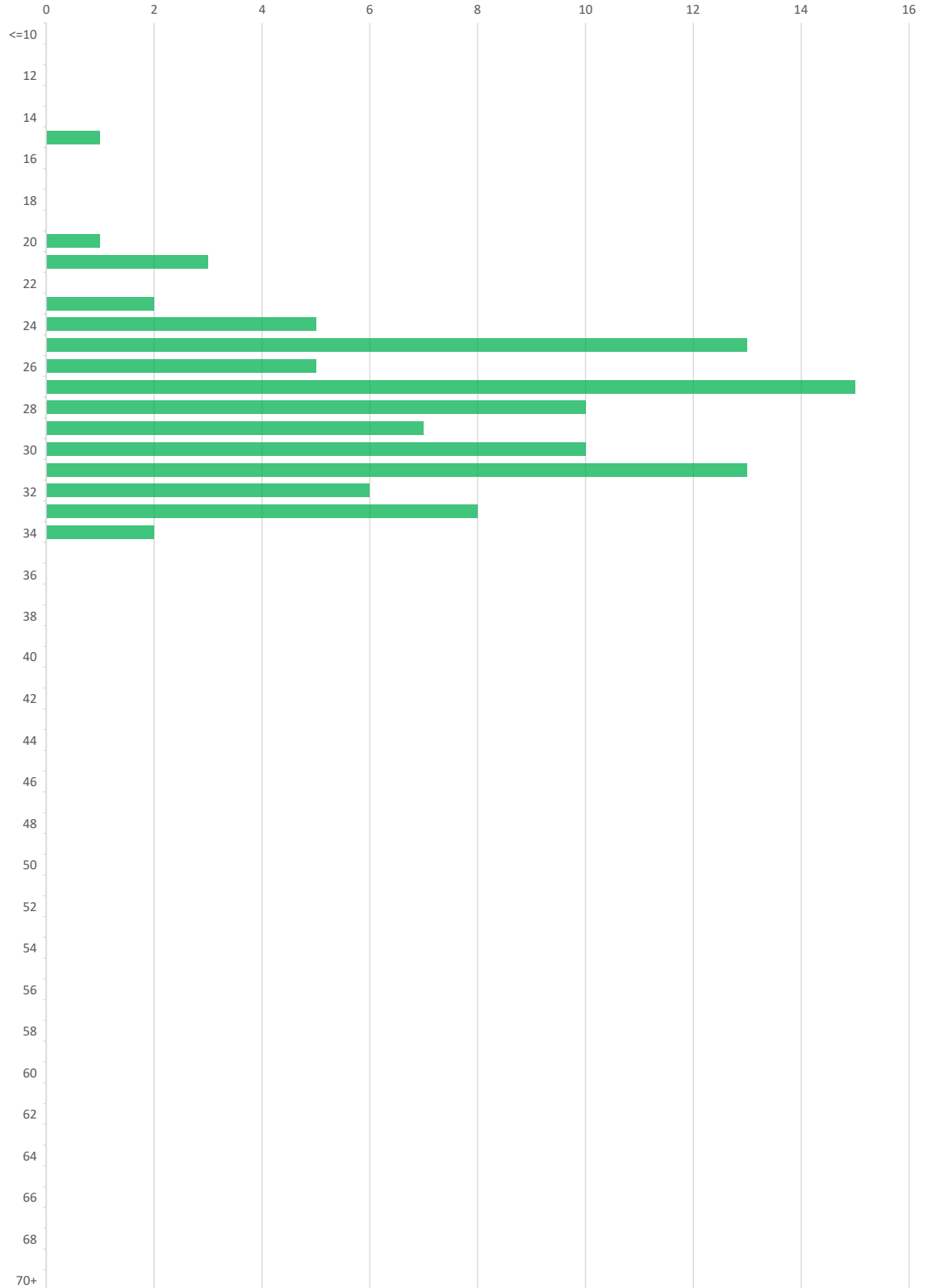
Direction: WB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	101	15-34	28	32	24-33	92	91.1%	7 / 6.9%	2 / 2.0%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	1
16	0
17	0
18	0
19	0
20	1
21	3
22	0
23	2
24	5
25	13
26	5
27	15
28	10
29	7
30	10
31	13
32	6
33	8
34	2
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Crocker Ave Btwn Wildwood Ave & Ashmont Ave

Time: 1:21 PM

Date: 6/29/2021 (Tue)

Posted Speed: 25 mph

Site Code: 15376223

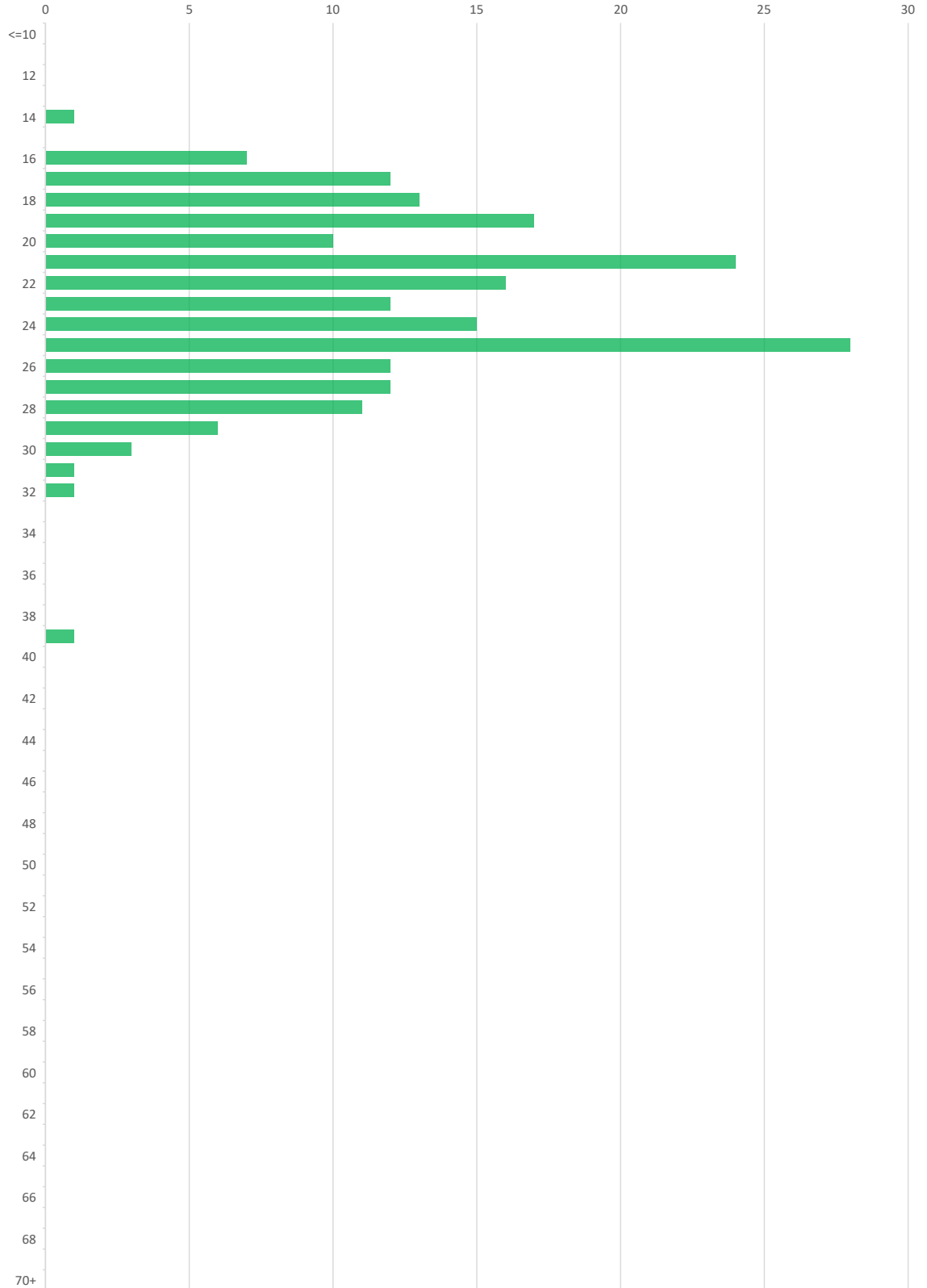
Direction: NB SB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	202	14-39	23	27	17.5-26.5	159	78.7%	8 / 4.0%	35 / 17.3%

Speed	Total
<=10	0
11	0
12	0
13	0
14	1
15	0
16	7
17	12
18	13
19	17
20	10
21	24
22	16
23	12
24	15
25	28
26	12
27	12
28	11
29	6
30	3
31	1
32	1
33	0
34	0
35	0
36	0
37	0
38	0
39	1
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Crocker Ave Btwn Wildwood Ave & Ashmont Ave

Time: 1:21 PM

Date: 6/29/2021 (Tue)

Posted Speed: 25 mph

Site Code: 15376223

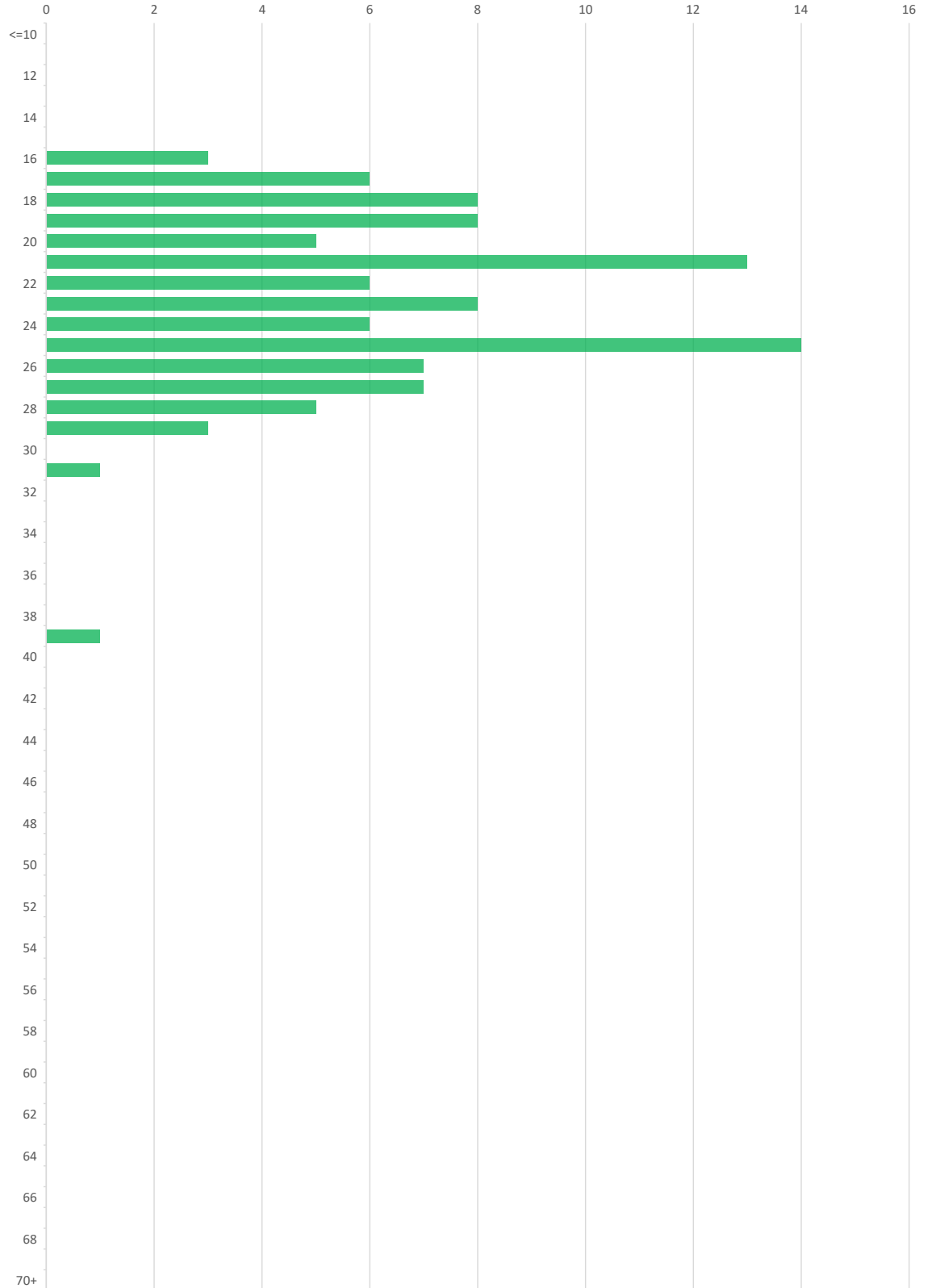
Direction: NB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	101	16-39	23	27	18-27	82	81.2%	9 / 8.9%	10 / 9.9%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	3
17	6
18	8
19	8
20	5
21	13
22	6
23	8
24	6
25	14
26	7
27	7
28	5
29	3
30	0
31	1
32	0
33	0
34	0
35	0
36	0
37	0
38	0
39	1
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Crocker Ave Btwn Wildwood Ave & Ashmont Ave

Time: 1:21 PM

Date: 6/29/2021 (Tue)

Posted Speed: 25 mph

Site Code: 15376223

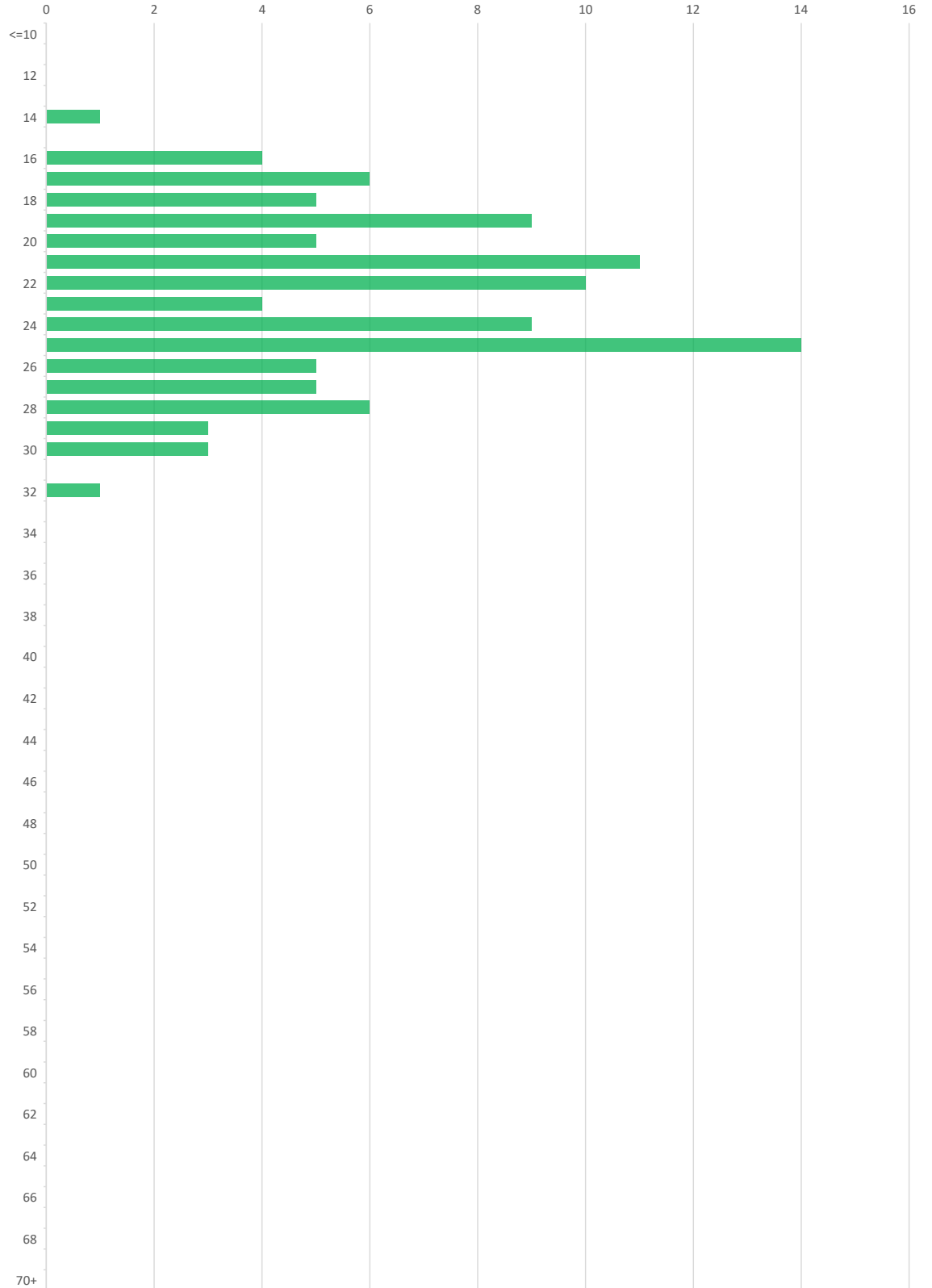
Direction: SB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	101	14-32	22	27	18-27	77	76.2%	11 / 10.9%	13 / 12.9%

Speed	Total
<=10	0
11	0
12	0
13	0
14	1
15	0
16	4
17	6
18	5
19	9
20	5
21	11
22	10
23	4
24	9
25	14
26	5
27	5
28	6
29	3
30	3
31	0
32	1
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Hampton Rd Btwn Crocker Rd & Estates Dr

Time: 3:10 PM

Date: 6/29/2021 (Tue)

Posted Speed: 25 mph

Site Code: 15376224

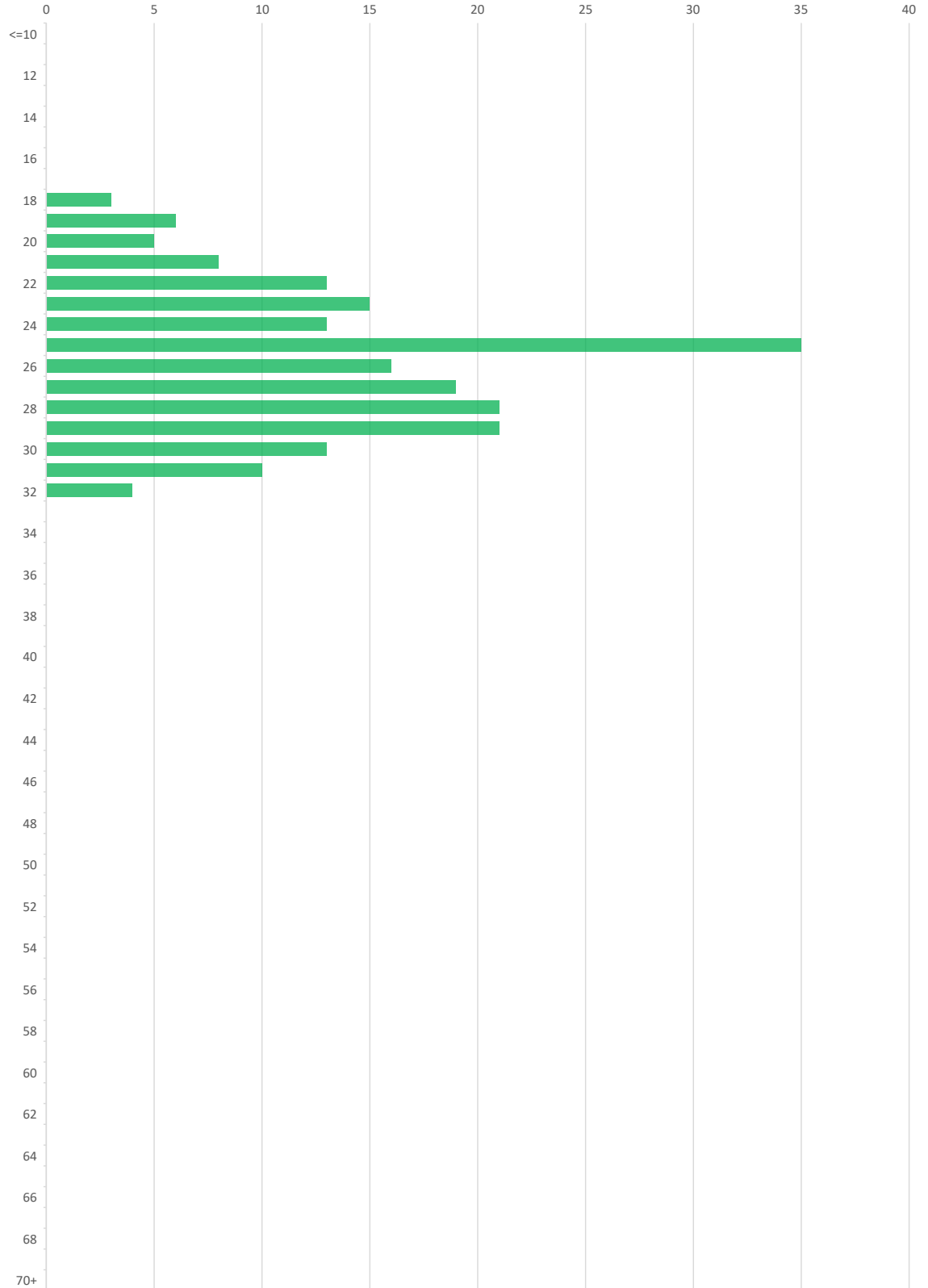
Direction: EB WB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	202	18-32	26	29	22-31	176	87.1%	22 / 10.9%	4 / 2.0%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	3
19	6
20	5
21	8
22	13
23	15
24	13
25	35
26	16
27	19
28	21
29	21
30	13
31	10
32	4
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

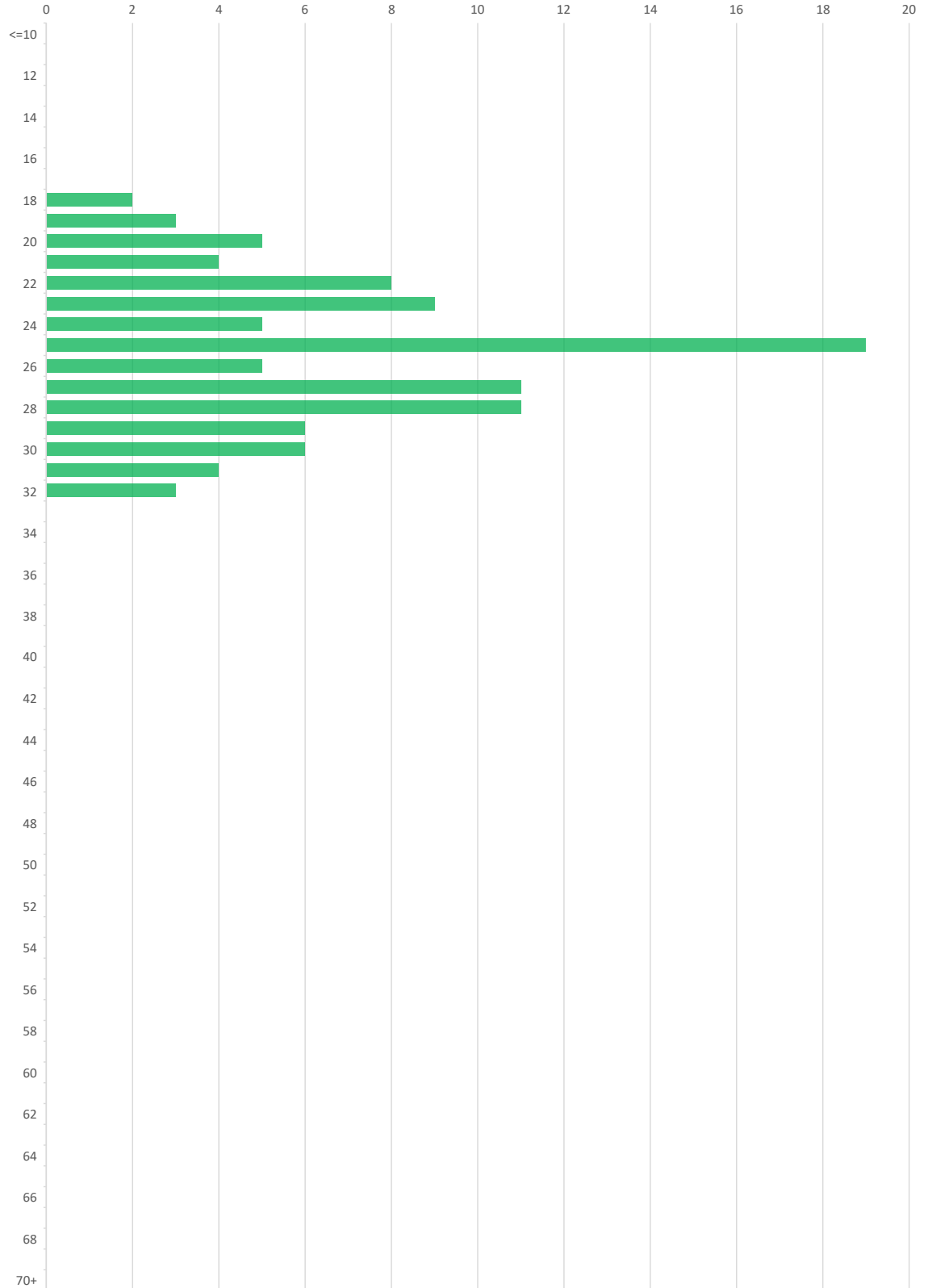
Hampton Rd Btwn Crocker Rd & Estates Dr  
 Time: 3:10 PM  
 Date: 6/29/2021 (Tue)  
 Posted Speed: 25 mph

Site Code: 15376224  
 Direction: EB  
 Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	101	18-32	25	29	21.5-30.5	84	83.2%	10 / 9.9%	7 / 6.9%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	2
19	3
20	5
21	4
22	8
23	9
24	5
25	19
26	5
27	11
28	11
29	6
30	6
31	4
32	3
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

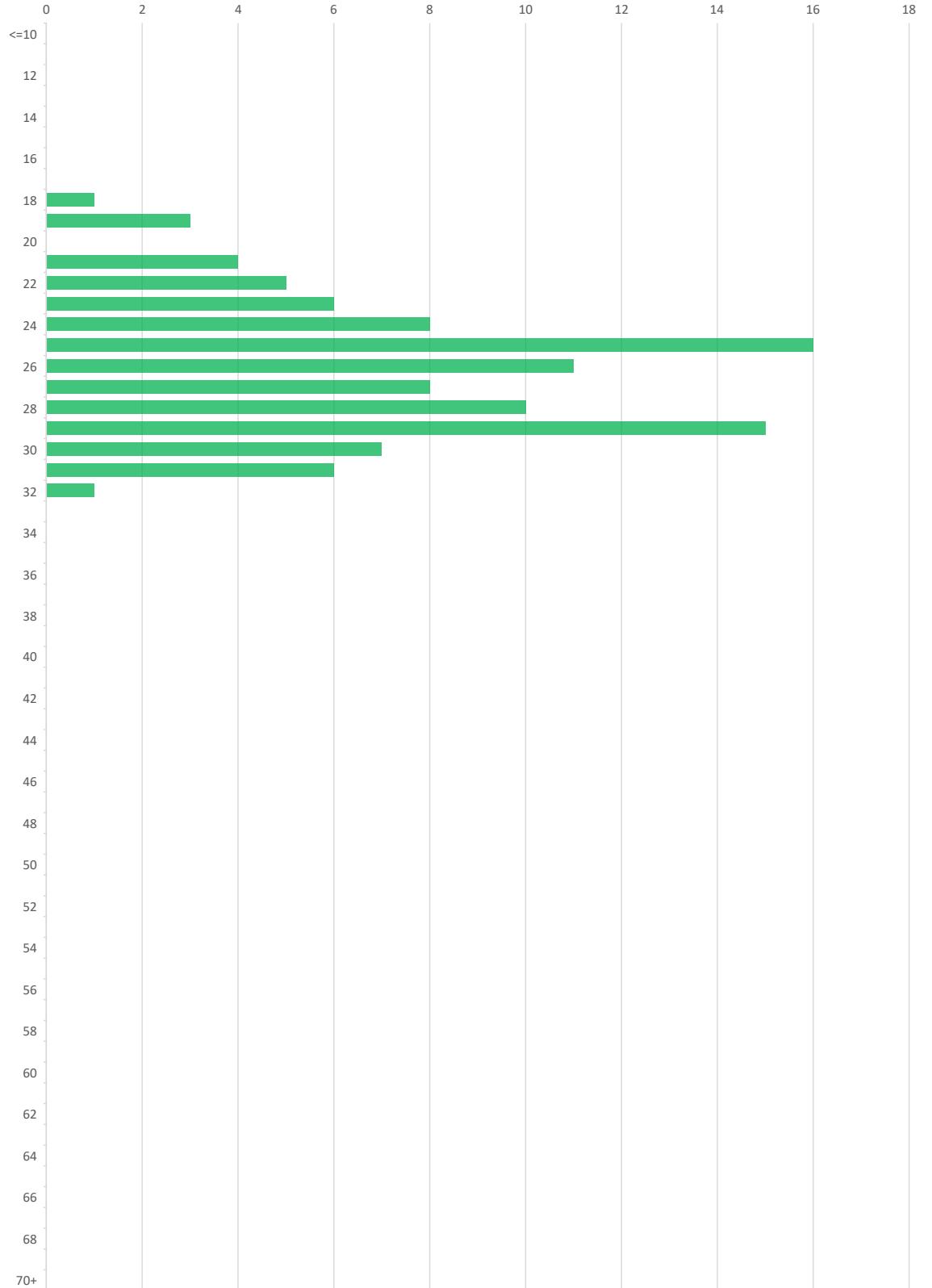
Hampton Rd Btwn Crocker Rd & Estates Dr  
 Time: 3:10 PM  
 Date: 6/29/2021 (Tue)  
 Posted Speed: 25 mph

Site Code: 15376224  
 Direction: WB  
 Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	101	18-32	26	29	22-31	92	91.1%	8 / 7.9%	1 / 1.0%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	1
19	3
20	0
21	4
22	5
23	6
24	8
25	16
26	11
27	8
28	10
29	15
30	7
31	6
32	1
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0





# SPOT SPEED SURVEY

La Salle Ave Btwn Hampton Rd & Indian Rd

Time: 1:49 PM

Date: 6/30/2021 (Wed)

Posted Speed: 25 mph

Site Code: 15376225

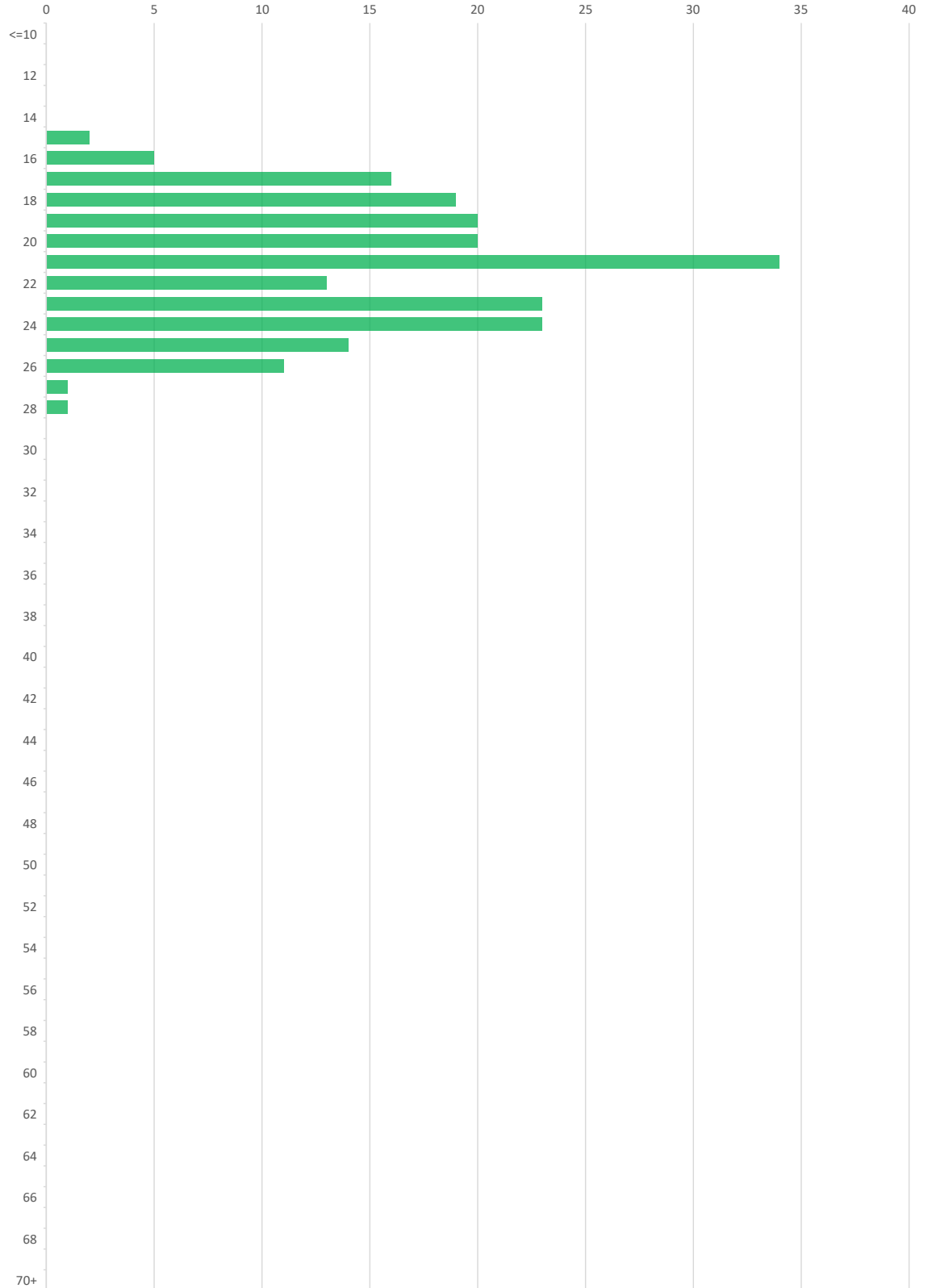
Direction: NB SB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	202	15-28	21	24	17-26	193	95.5%	7 / 3.5%	2 / 1.0%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	2
16	5
17	16
18	19
19	20
20	20
21	34
22	13
23	23
24	23
25	14
26	11
27	1
28	1
29	0
30	0
31	0
32	0
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

La Salle Ave Btwn Hampton Rd & Indian Rd

Time: 1:49 PM

Date: 6/30/2021 (Wed)

Posted Speed: 25 mph

Site Code: 15376225

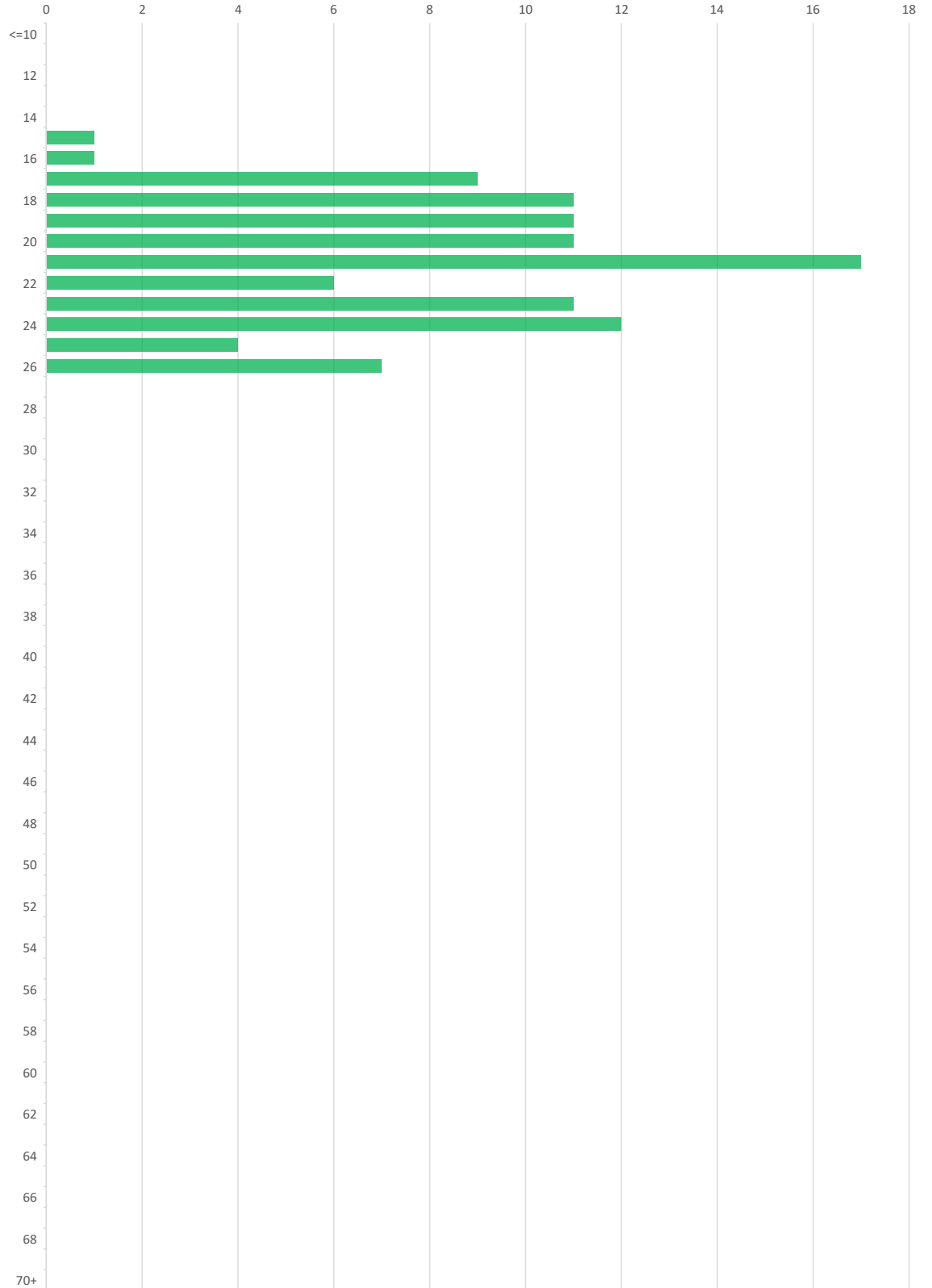
Direction: NB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	101	15-26	21	24	17-26	99	98.0%	2 / 2.0%	0 / 0.0%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	1
16	1
17	9
18	11
19	11
20	11
21	17
22	6
23	11
24	12
25	4
26	7
27	0
28	0
29	0
30	0
31	0
32	0
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

La Salle Ave Btwn Hampton Rd & Indian Rd

Time: 1:49 PM

Date: 6/30/2021 (Wed)

Posted Speed: 25 mph

Site Code: 15376225

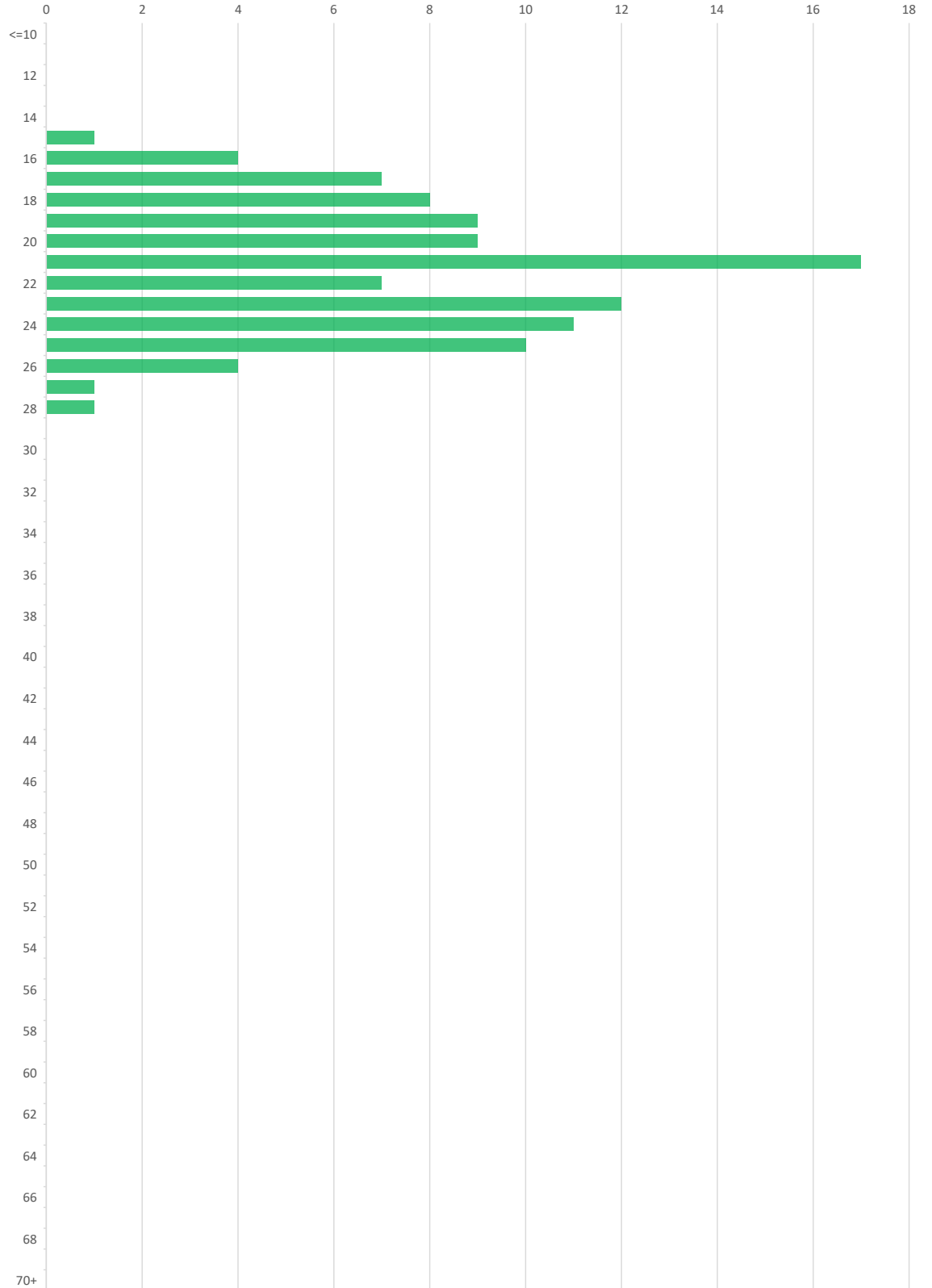
Direction: SB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	101	15-28	21	25	16.5-25.5	94	93.1%	1 / 1.0%	6 / 5.9%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	1
16	4
17	7
18	8
19	9
20	9
21	17
22	7
23	12
24	11
25	10
26	4
27	1
28	1
29	0
30	0
31	0
32	0
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

La Salle Ave Btwn Hampton Rd & Crest Rd

Time: 9:21 AM

Date: 6/30/2021 (Wed)

Posted Speed: 25 mph

Site Code: 15376226

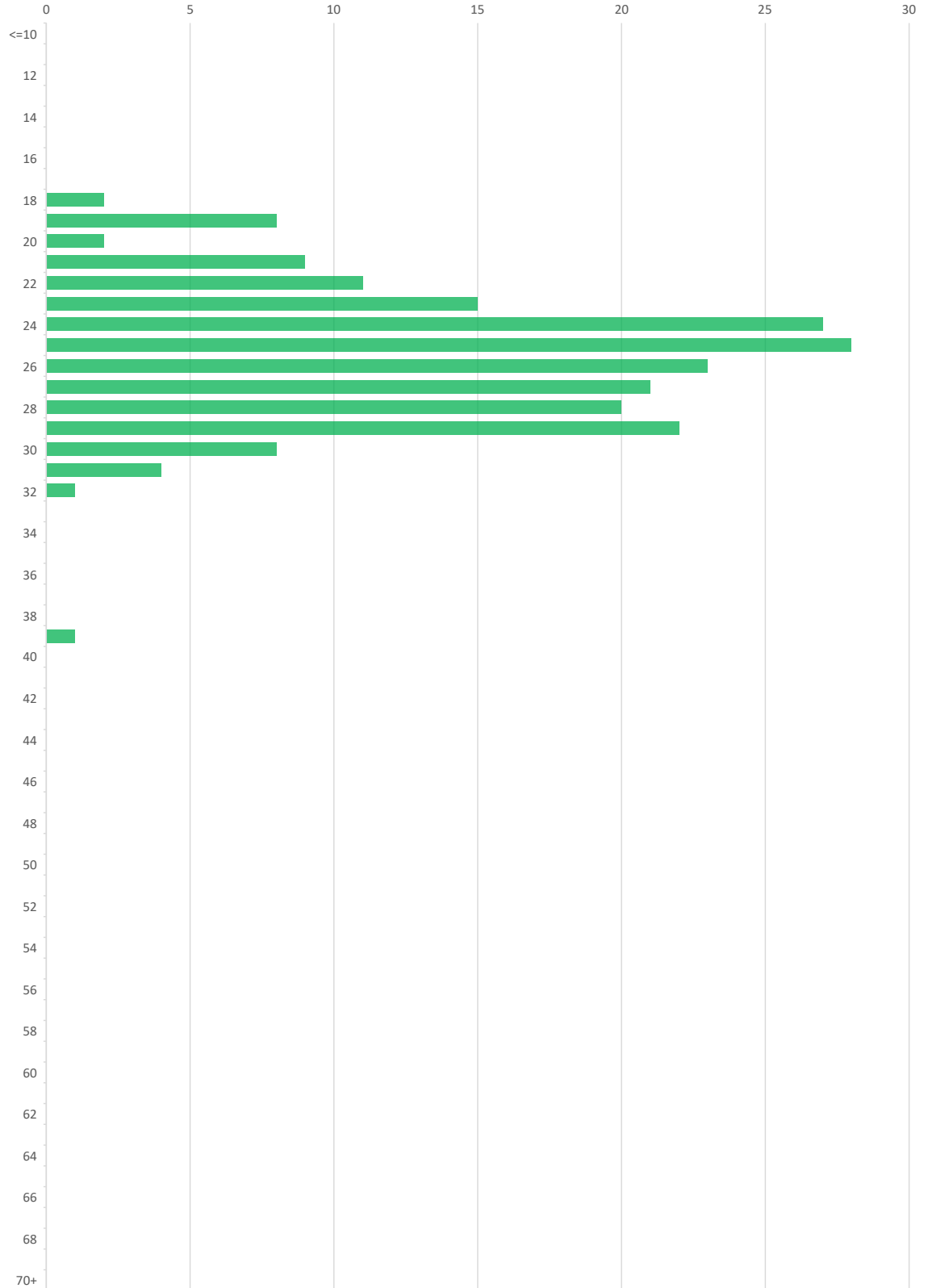
Direction: NB SB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	202	18-39	25	29	21-30	184	91.1%	12 / 5.9%	6 / 3.0%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	2
19	8
20	2
21	9
22	11
23	15
24	27
25	28
26	23
27	21
28	20
29	22
30	8
31	4
32	1
33	0
34	0
35	0
36	0
37	0
38	0
39	1
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

La Salle Ave Btwn Hampton Rd & Crest Rd

Time: 9:21 AM

Date: 6/30/2021 (Wed)

Posted Speed: 25 mph

Site Code: 15376226

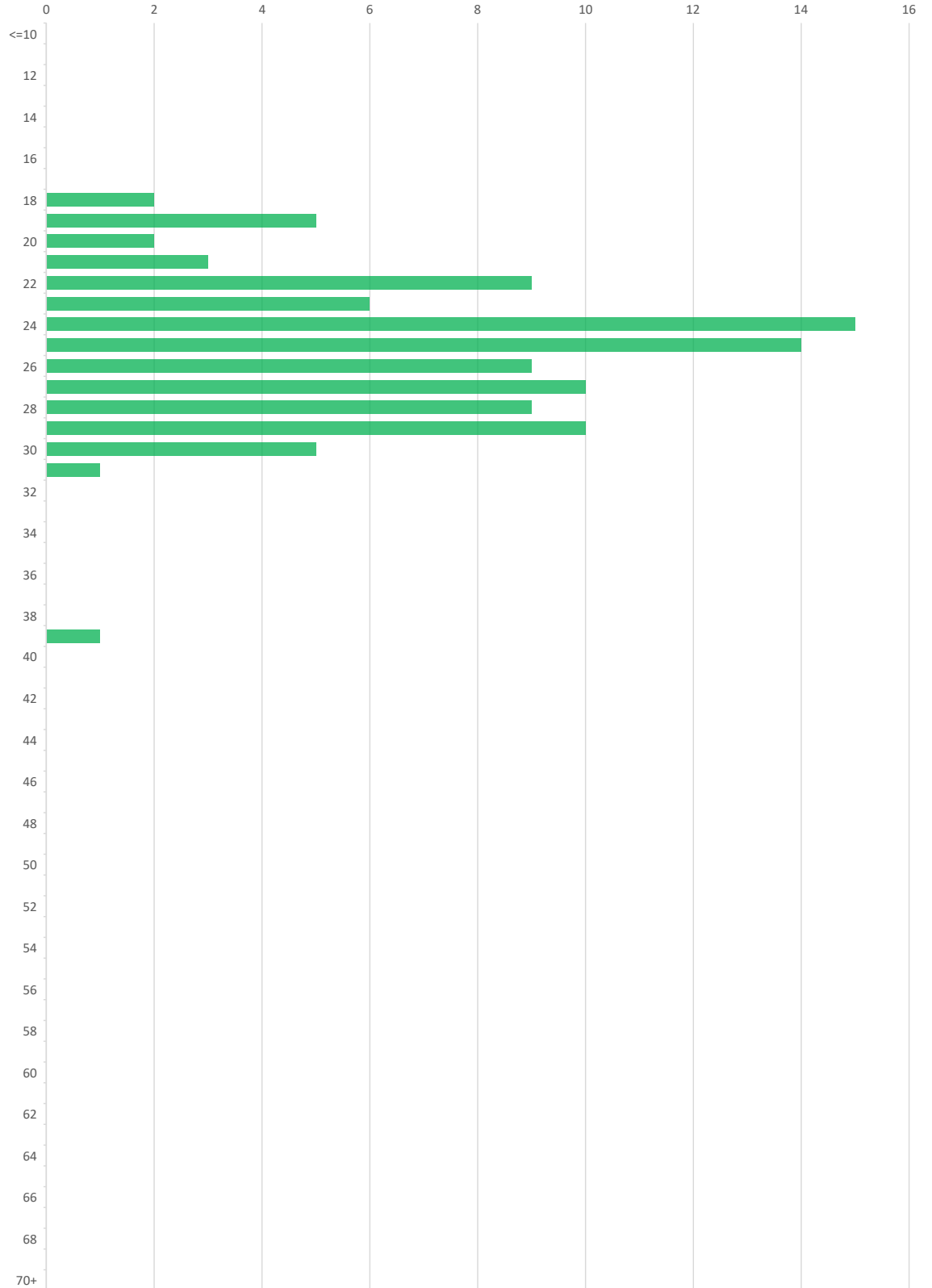
Direction: NB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	101	18-39	25	29	21-30	90	89.1%	9 / 8.9%	2 / 2.0%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	2
19	5
20	2
21	3
22	9
23	6
24	15
25	14
26	9
27	10
28	9
29	10
30	5
31	1
32	0
33	0
34	0
35	0
36	0
37	0
38	0
39	1
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

La Salle Ave Btwn Hampton Rd & Crest Rd

Time: 9:21 AM

Date: 6/30/2021 (Wed)

Posted Speed: 25 mph

Site Code: 15376226

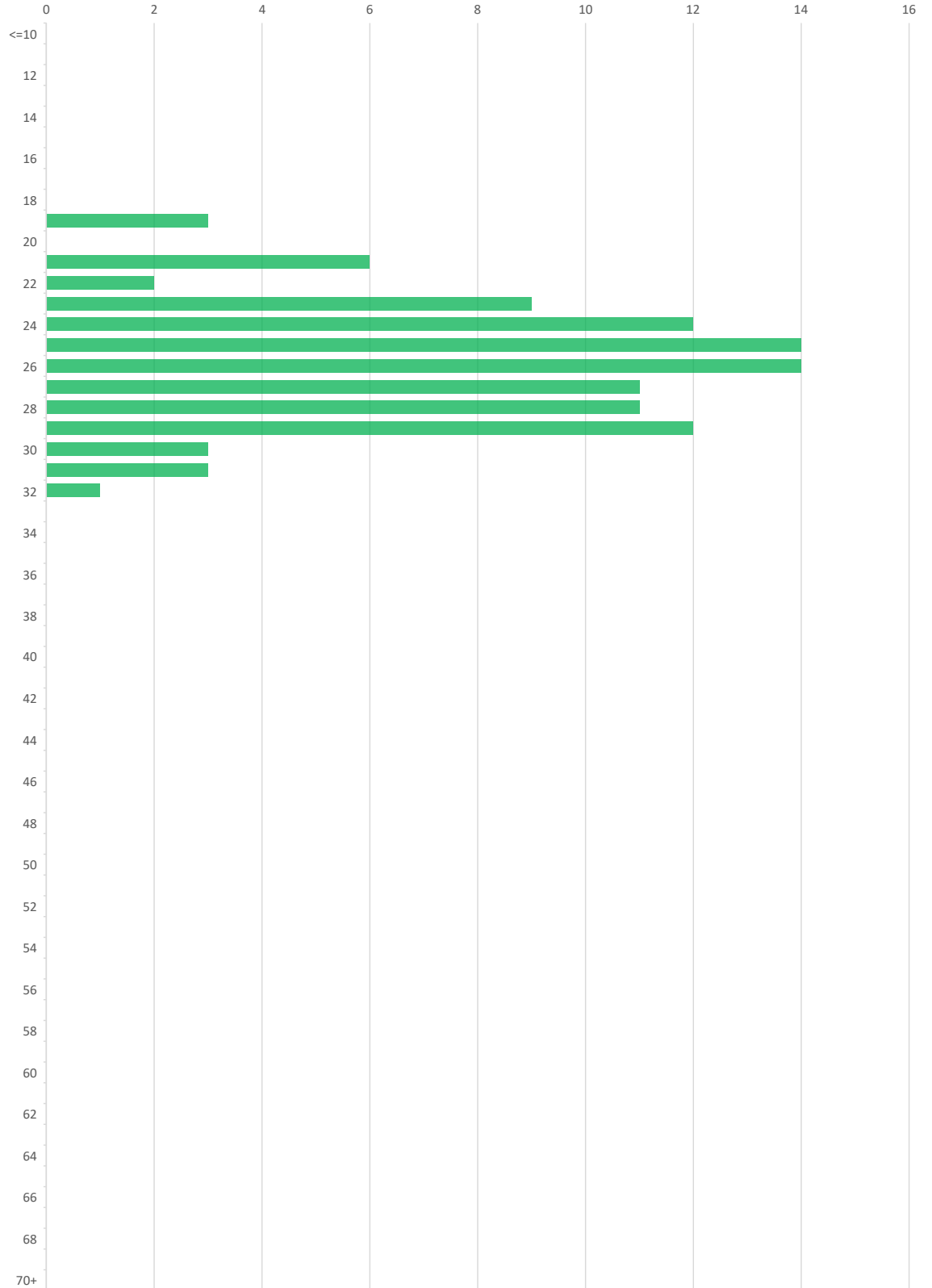
Direction: SB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	101	19-32	26	29	21-30	94	93.1%	3 / 3.0%	4 / 4.0%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	3
20	0
21	6
22	2
23	9
24	12
25	14
26	14
27	11
28	11
29	12
30	3
31	3
32	1
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Trestle Glen Rd Btwn Park Blvd & Valant Pl

Time: 12:00 PM

Date: 6/30/2021 (Wed)

Posted Speed: 25 mph

Site Code: 15376227

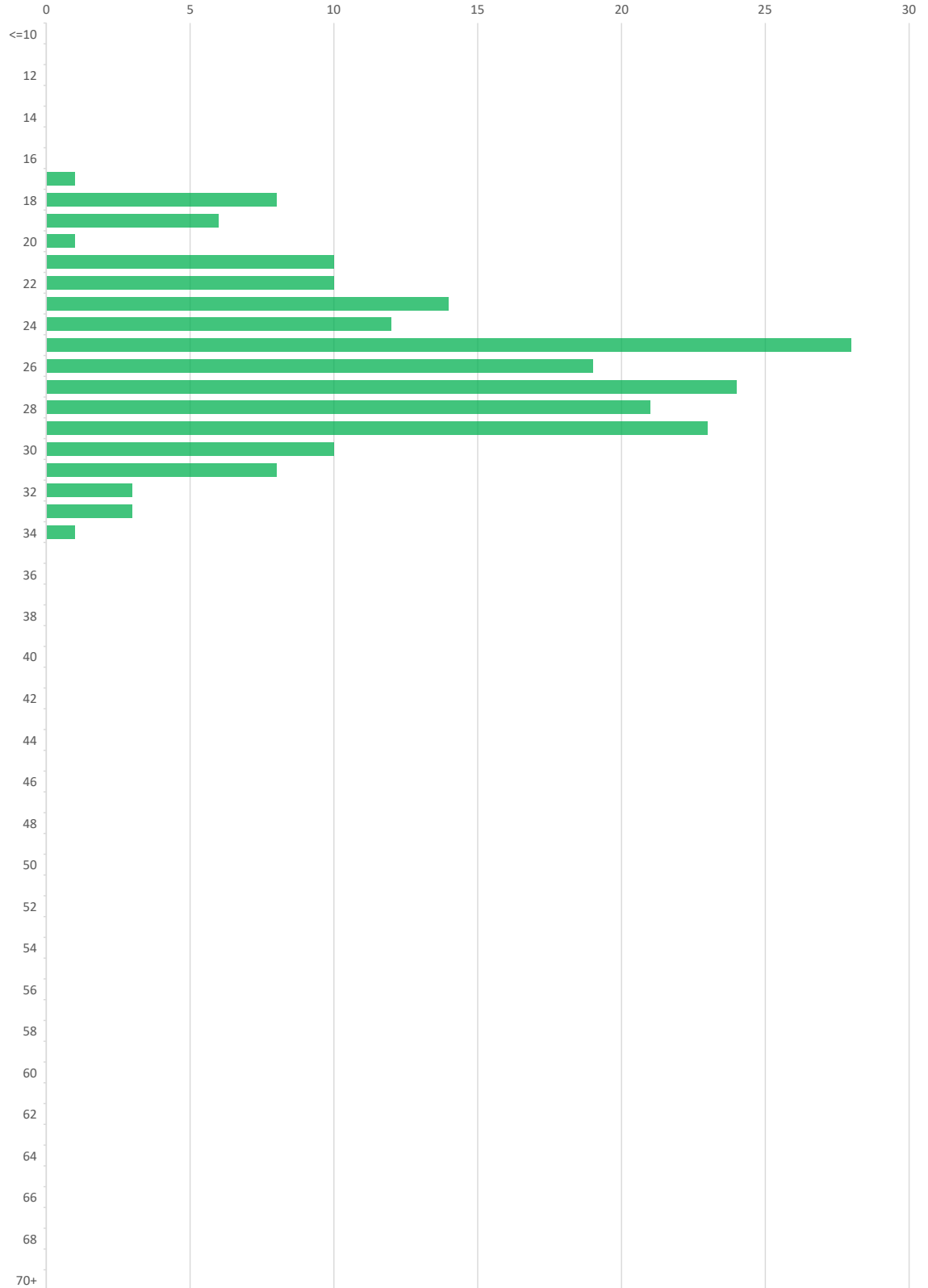
Direction: EB WB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	202	17-34	26	29	21-30	171	84.7%	16 / 7.9%	15 / 7.4%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	1
18	8
19	6
20	1
21	10
22	10
23	14
24	12
25	28
26	19
27	24
28	21
29	23
30	10
31	8
32	3
33	3
34	1
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



# SPOT SPEED SURVEY

Trestle Glen Rd Btwn Park Blvd & Valant Pl

Time: 12:00 PM

Date: 6/30/2021 (Wed)

Posted Speed: 25 mph

Site Code: 15376227

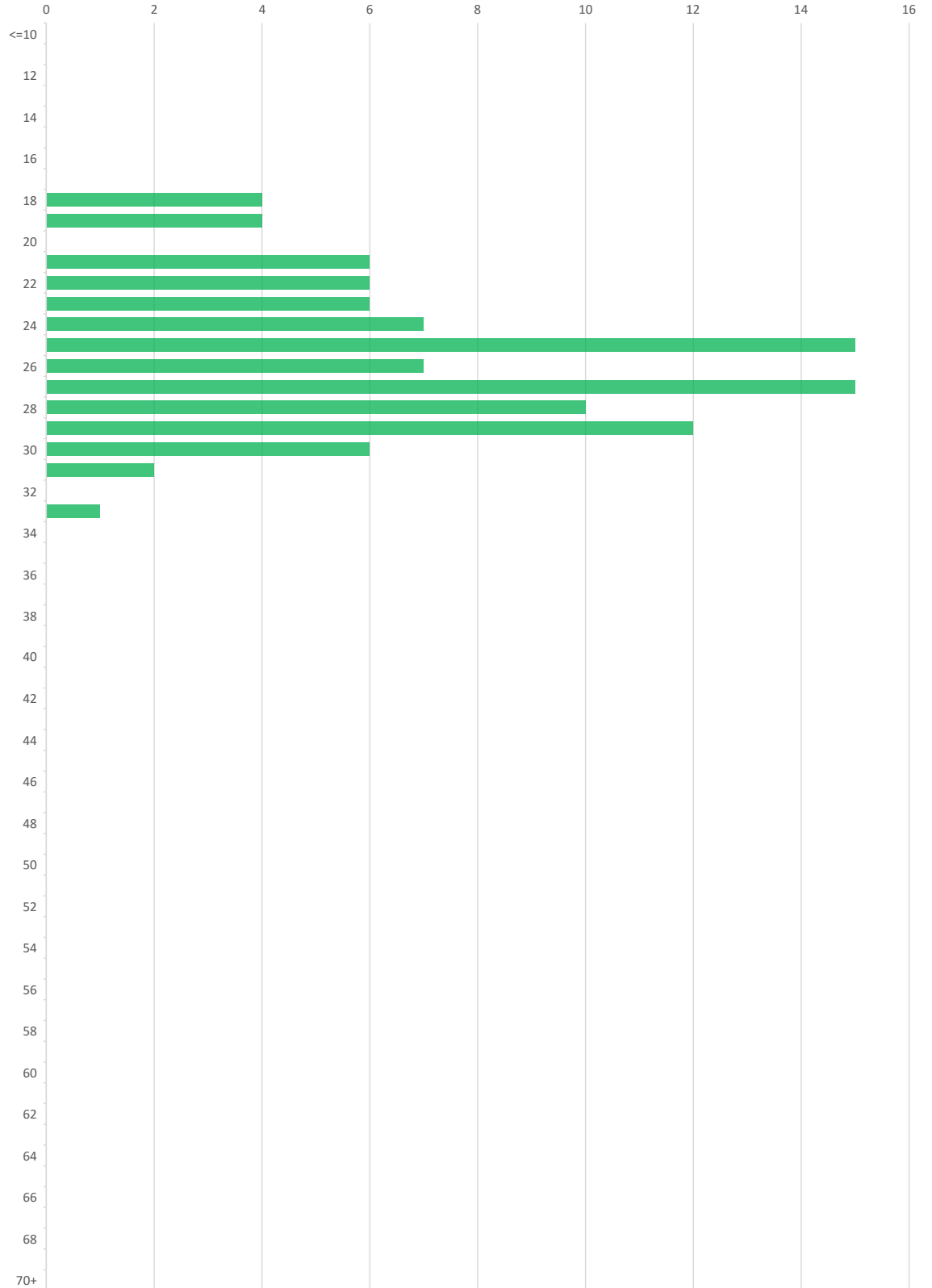
Direction: EB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	101	18-33	26	29	21-30	90	89.1%	8 / 7.9%	3 / 3.0%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	4
19	4
20	0
21	6
22	6
23	6
24	7
25	15
26	7
27	15
28	10
29	12
30	6
31	2
32	0
33	1
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0





### SPOT SPEED SURVEY

Trestle Glen Rd Btwn Park Blvd & Valant Pl

Time: 12:00 PM

Date: 6/30/2021 (Wed)

Posted Speed: 25 mph

Site Code: 15376227

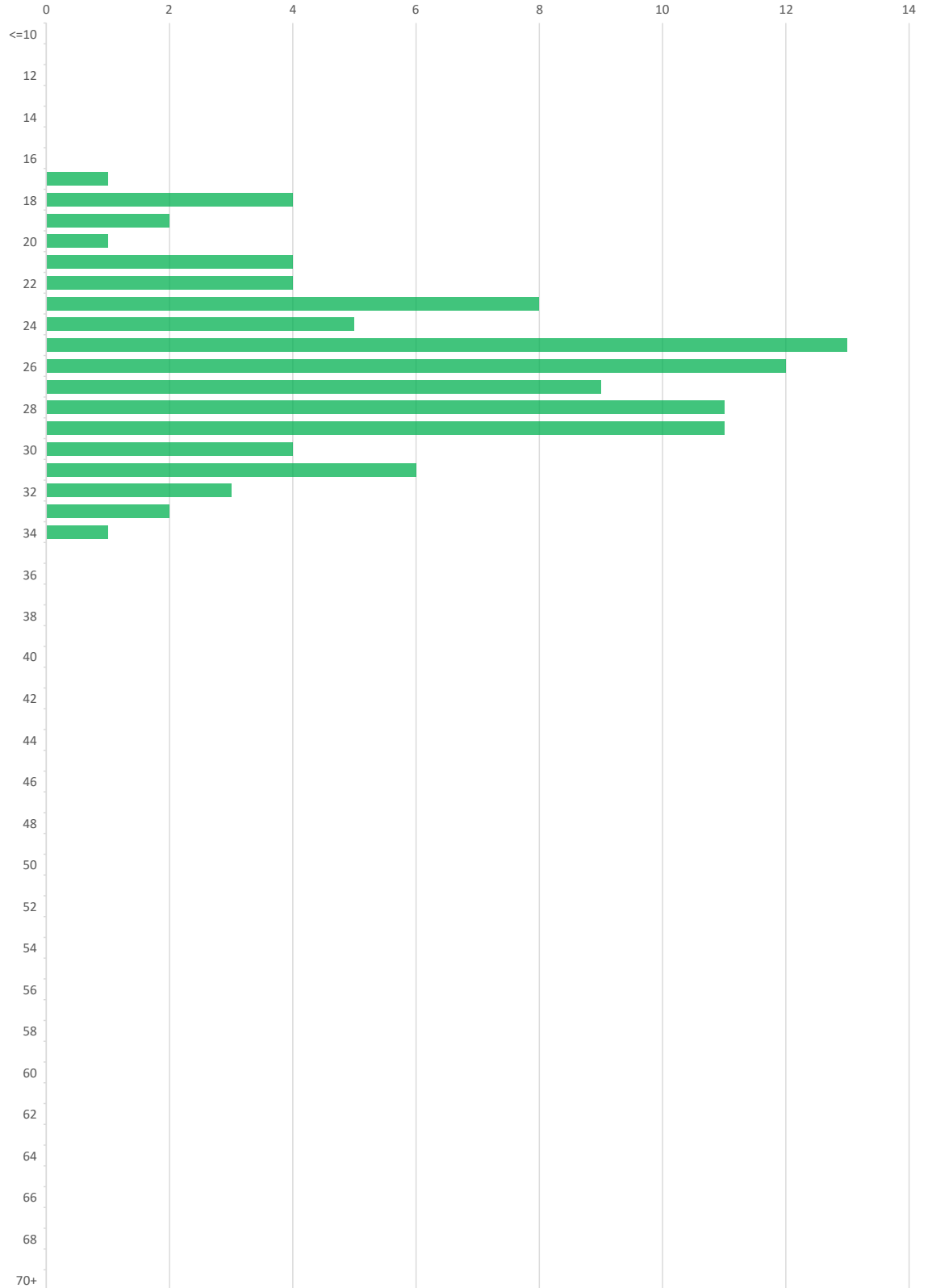
Direction: WB

Surveyor: Thomas Leung



Class	Count	Range	50th %	85th %	10 MPH Pace	# in Pace	% in Pace	% / # Below Pace	% / # Above Pace
ALL	101	17-34	26	30	22-31	83	82.2%	12 / 11.9%	6 / 5.9%

Speed	Total
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	1
18	4
19	2
20	1
21	4
22	4
23	8
24	5
25	13
26	12
27	9
28	11
29	11
30	4
31	6
32	3
33	2
34	1
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70+	0



## Appendix 2 Summary and Recommended Speed Limits

**Street:** Linda Avenue  
**Cross-Streets:** From Kingston Avenue to Grand Avenue  
**Direction:** NB-SB  
**Field Observer:** Brian Durrett  
**Date:** 6/10/2021 (Thur)

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>

**Prevailing Speed Data**

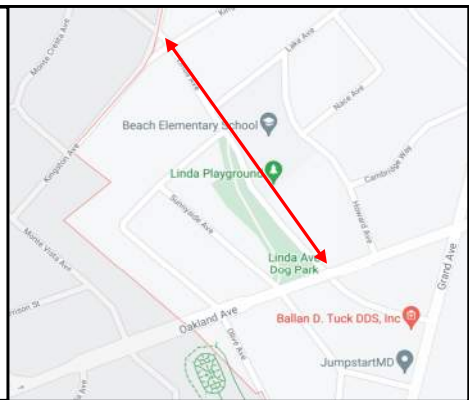
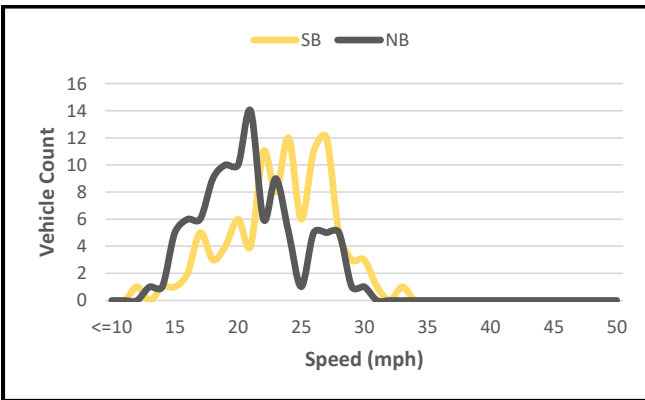
Metric	NB	SB	Both Directions
Posted Speed Limit	25 mph	25 mph	25 mph
85 <sup>th</sup> Percentile Speed	26	27	27
10 mph Pace	15-24	19-28	18-27
Percent in Pace	80%	79%	76%

**Traffic Factors**

Metric	
Length (mi)	0.35
Length (feet)	1850
Lane Configuration	1/1
Street Classification	Major Collector

**Collision History**

Metric	
Total Collision	19
Unsafe Speed	1
Fatal/Injury Collisions	1
Data Date Range	2016-2021



**Additional Comments**

The collected 85th percentile speed is consistent with the posted speed limit. No changes are recommended.

**Street:** Oakland Avenue  
**Cross-Streets:** From Olive Avenue to Highland Avenue  
**Direction:** EB-WB  
**Field Observer:** Brian Durrett  
**Date:** 6/2/2021 (Wed)

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>

**Prevailing Speed Data**

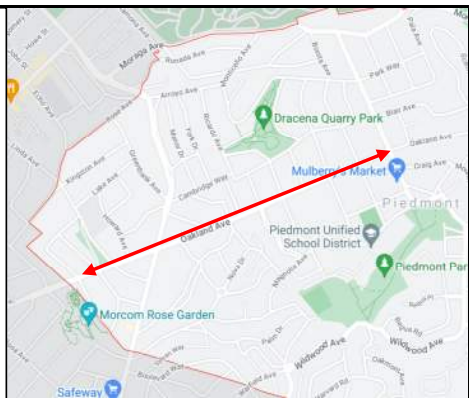
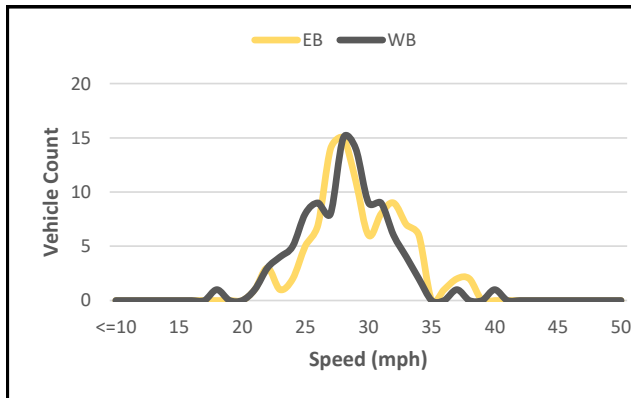
Metric	EB	WB	Both Directions
Posted Speed Limit	25 mph	25 mph	25 mph
85 <sup>th</sup> Percentile Speed	33	31	32
10 mph Pace	25-34	23.5-32.5	25-34
Percent in Pace	88%	87%	86%

**Traffic Factors**

Metric	
Length (mi)	0.86
Length (feet)	4530
Lane Configuration	1/1
Street Classification	Arterial

**Collision History**

Metric	
Total Collision	29
Unsafe Speed	4
Fatal/Injury Collisions	1
Data Date Range	2016-2021



**Additional Comments**

The 85th percentile speed of 32 mph indicates the speed limit should be posted at 30 mph. Based on the number of collisions resulting from unsafe speeds and the residential land uses surrounding Oakland Avenue, Kittelson recommends a 5 mph reduction be applied per allowances under CVC Sections 627 and 22358.5. Therefore, the speed limit is recommended to remain set at 25 mph.

**Street:** Grand Avenue  
**Cross-Streets:** From Wildwood Avenue to Rose Avenue  
**Direction:** NB-SB  
**Field Observer:** Brian Durrett  
**Date:** 6/2/2021 (Wed)

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>

**Prevailing Speed Data**

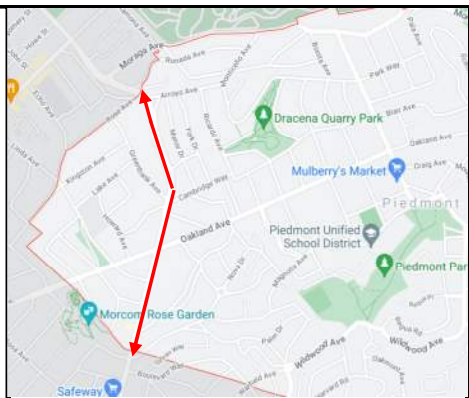
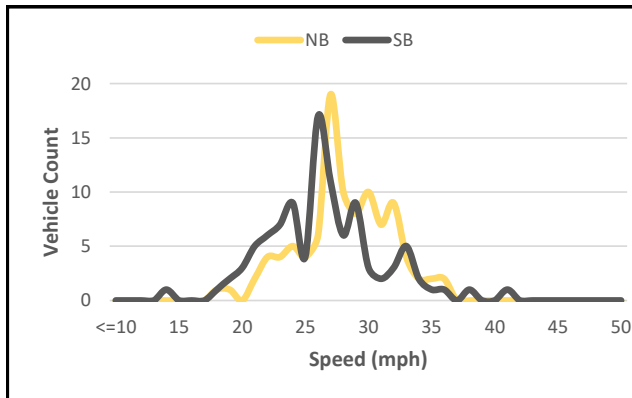
Metric	NB	SB	Both Directions
Posted Speed Limit	25 mph	25 mph	25 mph
85 <sup>th</sup> Percentile Speed	32	31	32
10 mph Pace	23.5-32.5	20.5-29.5	23-32
Percent in Pace	82%	77%	77%

**Traffic Factors**

Metric	
Length (mi)	0.69
Length (feet)	3650
Lane Configuration	1/1
Street Classification	Arterial

**Collision History**

Metric	
Total Collision	62
Unsafe Speed	8
Fatal/Injury Collisions	1
Data Date Range	2016-2021



**Title/Additional Comments**

The 85th percentile speed of 32 mph indicates the speed limit should be posted at 30 mph. Based on the number of collisions resulting from unsafe speeds, the residential land uses surrounding Grand Avenue, the the Class II bicycle lane on the roadway, Kittelson recommends a 5 mph reduction be applied per allowances under CVC Sections 627 and 22358.5. Therefore, the speed limit is recommended to remain set at 25 mph.

**Street:** Moraga Avenue  
**Cross-Streets:** From Ramona Avenue to Maxwellton Road  
**Direction:** EB-WB  
**Field Observer:** Brian Durrett  
**Date:** 6/17/2021 (Thur)

<b>Recommended for Speed Limit Change?</b>
<b>Yes</b>
<b>Recommended Speed Limit</b>
<b>30 mph</b>

**Prevailing Speed Data**

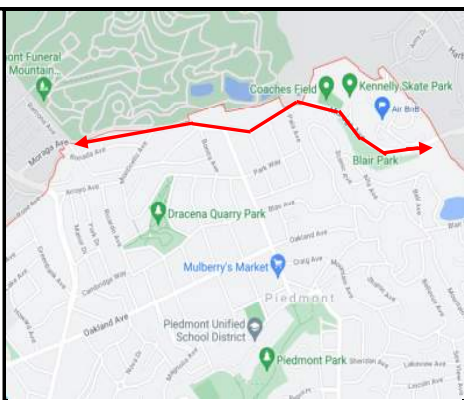
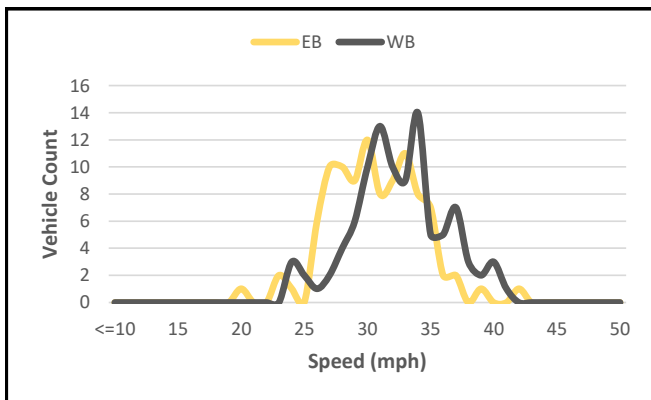
Metric	EB	WB	Both Directions
Posted Speed Limit	25 mph	25 mph	25 mph
85 <sup>th</sup> Percentile Speed	34	37	35
10 mph Pace	26-35	28-37	26.5-35.5
Percent in Pace	90%	83%	82%

**Traffic Factors**

Metric	
Length (mi)	1.06
Length (feet)	5597
Lane Configuration	1/1
Street Classification	Arterial

**Collision History**

Metric	
Total Collision	32
Unsafe Speed	3
Fatal/Injury Collisions	1
Data Date Range	2016-2021



**Title/Additional Comments**

The 85th percentile speed of 35 mph indicates the speed limit should be posted at 35 mph. Based on the residential land uses along Moraga Avenue and the the Class II bicycle lane, Kittelson recommends a 5 mph reduction be applied to this number per allowances under CVC Sections 627 and 22358.5. Therefore, the speed limit is recommended to be set at 30 mph which is an increase over the current 25 mph posting.

**Street:** Highland Ave  
**Cross-Streets:** From Moraga Avenue to Magnolia Avenue  
**Direction:** NB-SB  
**Field Observer:** Thomas Leung  
**Date:** 6/29/2021 (Tue)

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>

**Prevailing Speed Data**

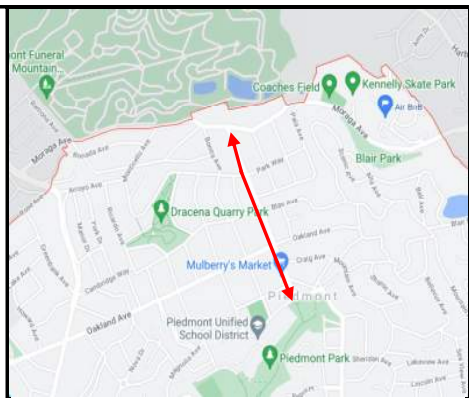
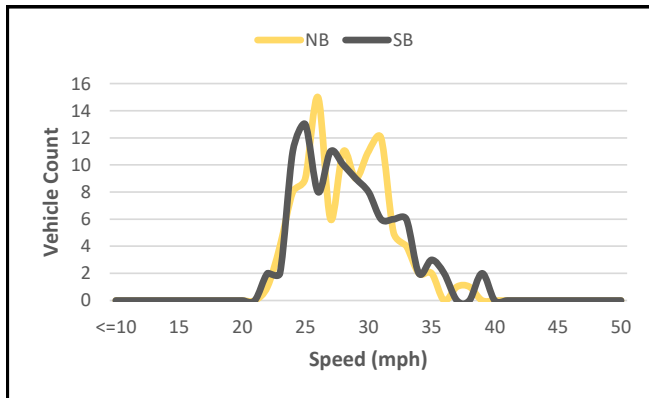
Metric	NB	SB	Both Directions
Posted Speed Limit	25 mph	25 mph	25 mph
85 <sup>th</sup> Percentile Speed	31	32	32
10 mph Pace	23.5-32.5	24-33	24-33
Percent in Pace	89%	87%	88%

**Traffic Factors**

Metric	
Length (mi)	0.48
Length (feet)	2546
Lane Configuration	2/2
Street Classification	Arterial

**Collision History**

Metric	
Total Collision	19
Unsafe Speed	2
Fatal/Injury Collisions	2
Data Date Range	2016-2021



**Title/Additional Comments**

The 85th percentile speed of 32 mph indicates the speed limit should be posted at 30 mph. However, based on the number of uncontrolled pedestrian crossings along this corridor and the proximity of Havens Elementary School, Kittelson recommends the speed limit be reduced by 5 mph per allowances under CVC Sections 627 and 22358.5. Therefore, the speed limit is recommended to remain at 25 mph.

**Street:** Highland Ave  
**Cross-Streets:** From Magnolia Avenue to Wildwood Avenue  
**Direction:** NB-SB  
**Field Observer:** Thomas Leung  
**Date:** 6/29/2021 (Tue)

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>

**Prevailing Speed Data**

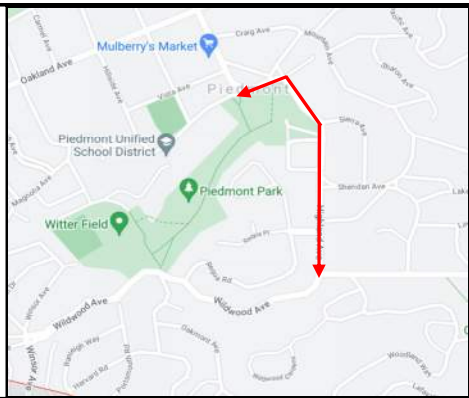
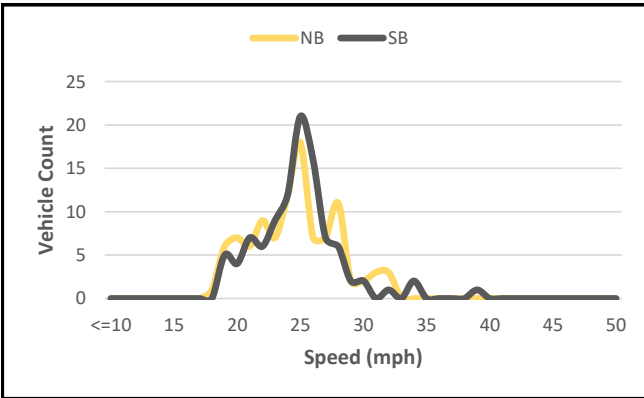
Metric	NB	SB	Both Directions
Posted Speed Limit	25 mph	25 mph	25 mph
85 <sup>th</sup> Percentile Speed	28	27	28
10 mph Pace	19-28	19-28	19-28
Percent in Pace	89%	92%	91%

**Traffic Factors**

Metric	
Length (mi)	0.39
Length (feet)	2076
Lane Configuration	1/1
Street Classification	Arterial

**Collision History**

Metric	
Total Collision	5
Unsafe Speed	0
Fatal/Injury Collisions	1
Data Date Range	2016-2021



**Title/Additional Comments**

The 85th percentile speed of 28 mph indicates the speed limit should be posted at 30 mph. However, Kittelson recommends a 5 mph reduction be applied per allowances under CVC Sections 627 and 22358.5 keeping the speed limit at 25 mph due to the residential context of the area and because there are a number of uncontrolled mid-block pedestrian crossings.



**Street:** Wildwood Avenue  
**Cross-Streets:** From Highland Avenue to Crocker Avenue  
**Direction:** EB-WB  
**Field Observer:** Thomas Leung  
**Date:** 6/29/2021 (Tue)

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>

**Prevailing Speed Data**

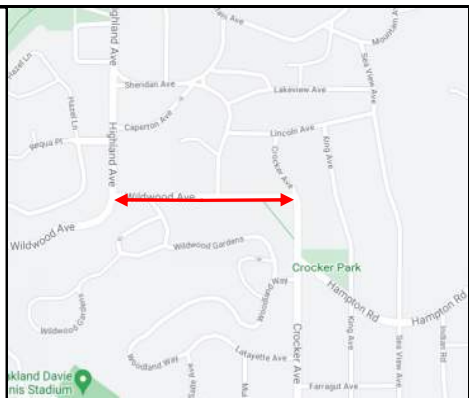
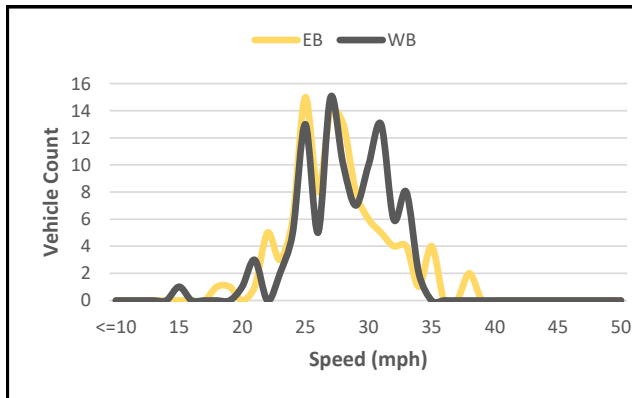
Metric	EB	WB	Both Directions
Posted Speed Limit	25 mph	25 mph	25 mph
85 <sup>th</sup> Percentile Speed	31	32	31
10 mph Pace	23-32	24-33	24-33
Percent in Pace	81%	91%	87%

**Traffic Factors**

Metric	
Length (mi)	0.24
Length (feet)	1245
Lane Configuration	1/1
Street Classification	Minor Collector

**Collision History**

Metric	
Total Collision	1
Unsafe Speed	0
Fatal/Injury Collisions	1
Data Date Range	2016-2021



**Title/Additional Comments**

The 85th percentile speed of 31 mph indicates the speed limit should be posted at 30 mph. However, Kittelson recommends a 5 mph reduction be applied per allowances under CVC Sections 627 and 22358.5 keeping the speed limit at 25 mph due to the residential context of the area.

**Street:** Crocker Avenue  
**Cross-Streets:** From Wildwood Avenue to Ashmont Avenue  
**Direction:** NB-SB  
**Field Observer:** Thomas Leung  
**Date:** 6/29/2021 (Tue)

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>

**Prevailing Speed Data**

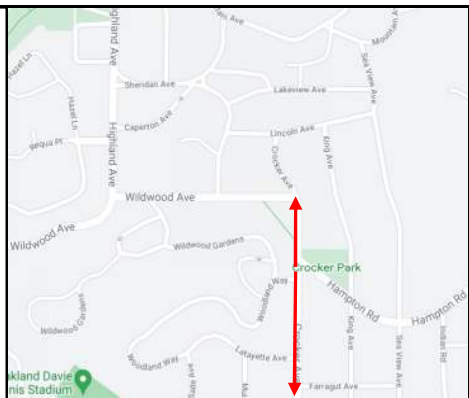
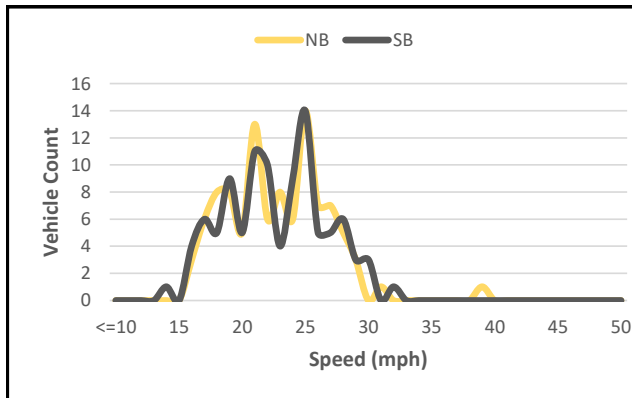
Metric	NB	SB	Both Directions
Posted Speed Limit	25 mph	25 mph	25 mph
85 <sup>th</sup> Percentile Speed	27	27	27
10 mph Pace	18-27	18-27	17.5-26.5
Percent in Pace	81%	76%	79%

**Traffic Factors**

Metric	
Length (mi)	0.39
Length (feet)	2062
Lane Configuration	1/1
Street Classification	Major Collector

**Collision History**

Metric	
Total Collision	5
Unsafe Speed	0
Fatal/Injury Collisions	1
Data Date Range	2016-2021



**Title/Additional Comments**

The collected 85th percentile speed is consistent with the posted speed limit. No changes are recommended.

**Street:** Hampton Road  
**Cross-Streets:** From Crocker Avenue to Estates Drive  
**Direction:** EB-WB  
**Field Observer:** Thomas Leung  
**Date:** 6/29/2021 (Tue)

**Recommended for Speed Limit Change?**

No

**Recommended Speed Limit**

25 mph

**Prevailing Speed Data**

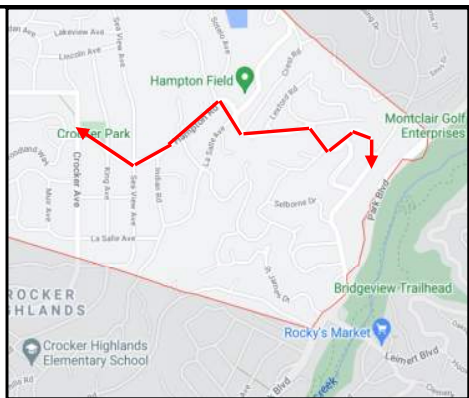
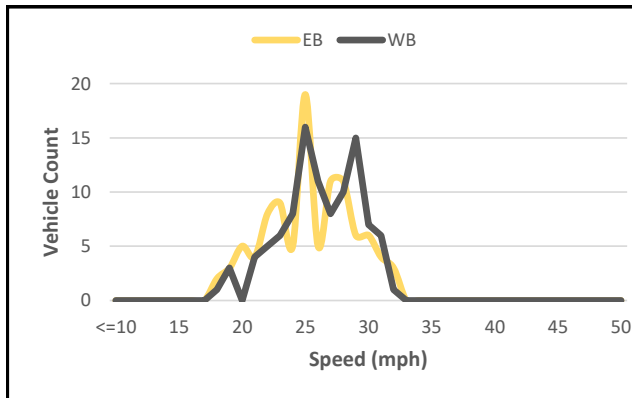
Metric	EB	WB	Both Directions
Posted Speed Limit	25 mph	25 mph	25 mph
85 <sup>th</sup> Percentile Speed	29	29	29
10 mph Pace	21.5-30.5	22-31	22-31
Percent in Pace	83%	91%	87%

**Traffic Factors**

Metric	
Length (mi)	0.92
Length (feet)	4842
Lane Configuration	2/2
Street Classification	Major Collector

**Collision History**

Metric	
Total Collision	10
Unsafe Speed	0
Fatal/Injury Collisions	2
Data Date Range	2016-2021



**Title/Additional Comments**

The 85th percentile speed of 29 mph indicates the speed limit should be posted at 30 mph. However, Kittelson recommends a 5 mph reduction be applied per allowances under CVC Sections 627 and 22358.5 keeping the speed limit at 25 mph due to the residential context of the area.

**Street:** La Salle Ave  
**Cross-Streets:** From Hampton Road to Indian Road  
**Direction:** NB-SB  
**Field Observer:** Thomas Leung  
**Date:** 6/30/2021 (Wed)

**Recommended for Speed Limit Change?**

No

**Recommended Speed Limit**

25 mph

**Prevailing Speed Data**

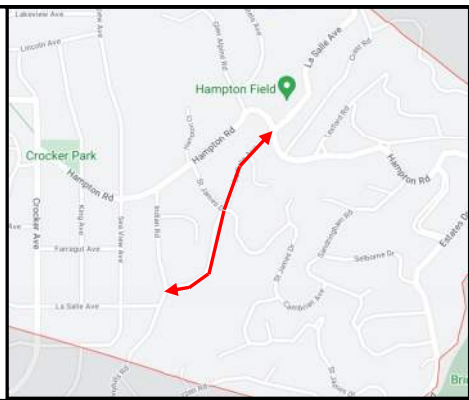
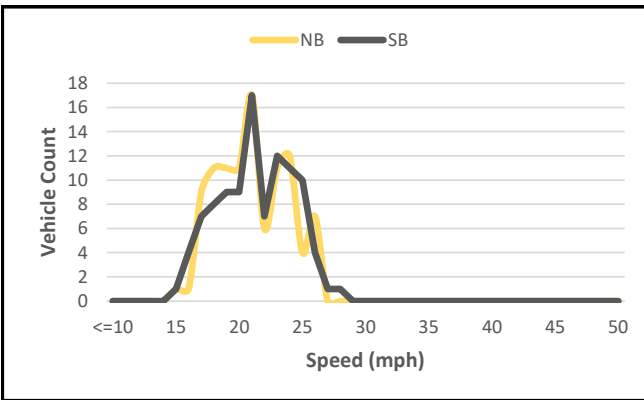
Metric	NB	SB	Both Directions
Posted Speed Limit	25 mph	25 mph	25 mph
85 <sup>th</sup> Percentile Speed	24	25	24
10 mph Pace	17-26	16.5-25.5	17-26
Percent in Pace	98%	93%	96%

**Traffic Factors**

Metric	
Length (mi)	0.32
Length (feet)	1695
Lane Configuration	1/1
Street Classification	Major Collector

**Collision History**

Metric	
Total Collision	3
Unsafe Speed	0
Fatal/Injury Collisions	1
Data Date Range	2016-2021



**Title/Additional Comments**

The collected 85th percentile speed is consistent with the posted speed limit. No changes are recommended.

**Street:** La Salle Ave  
**Cross-Streets:** From Hampton Road to Crest Road  
**Direction:** NB-SB  
**Field Observer:** Thomas Leung  
**Date:** 6/30/2021 (Wed)

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>

**Prevailing Speed Data**

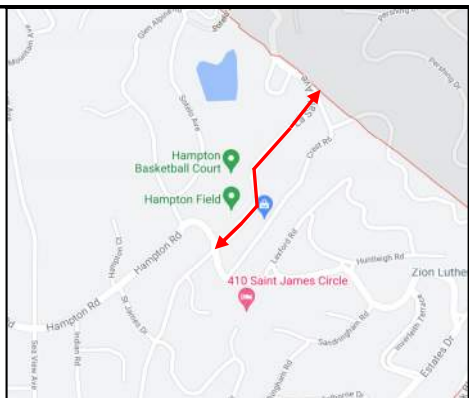
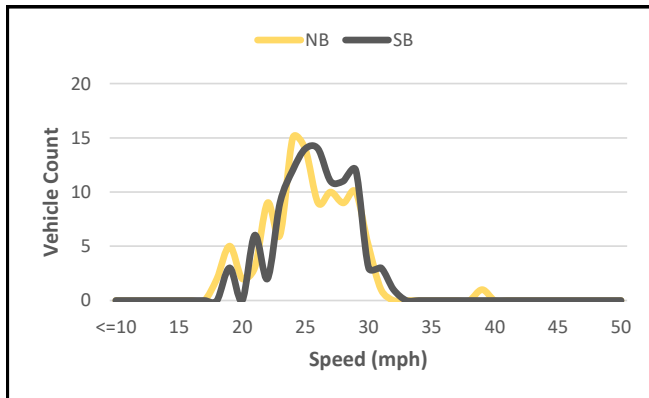
Metric	NB	SB	Both Directions
Posted Speed Limit	25 mph	25 mph	25 mph
85 <sup>th</sup> Percentile Speed	29	29	29
10 mph Pace	21-30	21-30	21-30
Percent in Pace	89%	93%	91%

**Traffic Factors**

Metric	
Length (mi)	0.27
Length (feet)	1424
Lane Configuration	1/1
Street Classification	Major Collector

**Collision History**

Metric	
Total Collision	1
Unsafe Speed	0
Fatal/Injury Collisions	1
Data Date Range	2016-2021



**Title/Additional Comments**

The 85th percentile speed of 29 mph indicates the speed limit should be posted at 30 mph. However, Kittelson recommends a 5 mph reduction be applied per allowances under CVC Sections 627 and 22358.5 keeping the speed limit at 25 mph due to the residential context of the area and the adjacent Hampton Field and Piedmont Play School.

**Street:** Trestle Glen Road  
**Cross-Streets:** From Valant Place to Park Boulevard  
**Direction:** EB-WB  
**Field Observer:** Thomas Leung  
**Date:** 6/30/2021 (Wed)

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>

**Prevailing Speed Data**

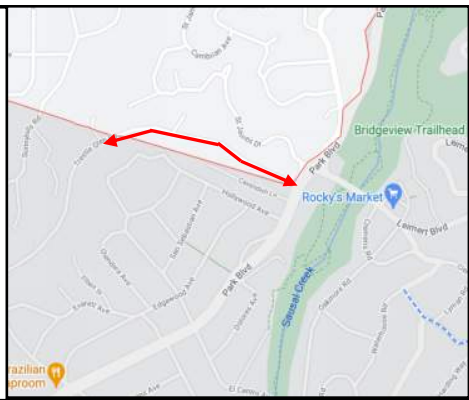
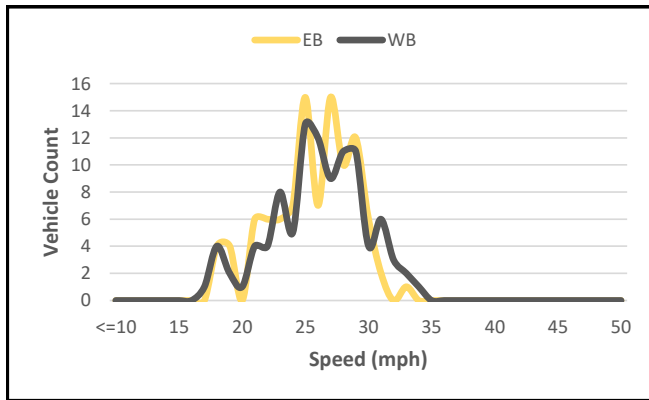
Metric	EB	WB	Both Directions
Posted Speed Limit	25 mph	25 mph	25 mph
85 <sup>th</sup> Percentile Speed	29	30	29
10 mph Pace	21-30	22-31	21-30
Percent in Pace	89%	82%	85%

**Traffic Factors**

Metric	
Length (mi)	0.74
Length (feet)	3913
Lane Configuration	1/1
Street Classification	Local Street

**Collision History**

Metric	
Total Collision	7
Unsafe Speed	0
Fatal/Injury Collisions	1
Data Date Range	2016-2021



**Title/Additional Comments**

The 85th percentile speed of 29 mph indicates the speed limit should be posted at 30 mph. However, Kittelson recommends a 5 mph reduction be applied per allowances under CVC Sections 627 and 22358.5 keeping the speed limit at 25 mph due to the residential context of the area.