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File #: 04-SM-001-PM 34.60-37.12

REPORT OF THE ENGINEERING AND TRAFFIC SURVEY

I. SURVEY ORIGIN AND CONTENT:

California Highway Patrol, Lieutenant Daniel Hill, Administrative Services, Golden Gate Division – Caltrans District 04 CHP liaison, requested a current speed zone survey of Route 1, Cabrillo Highway, in San Mateo County. The speed survey was performed between post miles 34.60 and 37.12 to update the current report so that radar enforcement may be utilized. The report is prepared in accordance with Vehicle Code Section 22354.

This survey includes:

- Analysis and recommendations - For each speed zone studied, an analysis of prevailing speeds, accident data, and roadway conditions not readily apparent to the driver was performed, and the appropriate speed limit recommended.
- Enforcement jurisdiction and attitude.
- Summary of recommendations.

II. ANALYSIS AND RECOMMENDATIONS:

A. From PM 34.60, at 150 feet south of Etheldore Street and PM 36.13, at 600 feet south of 9th Street:

1. Analysis:

a. Prevailing Speed Data:

The existing speed limit is 50 mph.

The prevailing speed checks are as follows:

		<u>Northbound</u>	<u>Southbound</u>
Critical Speed	-	53 mph	52 mph
Average Speed	-	50 mph	48 mph
Pace Speed	-	45-55 mph	43-53 mph

The speed data is consistent with retention of the existing speed limit.

b. Accident Data:

The accident rates within this highway segment are as follows:

	<u>Accident Rates</u> (# of accidents / Million vehicle miles)			
	<u>Actual Rates</u>		<u>Average Rates</u>	
	<u>Fatal & Injury</u>	<u>Total</u>	<u>Fatal & Injury</u>	<u>Total</u>
2020/04/01 – 2021/03/31	0.25	1.13	0.38	0.93
2021/04/01 – 2022/03/31	0.12	0.73	0.38	0.94
2022/04/01 – 2023/03/31	0.56	0.90	0.39	0.97

An analysis of the three-year accident history between 04/01/2020 and 03/31/2023 indicates of the 23 accidents, one of the accidents was fatal. Other relevant collision factors were as follow:

- Influence of Alcohol..... 8.7
- Follow Too Close..... 0.0
- Failure To Yield 26.1
- Improper Turn..... 30.4
- Speeding 13.0
- Other Violations..... 13.0
- Improper Driving..... 0.0
- Other Than Driver 8.7

- Unknown 0.0
- Fell Asleep 0.0

39.1 percent the accidents were intersection related.

The types of collisions were as follows:

- Head-On13.0
- Sideswipe8.7
- Rear End.....17.4
- Broadside21.7
- Hit Object.....39.1
- Overturn0.0
- Auto Pedestrian.....0.0
- Other0.0

Analysis of the accident data indicates that one of the accidents was fatal. The primary collision factor of the fatal crash was related to Other Violations and not Speeding; Hauling truck crashed on bicycle due to driver lack of road concentration. The actual fatal & injury rates of the segment were higher than the statewide average. Regular speed enforcement to provide traffic calming should reduce the accidents.

- c. Highway, Traffic, and Roadside Conditions Not Readily Apparent to Driver:

None.

2. Recommendation:

Retain the existing speed limit of 50 mph.

B. From PM 36.13, at 600 feet south of 9th Street and PM 37.12 at 2850 feet north of 2nd Street:

1. Analysis

- a. Prevailing Speed Data

The existing speed limit is 45 mph.

The prevailing speed checks are as follows:

		<u>Northbound</u>	<u>Southbound</u>
Critical Speed	-	48 mph	48 mph
Average Speed	-	45 mph	44 mph
Pace Speed	-	41-51 mph	39-49 mph

The speed data is higher than of the existing speed limit – regular speed enforcing is needed

b. Accident Data

The accident rates within this highway segment are as follows:

	<u>Accident Rates</u> (# of accidents / Million vehicle miles)			
	<u>Actual Rates</u>		<u>Average Rates</u>	
	<u>Fatal & Injury</u>	<u>Total</u>	<u>Fatal & Injury</u>	<u>Total</u>
2020/04/01 – 2021/03/31	0.00	0.39	0.38	0.94
2021/04/01 – 2022/03/31	0.37	0.75	0.39	0.95
2022/04/01 – 2023/03/31	0.34	1.03	0.39	0.97

An analysis of the three-year accident history between 04/01/2020 and 03/31/2023 indicates of the 12 accidents, none of the accidents was fatal. Other relevant collision factors were as follow:

- Influence of Alcohol..... 8.3
- Follow Too Close..... 0.0
- Failure To Yield 50.0
- Improper Turn..... 8.3
- Speeding0.0
- Other Violations 25.0
- Improper Driving..... 0.0
- Other Than Driver 8.3
- Unknown 0.0
- Fell Asleep 0.0

41.7 percent the accidents were intersection related.

The types of collisions were as follows:

- Head-On33.3
- Sideswipe25.0
- Rear End.....0.0
- Broadside 16.7

- Hit Object..... 16.7
- Overturn8.3
- Auto Pedestrian.....0.0
- Other0.0

Analysis of the accident data indicates that the present speed limit is appropriate.

c. Highway, Traffic, and Roadside Conditions Not Readily Apparent to Driver:

None.

2. Recommendation:

Retain the existing speed limit of 45 mph.


III. ENFORCEMENT JURISDICTION AND ATTITUDE:

The California Highway Patrol concurs with the recommendations in this report.

IV. SUMMARY OF RECOMMENDATIONS:

- A. Retain the existing 50 mph speed limit from PM 34.60 to PM 36.13.
- B. Retain the existing 45 mph speed limit from PM 36.13 to PM 37.12.

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