



## **SPEED ZONE SURVEY**

### **PLEASANT VALLEY ROAD (No. 77)**

**From State Route 49 (east) to 0.19 of a mile east of Bucks Bar Road (No. 99)**

Reviewed by the Traffic Advisory Committee on APR 30 2025 **APPROVED**

☒ **COMMITTEE APPROVED STAFF'S RECOMMENDATION.**

☐ **COMMITTEE REQUESTED FURTHER ACTION.**

Action: Amend Resolution No. 034-2011 limits as follows:

“(fq) Pleasant Valley Road (No. 77) twenty-five (25) miles per hour beginning at State Route 49 in Diamond Springs and proceeding easterly for a distance of 0.38 mile, thence thirty-five (35) miles per hour continuing east for a distance of 0.12 mile, thence forty-five (45) miles per hour continuing east for a distance of 4.44 miles to 0.19 of a mile east of Bucks Bar Road (No. 99).”

**DEPARTMENT OF TRANSPORTATION**  
**ENGINEERING AND TRAFFIC SURVEY**

**Location:** Pleasant Valley Road (No. 77) from State Route 49 (east) to 0.19 of a mile east of Bucks Bar Road (No. 99)

**Subject:** Speed Zone Survey

**Date:** April 9, 2025

**2021 ENGINEERING AND TRAFFIC SURVEY FOR SPEED LIMITS**

**1. INTRODUCTION**

The California Vehicle Code, Section 22358, allows local authorities to establish speed limits based on an "Engineering and Traffic Survey". The Vehicle Code goes on, in Section 40801 to prohibit the use of "speed traps" for the purpose of speed enforcement and, in Section 40802, defines "speed trap". Section 40802 also indicates that an "Engineering and Traffic Survey" is required where speed enforcement involves the use of radar and establishes the frequency with which surveys must be conducted for continued radar enforcement. In order to comply with the provisions of the Vehicle Code, and insure that radar enforced speed zones are based on recent data, the County of El Dorado has established a practice of conducting engineering and traffic survey updates based on a cycle length of five (5) years or less.

In Section 627, the Vehicle Code provides a definition for "Engineering and Traffic Survey", and states that an "Engineering and Traffic Survey" shall include:

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

In addition, the 2001 edition of the Vehicle Code added that residential density, pedestrian, and bicycle safety may be considered.

While the California Vehicle Code is silent regarding the relationship of the 85th percentile speed to the posted speed, the California Manual on Uniform Traffic Control Devices (CAMUTCD), Section 2B.13, "Speed Limit Sign", "Engineering and Traffic Survey", states in part:

"When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic . . . [except] the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed . . ."

Section 2B.13 further states in part:

"If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall

document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer. The reasons for the lower speed limit shall be in compliance with CVC Sections 627 and 22358.5.”

All “Engineering and Traffic Surveys“ performed by the El Dorado County Department of Transportation for establishing speed limits, stop controlled intersections, crosswalks, painted traffic curbs, regulatory traffic signage, and other traffic control devices, use the current publications of the California Vehicle Code, CAMUTCD, California Manual for Setting Speed Limits, applicable County Ordinance Code, and other Civil Engineering publications and California Codes pertaining to the establishment and placement of traffic control devices.

## **2. NO CHANGES TO EXISTING SPEED LIMIT ON PLEASANT VALLEY ROAD**

The existing speed limit on Pleasant Valley Road, Milepost 3.47-8.31, is sanctioned by the following Resolution:

### **Resolution No. 034-2011**

- “(fq) Pleasant Valley Road (No. 77) twenty-five (25) miles per hour beginning at State Route 49 in Diamond Springs and proceeding easterly for a distance of 0.23 mile, thence thirty-five (35) miles per hour continuing east for a distance of 0.27 mile, thence forty-five (45) miles per hour continuing east for a distance of 4.44 miles to 0.19 of a mile east of Bucks Bar Road (No. 99).”

Data indicates that these speed zones on Pleasant Valley Road (MP 3.47-8.31) are recommended for no change in the posted speed limit zones. The reason centers on the fact that the newly measured values of the 85<sup>th</sup> percentile and the 10 MPH pace are still within the parameters of the existing speed limits. Hence, the current postings should remain as is. The location and data is listed below:

### **SEGMENT 1: Pleasant Valley Road (No. 77) MP 3.47-3.70 (Segment length 0.23 mi.)**

This segment of Pleasant Valley Road is a two-lane, Minor Arterial road that is 0.23 miles in length and serves an average of 14,301 vehicles per day. There were twenty one (21) collisions with five (5) injuries and zero (0) fatalities in the past three years, resulting in a collision rate of 1.34 Collisions per Million Entering Vehicles. This segment provides access to three (3) County maintained roads, and numerous private roads and encroachments. This segment mainly serves residential and commercial areas.

- 85th percentile speed of thirty two (32) miles per hour was recorded.
- The calculated average daily traffic volume was 14,301 vehicles per day.
- Roadway is curvilinear with mostly flat grades.
- There are three (3) intersecting County maintained roads and numerous private encroachments.
- This segment of Pleasant Valley Road provides access to commercial and residential areas.
- There were twenty one (21) collisions reported on this segment of Pleasant Valley Road

for the three (3) year period from January 1, 2018, through December 31, 2020 with a collision rate of 1.34 Collisions per Million Entering Vehicles. This collision rate is slightly higher than the countywide benchmark of 1.00 collision per Million Entering Vehicles.

- Staff observed zero (0) bicyclists, and three (3) pedestrians utilizing this segment of Pleasant Valley Road during the field review that lasted approximately two (2) hours.

### **Conclusions:**

<b>2022 SITE LOCATIONS</b>	<b>MILE POST</b>	<b>EXISTING SPEED LIMIT</b>	<b>85% SPEED</b>	<b>10 MPH PACE</b>	<b>% IN PACE SPEED</b>
<b><i>At Racquet Way</i></b>	<b><i>3.68</i></b>	<b><i>25 mph</i></b>	<b><i>32 mph</i></b>	<b><i>25-34 mph</i></b>	<b><i>95.0%</i></b>

The existing 85th percentile speed of thirty two (32) miles per hour, justifies, in accordance with the CAMUTCD, a radar enforced thirty (30) miles per hour speed zone. However, due to the numerous encroachments, turn movements, high traffic volumes, and higher than average collision rate staff recommends the need for a further reduction of five (5) miles per hour to twenty five (25) miles per hour.

### **SEGMENT 2: Pleasant Valley Road (No. 77) MP 3.70-3.94 (Segment length 0.24 mi.)**

This segment of Pleasant Valley Road is a two-lane, Minor Arterial road that is 0.24 miles in length and serves an average of 14,301 vehicles per day. There were ten (10) collisions with six (6) injuries and zero (0) fatalities in the past three years, resulting in a collision rate of 0.64 Collisions per Million Entering Vehicles. This segment provides access to one (1) County maintained road, and numerous private roads and encroachments. This segment mainly serves residential and commercial areas.

- 85th percentile speed of thirty nine (39) miles per hour was recorded.
- The calculated average daily traffic volume was 14,301 vehicles per day.
- Roadway is curvilinear with mostly flat grades.
- There is one (1) intersecting County maintained road and numerous private encroachments.
- This segment of Pleasant Valley Road provides access to commercial and residential areas.
- There were ten (10) collisions reported on this segment of Pleasant Valley Road for the three (3) year period from January 1, 2018, through December 31, 2020 with a collision rate of 0.64 Collisions per Million Entering Vehicles. This collision rate is lower than the countywide benchmark of 1.00 collision per Million Entering Vehicles.
- Staff observed one (1) bicyclist, and four (4) pedestrians utilizing this segment of Pleasant Valley Road during the field review that lasted approximately one (1) hour.

**Conclusions:**

<i>2022 SITE LOCATIONS</i>	<i>MILE POST</i>	<i>EXISTING SPEED LIMIT</i>	<i>85% SPEED</i>	<i>10 MPH PACE</i>	<i>% IN PACE SPEED</i>
<i>At Carlson Way</i>	<i>3.87</i>	<i>35 mph</i>	<i>39 mph</i>	<i>32-41 mph</i>	<i>97.0%</i>

The existing 85th percentile speed of thirty nine (39) miles per hour, justifies, in accordance with the CAMUTCD, a radar enforced forty (40) miles per hour speed zone. However, due to the numerous encroachments, turn movements, high traffic volumes, and numerous pedestrians staff recommends the need for a further reduction of five (5) miles per hour to thirty five (35) miles per hour.

**SEGMENT 3: Pleasant Valley Road (No. 77) MP 3.94-8.31 (Segment length 4.37 mi.)**

This segment of Pleasant Valley Road is a two-lane, Minor Arterial road that is 4.37 miles in length and serves an average of 10,377 vehicles per day. There were ninety (90) collisions with fifty (50) injuries and two (2) fatalities in the past three years, resulting in a collision rate of 1.81 Collisions per Million Vehicle Miles. This segment provides access to seven (7) County maintained roads, and numerous private roads and encroachments. This segment mainly serves residential areas.

- 85th percentile speeds of fifty one (51), fifty one (51), fifty one (51) and forty eight (48) miles per hour was recorded.
- The calculated average daily traffic volume was 10,377 vehicles per day.
- Roadway is curvilinear with level to gentle grades.
- There are seven (7) intersecting County maintained roads and numerous private encroachments.
- This segment of Pleasant Valley Road provides access to residential areas.
- There were ninety (90) collisions reported on this segment of Pleasant Valley Road for the three (3) year period from January 1, 2018, through December 31, 2020 with a collision rate of 1.81 Collisions per Million Vehicle Miles. This collision rate is slightly higher than the countywide benchmark of 1.70 collisions per Million Vehicle Miles.
- Staff observed zero (0) bicyclists, and zero (0) pedestrians utilizing this segment of Pleasant Valley Road during the field review that lasted approximately three (3) hours.

**Conclusions:**

<i>2021 SITE LOCATIONS</i>	<i>MILE POST</i>	<i>EXISTING SPEED LIMIT</i>	<i>85% SPEED</i>	<i>10 MPH PACE</i>	<i>% IN PACE SPEED</i>
<i>700 ft west of Big Cut Rd</i>	<i>4.84</i>	<i>45 mph</i>	<i>51 mph</i>	<i>43-52 mph</i>	<i>82.0%</i>
<i>At Doty Ln</i>	<i>6.36</i>	<i>45 mph</i>	<i>51 mph</i>	<i>44-53 mph</i>	<i>91.1%</i>
<i>400 ft east of Wilderness Wy</i>	<i>7.57</i>	<i>45 mph</i>	<i>51 mph</i>	<i>43-52 mph</i>	<i>87.4%</i>
<i>0.15 mile east of Bucks Bar Rd</i>	<i>8.27</i>	<i>45 mph</i>	<i>48 mph</i>	<i>39-48 mph</i>	<i>83.2%</i>

The existing 85th percentile speeds of fifty one (51), fifty one (51), fifty one (51) and forty eight (48) miles per hour, justifies, in accordance with the CAMUTCD, a radar enforced fifty (50) miles per hour speed zone. However, due to moderate grades, curvilinear alignment, mature roadside vegetation restricting sight distance, and high wildlife population staff recommends the need for a further reduction of five (5) miles per hour to forty five (45) miles per hour.

**RECOMMENDATION:**

1. Based on the findings of this survey it is recommended that the Traffic Advisory Committee maintain the existing speed zone:

**Resolution No. 034-2011**

**Remove:**


~~“(fq) Pleasant Valley Road (No. 77) twenty-five (25) miles per hour beginning at State Route 49 in Diamond Springs and proceeding easterly for a distance of 0.23 mile, thence thirty-five (35) miles per hour continuing east for a distance of 0.27 mile, thence forty-five (45) miles per hour continuing east for a distance of 4.44 miles to 0.19 of a mile east of Bucks Bar Road (No. 99).”~~

**Add:**

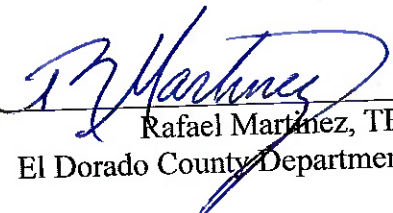
“(fq) Pleasant Valley Road (No. 77) twenty-five (25) miles per hour beginning at State Route 49 in Diamond Springs and proceeding easterly for a distance of 0.38 mile, thence thirty-five (35) miles per hour continuing east for a distance of 0.12 mile, thence forty-five (45) miles per hour continuing east for a distance of 4.44 miles to 0.19 of a mile east of Bucks Bar Road (No. 99).”

2. That the California Highway Patrol continues to utilize radar enforcement on Pleasant Valley Road.

Prepared by: \_\_\_\_\_

  
Jim Hunnicutt  
Traffic Superintendent

APPROVED BY: \_\_\_\_\_

  
Rafael Martinez, TE, Director  
El Dorado County Department of Transportation

on 4/23/25  
Date

**Attachments:**

Vicinity Map (2 pages)  
Photos (6 pages)  
Speed Surveys (6 pages)