VEHICLE SPEED DATA				
Location: Big Ranch Road between Trancas St and North City Limit				
Posted Limit: 45mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	30		55	
Date: 3/4/2021 Day: Thursday	31		56	
Begin Time: 12:50p End Time: 1:30p	32		57	
Weather: Clear Dry Cool Land Use: Rural - Residential	33		58	
	34	1	59	
Summary Statistics	35	2	60	
Total Observed 133	36	3	61	
Speed Range <u>34 - 49</u>	37	3	62	
50th percentile speed 43	38	4	63	
85th percentile speed 46	39	8	64	
10 mph pace speed 38 - 47	40	10	65	
% in pace speed	41	13	66	
Skewness index 0.889	42	15	67	
	43	18	68	
20 T	44	19	69	
16 7	45	15	70	
	46	7	71	
	47	9	72	
10 +	48	2	73	
8 <del> </del>	49	4	74	
	50		75	
	51		76	
	52		77	
30 34 36 36 80 80 80 80 80 80 80	53 54		78 79	
	TO 7	ГАІ	1 /9	133
ANALYSIS INFORMATION	1 10	AU		133
Segment Length (mi.): 0.84 ADT: 10,275	Co	unt Date:	10/4/2018	
Number of accidents: 6 Time period: 3	years	unt Date.	10/4/2010	•
Calc. Accident Rate = 0.63 Fatal + Injury Crashes per Million Vehicle-Mil				
Street Width (ft): Varies Configuration: 2V 2B		Terrain:	Flat	•
Parking Conditions: Discontinuous Sidewalk: Discontinuous	<del>.</del> .	Class:	Arterial	-
Other Considerations: Based on the 85th percentile speed of 46mph, the lack of				
and an accident rate higher than statewide average for significant statewi	nilar roadv	vays, it appe	ars reasonab	ie to retain
the existing 45mph speed limit.				
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in a	ccordance	with the pro	visions of Se	ections 627.
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of _				
reasonable for the above street segment.			,	
		PROF	ESS/ONA	
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Date: 7/7/2021		ATE OF	CALIFORNI	5°
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	7	EHICLE SPE	ED DATA				
Location: Coombs St	treet between Spruce S	t and First St					
Posted Limit: 25mph	_			Speed	Number	Speed	Number
Direction: NB SB	Recorder:	EBM		15		40	
Date: <u>6/3/2021</u>	Day:	Thursday		16		41	
Begin Time: 3:15p	End Time:	4:00p		17		42	
Weather: Clear Dry	Warm Land Use:	Res-Park-Comm		18		43	
				19	2	44	
Summary Statistics	4.4.0			20	3	45	
Total Observed	128			21	5	46	
Speed Range	19 - 30	_		22	9	47	
50th percentile speed	25 28	_		23 24	15	48 49	
85th percentile speed 10 mph pace speed	21 - 30			24 25	13 25	50	
% in pace speed	96	<del>-</del>	•	26	14	51	
Skewness index	1.000			27	17	52	
Ske wheels mack	11000	<del>-</del>		28	16	53	
30 T				29	5	54	
25				30	4	55	
25 +				31		56	
20 +				32		57	
15 +				33		58	
	ІНПІІ			34		59	
l 10 † <b>r</b>	+			35		60	
5 + -				36		61	
0				37		62	
\$ 9 A	\$ \$ \$ \$	32 35 35		38 39		63	
, ,	, , , , ,	, , ,			- A T	64	120
		ANALYSIS INFO	RMATION	ТОТ	AL		128
Segment Length (mi.):	0.9	ADT:	5,274	Cov	ınt Date:	4/1/2021	
Number of accidents:	8	Time period:	3,2/4	years	ini Date.	4/1/2021	
Calc. Accident Rate =		Crashes per Millio		. *			
		•					
Street Width (ft):	40 D-4h	Configuration:	2V 2P	-	Terrain:	Flat	
Parking Conditions: Other Considerations:	Based on the 85th percentage	Sidewalk:	Both	- City Doule	Class:	Collector	thon
Other Considerations.	statewide average for s						
	limit.	illillai ioadways, it	appears reason	able to reta	in the existi	ng 25mpn po	osicu specu
	mint.						
		RECOMMENI	DATION				·
On the basis of an engine	ering and traffic investig	gation, as reported a	bove, and in ac	cordance	with the pro	visions of Se	ections 627,
22352, 22357, 22358 and		Vehicle Code, a sp	eed limit of	_25mph	_ is hereby	determined t	to be
reasonable for the above	street segment.						
					2.5	500.	
					ED PROF	ESS 10/14/	ί.
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Signature:				//		06/30/22	<b>★</b>
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Date: 7/	7/2021				STATE OF	OIL LEORNIN	e <sup>ee</sup>
Date.	1/2021			-	· UF	CALIT	

VEHICLE SPEED DATA				
Location: Dry Creek Road between Redwood Rd and Trower Ave				
Posted Limit: 40mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	30	0	55	
Date: 3/11/2021 Day: Thursday	31		56	
Begin Time: 9:00a End Time: 10:00a	32	3	57	
Weather: <u>Clear Dry</u> Cool Land Use: <u>Rural-Parks-Residential</u>	33	8	58	
S	34	10	59	
Summary Statistics	35	16	60	
Total Observed 117 Speed Range 32 - 44	36	13	61	
Speed Range 32 - 44 50th percentile speed 37	37 38	15 10	62	
85th percentile speed 41	39	10	63 64	
10 mph pace speed 33 - 42	40	12	65	
% in pace speed 95	41	10	66	
Skewness index 1.000	42	5	67	
	43		68	
18 T	44	3	69	
	45		70	
	46		71	
	47		72	
	48		73	
	49		74 75	
4+	50 51		75 76	
	52		77	
	53		78	
35 34 36 38 88 88 88 88 88 88 88 88 88 88 88 88	54		79	
	тот	AL	1	117
ANALYSIS INFORMATION				
Segment Length (mi.): 0.43 ADT: 4,456	Cou	unt Date:	2/5/2021	
Number of accidents: 1 Time period: 3	years		***************************************	
Calc. Accident Rate = 0.48 Fatal + Injury Crashes per Million Vehicle-M	iles			
Street Width (ft): 48 Configuration: 2V 2B 1P		Terrain:	Flat	
Parking Conditions: NB Only Sidewalk: NB Only		Class:	Collector	
Other Considerations: Based on the 85th percentile speed of 41mph, adjacents	City Parks,	it appears re	easonable to	retain the
40mph posted speed limit.				
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in	accordance i	with the pro	visions of Se	ctions 627
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of _				
reasonable for the above street segment.	v			.000
		PROF	ESS/ONA/	
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S. L. VRO	**************************************		66200 06/30/22	<b>.</b>
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Date: 7/27/3021		STATE	VIVANIA	J
Date: 1/21/2021	<del></del>	of OF	CALIFO	

	V	EHICLE SPE	ED DATA				
Location: Dry Creek	Road between Trower	Ave and North C	City Limit				
Posted Limit: 40mph				Speed	Number	Speed	Number
Direction: NB SB	Recorder:	EBM		30		55	
Date: 3/23/2021	Day:	Tuesday		31	1	56	
Begin Time: 10:30a	End Time:	11:30a		32	1	57	
Weather: Clear Dry	Cool Land Use:	Rural-Park-Res	idential	33	2	58	
				34	1	59	
Summary Statistics				35	6	60	
Total Observed	125	_		36	12	61	
Speed Range	31 - 46	<del>-</del>		37	12	62	
50th percentile speed	39			38	12	63	
85th percentile speed	43	_		39	16	64	
10 mph pace speed	35 - 44	_		40	15	65	
% in pace speed	92	-		41	11	66	
Skewness index	1.111	_		42	14	67	
10				43	9	68	
18 T				44	8	69	
14 +				45 46	4	70	
12 +				46 47	1	71 72	
10 +				48		73	
8 +				49		74	
6				50		75	
4				51		76	
2 +				52		77	
		<del></del>		53		78	
3° 3° 3°	30 80 80 80 80	B 80 83		54		79	
				тот	AL	•	125
		ANALYSIS INFO	DRMATION				
Segment Length (mi.):	0.61	ADT:	3,045	Cor	unt Date:	10/2/2018	
Number of accidents:	1	Time period:	3	years	ant Bute.	10/2/2010	
Calc. Accident Rate =		Crashes per Milli		. *			
		-			a	TO .	
Street Width (ft):	48 NB 0-1-	Configuration: Sidewalk:	2V 2B 1P	•	Terrain:	Flat	
Parking Conditions:	NB Only		NB Only	Classicale or	Class:	Arterial	والمامسموم
Other Considerations:	Based on the 85th perce			Cnurch ar	id City Park	, it appears i	easonable
	to retain the existing 40	mpn posted speed	iimit.				:
		RECOMMEN	IDATION				
On the basis of an engine	ering and traffic investig			cordance	with the pro	visions of Se	ections 627,
22357, 22358 and 40802							
the above street segment.		•		,	·		
					PROF	ESS/ONA/	
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Date:	1/1/2021			_	E OF	CALIFON	
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VEHICLE SPEED DATA				
Location: El Centro Avenue between Byway East and Jefferson St				
Posted Limit: 30mph	Speed	Number	Speed	Number
Direction: EBWB Recorder: EBM	15		40	
Date: 3/29/2021 Day: Monday	16		41	
Begin Time: 11:00a End Time: 12:00n	17		42	
Weather: Clear Dry Cool Land Use: Residential-School	18	1	43	
	19	1	44	
Summary Statistics	20		45	
Total Observed110	21	1	46	
Speed Range 18 - 33	22	2	47	
50th percentile speed 28	23		48	
85th percentile speed31	24	6	49	
10 mph pace speed 24 - 33	25	15	50	
% in pace speed95	26	11	51	
Skewness index 1.000	27	12	52	
	28	9	53	
16 —	29	14	54	
14	30	15	55	
	31	12	56	
10 +	32	9	57 50	
8 +	33	2	58 50	
6+ -	34 35		59	
4 +	35 36		60 61	
┃	37		62	
	38		63	
* * * * * * * * * * *	39		64	
	тот	` A I.	I 0 <del>1</del>	110
ANALYSIS INFORMATION	101	AU		110
Segment Length (mi.): 0.54 ADT: 1,308	Cov	unt Date:	2/4/2021	
Number of accidents: 0 Time period: 3	years	mit Date.	2/4/2021	
Calc. Accident Rate = 0.00 Fatal + Injury Crashes per Million Vehicle-Mile				
Street Width (ft): Varies Configuration: 2V		Terrain:	Flat	
Parking Conditions: Discontinuous Sidewalk: Discontinuous		Class:	Collector	
Other Considerations: Based on the 85th percentile speed of 31mph, it appears r	easonable	to retain the	existing 30r	nph posted
speed limit.				
DECOMMENDATION				
RECOMMENDATION On the basis of an engineering and traffic investigation, as reported above, and in ac	nordonas :	with the nee	visions of C	ations 627
22357, 22358 and 40802 of the California Vehicle Code, a speed limit of <b>30mp</b> l				
the above street segment.	IS HE	ieby determ	illed to be re	asonable tor
the above street segment.			*****	
		PROF	ESS/Q.	
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Date: 7/27/2021		ATEOF	CILLEORNIA	7
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VEHICLE SPEED D	ATA			
Location: El Centro Avenue between Jefferson St and East City Lin	nit			
Posted Limit: 30mph	Spec	ed Number	Speed	Number
Direction: EB WB Recorder: EBM	20	1	45	
Date: <u>3/29/2021</u> Day: <u>Monday</u>	21		46	
Begin Time: 9:00a End Time: 10:00a	22		47	
Weather: Clear Dry Cool Land Use: Residential	23		48	
	24		49	
Summary Statistics	25		50	
Total Observed 114	26		51	
Speed Range 20 - 34	27		52	
50th percentile speed 30	28		53	
85th percentile speed 32	29		54	
10 mph pace speed 25 - 34 99	30		55 56	
Skewness index 0.800	31		57	
5.6000 0.600	33		58	
30 т	34		59	
	35		60	
25 +	36		61	
20 +	37		62	
	38	3	63	
	39		64	
	40		65	
5 +	41		66	
	42		67	
\$\frac{1}{2} \frac{1}{2} \frac	43		68	
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ANALYSIS INFORMA		OTAL		114
Segment Length (mi.): 0.25 ADT: 3,1	25	Count Date:	2/5/21	
	years	Count Butc.	2/3/21	-
Calc. Accident Rate = 0.00 Fatal + Injury Crashes per Million Veh				
			**** 4	
Street Width (ft): 40 Configuration: 2V Parking Conditions: Both Sidewalk: Both		Terrain: Class:	Flat Collector	-
Other Considerations: Based on the 85th percentile speed of 32mph, an				e for cimilar
roadways, it appears reasonable to retain the exis				5 101 511111111
roadways, it appears reasonable to retain the exis	ung sompn poc	nea speed minn		
RECOMMENDATIO				
On the basis of an engineering and traffic investigation, as reported above,				
22357, 22358 and 40802 of the California Vehicle Code, a speed limit of _	30mph i	s hereby detern	nined to be re	easonable for
the above street segment.		,		
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Date: 7/7/2-67.1		ATE OF	CILLEORNIE	4
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	V	EHICLE SPI	EED DATA				
Location: Fourth Street bety	ween Third St ai	nd Coombs St					
Posted Limit: 25mph				Speed	Number	Speed	Number
Direction: EB WB	Recorder:	EBM		15		40	
Date: 5/13/2021	Day:	Thursday		16	2	41	
Begin Time: 11:30a	End Time:	12:30p		17	2	42	
Weather: Clear Dry Cool	Land Use:	Commercial-Re	sidential	18	10	43	
				19	5	44	
Summary Statistics				20	13	45	
Total Observed 1	16	_		21	9	46	
	16 - 28	_		22	18	47	
	22	_		23	19	48	
l · · · · · · · · · · · · · · · · · · ·	25	-		24	15	49	
1 · · · · · · · · · · · · · · · · · · ·	18 - 27	_		25	12	50	
· · · · · · · · · · · · · · · · · · ·	96	-		26	8	51	
Skewness index 1.00	00	_		27	2	52	
20 -				28	1	53	
20 T				29		54	
16 +				30		55 56	
14 + _				31 32		56	
12 +	7			32		57 58	
				33		59	
8 +				35		60	
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2	1 📙			37		62	
0	++-	<del></del>		38		63	
2 4 3 3 4	\$ \$ \$	yr yr y		39		64	
				тот	AL		116
		ANALYSIS INFO	ORMATION				
Segment Length (mi.): 0.25		ADT:	1,189	Col	ınt Date:	4/29/2021	
Number of accidents: 2		Time period:	3	years			1
Calc. Accident Rate = 6.14	Fatal + Injury	Crashes per Mill		. •			
Street Width (A).						***	
Street Width (ft): 40 Parking Conditions: Both	<del></del>	Configuration: _ Sidewalk:	2V 2P	•	Terrain:	Flat	
		ntile speed of 25r	Both	and Comm	Class:	Arterial	
II.		existing 25mph p			iunity Supp	ort Services,	it appears
reasona	aoic to retain the	existing 25mpn p	osicu specu iiiiii	ι.			1
		RECOMMEN	DATION			·	
On the basis of an engineering an	d traffic investig			cordance v	with the pro	visions of Sec	ctions 627,
22352, 22357, 22358 and 40802							
reasonable for the above street se	gment.						
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Signature:	10			.    🛪 🖊			
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Date:	12021		·		C OF CALL	(Un'	
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	VEHICLE SPEED D	ATA				
Location: Golden Gate	e Drive between South City Limit and West In	mola Ave				
Posted Limit: 30mph		- 1	Speed	Number	Speed	Number
Direction: NB SB	Recorder: EBM	Ī	15		40	
Date: 5/1/2021	Day: Tuesday	ļ	16		41	
Begin Time: 2:00p	End Time: 4:00p		17		42	
Weather: Clear Dry V	Warm Land Use: Comm-Res-Transit		18	1	43	
			19		44	
Summary Statistics			20	3	45	
Total Observed	127		21	3	46	
Speed Range	18 - 33		22	6	47	
50th percentile speed		ĺ	23	7	48	
85th percentile speed	32		24	8	49	
10 mph pace speed	23 - 32		25	11	50	
% in pace speed	87		26	8	51	
Skewness index	0.800		27	5	52	
20		1	28	13	53	
20 T			29	8	54	
16 +			30	15	55	
14 +	ΠП		31	19	56	
12 +	_		32	16	57	
10 +			33 34	4	58 59	
8 +			34 35		60	
6 + 4 +			36		61	
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	<del>                                     </del>		38		63	
1 9 3 -	\$ \$ \$ \$ \$ \$ \$ \$ \$		39		64	
		ļ	тот	AL		127
	ANALYSIS INFORMA	TION				
Segment Length (mi.):	0.55 ADT: 8	96	Cou	int Date:	3/26/2021	
Number of accidents:	Market Control of the		years			
Calc. Accident Rate =	3.71 Fatal + Injury Crashes per Million Veh		•			
CALL AND INC.				<b>.</b>	C 150	
Street Width (ft):		2B		Terrain:	Curved Fla	it
,, -	Discontinuous Sidewalk: SB of Based on the 85th percentile speed of 32mph, an	Only	Tuonaitan	Class:	Collector	
	based on the 85th percentile speed of 32mph, an rate higher than statwide average for similar roac					
11	30mph posted speed limit.	iways, it a	appears rea	isonable to	retam the ex	isting
	John posted speed filmt.					
	RECOMMENDATION	ON				· · · · · · · · · · · · · · · · · · ·
On the basis of an engineer	ring and traffic investigation, as reported above,		cordance v	with the pro	visions of Se	ctions 627,
	40802 of the California Vehicle Code, a speed lin					
reasonable for the above st			- <b>·</b> —	- ·		
				PROF	ESS/ONA	
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Date:	1/7/2021			STATE OF	CALIFORM	
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VEHICLE SPEED DATA				
Location: Imola Avenue between Soscol Ave and Shurtleff Ave				
Posted Limit: 35mph	Speed	Number	Speed	Number
Direction: EBWB Recorder: EBM	20		45	
Date: 5/4/2021 Day: Tuesday	21		46	
Begin Time: 11:00a End Time: 11:30a	22		47	
Weather: Clear Dry Warm Land Use: Res-Comm-Rural-Hospital	23	1	48	
-	24	1	49	
Summary Statistics	25	3	50	
Total Observed 138	26	2	51	
Speed Range 23 - 38	27	7	52	
50th percentile speed 33	28	2	53	
85th percentile speed 35	29	6	54	
10 mph pace speed 27 - 36	30	9	55	
% in pace speed 91	31	11	56	
Skewness index 0.667	32	21	57	
	33	19	58	
25 <sub>T</sub>	34	21	59	
	35	17	60	
20 +	36	12	61	
15 +	37	4	62	
	38	2	63	
	39		64	
	40		65	
5 +	41		66	
│   │ <u> </u> ┌╀┥┡┥╎┃╽┃┃┃┃┞┑	42		67	
	43		68	
v v v v v v v v v v v v	44		69	
ANALYSIS INCODMATION	TOT	T A L		138
ANALYSIS INFORMATION	·····			
Segment Length (mi.): 0.56 ADT: 9,202	Co	unt Date:	3/25/2021	<del>-</del>
Number of accidents: 2 Time period: 3	_years			
Calc. Accident Rate = 0.35 Fatal + Injury Crashes per Million Vehicle-Mi	les			
Street Width (ft): Varies Configuration: 2V		Terrain:	Flat	
Parking Conditions: Discontinuous Sidewalk: Discontinuous		Class:	Arterial	-
		Ciass.		- available
· · · · · · · · · · · · · · · · · · ·	of connected	disidewalks	The lack of	u, unuote
Other Considerations: Based on the 85th perscentile speed of 35mph, the lack of				
<u> </u>				
Other Considerations: Based on the 85th perscentile speed of 35mph, the lack of				
Other Considerations: Based on the 85th perscentile speed of 35mph, the lack of parking, it is the Engineer's recommendation to lower the				
Other Considerations: Based on the 85th perscentile speed of 35mph, the lack of	e posted spe	eed limit to 3	30mph.	
Other Considerations:  Based on the 85th perscentile speed of 35mph, the lack of parking, it is the Engineer's recommendation to lower the RECOMMENDATION  On the basis of an engineering and traffic investigation, as reported above, and in a	e posted spe	eed limit to 3	30mph.	ections 627
Other Considerations:  Based on the 85th perscentile speed of 35mph, the lack of parking, it is the Engineer's recommendation to lower the RECOMMENDATION  On the basis of an engineering and traffic investigation, as reported above, and in a 22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of	e posted spe	eed limit to 3	30mph.	ections 627
Other Considerations:  Based on the 85th perscentile speed of 35mph, the lack of parking, it is the Engineer's recommendation to lower the RECOMMENDATION  On the basis of an engineering and traffic investigation, as reported above, and in a 22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of	e posted spe	with the pro	30mph.	ections 627
Other Considerations:  Based on the 85th perscentile speed of 35mph, the lack of parking, it is the Engineer's recommendation to lower the RECOMMENDATION  On the basis of an engineering and traffic investigation, as reported above, and in a 22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of	e posted spe	eed limit to 3	30mph.	ections 627
Other Considerations:  Based on the 85th perscentile speed of 35mph, the lack of parking, it is the Engineer's recommendation to lower the RECOMMENDATION  On the basis of an engineering and traffic investigation, as reported above, and in a 22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of	e posted spe	with the pro	30mph.	ections 627
Other Considerations: Based on the 85th perscentile speed of 35mph, the lack of parking, it is the Engineer's recommendation to lower the RECOMMENDATION	accordance30mph	with the pro	30mph.	ections 627
Other Considerations:  Based on the 85th perscentile speed of 35mph, the lack of parking, it is the Engineer's recommendation to lower the RECOMMENDATION  On the basis of an engineering and traffic investigation, as reported above, and in a 22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of	accordance30mph	with the pro	30mph.	ections 627
Other Considerations:  Based on the 85th perscentile speed of 35mph, the lack of parking, it is the Engineer's recommendation to lower the RECOMMENDATION  On the basis of an engineering and traffic investigation, as reported above, and in a 22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of	e posted spe	with the pro is hereby  PROFESS/O  E BLUE /  C 66200	visions of S determined	ections 627
Other Considerations:  Based on the 85th perscentile speed of 35mph, the lack of parking, it is the Engineer's recommendation to lower the RECOMMENDATION  On the basis of an engineering and traffic investigation, as reported above, and in a 22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of reasonable for the above street segment.	accordance30mph	with the pro_ is hereby	visions of S determined	ections 627
Other Considerations:  Based on the 85th perscentile speed of 35mph, the lack of parking, it is the Engineer's recommendation to lower the RECOMMENDATION  On the basis of an engineering and traffic investigation, as reported above, and in a 22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of	accordance30mph	with the pro is hereby  PROFESS/O  E BLUE /  C 66200	visions of S determined	ections 627
Other Considerations:  Based on the 85th perscentile speed of 35mph, the lack of parking, it is the Engineer's recommendation to lower the Parking, it is the Engineer's recommendation to lower the RECOMMENDATION  On the basis of an engineering and traffic investigation, as reported above, and in a 22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of reasonable for the above street segment.	accordance30mph	with the pro is hereby  PROFESS/O  E BLUE /  C 66200	visions of S determined	ections 627

	VEHICLE SPE	ED DATA				
Location: Jefferson Street between Old Son						
Posted Limit: 30mph			Speed	Number	Speed	Number
Direction: NB SB Recorder:	EBM	Ī	15		40	
Date: 6/3/2021 Day:	Thursday		16		41	
Begin Time: 11:00a End Time:	11:30a		17		42	
Weather: Clear Dry Cool Land Use:	Residential		18		43	
			19		44	
Summary Statistics			20	2	45	
Total Observed 132	<del></del>	1	21	4	46	
Speed Range <u>20 - 31</u>		1	22	6	47	
50th percentile speed 26		1	23	12	48	
85th percentile speed 28			24	14	49	
10 mph pace speed 21 - 30			25	20	50	
% in pace speed 98			26	18	51	
Skewness index 0.857			27	26	52	
30 T			28	19	53	
30			29 20	6	54 55	
25 +			30 31	4	55 56	
20 +			31	I	56 57	
llΗΠ			33		58	
15 +			34		59	
<sub>10</sub>		1	35		60	
			36		61	
│ <sup>5</sup> ┆ ┌┦│││││ <mark></mark> ┐			37		62	
	<del>                                     </del>		38		63	
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	yr yr y		39		64	
			гот	T A L		132
	ANALYSIS INFO	RMATION				
Segment Length (mi.): 0.34	ADT:	8,568	Cou	unt Date:	4/1/2021	
Number of accidents: 2	Time period:	3	years			•
Calc. Accident Rate = 0.63 Fatal + Injury	y Crashes per Millio	on Vehicle-Mile	S			
Street Width (ft): 40	Configuration:	2V 2P		Terrain:	Flat	
Parking Conditions:  Both	Sidewalk:	Both		Class:	Arterial	-
Other Considerations: Based on the 85th perc	and the second s		hoole an			o statewide
average for similar road						
25mph.	aways, it is the Eng	meer's recomme	ildanon k	nower the p	osica speca	mme to
	RECOMMEN	DATION				
On the basis of an engineering and traffic investig	gation, as reported a	bove, and in acc	cordance	with the prov	visions of Se	ections 627,
22352, 22357, 22358 and 40802 of the California	Vehicle Code, a sp	eed limit of		is hereby	determined	to be
reasonable for the above street segment.						
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Signature:			(**/	Exp. 06/30/22		
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Date: 8/27/21			and the second	COF CALLY	Ou. Il	
Date.			`	ONC.		

		VEHICLE SPE	ED DATA				
Location: Jefferson	Street between Laurel	St to Calistoga Av	'e			<u></u>	
Posted Limit: 30mph				Speed	Number	Speed	Number
Direction: NB SB	Recorder:	EBM		15		40	
Date: 6/3/2021	Day:	Thursday		16		41	
Begin Time: 11:45a	End Time:	12:15p		17		42	
Weather: Clear Dry	Cool Land Use:	Commercial-Pa	rk-Res	18		43	
				19		44	
Summary Statistics				20	7	45	
Total Observed	136			21	6	46	
Speed Range	20 - 30			22	6	47	
50th percentile speed	25	<del></del>		23	12	48	
85th percentile speed	27			24	22	49	
10 mph pace speed	20 - 29			25	21	50	
% in pace speed	99	****		26	25	51	
Skewness index	0.667			27	28	52	
30				28	7	53	
<sup>30</sup> T				29	1	54 5.5	
25 +	H			30	1	55	
20 +	$\Box$			31		56	
				32 33		57 58	
15 +				33 34		58 59	
10 +	ПППП			35		60	
				36		61	
5 +				37		62	
0 + + + + + + +	<del></del>	<del>                                     </del>		38		63	
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				TOT	ΓA L		136
		ANALYSIS INFO	ORMATION				
Segment Length (mi.):	0.5	ADT:	10,023	Cor	unt Date:	4/1/2021	
Number of accidents:	20	Time period:	3	years			
Calc. Accident Rate =	3.64 Fatal + Injur	y Crashes per Milli		-			
Ct. AVIII (C)		•				TO .	
Street Width (ft):	Varies Discontinuous	Configuration: Sidewalk:	Varies Both		Terrain:	Flat	
Parking Conditions: Other Considerations:	Based on the 85th perc	1000		City Doule	Class:	Arterial	
Other Considerations:							
	closely spaced Downto		_		_	es for similal	roadways,
	it is the Engineer's reco	ommendation to 10/	wer me posted sp	occu mmit	w zampn.		
		RECOMMEN	DATION	·			
On the basis of an engine	eering and traffic investi			cordance	with the pro	visions of Se	ections 627.
22352, 22357, 22358 and	-	-			_		
reasonable for the above		, ,	-				
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Date:	0/21/21				C OF CALIF	Un'	
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	V	EHICLE SPE	ED DATA				
Location: Jefferson St	treet between Calistog	a Ave and Lincoln	Ave				
Posted Limit: 30mph				Speed	Number	Speed	Number
Direction: NB SB	Recorder:	EBM	ĺ	20		45	
Date: <u>6/3/2021</u>	Day:	Thursday		21		46	
Begin Time: 1:45p	End Time:	2:15p		22		47	
Weather: Clear Dry V	Warm Land Use:	Commercial		23	4	48	
				24	3	49	
Summary Statistics				25	8	50	
Total Observed	124	-		26	7	51	
Speed Range	23 - 34	_		27	12	52	
50th percentile speed	29	_		28	15	53	
85th percentile speed	31	-		29	18	54 5.5	
10 mph pace speed % in pace speed	24 - 33 96	-		30	21	55 56	
Skewness index	0.857	-		31 32	19	56	
GREWHESS HIGEX	0.037	-		32	12 4	57 58	
25 <sub>T</sub>				33	1	58 59	
				35	1	60	
20 +				36		61	
	ПП			37		62	
15 +	ППП		:	38		63	
10 +				39		64	
				40		65	
5 + _				41		66	
				42		67	
0 <del>                                     </del>	<del>                                     </del>	30 80 80		43		68	
2 2 26 (	ng 20 25 24 26	30 % W		44		69	
			D. A. I. MY O. N.	ТОТ	AL		124
		ANALYSIS INFO	RMATION				
Segment Length (mi.):	0.6	ADT:	12,274	Cou	ınt Date:	4/8/2021	
Number of accidents:	18	Time period:	3	years			
Calc. Accident Rate =	2.23 Fatal + Injury	Crashes per Millio	n Vehicle-Mile	es			
Street Width (ft):	64	Configuration:	4V		Terrain:	Flat	
· · · · —	Discontinuous	Sidewalk:	Both	•	Class:	Arterial	
	Based on the 85th perce	entile speed of 31m	ph, it appears re	easonable 1			nph speed
	limit.	•				Ü	
0 1 1 . 0		RECOMMENI					
On the basis of an enginee							
22352, 22357, 22358 and 4		Vehicle Code, a sp	eed limit of	_30mph	_ is hereby	determined t	o be
reasonable for the above st	treet segment.					·	
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Signature:	181			<b>/★</b> /	Exp. 06/30/22	! / <b>★</b> ∦	
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Date:	7/27/2021			A	E OF CALL	ORM	Ì
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VEHICLE SPEED DATA				
Location: Kansas Street between Gasser Dr and Soscol Ave				
Posted Limit: 30mph	Speed	Number	Speed	Number
Direction: EBWB Recorder: EBM	15		40	
Date: 5/4/2021 Day: Tuesday	16		41	
Begin Time: 10:00a End Time: 11:00a	17		42	
Weather: Clear Dry Warm Land Use: Commercial	18		43	
	19	5	44	
Summary Statistics	20	5	45	
Total Observed117	21	12	46	
Speed Range 19 - 28	22	9	47	
50th percentile speed 24	23	17	48	
85th percentile speed 27	24	13	49	
10 mph pace speed 19 - 28	25	18	50	
% in pace speed 100	26	17	51	
Skewness index 0.857	27	15	52	
20 т	28 29	6	53 54	
18 +	30		I	
16 +	31		55 56	
14 +	31		57	
	33		58	
	34		59	
	35		60	
	36		61	
2 +	37		62	
	38		63	
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	39		64	
ANAL VCIC INCODMATION	ТОТ	ΓAL		117
ANALYSIS INFORMATION				
Segment Length (mi.): 0.16 ADT: 5,425	Co	unt Date:	3/25/2021	
Number of accidents: 0 Time period: 3	years			
Calc. Accident Rate = 0.00 accidents per million vehicle-miles				
Street Width (ft): Varies Configuration: 3V 2B		Terrain:	Flat	
Parking Conditions: None Sidewalk: Discontinuous	<del></del>	Class:	Collector	
Other Considerations: Based on the 85th percentile speed of 27mph, closely speed.		olume comn		ways, it is
the Engineer's recommendation to lower the posted spec				• .
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in				
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of	25mph_	is hereby	determined 1	to be
reasonable for the above street segment.			····	
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Date: 8/27/21		E OF CALL	FORM	
		OF CALL		
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VEHICLE SPEED DATA				
Location: Laurel Street between Griggs Ln and First St				
Posted Limit: 30mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	20	2	45	
Date: 4/1/2021 Day: Thursday	21		46	
Begin Time: 1:30p End Time: 2:30p	22		47	
Weather: Clear Dry Warm Land Use: Residential-Park-Senior	23		48	
	24	2	49	
Summary Statistics	25	11	50	
Total Observed 119	26	10	51	
Speed Range 20 - 33	27	16	52	
50th percentile speed 29	28	15	53	
85th percentile speed 31	29	18	54	
10 mph pace speed 24 - 33	30	17	55	
% in pace speed 98	31	16	56	
Skewness index 0.857	32	9	57	
20 т	33	3	58	
18 -	34		59	
	35		60	
14 +	36 37		61 62	
12 +	38		63	
	39		64	
	40		65	
	41		66	
	42		67	
	43		68	
\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	44		69	
ANALYSIS INFORMATION	ТОТ	ra L		119
ANALYSIS INFORMATION				
Segment Length (mi.):         0.56         ADT:         2,746	Coi	unt Date:	3/25/2021	,
Number of accidents: 4 Time period: 3	years			
Calc. Accident Rate = 2.38 Fatal + Injury Crashes per Million Vehicle-Mil	es			
Street Width (ft): Varies Configuration: 2V 2P		Terrain:	Curved	
Parking Conditions: Discontinuous Sidewalk: Discontinuous	-	Class:	Collector	
Other Considerations: Based on the 85th percentile speed of 31mph, the lack of	- pedestrian		*	n accident
rate much higher than statewide average for similar roads	vays, it is t	he Engineer	's recommen	dation to
lower the posted speed limit to 25mph.		_		
		r		
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in a				
22357, 22358 and 40802 of the California Vehicle Code, a speed limit of25mp	h is he	reby determ	ined to be re	asonable for
the above street segment.				
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Date: 8/27/21	A	E OF CALLS	ORM	
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		VEHICLE SPE	ED DATA				
Location: Linda Vist	ta Avenue between W	est Pueblo Ave and	Redwood Rd				
Posted Limit: 25mph				Speed	Number	Speed	Number
Direction: NB SB	Recorder:	EBM		15		40	
Date: 3/29/2021	Day:	Monday		16		41	
Begin Time: 12:00n	End Time:	1:00p		17		42	
Weather: Clear Dry	Cool Land Use:	Res-School-Seni	or-Church	18		43	
				19	1	44	
Summary Statistics				20	4	45	
Total Observed	120			21	4	46	
Speed Range	19 - 31	<del></del>		22	7	47	
50th percentile speed	25	****		23	9	48	
85th percentile speed	27			24	16	49	
10 mph pace speed	19 - 28	<u> </u>		25	25	50	
% in pace speed	99			26	25	51	
Skewness index	0.857	<del></del>		27	19	52	
20				28	9	53	
30 ⊤				29		54	
25 +				30		55	
20 +				31	1	56	
20				32 33		57 58	
15 +	ППП			33		58 59	
10 +				35		60	
	-ПІІІП			36		61	
∥ 5 <del> </del>				37		62	
	<del>                                     </del>	7		38		63	
464	* * * * *	· 32 35 3	:	39		64	
				тот	ſ A L		120
		ANALYSIS INFO	DRMATION				
Segment Length (mi.):	0.51	ADT:	2,695	Cot	unt Date:	4/8/2021	
Number of accidents:	3	Time period:		years			
Calc. Accident Rate =	1.99 accidents pe	er million vehicle-m	iles	,-			
Street Width (ft):	40	Configuration:	2V 2D		Terrain:	Flat	
Parking Conditions:	Both	Sidewalk:	2V 2P Both		Class:	Collector	
Other Considerations:	Based on the 85th per			school an			dant rota
Other Considerations.	higher than statewide						
	speed limit.	averages for similar	Todaways, it ap	pears reas	onable to rec	ani the exist	mg 25mpn
	· · · · · · · · · · · · · · · · · · ·						
		RECOMMEN					
On the basis of an engine							
22357, 22358 and 40802		ele Code, a speed lir	nit of25mpl	h is he	reby determi	ined to be re	asonable for
the above street segment.							
					25500		
					PROFESS/O	NA/	
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Date:	1/21/2021				E OF CALL	(U)	
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VEHICLE SPEED DATA				
Location: Linda Vista Avenue between Trower Ave and North City Limit				
Posted Limit: 30mph	Speed	Number	Speed	Number
Direction: NBSB Recorder: EBM	20		45	
Date: 3/23/2021 Day: Tuesday	21		46	
Begin Time: 11:30a End Time: 12:30p	22		47	
Weather: Clear Cool Land Use: Res-Comm Ctr-Park	23	l	48	
	24	4	49	
Summary Statistics	25	9	50	
Total Observed 140	26	7	51	
Speed Range 23 - 35	27	19	52	
50th percentile speed 29	28	17	53	
85th percentile speed 32	29	18	54	
10 mph pace speed 24 - 33 % in pace speed 96	30 31	20	55	
Skewness index 1.000	32	17 17	56 57	
Skewitess fildex 1.000	32	7	58	
25 т	34	2	59	
	35	2	60	
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║	37		62	
15 +	38		63	
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	43		68	
\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	44		69	
ANAL VOIC INFORMATION	TOT	AL		140
ANALYSIS INFORMATION				
Segment Length (mi.): 0.63 ADT: 2,076	Coı	ınt Date:	2/4/2021	
Number of accidents: 1 Time period: 3	years			
Calc. Accident Rate = Fatal + Injury Crashes per Million Vehicle-Mile	es			
Street Width (ft): 40 Configuration: 2V 2P		Terrain:	Flat	
Parking Conditions: Both Sidewalk: Both	•	Class:	Collector	•
Other Considerations: Based on the 85th percentile speed of 32mph, the City Co	mmunity (	Center and P	ark, Resider	ntial District
and low volumes, it is the Engineer's recommendation to l	ower the p	osted speed	l limit to 25r	nph.
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in ac				
22357, 22358 and 40802 of the California Vehicle Code, a speed limit of25mpl	h is he	reby determ	ined to be re	asonable for
the above street segment.				
		PROFESS/C	No.	
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Signature:	//★/	Exp. 06/30/22		
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Date: 9/15/21	14	E OF CALL	ORM	
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		VEHICLE SPE	ED DATA				
Location: Main Stre	eet between Fifth St an	d Pearl St					
Posted Limit: 25mph				Speed	Number	Speed	Number
Direction: NB SB	Recorder:	EBM		10		35	
Date: <u>6/28/2021</u>	Day:	Monday		11		36	
Begin Time: 3:00p	End Time:	3:45p		12	1	37	
Weather: Clear Dry	Warm Land Use:	Commercial-Dov	vntown	13	2	38	
				14	3	39	
Summary Statistics				15	6	40	
Total Observed	104			16	9	41	
Speed Range	12 - 26			17	12	42	
50th percentile speed	19			18	11	43	
85th percentile speed	22			19	13	44	
10 mph pace speed	93	<del></del>		20	18	45	
% in pace speed Skewness index	1.000	<del></del>		21	10	46	
Skewness maex	1.000	******		22	9	47	
20 <sub>T</sub>				23 24	6 1	48	
18 +				24 25	2	49 50	
16 +				26	1	50 51	
14 +				27	1	52	
12 + I0 + I	7-			28		53	
				29		54	
				30		55	
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		ANALYSICS CONTROL		тот	AL		104
		ANALYSIS INFO	RMATION				
Segment Length (mi.):	0.34	ADT:	3,651	Cou	int Date:	3/18/2021	
Number of accidents:	16	Time period:		years			
Calc. Accident Rate =	Fatal + Injur	y Crashes per Millio	n Vehicle-Mile	:S			
Street Width (ft):	Varies	Configuration:	2V		Terrain:	Flat	
Parking Conditions:	Discontinuous	Sidewalk:	Both		Class:	Arterial	
Other Considerations:	Based on the 85th perc	centile speed of 22mi	oh, the Downto	wn Busine			of conflict
	points for vehicles and						
	urban roadways, it app						
					*		
		RECOMMEND					
On the basis of an engine	eering and traffic investi	gation, as reported al	oove, and in acc	cordance v	vith the prov	isions of Se	ctions 627,
22352, 22357, 22358 and	1 40802 of the California	a Vehicle Code, a spe	eed limit of	_25mph	_ is hereby	determined t	o be
reasonable for the above	street segment.						
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VEHICLE SPEED DATA				
Location: Main Street between Pearl St and Jackson St				
Posted Limit: 25mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	15		40	
Date: 6/3/2021 Day: Thursday	16		41	
Begin Time: 2:30p End Time: 3:00p	17		42	
Weather: Clear Dry Warm Land Use: Comm-School-Residential	18		43	
	19	4	44	
Summary Statistics	20	13	45	
Total Observed 122	21	10	46	
Speed Range <u>19 - 30</u>	22	19	47	
50th percentile speed 23	23	20	48	
85th percentile speed 26	24	15	49	
10 mph pace speed 19 - 28	25	14	50	
% in pace speed 98	26	11	51	
Skewness index 1.143	27	10	52	
25 <sub>T</sub>	28	4	53	
23	29	1	54 5.5	
20 +	30	1	55	
	31 32		56 57	
15 +	33		58	
	34		59	
	35		60	
5 +	36		61	
	37		62	
	38		63	
	39		64	
	тот	ΓAL		122
ANALYSIS INFORMATION				
Segment Length (mi.): 0.45 ADT: 3,201	Cou	unt Date:	3/18/2021	
Number of accidents: 8 Time period: 3	years			
Calc. Accident Rate = Fatal + Injury Crashes per Million Vehicle-Mile	es			
Street Width (ft): 40 Configuration: 2V 2P		Terrain:	Flat	
Parking Conditions: Both Sidewalk: Both	-	Class:	Collector	
Other Considerations: Based on the 85th percentile speed of 26mph, mixed use	properties			ccident rate
higher than statewide averages for similar streets, it appear	-	_		
posted speed limit.				
			<u> </u>	
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in ac		-		
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of	25mph	_ is hereby d	letermined to	be
reasonable for the above street segment.				
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	7	EHICLE SP	EED DATA				
Location: Main Stree	et between Jackson St	and Lincoln Ave					
Posted Limit: 30mph				Speed	Number	Speed	Number
Direction: NB SB	Recorder:	EBM	ĺ	15		40	
Date: 4/8/2021	Day:	Thursday		16		41	
Begin Time: 9:30a	End Time:	10:30a		17		42	
Weather: Clear Dry	Cool Land Use:	Residential-Co	mmercial	18	1	43	
				19		44	
Summary Statistics			***************************************	20	3	45	
Total Observed	107	_		21	3	46	
Speed Range	18 - 32	_		22	4	47	
50th percentile speed	26	_		23	8	48	
85th percentile speed	27	_		24	15	49	
10 mph pace speed	20 - 29	_		25	14	50	
% in pace speed Skewness index	96 0.667	<del>-</del>		26	22	51 52	
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		ANALYSIS INF	ORMATION	ТОТ	AL		107
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Segment Length (mi.): Number of accidents:	0.22	ADT:	3,091		int Date:	4/8/2021	
Calc. Accident Rate =	1.34 Fatal + Injury	Time period:	3 lion Vehicle-Mile	years			
-		Crashes per will	mon veincle-ivine				
Street Width (ft):	40	Configuration:	2V 2P		Terrain:	Flat	
Parking Conditions:	Both	Sidewalk:	Both		Class:	Collector	
	Based on the 85th perce						
<u> </u>	statewide averages for s	similar roadways,	, it is the Engineer	r's recomm	endation to	lower the po	sted speed
	limit to 25mph.						
		RECOMME	NDATION				
On the basis of an enginee	ering and traffic investig			cordance v	with the pro	visions of Se	ections 627
22357, 22358 and 40802							
the above street segment.		, - <b></b>			,		
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VEHICLE SPEED DATA							
Location: Main Stre	et between Lincoln Ave	and Pueblo Ave					
Posted Limit: 30mph				Speed	Number	Speed	Number
Direction: NB SB	Recorder:	EBM		15		40	
Date: 5/27/2021	Day:	Thursday		16		41	
Begin Time: 3:30p	End Time:	4:30p		17		42	
Weather: Clear Dry	Warm Land Use:	Residential		18	,	43	
				19		44	
Summary Statistics				20	1	45	
Total Observed	102	_		21	5	46	
Speed Range	20 - 32	_		22	5	47	
50th percentile speed	26			23	6	48	
85th percentile speed	28	_		24	7	49	
10 mph pace speed	21 - 30	<del></del>		25	16	50	
% in pace speed	97	<del></del>		26	21	51	
Skewness index	0.857	<del>-</del>		27	19	52	
25				28	12	53	
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				тот	AL	<u>*                                      </u>	102
		ANALYSIS INFO	RMATION				
Segment Length (mi.):	0.5	ADT:	2,183	Cot	unt Date:	3/11/2021	
Number of accidents:	4	Time period:	3	years			
Calc. Accident Rate =	3.35 Fatal + Injury	Crashes per Millio					
0, , , , , , , , , , , , , , , , , , ,						<b>—</b>	
Street Width (ft):	40 D-41	Configuration:	2V 2P	-	Terrain:	Flat	
Parking Conditions:	Both	Sidewalk:	Both	- District	Class:	Collector	. 1 41
Other Considerations:	Based on the 85th perc						
	statewide averages for limit to 25mph.	similar roadways, it	is the Enginee	rs recomm	iendation to	lower the po	sted speed
	mint to 25mpn.						
		RECOMMENI	DATION				
On the basis of an engine	eering and traffic investig			cordance	with the pro	visions of Se	ctions 627.
22352, 22357, 22358 and							
reasonable for the above	street segment.	•			<del></del>		
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Date:	7/15/21			_ '' ''	F OF CALL	ŁOKI,	
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VEHICLE SPEED DATA				
Location: Pearl Street between Franklin St and Soscol Ave				
Posted Limit: 25mph	Speed	Number	Speed	Number
Direction: EBWB Recorder: EBM	15		40	
Date: <u>6/28/2021</u> Day: <u>Monday</u>	16		41	
Begin Time: 2:15p End Time: 2:45p	17	2	42	
Weather: Clear Dry Warm Land Use: Commercial-Downtown	18	1	43	
	19	5	44	
Summary Statistics	20	13	45	
Total Observed111	21	13	46	
Speed Range 17 - 27	22	11	47	
50th percentile speed 23	23	15	48	
85th percentile speed 26	24	14	49	
10 mph pace speed18 - 27	25	19	50	
% in pace speed98	26	11	51	
Skewness index 0.857	27	7	52	
	28		53	
20 T	29		54	
18 +	30		55	
16 + 14 + -	31		56	
	32		57	
	33		58	
8 +	34		59	
6 + _	35		60	
4 +	36		61	
	37		62	
0 <del>                                    </del>	38		63	
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	39		64	
ANALYSIS INFORMATION	ТОТ	AL		111
Segment Length (mi.): 0.35 ADT: 3,792	-	ınt Date:	3/18/2021	
Number of accidents: 3 Time period: 3	years			
Calc. Accident Rate = 2.06 accidents per million vehicle-miles				
Street Width (ft): 40 Configuration: 2V		Terrain:	Flat	
Parking Conditions: Discontinuous Sidewalk: Both		Class:	Collector	
Other Considerations: Based on the 85th percentile speed of 26mph, an accident	rate highe	r than states	vide average	s for
similar roadways, it appears reasonable to retain the exist	ing 25mph	speed limit.	•	
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RECOMMENDATION		-dela ela		-4: (07
On the basis of an engineering and traffic investigation, as reported above, and in ac				
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of reasonable for the above street segment.	_25mpn	_ is nereby	determined t	o be
icasonable for the above street segment.				~~~
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Date: 8/3/2021	NOTA.	TE OF	EORNIT	
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VEHICLE SPEED DATA				
Location: Redwood Road between West City Limit to Dry Creek Rd				
Posted Limit: 30mph	Speed	Number	Speed	Number
Direction: EBWB Recorder: EBM	20	1	45	
Date: 4/1/2021 Day: Thursday	21	0	46	
Begin Time: 10:30a End Time: 11:15a	22	2	47	
Weather: Clear Dry Warm Land Use: Residential-Rural	23	4	48	
	24	5	49	
Summary Statistics	25	6	50	
Total Observed 123	26	11	51	
Speed Range <u>20 - 35</u>	27	18	52	
50th percentile speed 28	28	18	53	
85th percentile speed 31	29	16	54	
10 mph pace speed 23 - 32	30	20	55	
% in pace speed 93	31	11	56	
Skewness index 1.000	32	6	57	
25 т	33	2	58	
	34 35	2 1	59	
20 +	36	1	60 61	
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15 +	38		63	
	39		64	
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	43		68	
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	тот	AL		123
ANALYSIS INFORMATION				
Segment Length (mi.): 1.07 ADT: 3,368	Cou	unt Date:	3/11/2021	
Number of accidents: 6 Time period: 3	years			
Calc. Accident Rate = 1.52 Fatal + Injury Crashes per Million Vehicle-M	iles			
Street Width (ft): Varies Configuration: 2V		Terrain:	Curves	
Parking Conditions: None Sidewalk: Discontinuou	 S	Class:	Arterial	
Other Considerations: Based on the 85th percentile speed of 31mph, a rural res				ttle
pedestrian facilities, an accident rate higher than statew			~	1
reasonable to retain the existing 30mph posted speed lin			*	
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in				
22357, 22358 and 40802 of the California Vehicle Code, a speed limit of30mp	h is here	by determin	ned to be rea	sonable for
the above street segment.				
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VEHICLE SPEED DATA						
Location: Second Street between Jefferson St and Main St						
Posted Limit: 25mph	Speed	Number	Speed	Number		
Direction: EBWB Recorder: EBM	10		35			
Date: 6/29/2021 Day: Tuesday	11		36			
Begin Time: 10:30a End Time: 11:15a	12	1	37			
Weather: <u>Clear Dry</u> Warm Land Use: <u>Commercial-D</u> owntown	13	2	38			
	14	10	39			
Summary Statistics	15	14	40			
Total Observed116	16	11	41			
Speed Range <u>12 - 25</u>	17	15	42			
50th percentile speed 18	18	17	43			
85th percentile speed20	19	18	44			
10 mph pace speed <u>14 - 23</u>	20	14	45			
% in pace speed97	21	9	46			
Skewness index 0.857	22	2	47			
00	23	2	48			
20 T 18 +	24	0	49			
16 1	25	1	50			
	26		51			
12 +	27		52			
	28		53 54			
	29 30		54 55			
	31		56			
	32		57			
	33		58			
\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	34		59			
	TOT	î A L		116		
ANALYSIS INFORMATION				222		
Segment Length (mi.): 0.5 ADT: 2,955	Col	unt Date:	4/1/2021			
Number of accidents: 12 Time period: 3	years	ant Date.	-7/1/2021			
Calc. Accident Rate = 7.42 Fatal + Injury Crashes per Million Vehicle-Mi	~					
Street Width (ft): 40 Configuration: 2V 2P	_	Terrain:	<u>Flat</u>			
Parking Conditions: Both Sidewalk: Both		Class:	Arterial			
Other Considerations: Based on the 85th percentile speed, the Downtown Busin						
vehicles and pedestrians, an accident rate higher than sta			iiar 2 iane ui	ban		
roadways, it appears to be reasonable to retain the posted	i speed iiiiii	t of Zompn.				
RECOMMENDATION						
On the basis of an engineering and traffic investigation, as reported above, and in a	ccordance	with the prov	visions of Se	ctions 627.		
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of						
reasonable for the above street segment.						
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Date: 9/16/2021	_	E OF	CALIFORM			

VEHICLE SPEED DATA						
Location: Shurtleff Avenue between Imola Ave and Terrace Dr						
Posted Limit: 25mph	Speed	Number	Speed	Number		
Direction: NB SB Recorder: EBM	15		40			
Date: 5/4/2021 Day: Tuesday	16	0	41			
Begin Time: 11:30a End Time: 12:30p	17	2	42			
Weather: Clear Dry Warm Land Use: Res-School-Park	18	3	43			
	19	4	44			
Summary Statistics	20	7	45			
Total Observed122	21	10	46			
Speed Range 17 - 29	22	6	47			
50th percentile speed 24	23	16	48			
85th percentile speed	24	22	49			
10 mph pace speed 19 - 28	25	19	50			
% in pace speed 94	26	17	51			
Skewness index 0.750	27	10	52			
	28	4	53			
25 T	29	2	54			
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<mark>┃  <sup>5</sup>┆┍┵┤</mark> ┃∏┃┃┃┃┃┃┃	36		61			
	37 38		62			
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ANALYSIS INFORMATION	10,			122		
Segment Length (mi.): 0.94 ADT: 2,772	Cou	unt Date:	5/6/2021			
Number of accidents: 4 Time period: 3	years	mit Date.	3/0/2021			
Calc. Accident Rate = 1.40 Fatal + Injury Crashes per Million Vehicle-Mile						
Street Width (ft): Varies Configuration: 2V		Terrain:	Curves			
Parking Conditions: Discontinuous Sidewalk: Discontinuous		Class:	Collector			
Other Considerations: Based on the 85th percentile speed of 26mph, a School ar						
facilities and an accident rate higher than statewide avera	ge for simi	iar streets, i	t appears rea	isonable to		
retain the posted 25mph speed limit.						
RECOMMENDATION						
On the basis of an engineering and traffic investigation, as reported above, and in ac	cordance	with the prov	visions of Se	ctions 627		
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of						
reasonable for the above street segment.	*	_ ,				
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VEHICLE SPEED DATA				
Location: Solano Avenue between Lincoln Ave and Redwood Rd				***************************************
Posted Limit: 35mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	20		45	
Date: 4/1/2021 Day: Thursday	21		46	
Begin Time: 11:30a End Time: 12:30p	22		47	
Weather: Clear Dry Warm Land Use: Residential-Commercial	23		48	
	24		49	
Summary Statistics	25	1	50	
Total Observed 120	26	1	51	
Speed Range 25 - 39	27	4	52	
50th percentile speed34	28	5	53	
85th percentile speed36	29	2	54	
10 mph pace speed 28 - 37	30	3	55	
% in pace speed 91	31	5	56	
Skewness index 0.667	32	13	57	
	33	17	58	
<sup>25</sup> T	34	19	59	
20 +	35	20	60	
	36	17	61	
15 +	37	8	62	
	38	4	63	
10 +	39	1	64	
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	42		67	
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		- A T	69	120
ANALYSIS INFORMATION	TOT	I A L		120
			1/0/2021	
Segment Length (mi.):1.07ADT:7,331Number of accidents:11Time period:3	-	unt Date:	4/8/2021	
Calc. Accident Rate = 1.28 Fatal + Injury Crashes per Million Vehicle-Mil	years			
	es		*****	
Street Width (ft): Varies Configuration: 2V 2B	-	Terrain:	Flat	
Parking Conditions: Discontinuous Sidewalk: Discontinuous	_	Class:	Collector	
Other Considerations: Based on the 85th percentile speed of 36mph, it appears i	easonable	to retain the	posted 35m	ph speed
limit.				
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in a	ccordance	with the pro	visions of Se	ections 627
22357, 22358 and 40802 of the California Vehicle Code, a speed limit of35mp				
the above street segment.				
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VEHICLE SPEED DATA				
Location: Socsol Avenue between Silverado Tr (SR121) and Third St				
Posted Limit: 40mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	20		45	
Date: 6/3/2021 Day: Thursday	21		46	
Begin Time: 11:00a End Time: 11:30a	22		47	
Weather: Clear Dry Cool Land Use: Commercial	23		48	
	24		49	
Summary Statistics	25	2	50	
Total Observed 129	26	1	51	
Speed Range <u>25 - 39</u>	27	7	52	
50th percentile speed 32	28	4	53	
85th percentile speed 35	29	6	54	
10 mph pace speed 27 - 36	30	16	55	
% in pace speed 96	31	22	56	
Skewness index 0.750	32	17	57	
25 <sub>T</sub>	33 34	14 15	58 59	
	34	15 16	60	
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	37	1	62	
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	TOT	T A L		129
ANALYSIS INFORMATION				
Segment Length (mi.): 0.77 ADT: 22,286	Co	unt Date:	4/15/2021	
Number of accidents: 15 Time period: 3	– years		A	
Calc. Accident Rate = 0.80 Fatal + Injury Crashes per Million Vehicle-Mi	les			
Street Width (ft): 62 Configuration: 5V 2B		Terrain:	Flat	
Parking Conditions: None Sidewalk: Both		Class:	Arterial	
Other Considerations:  Based on the 85th percentile speed of 35mph, an accider	– it rate highe			for similar
roadways, it appears reasonable to lower the posted spee			mac arerage	TOI SIIIIIII
Tout and a special reasonable to form the posted spec		P		
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in a				
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of _	35mph_	_ is hereby	determined t	to be
reasonable for the above street segment.				
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VEHICLE SPEED DATA					
Location: Soscol Avenue between Third St and Lincoln Ave					
Posted Limit: 40mph	Speed	Number	Speed	Number	
Direction: NB SB Recorder: EBM	20		45		
Date: 6/3/2021 Day: Thursday	21		46		
Begin Time: 10:15a End Time: 10:45a	22		47		
Weather: Clear Dry Cool Land Use: Commercial	23		48		
	24		49	,	
Summary Statistics	25	1	50		
Total Observed 134	26	1	51		
Speed Range 25 - 39	27	4	52		
50th percentile speed 32	28	7	53		
85th percentile speed 35	29	4	54		
10 mph pace speed <u>27 - 36</u>	30	16	55		
% in pace speed 95	31	17	56		
Skewness index 1.000	32	17	57		
	33	14	58		
25 T	34	22	59		
20 +	35	15	60		
	36	11	61		
15 +	37	3	62		
	38	1	63		
10 +	39	l	64		
5 +	40		65		
<sup>°†</sup> ⊢H	41		66		
	42 43		67 68		
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	ТОТ	' A I	09	134	
ANALYSIS INFORMATION	101	AL		134	
		4.50	4/0/2021		
Segment Length (mi.): 0.83 ADT: 21,031  Number of accidents: 15 Time period: 3	•	ınt Date:	4/8/2021		
Calc. Accident Rate = 0.78 Fatal + Injury Crashes per Million Vehicle-Mile	years				
Street Width (ft): 90 Configuration: 4V 2B 2P M		Terrain:	Flat		
Parking Conditions: Both Sidewalk: Both		Class:	Arterial		
Other Considerations: Based on the 85th percentile speed of 35mph, an accident			vide average	for similar	
streets, it seems reasonable to lower the posted speed limi	t to 35mph	۱.			
RECOMMENDATION					
On the basis of an engineering and traffic investigation, as reported above, and in ac	aaudamaa r	with the same	.i.i 6 C.		
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of					
reasonable for the above street segment.	_33mpn	_ is neleby	determined t	o be	
reasonable for the above street segment.					
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Date: 9/15/2021	11/1/2	TE OF ONL	FORM		
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VEHICLE SPEED DATA							
Location: South Jef	ferson Street between	Southern Terminu	s and Imola Av	e			
Posted Limit: 30mph			1	Speed	Number	Speed	Number
Direction: NB SB	Recorder:	EBM		20	1	45	
Date: 4/8/2021	Day:	Thursday		21	1	46	
Begin Time: 11:15a	End Time:	12:00n		22	1	47	
Weather: Clear Dry	Cool Land Use:	Residential-Sen	ior-Park	23	7	48	
				24	4	49	
Summary Statistics				25	6	50	
Total Observed	134			26	4	51	
Speed Range	20 - 36			27	9	52	
50th percentile speed	30			28	14	53	
85th percentile speed	32			29	15	54	
10 mph pace speed	24 - 33			30	21	55	
% in pace speed	90			31	21	56	
Skewness index	0.600	Transcom.		32	19	57	
				33	8	58	
25 T				34	1	59	
20 +				35	1	60	
20				36	1	61	
15 +				37		62	
	ПШ			38		63	
10 +	_			39		64	
				40		65	
5 + 1 -				41		66	
		<b></b>		42		67	
2 2 26	25 20 25 34 3	0 30 KD		43		68	
	, , , ,	•	}	44		69	
		ANALYSIS INFO	ORMATION	TOT	AL		134
C	0.84						
Segment Length (mi.): Number of accidents:	<u>0.51</u>	ADT:	5,642		unt Date:	4/15/2021	
Calc. Accident Rate =		Time period:		years			
Caic. Accident Rate =		ry Crashes per Milli	on venicle-Mile	S			
Street Width (ft):	Varies	Configuration:	Varies		Terrain:	Flat	
Parking Conditions:	Discontinuous	Sidewalk:	Both		Class:	Arterial	
Other Considerations:	Based on the 85th per	centile speed of 32n	nph, a Senior Ho	using Con	nmunity and		ay, it
	appears reasonable to	retain the posted 30	mph speed limit.			•	• .
			-				
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		RECOMMEN					
On the basis of an engine	eering and traffic inves	tigation, as reported	above, and in ac	cordance v	with the pro	visions of Se	ections 627,
22357, 22358 and 40802		cle Code, a speed lir	nit of <b>30mph</b>	is he	reby determi	ned to be rea	asonable for
the above street segment	•						
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Date:	017/2021				- UF C	ALITO	
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VEHICLE SPEED DAT	TA				
Location: South Jefferson Street between Imola Ave and Old Sonoma I	Rd				
Posted Limit: 30mph		Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM		20		45	
Date: 4/8/2021 Day: Thursday		21	1	46	
Begin Time: 10:45a End Time: 11:00a		22	5	47	
Weather: Clear Dry Cool Land Use: Residential-Senior	l	23	7	48	
		24	9	49	
Summary Statistics		25	8	50	
Total Observed146		26	17	51	
Speed Range <u>21 - 33</u>		27	16	52	
50th percentile speed28		28	14	53	
85th percentile speed 31		29	21	54	
10 mph pace speed 23 - 32		30	19	55	
% in pace speed 93		31	18	56	
Skewness index 0.889		32	7	57	
		33	4	58	1
25 T		34		59	
20 +		35		60	
		36		61	
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│ <sup>5</sup>		41		66	
		42		67	
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	-	TOT	A I	69	146
ANALYSIS INFORMATIO	ON	101	AU		140
Segment Length (mi.): 0.39 ADT: 7,882		Cou	nt Date:	4/1/2021	
Number of accidents: 6 Time period: 3		ars	int Date.	4/1/2021	
Calc. Accident Rate = 1.78 Fatal + Injury Crashes per Million Vehicle		ais			
Street Width (ft): 40 Configuration: 2V 2P			Terrain:	Flat	
Parking Conditions: Both Sidewalk: Discontinuo			Class:	Arterial	
Other Considerations: Based on the 85th percentile speed of 31mph, a resid	dential a	nd senio	r district wi	th gaps in pe	edestrian
facilities, an accident rate higher than statewide aver		similar	roadways, i	t is the Engi	neer's
recommendation to lower the posted speed limit to 2:	25mph.				
RECOMMENDATION					
On the basis of an engineering and traffic investigation, as reported above, and		rdance	with the prov	visions of So	ctions 627
22357, 22358 and 40802 of the California Vehicle Code, a speed limit of2.					
the above street segment.		_ 13 1101	coy determi	inca to be rea	asonable for
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and		STA	(1/ N/)	Alko	
Date: 9/15/2021			OF CALIF	nu,	

VEHICLE SPEED DATA				
Location: Terrace Drive between Shurtleff Ave and Coombsville Rd				
Posted Limit: 30mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	20		45	
Date: <u>5/27/2021</u> Day: <u>Thursday</u>	21	2	46	
Begin Time: 2:45p End Time: 3:45p	22	4	47	
Weather: Clear Dry Warm Land Use: Residential	23	3	48	
	24	7	49	
Summary Statistics	25	10	50	
Total Observed109	26	12	51	
Speed Range <u>21 - 32</u>	27	14	52	
50th percentile speed 28	28	17	53	
85th percentile speed 30	29	16	54	
10 mph pace speed 22 - 31	30	15	55	
% in pace speed 96	31	7	56	
Skewness index 0.750	32	2	57	
18 🛨	33		58	
16 T	34		59	
	35		60	
12 +	36 37		61 62	
	38		63	
8 +	39		64	
	40		65	
4 + 1	41		66	
	42		67	
0	43		68	
\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	44		69	
	TOT	ΓAL		109
ANALYSIS INFORMATION				
Segment Length (mi.):	Co	unt Date:	3/25/2021	
Number of accidents: 1 Time period: 3	years			
Calc. Accident Rate = <u>0.57</u> Fatal + Injury Crashes per Million Vehicle-Mile	es			
Street Width (ft): Varies Configuration: 2V		Terrain:	Rolling	
Parking Conditions: Discontinuous Sidewalk: Discontinuous	-	Class:	Collector	
Other Considerations: Based on the 85th percentile speed of 30mph, it appears r	- easonable			nph posted
speed limit.				p.i. posica
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in ac		-		
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of	_30mph_	is hereby	y determined	to be
reasonable for the above street segment.				
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Vì	EHICLE SPEED DATA				
Location: Third Street between Jefferson St	and Soscol Ave				
Posted Limit: 25mph		Speed	Number	Speed	Number
Direction: EBWB Recorder:	EBM	15		40	
Date: 5/13/2021 Day:	Thursday Thursday	16		41	
	4:00p	17	2	42	
Weather: Clear Dry Cool Land Use:	Commercial	18	2	43	
		19	3	44	
Summary Statistics		20	9	45	
Total Observed 147		21	8	46	
Speed Range <u>17 - 30</u>		22	16	47	
50th percentile speed 24		23	22	48	
85th percentile speed 27		24	21	49	
10 mph pace speed 19 - 28		25	23	50	
% in pace speed 96		26	18	51	
Skewness index 0.857		27	16	52	
25 <sub>T</sub>		28	5	53	
<b>_</b>		29	1	54	
20		30	1	55	
		31		56	
15 +		32		57 58	
		33		59	
<sup>10 †</sup>		35		60	
5 +		36		61	
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	<del></del>	38		63	
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		TOT	ΓAL	<u> </u>	147
A	NALYSIS INFORMATION				
Segment Length (mi.): 0.49	ADT: <b>8,089</b>	Co	unt Date:	4/29/2021	
	Time period: 3	years			
	Crashes per Million Vehicle-Mi	les			
Street Width (ft): Varies	Configuration: Varies		Terrain:	Flat	
	Sidewalk: Both	_	Class:	Arterial	•
***************************************	ile speed of 27mph, a Downtow	_ n Commerc			vahla to
retain the existing 25mpl		n Commen	nai aica, ii a	ippears reasi	iable to
rount the oxisting 25mpr	i posted speed iiiiit.				
	RECOMMENDATION				
On the basis of an engineering and traffic investiga			-		
22352, 22357, 22358 and 40802 of the California \	ehicle Code, a speed limit of _	25mph	is hereby	determined	to be
reasonable for the above street segment.			· · · · · · · · · · · · · · · · · · ·		
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	VEHICLE SPEED DATA				
Location: Wine Country Avenue bety	veen Linda Vista Ave and Highway 29				
Posted Limit: 35mph		Speed	Number	Speed	Number
Direction: EBWB Record	er: EBM	20		45	
Date: <u>3/23/2021</u> Day:	Tuesday	21		46	
Begin Time: 3:45p End Ti		22	2	47	
Weather: Clear Dry Cool Land U	Jse: Residential-Commercial	23	1	48	
		24	4	49	
Summary Statistics		25	9	50	
Total Observed 120		26	10	51	
Speed Range 22 - 38	A STATE OF THE STA	27	13	52	
50th percentile speed 29		28	12	53	
85th percentile speed 32		29	12	54	
10 mph pace speed 24 - 33		30	10	55	
% in pace speed 90 Skewness index 1.111		31	20	56	
Skewness index 1.111	<del></del>	32	14	57 50	
25 —		33 34	4	58 50	
25		35	3 4	59 60	
20 +		36	0	61	
		37	1	62	
15 +		38	1	63	
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		TOT	AL		120
	ANALYSIS INFORMATION				
Segment Length (mi.): 0.47	ADT: <b>2,246</b>	Cou	ınt Date:	2/4/2021	
Number of accidents: 2	Time period: 3	years			
Calc. Accident Rate = 1.73 Fatal +	Injury Crashes per Million Vehicle-Mile	es			
Street Width (ft): Varies	Configuration: 2V 2P		Terrain:	Flat	
Parking Conditions: Both	Sidewalk: Discontinuous	-	Class:	Collector	
· · · · · · · · · · · · · · · · · · ·	h percentile speed of 32mph, gaps in ped	- lestrian fac			igher than
	e for similar roadways, it is the Engineer				
limit to 30mph.				•	•
	RECOMMENDATION		···		
On the basis of an engineering and traffic i					
22357, 22358 and 40802 of the California	Vehicle Code, a speed limit of30mp	<b>h</b> is her	reby determi	ined to be rea	asonable for
the above street segment.					
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