	VEHICLE SP	EED DATA				
Location: Browns Valley Road	between Partrick Rd and La	urel St				
Posted Limit: 35mph			Speed	Number	Speed	Number
Direction: EB WB	Recorder: EBM		20		45	
Date: 5/16/2022	Day: Monday		21		46	
are San comment	End Time: 10:45am		22		47	
Weather: Clear Dry Cool	Land Use: Mixed		23		48	
			24	1	49	
Summary Statistics			25		50	
Total Observed 110			26		51	::
Speed Range 24	- 41		27		52	
50th percentile speed 36			28	1	53	
85th percentile speed 37			29	1	54	
10 mph pace speed 30	- 39		30	4	55	
% in pace speed 95			31	3	56	
Skewness index 0.571			32	11	57 50	
20			33	9	58	
30			34 35	9	59	
25 +	11	4	36	28	60 61	
20 +	I H		37	21	62	
	111	1	38	3	63	
15 +	$H\Pi$	1	39	3	64	
10 +		1	40	1	65	
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5 † —			42	1.50	67	
0 +			43		68	
2 2 2 2 3	20 30 30 30 KS		44		69	
			тот	AL		110
	ANALYSIS INF	ORMATION				
Segment Length (mi.): 1.09	ADT:	11,430	Cou	nt Date:	5/5/2022	
Number of accidents: 21	Time period:		years			
Calc. Accident Rate = 1.54	Fatal + Injury Crashes per Mil	lion Vehicle-Miles				
Street Width (ft): Varies	Configuration:	Varies		Terrain:	Flat	
Parking Conditions: Discontin		Discontinuous			Arterial	
	in 85th percentile of 37mph, and					continuous
	facilities, it is the Engineer's r			The contract of the contract o		The state of the s
pedestran	racinates, it is the Engineer of	commendation to	tower the	posted spee	d mine of 51	npii.
	RECOMME	NDATION				
On the basis of an engineering and tr	affic investigation, as reported	above, and in acco	ordance w	ith the provi	sions of Sec	tions 627,
22352, 22357, 22358 and 40802 of th		speed limit of30	mph	is hereby d	etermined to	be
reasonable for the above street segme	nt.					
7-						
				PROFE	SSIONA	
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Date:	023			C OF	CALIFOR	3

	3	VEHICLE SPE	EED DATA				
Location: Byway E	ast between Wise Dr an	d Salvador Ave					
Posted Limit: 30mph				Speed	Number	Speed	Number
Direction: NB SB	Recorder:	EBM		20	1	45	
Date: 5/18/2022	Day:	Wednesday		21		46	
Begin Time: 11:00am	End Time:	12:00noon		22		47	
Weather: Clear Dr	Cool Land Use:	Mixed		23	2	48	
¥*				24	5	49	
Summary Statistics				25	10	50	
Total Observed	105			26	13	51	
Speed Range	20 - 33			27	12	52	
50th percentile speed	29			28	9	53	
85th percentile speed	31	_		29	13	54	
10 mph pace speed	24 - 33	_		30	15	55	
% in pace speed	97		1	31	11	56	
Skewness index	0.750	_		32	11	57	
42				33	3	58	
16 —				34		59	
14 +	-			35		60	
12 +	7			36		61	
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8 +			1	38 39		64	
6 +				40		65	
4 +				41		66	
				42		67	
0				43		68	
2 2 26	20 30 30 34 36	38 80 KS		44		69	
				тот	A L		105
		ANALYSIS INFO	RMATION	2.3.3			
Segment Length (mi.):	0.62	ADT:	2,083	Cou	nt Date:	4/6/2022	
Number of accidents:	2	Time period:		years	in Date.	4/0/2022	
Calc. Accident Rate =		Crashes per Millie		· · · · · · · · · · · · · · · · · · ·			
					a kine a see		
Street Width (ft):	<u>Varies</u>	Configuration: _	2 Lanes		Terrain:	Flat	
Parking Conditions:	Discontinuous		Discontinuous			Collector	
Other Considerations:	Based on an 85th perce						174 (41)
	continuous pedestrian f	acilities, it is the E	ngineer's recomn	nendation	to lower the	posted spee	ed limit by
	5mph.						
		RECOMMEN	DATION				
On the basis of an engine	eering and traffic investig			cordance u	vith the prov	isions of Se	ctions 627
	d 40802 of the California					determined t	
reasonable for the above		venicie code, a s _i	beed mint of	_23mpn	_ is nereby	determined	.0 00
reasonable for the above	Su cet segment.						
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Signature: Date:	8/2023			¥ REG/S	C 66	200 200/30/24	THE PROPERTY OF THE PROPERTY O

VEHICLE SPEED DATA				
Location: California Boulevard between Laurel St and Second St	1			
Posted Limit: 30mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	20	1	45	
Date: 5/23/2022 Day: Monday	21	8	46	
Begin Time: 1:00pm End Time: 1:45pm	22	3	47	
Weather: Clear Dry Warm Land Use: Mixed	23	3	48	
	24	6	49	
Summary Statistics	25	18	50	
Total Observed 122	26	11	51	
Speed Range 20 - 33	27	14	52	
50th percentile speed 27	28	11	53	
85th percentile speed 31	29	16	54	
10 mph pace speed 24 - 33	30	12	. 55	
% in pace speed 88	31	9	56	
Skewness index 0.909	32	7	57	
20	33	3	58	
20 18 +	34		59	
18 7 16 +	35		60	
14 +	36		61	
12 +	37		62	
10 +	38 39		63 64	
8 †	40		65	
6 †	41		66	
4 +	42		67	
	43		68	
D D D D D D D D D D D D	44		69	
	тот	A L	- 03	122
ANALYSIS INFORMATION				
Segment Length (mi.): 0.3 ADT: 5,427	Cou	nt Date:	5/12/2022	
Number of accidents: 4 Time period: 3	years	di karangan kan-arangan kanangan ka		
Calc. Accident Rate = 2.24 Fatal + Injury Crashes per Million Vehicle-Mil	es			
Street Width (ft): Varies Configuration: 2 Lanes	1497	Terrain:	Flat	
Parking Conditions: Discontinuous Sidewalk: Discontinuous	_	Class:	Collector	
Other Considerations: Based on an 85th percentile of 31mph, an accident rate of	ver 4 times t	he Statewid	e average an	d lack of
continuous pedestrian facilities, it is the Engineer's recom				
5mph.				
DEGOMATINE ATTOM				
RECOMMENDATION		1. 4		(07
On the basis of an engineering and traffic investigation, as reported above, and in acc 22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of2.				
reasonable for the above street segment.	əmpiiis	nereby dete	ermined to b	C
easonable for the above street segment.				
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Signature: Date:		Exp. (6200	ÆR ★

	VEHICLE SPEED DATA				
Location: California	Boulevard between Second St and Lincoln Ave				
Posted Limit: 35mph		Speed	Number	Speed	Number
Direction: NB SB	Recorder: EBM	20		45	
Date: 5/23/2022	Day: Monday	21		46	
Begin Time: 2:00pm	End Time: 2:45pm	22		47	
Weather: Clear Dry	Warm Land Use: Mixed	23		48	
		24		49	
Summary Statistics		25	1	50	
Total Observed	131	26	4	51	
Speed Range	25 - 38	27	2	52	
50th percentile speed	33	28	2	53	
85th percentile speed	36	29	6	54	
10 mph pace speed	29 - 38	30	14	55	
% in pace speed	93	31	14	56	
Skewness index	1.000	32 33	20	57 58	
25 _T		33	11 13	58 59	
		35	16	60	
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0 + +		43		68	
22 24 26	2° 3° 3° 3° 3° 3° 2° 2°	44		69	
	ANAL VCIC INCODMATION	TOT	AL		131
	ANALYSIS INFORMATION			4	
Segment Length (mi.):	ADT:11,760	e common	int Date:	5/12/2022	
Number of accidents:		years			
Calc. Accident Rate =	1.55 Fatal + Injury Crashes per Million Vehicle-Mile	S			
Street Width (ft):	60 Configuration: 2Ln, M, 2Bike		Terrain:	Flat	
Parking Conditions:	Discontinuous Sidewalk: Discontinuous		Class:	Arterial	
Other Considerations:	Based on an 85th percentile of 36mph, an accident rate 3 t	mes the sta	atewaide ave	erage and lac	k of
	continuous pedestrian facilities, it is the Engineer's recommendation	nendation t	to lower the	posted speed	l limit by
	5mph.				5.4%
25 1/2 2 3 420 100	RECOMMENDATION	127	91 ASW 70 S	V (2020 000	
	ering and traffic investigation, as reported above, and in acco				
	40802 of the California Vehicle Code, a speed limit of30	mph is	hereby dete	ermined to be	e
reasonable for the above s	treet segment.				
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Date:	1/18/2023		STATE OF (CALLEORNIA	Ž.
Date.	0.0		01 (LALIT	

VEHICLE SPEED DATA				
Location: Coombs Street between Spruce St and Division 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: 3:15pm End Time: 4:00pm	17		42	
Weather: Clear Dry Warm Land Use: Res-Park-Comm	18		43	
	19	2	44	
Summary Statistics	20	3	45	
Total Observed 128	21	5	46	
Speed Range 19 - 30	22	9	47	
50th percentile speed 25	23	15	48	
85th percentile speed 28	24	13	49	
10 mph pace speed 21 - 30	25	25	50	
% in pace speed 96 Skewness index 1.000	26	14	51	
Skewness index 1.000	27	17	52	
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	30	4	55	
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0	38		63	
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	ТОТ	AL		128
ANALYSIS INFORMATION				
Segment Length (mi.): ADT:	Cou	int Date:	4/1/2021	
Number of accidents: 2 Time period: 3	years			
Calc. Accident Rate = 0.55 Fatal + Injury Crashes per Million Vehicle-Mile	es			
Street Width (ft): 40 Configuration: 2V 2P		Terrain:	Flat	
Parking Conditions: Both Sidewalk: Both	•		Collector	
Other Considerations: Based on the 85th percentile speed of 28mph, an adjacent				retain the
existing 25mph posted speed limit.	,	T appoint		A CONTRACT MARKS
RECOMMENDATION			7.	
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 of	determined t	o be
reasonable for the above street segment.				
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Date:		101	JALII	

,	VEHICLE SPE	ED DATA				
Location: Coombs Street between Division						
Posted Limit: 25mph	8 /		Speed	Number	Speed	Number
Direction: NB SB Recorder:	EBM		15		40	
Date: 10/24/2022 Day:	Monday		16		41	
Begin Time: 3:25pm End Time:	4:45pm		17		42	
Weather: Clear Dry Warm Land Use:	Res-Park-Comm	bij	18	6	43	
			19	11	44	
Summary Statistics	100		20	22	45	
Total Observed 106	_		21	23	46	
Speed Range 18 - 26	_		22	20	47	
50th percentile speed 21	<u>—</u> x		23	14	48	
85th percentile speed 23			24	6	49	
10 mph pace speed 18 - 27	_		25	3	50	
% in pace speed 100	_		26	1	51	
Skewness index 1.200	_		27 28		52 53	
25 т			28 29		53 54	
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20 +			31		56	
			32		57	
15 †			33		58	
10 +			34		59	
			35		60	
5 +			36		61	
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0 0 0 0 0 0 0 0 0	ys ys y	ļ	39		64	
	ANALYSIS INFO	DMATION	TOT	AL		106
				529	For Participation of	
Segment Length (mi.): 0.44	ADT:	5,274		int Date:	4/1/2022	
Number of accidents: 5	Time period:		years			
Calc. Accident Rate =Fatal + Injur	y Crashes per Millio	on Venicle-Mile	S			
Street Width (ft): Varies	Configuration:	Varies		Terrain:	Flat	
Parking Conditions: Discontinuous	Sidewalk:	Both		Class:	Collector	
Other Considerations: This roadway segment	is within the Downt	own Specific Pl	an Area. E	Based on the	85th percer	tile speed
of 23mph, an accident	rate higher than Stat	tewide average t	for similar	roadways, i	t is the Engi	neer's
recommendation to lov	ver the posted speed	limit by 5mph 1	for consist	ency in Dow	ntown.	
	DECOMME	ATION				
	RECOMMEND			41-41		iona (27
On the basis of an engineering and traffic investig						
22352, 22357, 22358 and 40802 of the California	venicie Code, a spe	ed limit of2	ompn	is nereby de	termined to	De
reasonable for the above street segment.						
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VEHICLE SPEED DATA			211201111211	
Location: Coombsville Road between Silverado Tr and Terrace Dr				
Posted Limit: 35mph	Speed	Number	Speed	Number
Direction: EB WB Recorder: EBM	20		45	
Date: 5/23/2022 Day: Monday	21		46	
Begin Time: 3:45pm End Time: 3:45pm	22		47	
Weather: Clear Dry Warm Land Use: Mixed	23	1	48	
	24		49	
Summary Statistics	25		50	
Total Observed 129	26	7	51	
Speed Range 23 - 38	27	7	52	
50th percentile speed 33	28	5	53	
85th percentile speed 36	29	9	54	
10 mph pace speed 28 - 37	30	12	55	
% in pace speed88	31	9	56	
Skewness index 0.800	32	14	57	
	33	13	58	
25 T	34	11	59	
20 +	35	21	60	
	36	9	61	
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	38	1	63	
╙ ¹⁰ [†] ┌┤├┤│┌┌┐	39 40		64	
	41		65 66	
5 +	42		67	
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5 5 5 5 5 5 5 5 5 5 5 W	44		69	
	TOT	Δ T.	0,7	129
ANALYSIS INFORMATION	101	71.1		122
Segment Length (mi.): 0.38 ADT: 8,877	Cou	nt Date:	5/19/2022	
	years	in Date.	3/13/2022	
Calc. Accident Rate = 0.00 Fatal + Injury Crashes per Million Vehicle-Miles				
	J.			
Street Width (ft): Varies Configuration: 2Ln + Bikes		0.000	Curve Roll	
Parking Conditions: None Sidewalk: North Only		Class:	Arterial	2.10
Other Considerations: Based on an 85th percentile of 36mph, it appears reasonable	le to retain	the existing	35mph spee	d limit.
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in acco	rdance wit	h the provis	ions of Secti	ons 627
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of35.				
reasonable for the above street segment.	pii 13	nereby dete	innied to be	
reasonable for the above street segment.				
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		VEHICLE SPE	ED DATA				
Location: Fifth Stree	et between Coombs St	and Main St					
Posted Limit: 25mph				Speed	Number	Speed	Number
Direction: EB WB	Recorder:	EBM		10		35	
Date: 5/12/2022	Day:	Thursday		11	1	36	
Begin Time: 8:45am	End Time:	9:45am		12	3	37	
Weather: Clear Dry	Cool Land Use:	Commercial		13	7	38	
				14	6	39	
Summary Statistics	- Committee			15	13	40	
Total Observed	109			16	14	41	
Speed Range	11 - 24			17	13	42	
50th percentile speed	17			18	12	43	
85th percentile speed	21	 -		19	9	44	
10 mph pace speed	13 - 22			20	7	45	
% in pace speed	91	_		21	12	46	
Skewness index	1.111			22	6	47	
2000 mile 1000	0			23	5	48	
16 T				24	1	49	
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0	 			33		58	
15 10 10	4 5 5 5 V	D ₂ D ₂ D ₂		34		59	
				TOT	AL		109
		ANALYSIS INFO	RMATION				
Segment Length (mi.):	0.08	ADT:	1,588	Cou	ınt Date:	4/14/2022	
Number of accidents:	2	Time period:	3	years		*	1
Calc. Accident Rate =	14.38 Fatal + Injur	ry Crashes per Milli	on Vehicle-Mile	S			
Street Width (ft):	20	Configuration:	2 Lane		Terrain:	Flat	
Parking Conditions:	None	Sidewalk:	Both		Class:	Collector	÷
Other Considerations:	This roadway segment			lan Area F			ile of
	21mph and an acciden						
	Engineer's recommend				_		
	Brigineer's recommend	aution to lower the p	osted speed min	c oj ompii	TOT COMBISTE	nej Domino	.,
		RECOMMEN					
On the basis of an engine	ering and traffic investig	gation, as reported al	oove, and in acco	ordance wi	th the provi	sions of Sect	ions 627,
22352, 22357, 22358 and	40802 of the California	Vehicle Code, a spe	eed limit of2	20mph i	s hereby det	ermined to b	e
reasonable for the above s	street segment.	•					
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Date:	12/29/2022				STATE OF O	ALIFORM	
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VEHICLE SPEED DATA				
Location: First Street between Laurel St and California Blvd				
Posted Limit: 35mph	Speed	Number	Speed	Number
Direction: EB WB Recorder: EBM	20	1(4111001	45	11444601
Date: 5/16/2022 Day: Monday	21		46	
Begin Time: 11:00am End Time: 12:00noon	22		47	
Weather: Clear Dry Cool Land Use: Mixed	23		48	
	24		49	
Summary Statistics	25	1	50	
Total Observed 124	26	~	51	
Speed Range 25 - 38	27		52	
50th percentile speed 34	28	2	53	
85th percentile speed 36	29	6	54	
10 mph pace speed 29 - 38	30	7	55	
% in pace speed 98	31	9	56	
Skewness index 0.750	32	8	57	
VII V	33	12	58	
25 T	34	22	59	
	35	21	60	
20 -	36	22	61	
	37	10	62	
15 +	38	4	63	
	39		64	-
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	42		67	
	43		68	
20 12 12 12 12 12 12 12 12 12 12 12 12 12	44		69	
	тот	AL		124
ANALYSIS INFORMATION				
Segment Length (mi.): 0.82 ADT: 16,198	Cou	int Date:	5/12/2022	
Number of accidents: 19 Time period: 3	years			
Calc. Accident Rate = 1.31 Fatal + Injury Crashes per Million Vehicle-Mile				
Character Wilds (Q). Variant Confirmation Variant		Terrain:	Elas	2
Street Width (ft): Varies Configuration: Varies Parking Conditions: Discontinuous Sidewalk: Discontinuous		Class:	Flat Arterial	
Parking Conditions: Discontinuous Sidewalk: Discontinuous Other Considerations: Based on an 85th percentile of 36mph, an accident rate ov	2 tim t			u aimailau
roadways and lack of continuous pedestrian facilities, it is	the Engine	er's recomm	lendation to	lower the
posted speed limit by 5mph.				
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in according	ordance wit	th the provis	ions of Secti	ons 627
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of 30				
for the above street segment.				reasonable
not alle access of Street Segment.		C 66		
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		VEHICLE SPE	ED DATA				
Location: First Stree	et between Jefferson S		CD DATE		- 11 2011		9
Posted Limit: 25mph				Speed	Number	Speed	Number
Direction: EB WB	Recorder:	EBM		10	2	35	
Date: 5/25/2022	Day:	Wednesday		11		36	
Begin Time: 9:00am	End Time:	10:00am		12		37	
Weather: Clear Dry	Cool Land Use:	Commercial		13	2	38	
				14	4	39	
Summary Statistics				15	8	40	
Total Observed	118			16	9	41	
Speed Range	10 - 23			17	17	42	
50th percentile speed	19			18	15	43	
85th percentile speed	21	_		19	21	44	
10 mph pace speed	13 - 22			20	16	45	
% in pace speed	97			21	17	46	
Skewness index	0.667	<u> </u>		22	6	47	
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				TOT	AL		118
		ANALYSIS INFO	RMATION				
Segment Length (mi.):	0.61	ADT:	6,798	Cou	int Date:	4/14/2022	
Number of accidents:	10	Time period:		years			
Calc. Accident Rate =	Fatal + Inju	ıry Crashes per Millio	n Vehicle-Mile	es			
Street Width (ft):	Varies	Configuration:	2 Lane		Terrain:	Flat	
Parking Conditions:	Discontinuous	Sidewalk:	Both			Arterial	
Other Considerations:	This roadway segmen	t is within the Downt		lan Area. E	Based on an	85th percent	ile of
	21mph and an accider	nt rate over 4 times th	e Statewide ave	erage for si	milar roadw	vays, it is the	Engineer's
	recommendation to lo			A CONTRACTOR OF THE PARTY OF TH		C523 12	~
		RECOMMEND			y 12 ~		
On the basis of an engine							
22352, 22357, 22358 and		a Vehicle Code, a spe	ed limit of2	20mph	is hereby o	determined to	be be
Contraction of the Contraction o	street segment.						
reasonable for the above s							- 1
reasonable for the above s	engree en 1990 (DOFF	9810	
reasonable for the above s				9	OFO PROFE	SSIONAL	av.
reasonable for the above s	Ü			//	LERED PROFE	SSIONAL SIE	
reasonable for the above s					ERED PROFE	JE LUC CAG	
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				REGIS	C 66	JE LUC CAG	
reasonable for the above s				SPS A	C 66 Exp. 00	JE 100 66 6200 6/30/24	
Signature:				BEG 5	C 66 Exp. 00	JE 100 66 6200 6/30/24	
10	129/2672			865.0	C 66 Exp. 00	JE 100 66 6200 6/30/24	

VEHICLE SPEED DATA				
Location: Foster Road between South City Limit and St Francis Cir				
Posted Limit: 40mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	20		45	
Date: 5/24/2022 Day: Tuesday	21	,	46	
Begin Time: 2:00pm End Time: 3:00pm	22	1	47	
Weather: Clear Dry Warm Land Use: Residential / Rural	23	/	48	1
	24	/	49	
Summary Statistics	25	/	50	
Total Observed 104	26	1	51	
Speed Range 26 - 43	27	2	52	
50th percentile speed 37	28		53	
85th percentile speed 41	29	3	54	
10 mph pace speed 33 - 42	30	1	55	
% in pace speed 86	31	2	56	
Skewness index 0.909	32	3	57	
	33	6	58	
14 T	34	3	59	
	35	13	60	
	36	6	61	1
	37	13	62	
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	39	8	64	1
	40	9	65	
	41	11	66	7
	42	12	67	
	43	3	68	
v v v v v v v v v v	44		69	
	TOT	AL		104
ANALYSIS INFORMATION				
Segment Length (mi.): 0.29 ADT: 993	Cot	unt Date:	3/26/2021	
	years			8
Calc. Accident Rate = 0.00 Fatal + Injury Crashes per Million Vehicle-Miles				
Section 2 to 1 to		-		
Street Width (ft): Varies Configuration: 2 Lane	•37	Terrain:	Rolling	
Parking Conditions: None Sidewalk: None Other Considerations: Resed on an 25th representing of 41 mm and leak of continue			Collector	11
Other Considerations: Based on an 85th percentile of 41mph and lack of continuo	ous pedestr	ian facilities	s, it appears r	reasonable
to retain the existing 40mph speed limit.				
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in acco	ordance wi	th the provis	sione of Sect	ione 627
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of40i				
for the above street segment.	ահո_ ւշ ։	hereby deter	Millieu to oc	reasonance
for the above street segment.				
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VEHICLE SPEED DATA				
Location: Foster Road between St Francis Cir and West Imola Ave	T			
Posted Limit: 30mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	20	3	45	
Date: 5/24/2022 Day: Tuesday	21	3	46	
Begin Time: 11:30am End Time: 12:30pm	22	1	47	
Weather: Clear Dry Warm Land Use: Res, Comm, School	23	3	48	
	24	6	49	
Summary Statistics	25	9	50	
Total Observed 139	26	13	51	
Speed Range 20 - 33	27	12	52	
50th percentile speed 29	28	10	53	
85th percentile speed 31	29	18	54	
10 mph pace speed 23 - 32	30	24	55	
% in pace speed 93	31	26	56	
Skewness index 0.667	32	8	57	
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	36		61	
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	43		68	
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ANALYSIS INFORMATION				
Segment Length (mi.): 0.78 ADT: 1,945	Cou	int Date:	3/26/2021	
Number of accidents: 1 Time period: 3	years			
Calc. Accident Rate = 0.60 Fatal + Injury Crashes per Million Vehicle-Mi	les			
Street Width (ft): Varies Configuration: 2 Lane		Terrain:	Flat	
Parking Conditions: Discontinuous Sidewalk: Discontinuous	-	normore appropriate	Collector	
Other Considerations: Based on an 85th percentile of 31mph and lack of contin		- STATE OF THE STA	The second secon	reasonable
to retain the existing 30mph speed limit.	uous pedesii	ian iacinic	s, it appears	reasonable
to retain the existing 30hiph speed limit.				
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in ac	cordance wi	th the provis	sions of Sect	ions 627,
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of				
for the above street segment.				
CAN LENO REPRODUCTIVE CONTRACTOR STATEMENTS				
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Date: 12/21/77		ATE OF	CALLEORIN	4
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1	EHICLE SPEE	D DATA				
Location: Foster Road between West Imola	Ave and Old Sonom	a Rd				
Posted Limit: 30mph			Speed	Number	Speed	Number
Direction: NB SB Recorder:	EBM	Γ	20	3	45	
Date: 5/24/2022 Day:	Tuesday		21	1	46	
Begin Time: 10:00am End Time:	11:00am		22		47	4
Weather: Clear Dry Warm Land Use:	Residential		23	1	48	
			24	4	49	
Summary Statistics			25	8	50	
Total Observed 125	_	1	26	4	51	
Speed Range 20 - 33			27	11	52	
50th percentile speed 29			28	17	53 54	
85th percentile speed 31 10 mph pace speed 24 - 33	_		29 30	19 18	55	
10 mph pace speed 24 - 33 96	_		31	21	56	
Skewness index 0.750	=		32	13	57	
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25 т			34	-	59	
			35		60	
20 +			36		61	
			37		62	
15 +			38		63	
10 +			39		64	
			40		65	
5 +			41		66	
			42		67	
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	ANALYSIS INFOR	MATION	TOT	AL		125
Segment Length (mi.): 0.41	ADT:	3,737	Cou	nt Date:	3/25/2021	
Number of accidents: 1	Time period:		ears/	int Date.	3/23/2021	
	Crashes per Million					
Street Width (ft): 40	Configuration:	2 Lane		Terrain:	Flat	,
Parking Conditions: Both	Sidewalk:	Both		Class:	Collector	
Other Considerations: This section of roadway					8	37/1
Based on an 85th perce	ntile of 31mph, is the	Engineer's rec	ommenda	tion to lowe	r the posted	speed limit
by 5mph to match.						
	RECOMMENDA	TION				
On the basis of an engineering and traffic investiga	TO SHOULD BE SHO		dance wit	h the provis	ions of Secti	ons 627.
22352, 22357, 22358 and 40802 of the California V						
reasonable for the above street segment.	, , , ,		T.A			
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	3	VEHICLE SPEED D	ATA				
Location: Fourth St	reet between Third St	and 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: 11:30am	End Time:	12:30pm		17	2	42	
Weather: Clear Dry	Cool Land Use:	Commercial-Residentia	d	18	10	43	
				19	5	44	
Summary Statistics				20	13	45	
Total Observed	116	_		21	9	46	
Speed Range	16 - 28			22	18	47	
50th percentile speed	22			23	19	48	1
85th percentile speed	25	_		24	15	49	
10 mph pace speed	18 - 27	_		25	12	50	
% in pace speed	96			26	8	51	
Skewness index	1.000	<u></u>		27	2	52	
625			1	28	1	53	
20 T				29		54	
18 +	71			30		55	
14 +				31		56 57	
12 +				32 33		58	
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	1100/200	ANALYSIS INFORMAT	TION				
Segment Length (mi.):	0.25	ADT: 1,1	80	Cou	int Date:	4/29/2021	
Number of accidents:	2	Time period: 3		years	int Date.	4/2//2021	
Calc. Accident Rate =	- TTO	y Crashes per Million Vehi					
					S== 0	2.76	
Street Width (ft):	40	Configuration: 2V			Terrain:	Flat	
Parking Conditions:	Both	Sidewalk: Bo	100		Class:	Arterial	
Other Considerations:		is within the Downtown Sp					
		rate over 4 times the Statev					Engineer's
	recommendation to lov	wer the posted speed limit b	y 5mph	for consist	ency Down	town.	
		RECOMMENDATIO	N				
On the basis of an engine	ering and traffic investi-	gation, as reported above, a		ordance v	vith the prov	isions of Sec	ctions 627
-		a Vehicle Code, a speed lin				determined t	
reasonable for the above		a vemere code, a speed in					
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Date:	12/29/2022				STATE OF (CALIFOR	
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VEHICLE SPEED DATA				
Location: Franklin Street between Fourth St and Pearl St				
Posted Limit: 25mph	Speed	Number	Speed	Number
Direction: SB NB Recorder: EBM	10		35	
Date: Tuesday Day:	11		36	
Begin Time: 10:20am End Time: 12:00 noon	12		37	
Weather: Clear Dry Cool Land Use: Commercial	13	2	38	
	14	8	39	
Summary Statistics	15	15	40	
Total Observed115	16	15	41	
Speed Range 13 - 23	17	20	42	
50th percentile speed 17	18	17	43	
85th percentile speed 20	19	14	44	
10 mph pace speed 14 - 23	20	10	45	
% in pace speed 98	21	7	46	
Skewness index 1.143	22	5 2	47	
25 т	23 24	- Z	48 49	
	25		50	
20 +	26		51	
	27		52	1
15 +	28		53	
	29		54	
	30		55	
5 +	31		56	
	32		57	
	33		58	
ひゃゃゃかみゃゃゃゃ	34		59	
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ANALYSIS INFORMATION	V 2000	DE PERSON NA	Owner and Owner	
Segment Length (mi.): 0.28 ADT: 1,046	•	int Date:	4/14/2022	
Number of accidents: 8 Time period: 3	years			
Calc. Accident Rate = 24.67 Fatal + Injury Crashes per Million Vehicle-Mil	es		*	
Street Width (ft): Varies Configuration: Varies		Terrain:	Flat	
Parking Conditions: Discontinuous Sidewalk: Both	1	Class:	Collector	
Other Considerations: This roadway segment is within the Downtown Specific I	Plan Area.	Based on a 8	85th percent	ile of
20mph, it is the Engineer's recommendation to lower the	posted spee	ed limit by 5	imph for con	sistency
Downtown.				
RECOMMENDATION	an ad large manned to	al al .		
On the basis of an engineering and traffic investigation, as reported above, and in acc				
22357, 22358 and 40802 of the California Vehicle Code, a speed limit of 20mph _ is	s nereby de	termined to	de reasonab	ie for the
above street segment.			-	
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VEHICLE SPEED DAT	A			
Location: Freeway Drive between Laurel St and First St				
Posted Limit: 35mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	20		45	3/1-2/10/20/20/20
Date: 5/16/2022 Day: Monday	21	1	46	
Begin Time: 11:45am End Time: 12:45pm	22	1	47	
Weather: Clear Dry Cool Land Use: Commercial	23		48	
	24	1	49	
Summary Statistics	25	6	50	
Total Observed 123	26	4	51	
Speed Range 21 - 38	27	7	52	
50th percentile speed 32	28	4	53	
85th percentile speed 36	29	8	54	
10 mph pace speed 28 - 37	30	15	55	
% in pace speed 83	31	9	56	
Skewness index 0.833	32	15	57	
W	33	12	58	
	34	10	59	
14 +	35	10	60	
	36	10	61	
	37	9	62	
	38 39	1	63 64	
6 +	40		65	
4+	41		66	
2 +	42		67	
	43		68	
5 5 5 5 5 5 5 5 5 5 6 E	44		69	
	тот	A L		123
ANALYSIS INFORMATION				
Segment Length (mi.): 0.52 ADT: 8,856	Cou	nt Date:	5/12/2022	
Number of accidents: 2 Time period: 3	years			
Calc. Accident Rate = 0.40 Fatal + Injury Crashes per Million Vehicle-	Miles			
Street Width (ft): Varies Configuration: Varies		Terrain:	Flat	
Parking Conditions: Discontinuous Sidewalk: Discontinuo	II.C.	Class:	Local	
Other Considerations: Based on an 85th percentile of 36mph and lack of con	1			reasonable
to retain the existing 35mph speed limit.	itilidods pedesti	ian iacinitio	s, it appears	reasonable
to retain the existing 55mph speed mine.				
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	35mph is	hereby deter	rmined to be	reasonable
for the above street segment.				
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VEHICLE SPEED DATA				
Location: Gasser Drive between Imola Ave and Kansas Ave				
Posted Limit: 30mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	20		45	
Date: <u>5/23/2022</u> Day: <u>Monday</u>	21		46	
Begin Time: 2:00pm End Time: 2:45pm	22	1	47	
Weather: Clear Dry Warm Land Use: Commercial	23	2	48	
Summary Statistics	24 25	3	49 50	
Total Observed 113	26	9	51	
	27	11	52	ı
Speed Range 22 - 33 50th percentile speed 29	28	17	53	
85th percentile speed 32	29	16	54	1
10 mph pace speed 24 - 33	30	22	55	
% in pace speed 99	31	15	56	
Skewness index 1.000	32	14	57	
1.000	33	4	58	
25 _T	34		59	
	35		60	
20 +	36		61	
	37		62	
	38		63	
10 +	39		64	
	40		65	
5 +	41		66	
	42		67	
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	43		68	
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ANALYSIS INFORMATION	TOT	AL		113
		10-mai 12		
Segment Length (mi.): 0.3 ADT: 7,067	•	int Date:	5/19/2022	
	years			
Calc. Accident Rate = 1.29 Fatal + Injury Crashes per Million Vehicle-Mile	S			
Street Width (ft): Varies Configuration: Varies		Terrain:	Flat	
Parking Conditions: None Sidewalk: Discontinuous	: :	Class:	Collector	
Other Considerations: Based on an 85th percentile of 32mph, it appears reasonab	le to retain	the existing	30mph spee	d limit.
Ti .				
DECOMMEND (WOY				
RECOMMENDATION	udanaa wit	h the provis	ions of Socti	one 627
On the basis of an engineering and traffic investigation, as reported above, and in accordance 22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of30	mnh is	hereby dete	ermined to be	reasonable
for the above street segment.	P			1
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VEHICLE SPEED DATA				
Location: Gasser Drive between Kansas Ave and Soscol Ave				
Posted Limit: 30mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	20		45	
Date: 5/18/2022 Day: Wednesday	21	1	46	
Begin Time: 3:30pm End Time: 4:30pm	22		47	
Weather: Clear Dry Warm Land Use: Commercial	23	2	48	
	24	2	49	
Summary Statistics	25	7	50	
Total Observed 113	26	7	51	
Speed Range 21 - 33	27	9	52	
50th percentile speed 30	28	10	53	
85th percentile speed 31	29	16	54	
10 mph pace speed 24 - 33	30	22	55	
% in pace speed 97	31	23	56 57	
Skewness index 0.571	32	10	57	
25 ⊤	33 34	4	58 59	
	34		60	
20 +	36		61	
	37		62	
15 +	38		63	
10	39		64	
	40		65	
5 +	41		66	
	42		67	
0	43		68	
S S S S S S S S S S	44		69	
	тот	AL		113
ANALYSIS INFORMATION				
Segment Length (mi.): 0.29 ADT: 2,453	Cou	int Date:	4/1/2021	
Number of accidents: 0 Time period: 3	years			
Calc. Accident Rate = 0.00 Fatal + Injury Crashes per Million Vehicle-Mile	es			
Street Width (ft): 34 Configuration: 2 Lane + Bikes		Terrain:	Flat	
Parking Conditions: None Sidewalk: East Only	9	Class:	Collector	
Other Considerations: Based on an 85th percentile of 31mph, it appears reasonable	ole to retain	A PRODUCTION AND A PROPERTY OF A PARTY OF A		ed limit.
Sacra on an oral personnic of 51mpm, it appears reasonned	ore to retain	tile Chisting	S o ompri ope	
*				
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in acc		*		(00)
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of3	Omph is	hereby deter	rmined to be	reasonable
for the above street segment.	-200			
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VEHICLE SPEED DATA				
Location: Lone Oak Avenue between Linda Vista Ave and West Lincoln Ave				
Posted Limit: 25mph	Speed	Number	Speed	Number
Direction: EB WB Recorder: EBM	10		35	
Date: 5/24/2022 Day: Tuesday	11		36	
Begin Time: 3:30pm End Time: 4:30pm	12		37	
Weather: Clear Dry Warm Land Use: Residential	13	2	38	
	14	4	39	
Summary Statistics	15	9	40	
Total Observed 122	16	13	41	
Speed Range 13 - 25	17	22	42	
50th percentile speed 18	18	26	43	
85th percentile speed 20	19	18	44	
10 mph pace speed 14 - 23	20	11	45	
% in pace speed 94	21	5	46	
Skewness index 1.143	22	5	47	
20	23	2	48	
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25 +	25	3	50	
20 +	26		51	
	27		52 52	
15 +	28 29		53 54	
	30		55	
	31		56	
	32		57	
	33		58	
5 7 7 6 4 5 5 5 4 4 4 4 3 3	34		59	
	тот	' A T.	37	122
ANALYSIS INFORMATION	101			122
Segment Length (mi.): 0.03 ADT: 3,567	Cou	ınt Date:	4/8/2021	
Number of accidents: 0 Time period: 5	years			
Calc. Accident Rate = 0.00 Fatal + Injury Crashes per Million Vehicle-Mile				
		T	177 - 4	
Street Width (ft): 28 Configuration: 2 Lane Parking Conditions: WB Only Sidewalk: WB Only		Terrain: Class:	Flat Collector	
Parking Conditions: WB Only Sidewalk: WB Only Other Considerations: Based on this short section of a Residence District, an 85th	. mamaantila			antinuous
pedestrian facilities, it appears reasonable to retain the exis	-	The second secon		Shtinuous
pedestrian facilities, it appears reasonable to retain the exis	sting 25mp	n speed min	l.	
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in acco				200000000000000000000000000000000000000
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of2	5mph	is hereby de	termined to	be
reasonable for the above street segment.				
	/:	STRED PROFILE BL	ESSIONAL ENGINEE	NEER
Signature:	//	\ 00	6200	*
Date: 12/29/2032		STATE OF	CALIFORNIA	

VEHICLE SPEED DATA				
Location: Main Street between Fifth St and Pearl St				
Posted Limit: 25mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	10		35	
Date: 5/12/2022 Day: Thursday	11		36	
Begin Time: 2:30pm End Time: 3:30pm	12	1	37	41
Weather: Clear Dry Warm Land Use: Commercial	13	0	38	
Company Control of the Control of th	14	8	39	
Summary Statistics	15	9	40	
Total Observed 111	16	6	41	
Speed Range 12 - 23	17	15	42 43	
50th percentile speed 19 85th percentile speed 21	18 19	8	43	
85th percentile speed 21 10 mph pace speed 14 - 23	20	23	45	
% in pace speed 99	21	15	46	
Skewness index 0.750	22	7	47	
Skewiess fidex 0.750	23	2	48	
25 _T	24	2	49	
	25		50	
20 +	26		51	
	27		52	
	28		53	
10 +	29		54	
	30		55	
5 +	31		56	
<u> </u>	32		57	
	33		58	
\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	34		59	- Controller
ANALYSIS INFORMATION	ТОТ	AL		111
		NO 2289 - VI		
Segment Length (mi.): 0.34 ADT: 3,651		int Date:	3/18/2021	
Number of accidents: 15 Time period: 3	years			
Calc. Accident Rate = Fatal + Injury Crashes per Million Vehicle-Mile	es .			
Street Width (ft): 40 Configuration: 2 Lanes		Terrain:	Flat	
Parking Conditions: Discontinuous Sidewalk: Both		Class:	Arterial	
Other Considerations: This roadway segment is within the Downtown Specific P	lan Area. E	Based on an	85th percent	ile of
21mph and an accident rate over 4 times the Statewide av	erage for si	milar roadw	vays, it is the	Engineer's
recommendation to lower the posted speed limit by 5mph	for consiste	ency Downt	own.	
RECOMMENDATION	1	41-41		iona (27
On the basis of an engineering and traffic investigation, as reported above, and in acc				
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of	wmpn	is nereby de	etermined to	be
reasonable for the above street segment.				
		DROFE	SSIONAL	
	/	TERES PROFE	IE VAL	a
	//,	E BLI	16/16	
	RFC (2)	3/3	8 7	
177 -	02	C 66	6200) ⁵	
Signature:	\\ ⊀		6/30/24	-//
		S. C11	11/14/1	/
Date: 012/29/2022		STATE OF (CALIFORN	
	e.			

VEHICLE SPEED DATA						
Location: Napa Valley Corporate Drive between Napa Valley Corporate Wy	and Kaise	r Rd				
Posted Limit: 40mph	Speed	Number	Speed	Number		
Direction: NB SB Recorder: EBM	20	1	45			
Date: 5/25/2022 Day: Wednesday	21		46			
Begin Time: 1:45pm End Time: 2:45pm	22		47			
Weather: Clear Dry Warm Land Use: Comm - Industrial	23	1	48			
	24		49			
Summary Statistics	25	2	50			
Total Observed 120	26		51			
Speed Range <u>20 - 43</u>	27	3	52			
50th percentile speed 36	28	3	53			
85th percentile speed 40	29	1	54			
10 mph pace speed 33 - 42	30	10	55			
% in pace speed 75	31	1	56			
Skewness index 0.769	32	6	57			
14	33	8	58			
14 T	34	11	59			
	35	9	60			
10 +	36 37	12 10	61 62			
	38	10	63			
	39	11	64			
6 [†]	40	9	65			
⁴ †	41	4	66			
	42	6	67			
	43	2	68			
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*	тот	AL		120		
ANALYSIS INFORMATION						
Segment Length (mi.): 0.56 ADT: 3,834	Cou	nt Date:	6/2/2022			
	years	in Bute.	01212022			
Calc. Accident Rate = 0.43 Fatal + Injury Crashes per Million Vehicle-Miles						
	-					
Street Width (ft): 55 Configuration: 4Ln, M, Bikes		Terrain:	Flat			
Parking Conditions: None Sidewalk: None		Class:	Local			
Other Considerations: Based on an 85th percentile of 40mph and lack of continuo						
consideration for land use transition from Industrial to Con				all and		
commercial, it is the Engineer's recommendation to lower t	ne posted	speed limit l	by 5mph.			
RECOMMENDATION						
On the basis of an engineering and traffic investigation, as reported above, and in acco	rdance wit	h the provis	ions of Section	ons 627		
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of35						
for the above street segment.	p.i 13 1	icreby deter	innied to be	casonaoic		
for the doore street segment.						
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Signature:	\\ >	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	6/30/24	-/		
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Date: 118/7073		ATE OF	CALIFORNIA			
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VEHICLE SPEED DATA						
Location: Napa Valley Corporate Wa	y between Napa Valley	Corporate Dr a	nd Hwy22	1		
Posted Limit: 40mph			Speed	Number	Speed	Number
Direction: EB WB Record	der: EBM		20		45	
Date: 5/25/2022 Day:	Wednesday		21		46	
Begin Time: 2:15pm End T	ime: 3:15pm	ii	22		47	
Weather: Clear Dry Warm Land U	Jse: Comm, Indust	rial	23		48	
			24	1	49	
Summary Statistics			25		50	
Total Observed 114			26	2	51	
Speed Range 24 - 42			27	2	52	
50th percentile speed 35			28	2	53	
85th percentile speed 39			29	4	54	
10 mph pace speed 31 - 40			30	6	55	
% in pace speed 82			31	6	56	
Skewness index 0.909			32	13	57	
4.4			33	5	58	
14 T			34	11	59	50
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			38	8	63	
			39	9	64	
			40	7	65	
2 +			41	3	66	
			42	1	67	
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	ANALYSIS INFO	ORMATION	TOT	AL		114
Segment I anoth (mil): 0.19		Lose Billion	C		(17/2022	
Segment Length (mi.): 0.18 Number of accidents: 0	ADT:	3,249		nt Date:	6/7/2022	
	Time period: - Injury Crashes per Mil		years			
Calc. Accident Rate - 0.00 Patan	injury Crashes per ivini	non venicle-ivine	S	***		
Street Width (ft): 70	Configuration:	4Ln + Bikes	3	Terrain:	Flat	
Parking Conditions: None	Sidewalk:	None		Class:	Local	
	percentile of 39mph an					
the state of the s	a land use transition fro					retail and
commercial, it is	the Engineer's recomme	endation to lower	the posted	speed limit	by 5mph.	
	DECOMMEN	IDATION				
On the basis of an engineering and traffic in	RECOMMEN		rdonos wit	h tha pravis	ions of Cont	ione 627
22352, 22357, 22358 and 40802 of the Calif						
for the above street segment.	orma vemere code, a sp	beed Hillit 0135	ompuisi	iereby deter	mined to be	reasonable
for the above street segment.						
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0,13			1	ST C11	114/10	/
Date: 118/307	13		,	ATE DE	CALIFORNIA	
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VEHICLE SPEED DAT	A			
Location: Orchard Avenue between West City Limits and Solano Ave	T			
Posted Limit: 30mph	Speed	Number	Speed	Number
Direction: EB WB Recorder: EBM	20	1	45	
Date: 5/17/2022 Day: Tuesday	21		46	
Begin Time: 9:00am End Time: 10:00am	22	1	47	
Weather: Clear Dry Cool Land Use: Res, Comm, AG	23	4	48	
	24	9	49	
Summary Statistics	25	12	50	
Total Observed 112	26	8	51	
Speed Range 20 - 33	27	12	52	
50th percentile speed 28	28	11	53	
85th percentile speed 32	29	12	54	
10 mph pace speed 24 - 33	30	10	55	
% in pace speed 95	31	15	56	
Skewness index 1.000	32	13	57	
	33	4	58	
16 7	34		59	
14 +	35		60	
	36		61	
	37		62	
8 +	38 39		63 64	
6 +	40		65	
4 +	41		66	
	42		67	
	43		68	
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	ТОТ	A L	0,	112
ANALYSIS INFORMATION				
Segment Length (mi.): 0.24 ADT: 1,290	Cou	nt Date:	2/4/2021	
Number of accidents: 0 Time period: 3	years			
Calc. Accident Rate = 0.00 Fatal + Injury Crashes per Million Vehicle-				
Street Width (ft): Varies Configuration: 2 Ln		Terrain:	Flat	
Parking Conditions: Discontinuous Sidewalk: Discontinu		ALCOHOL:	Collector	
Other Considerations: Other Considerations: The majority of this section meets the CVC Senior Zo		-		ed on an
85th percentile of 32mph and lack of continuous pede		The second secon		and the same of th
existing 30mph speed limit.	ouran racinties,	it appears it	ousonable to	rotain the
ontoing o output spoots initial				
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in				The state of the s
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of	30mphi	s hereby det	ermined to	be
reasonable for the above street segment.				
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12/24/2422	"	STATE	VICANIA	//
Date:		STATE OF	CALIFORM	

		VEHICLE SPE	ED DATA				
Location: Pearl Stre	et between Franklin S	t and Soscol Ave					
Posted Limit: 25mph				Speed	Number	Speed	Number
Direction: EB WB	Recorder:	EBM		15		40	
Date: 6/28/2021	Day:	Monday		16		41	
Begin Time: 2:15pm	End Time:	2:45pm		17	2	42	
Weather: Clear Dry	Warm Land Use:	Commercial-Dov	ntown	18	1	43	
				19	5	44	
Summary Statistics	V-10-			20	13	45	
Total Observed	111	_		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 speed	18 - 27			25	19	50	
% in pace speed	98			26	11	51	
Skewness index	0.857			27	7	52	
				28		53	
²⁰ T				29		54	
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Segment Length (mi.):	0.35	ADT:	3,792		nt Date:	3/18/2021	
Number of accidents:	4	Time period:		years			
Calc. Accident Rate =	2.75 accidents pe	r million vehicle-mil	es				
Street Width (ft):	40	Configuration:	2V		Terrain:	Flat	
	iscontinuous	Sidewalk:	Both		Class:	Collector	
Other Considerations:	This roadway segment	is within the Downto	own Specific Pl	lan Area. E	Based on the	85th percen	tile speed
	of 26mph, an accident						100
	Engineer's recommend	The second secon		and the second second	P. Const.		
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	40 - 44 - 42 - 44 - 40 - 40 - 40 - 40 -	RECOMMEND					
On the basis of an engine	10 mm	**					
22352, 22357, 22358 and		a Vehicle Code, a sp	eed limit of	_20mph	is hereby	determined to	o be
reasonable for the above s	street segment.						
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Date:	10113011				ATE OF C	ALIFUN	

		VEHICLE SPE	ED DATA				
Location: Pueblo Ave	enue between Californi	a Blvd and Jeffers	on St				
Posted Limit: 30mph	="			Speed	Number	Speed	Number
Direction: EB WB	Recorder:	EBM		20		45	- 10
Date: <u>5/23/2022</u>	Day:	Monday		21	_	46	
Begin Time: 10:00am	End Time:	11:00am		22	2	47	
Weather: Clear Dry	Cool Land Use:	Res, Comm		23	1	48	
Cummany Statistics				24 25	5	49 50	
Summary Statistics	124	x====		20.00	49.000		
Total Observed	124 22 - 34	- 3		26 27	10	51 52	
Speed Range 50th percentile speed	29			28	14 14	53	
85th percentile speed	31	-		29	17	54	
10 mph pace speed	24 - 33	=		30	19	55	
% in pace speed	97	_		31	21	56	
Skewness index	0.857	_		32	9	57	
Site viness massi		 -		33	3	58	
25 T				34	1	59	
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				42		67	
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22 24 26	\$ 30 35 3¢ 36	30 80 KM		44		69	
		ANALYSIS INFO	DMATION	TOT	AL		124
		ANALYSIS INFO					
Segment Length (mi.):	0.73	ADT:	5,900		ınt Date:	4/28/2022	
Number of accidents:	5	Time period:		years			
Calc. Accident Rate =	Fatal + Injur	y Crashes per Millio	on Vehicle-Mile	S			
Street Width (ft):	40	Configuration:	2 Lane		Terrain:	Flat	
Parking Conditions:	Both	Sidewalk:	Both			Collector	
Other Considerations:	Based on an 85th perce						nd an
	accident rate over doub				, it is the En	gineer's	
	recommendation to lov	ver the posted speed	limit by 5mph.				
	de elidie	DECOMMENT					
On the basis of an enginee	uina and traffic investic	RECOMMEND			th the mueric	ions of Coot	iona 627
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22352, 22357, 22358 and reasonable for the above st		venicie Code, a spe	ed limit of2	əmpn	_ is nereby c	ietermined to) be
reasonable for the above si	treet segment.						
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Signature:	1)0			\	Exp. 06		- //
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VEHICLE SPEED DATA			400	
Location: Pueblo Avenue between Jefferson St and Soscol Ave				l)
Posted Limit: 30mph	Speed	Number	Speed	Number
Direction: EBWB Recorder: EBM	20	2	45	
Date: 5/23/2022 Day: Monday	21	3	46	
Begin Time: 11:00am End Time: 12:00noon	22	1	47	
Weather: Clear Dry Warm Land Use: Res, Sch, Park	23	2	48	
	24	4	49	
Summary Statistics	25	4	50	
Total Observed 121	26	15	51	
Speed Range 20 - 33	27	8	52	
50th percentile speed 29	28	14	53	
85th percentile speed 31	29	18	54	
10 mph pace speed 24 - 33	30	21	55	
% in pace speed 93	31	20	56	
Skewness index 0.750	32	6	57	
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	тот	A L		121
ANALYSIS INFORMATION				
Segment Length (mi.): 0.71 ADT: 5,904	Cou	ınt Date:	4/28/2022	
	years	III Date.	4/20/2022	į
Calc. Accident Rate = 3.70 Fatal + Injury Crashes per Million Vehicle-Mile.				
	s 			
Street Width (ft): Configuration: 2 Lane	č	Terrain:	Flat	,
Parking Conditions: Both Sidewalk: Both			Collector	
Other Considerations: This section of roadway meets CVC Residence District det	finition for	a Prima Fa	cie 25mph re	oadway.
Based on an 85th percentile of 31mph, an adjacent public	School and	l City Park,	and an accid	lent rate
over 4 times the Statewide average for similar roadways, it	t is the Eng	gineer's reco	mmendation	to lower
the posted speed limit by 5mph to match.				
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in acco				
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of 2	25mph	is hereby de	etermined to	be
reasonable for the above street segment.				
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VEHICLE SPEED DATA				
Location: Saratoga Drive between Capitola Dr and Terrace Dr				
Posted Limit: 25mph	Speed	Number	Speed	Number
Direction: EBWB Recorder: EBM	10		35	
Date: 5/25/2022 Day: Wednesday	11		36	
Begin Time: 11:30am End Time: 12:30pm	12		37	
Weather: Clear Dry Warm Land Use: Res, Comm	13		38	
- Control Section	14	1	39	
Summary Statistics	15	2	40	
Total Observed 115	16	3	41	
Speed Range 14 - 28	17	5	42	
50th percentile speed 24	18	6	43	
85th percentile speed 26	19	6	44	
10 mph pace speed 18 - 27	20	6	45	
% in pace speed 86	21	4	46	
Skewness index 0.600	22	9	47	
	23	12	48	
20 Т	24	14	49	
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	TOT	A L		115
ANALYSIS INFORMATION	-			
Segment Length (mi.): 0.13 ADT: 1,887	Cou	nt Date:	5/19/2022	
	years			
Calc. Accident Rate = 0.00 Fatal + Injury Crashes per Million Vehicle-Mile	S			
Street Width (ft): Varies Configuration: 2 Lane		Terrain:	Flat	
Parking Conditions: Both Sidewalk: Discontinuous			Collector	
Other Considerations: Based on an 85th percentile of 26mph, it appears reasonab				ad limit
Dased off all of the percentile of 20thph, it appears reasonate	ic to retain	the existing	g 25mpn spc	ed mint.
RECOMMENDATION	10.00			
On the basis of an engineering and traffic investigation, as reported above, and in acco	rdance wi	th the provis	sions of Sect	ions 627,
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of25				
for the above street segment.				
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Date: 12/29/2022	,	ATE OF C	ALIFORNIA	

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: 5/12/2022 Day: Thursday	11	1	36	
Begin Time: 1:15pm End Time: 2:30pm	12		37	
Weather: Clear Dry Warm Land Use: Downtown Comm	13	24	38	
	14	6	39	
Summary Statistics	15	11	40	
Total Observed 120	16	10	41	
Speed Range 11 - 24	17	16	42	
50th percentile speed 19	18	14	43	
85th percentile speed 22	19	13	44	
10 mph pace speed 14 - 23	20	15	45	
% in pace speed 98	21	12	46	
Skewness index 0.857	22	16	47	
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ANALYSIS INFORMATION	101	AL		140
Segment Length (mi.): 0.51 ADT: 2,955	Cou	nt Date:	4/1/2021	
	years	III Date.	TILLULI	
Calc. Accident Rate = 9.70 Fatal + Injury Crashes per Million Vehicle-Mile	F1 - 101 (100) (100)			
Street Width (ft): 40 Configuration: 2 Lane		Terrain:	Flat	
Parking Conditions: Both Sidewalk: Both			Arterial	
Other Considerations: This roadway segment is within the Downtown Specific Pl				
of 22mph and an accident rate significantly higher than Sta				380.0
Engineer's recommendation to lower the posted speed limt	by 5mph f	or consister	ncy Downtov	vn.
RECOMMENDATION		as de Sa		2 Veegyes
On the basis of an engineering and traffic investigation, as reported above, and in acco				9
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of 20	mph is	s hereby det	ermined to b	e
reasonable for the above street segment.				
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Date: 12/29/2022	1	STATE OF C	MILEORN	
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VEHICLE SPEED DATA				
Location: Seminary Street between Pine St and Oak St				
Posted Limit: 25mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	15		40	
Date: 10/26/2022 Day: Wednesday	16	2	41	
Begin Time: 3:15pm End Time: 4:45pm	17	2	42	
Weather: Clear Dry Warm Land Use: Residential	18	9	43	
0	19	13	44	
Summary Statistics	20	8	45	
Total Observed 113	21	12	46	
Speed Range 16 - 29	22	14	47	
50th percentile speed 22	23	14	48	
85th percentile speed 25	24	11	49	
10 mph pace speed 18 - 27 94	25	13	50	
% in pace speed 94 Skewness index 1.111	26 27	6	51 52	
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ANALYSIS INFORMATION			111	
Segment Length (mi.): 0.24 ADT: 1,185	Cou	nt Date:	4/14/2022	
Number of accidents: 2 Time period: 3	years			
Calc. Accident Rate = 6.48 Fatal + Injury Crashes per Million Vehicle-Mil	es			
Street Width (ft): 40 Configuration: 2 Lane		Terrain:	Flat	
Parking Conditions: Both Sidewalk: Both	-)	Class:	Collector	
Other Considerations: Based on an 85th percentile of 25mph, an adjacent City P	ark, and an	accident rat	te significant	ly higher
than Statewide average, it appears reasonable to retain the	existing 25	mph speed	limit.	
		(F) E		
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in acc				
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of	25mpn	is hereby de	etermined to	be
reasonable for the above street segment.				
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Date: 12/29/2022		ATER	LEUSHIN	5
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	Ň	VEHICLE SPE	ED DATA				
Location: Seminary	Street between Oak St	and Clay St					
Posted Limit: 25mph				Speed	Number	Speed	Number
Direction: NB SB	Recorder:	EBM	l	10		35	
Date: 10/27/2022	Day:	Thursday		11		36	
Begin Time: 3:30pm	End Time:	4:30pm		12		37	
Weather: Clear Dry	Warm Land Use:	Res, Comm		13	1	38	
		·		14	1	39	
Summary Statistics				15	5	40	
Total Observed	111			16	6	41	
Speed Range	13 - 24	 ,		17	10	42	
50th percentile speed	19	 -		18	18	43	
85th percentile speed	21			19	21	44	
10 mph pace speed	15 - 24			20	21	45	
% in pace speed	98			21	15	46	
Skewness index	1.000			22	10	47	
				23	1	48	
25				24	2	49	
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		ANALYSIS INFO	RMATION	101	AL		111
Segment Length (mi.):	0.23	ADT:	1,185	Cov	nt Date:	4/14/2022	
Number of accidents:	6	Time period:		years	in Date.	4/14/2022	
Calc. Accident Rate =		y Crashes per Millio					
	14-10-	y Crasiles per ivilino	on venicie-ivine.	2			
Street Width (ft):	40	Configuration: _	2 Lane		Terrain:	Flat	
Parking Conditions:	Both	Sidewalk:	Both			Collector	5012 500 V
Other Considerations:	This roadway segment						ile of
	21mph, and an accider	The second of th	The second secon		The second second second second		
	recommendation to lov	ver the posted speed	l limit by 5mph f	or consiste	ency in Dow	ntown.	
		DECOMMENI	DATION				
On the basis of an engineer	aring and traffic investic	RECOMMENI		rdanca wi	th the provi	sions of Cast	ione 627
22352, 22357, 22358 and							
reasonable for the above s		venicie Code, a spe	ed limit of2	տաթա	is nereby de	etermined to	De
reasonable for the above s	street segment.						
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Date: 12/29	1/200			8	ATEOF	CALIFORNIA	0.
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VEHICLE SPEED DATA				
Location: Seminary Street between Clay St and Hayes St				
Posted Limit: 25mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	15		40	
Date: 10/26/2022 Day: Wednesday	16		41	
Begin Time: 1:45pm End Time: 3:00pm	17	4	42	
Weather: Clear Dry Warm Land Use: Res, Comm	18	5	43	
	19	7	44	
Summary Statistics	20	12	45	
Total Observed 103	21	12	46	
Speed Range <u>17 - 29</u>	22	15	47	
50th percentile speed 22	23	10	48	
85th percentile speed 26	24	10	49	
10 mph pace speed18 - 27	25	11	50	
% in pace speed 93	26	9	51	
Skewness index 1.111	27	5	52	
12 =	28	2	53	
16 T	29	1	54	
14 +	30		55	
	31		56	
	32		57	
8 +	33 34		58 59	
6 +	35		60	
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	37		62	
	38		63	
1 9 2 2 2 2 2 2 3 3 3 5 5	39		64	
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ANALYSIS INFORMATION				
Segment Length (mi.): 0.42 ADT: 1,185	Cou	nt Date:	4/14/2022	
	years	int Date.	4/14/2022	
Calc. Accident Rate = 1.83 Fatal + Injury Crashes per Million Vehicle-Mile				
	·			
Street Width (ft): 40 Configuration: 2 Lane		Terrain:	Flat	
Parking Conditions: Both Sidewalk: Both	vocamen our	Class:	Collector	no so non
Other Considerations: Based on an 85th percentile of 26mph, an adjacent Private				
than Statewide average for similar roadways, it appears rea	isonable to	retain the e	existing 25mp	oh speed
limit.				
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in according	ordance wi	th the provi	sions of Sect	ions 627
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of				. 22
reasonable for the above street segment.	эшри	is nereby de	ctermined to	
reasonable for the above street segment.				
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Date: 12/29/2027		ATEOF	CALIFORNIA	N.
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VEHICLE SPEED DATA				
Location: Sierra Avenue between Hwy29 and Jefferson St				
Posted Limit: 25mph	Speed	Number	Speed	Number
Direction: EBWB Recorder: EBM	20	3	45	
Date: 5/18/2022 Day: Wednesday	21	1	46	
Begin Time: 12:45pm End Time: 2:00pm	22	5	47	
Weather: Clear Dry Warm Land Use: Res, Comm	23	9	48	
Summary Statistics	24 25	15	49 50	
***************************************		19	(2000as)	
Total Observed 109 Speed Range 20 - 28	26	30	51	
Speed Range 20 - 28 50th percentile speed 26	27 28	21 6	52 53	
85th percentile speed 27	29	0	54	
10 mph pace speed 21 - 30	30		55	
% in pace speed 97	31		56	
Skewness index 0.400	32		57	
	33		58	
35 T	34		59	
30 +	35		60	
	36		61	
25 +	37		62	
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ANALYSIS INFORMATION	TOT	AL		109
			416/2022	
Segment Length (mi.): 0.51 ADT: 1,775 Number of accidents: 2 Time period: 3		int Date:	4/6/2022	
Calc. Accident Rate = 2.02 Fatal + Injury Crashes per Million Vehicle-Mile	years			
Secretarian de caractería de como de c				
Street Width (ft): 40 Configuration: 2 Lane		Terrain:	Flat	
Parking Conditions: Both Sidewalk: Discontinuous			Collector	
Other Considerations: This section of roadway meets CVC Residence District de				
Based on an 85th percentile of 27mph, it appears reasonab	le to retain	the existing	g 25mph spe	ed limit.
RECOMMENDATION		_		
On the basis of an engineering and traffic investigation, as reported above, and in acco	ordance wi	th the provis	sions of Sect	ions 627,
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of 25	mph is	s hereby det	ermined to b	e
reasonable for the above street segment.				
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VEHICLE SPEED DATA	(d)		7000			
Location: Solano Avenue between Redwood Rd and Trower Ave	, , , , , , , , , , , , , , , , , , ,					
Posted Limit: 40mph	Speed	Number	Speed	Number		
Direction: NB SB Recorder: EBM	25	1	50			
Date: 5/25/2022 Day: Wednesday	26	2	51			
Begin Time: 3:00pm End Time: 4:00pm	27	1	52			
Weather: Clear Dry Warm Land Use: Commercial	28	1	53			
	29	1	54			
Summary Statistics	30	6	55			
Total Observed 125	31	3	56			
Speed Range 25 - 43	32	7	57			
50th percentile speed 36	33	8	58			
85th percentile speed 40	34	12	59			
10 mph pace speed 33 - 42	35	10	60			
% in pace speed 81	36	12	61			
Skewness index 1.000	37	13	62			
	38	13	63			
14 _T	39	9	64			
12 +	40	11	65			
	41	6	66			
	42	7	67			
8 + -	43	2	68			
	44	-	69			
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ANALYSIS INFORMATION						
Segment Length (mi.): 0.8 ADT: 4,852	Cou	nt Date:	4/21/2022			
leading a final of the second	years					
Calc. Accident Rate = 3.06 Fatal + Injury Crashes per Million Vehicle-Mile						
Street Width (ft): Varies Configuration: 2Ln + Bikes		Terrain:	Flat			
Parking Conditions: Discontinuous Sidewalk: Westside			Collector			
Other Considerations: Based on an 85th percentile of 40mph, a Private School ar		100				
Trail, and an accident rate over 4 times the Statewide average	the state of the state of	ilar roadwa	ys, it is the E	Ingineer's		
recommendation to lower the posted speed limit by 5mph.						
DECOMMEND (TYON						
RECOMMENDATION		.:41. 41.		diama COZ		
On the basis of an engineering and traffic investigation, as reported above, and in acc						
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of	_35mph	is hereby	determined	to be		
reasonable for the above street segment.						
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VEHICLE SPEED DATA				
Location: Solano Avenue between Salvador Ave and North City Limits			,,,,	
Posted Limit: 40mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	25		50	
Date: <u>5/17/2022</u> Day: <u>Tuesday</u>	26		51	
Begin Time: 10:00am End Time: 11:00am	27	1	52	
Weather: Clear Dry Cool Land Use: Res Comm	28	1	53	
Communication Charles	$\frac{29}{30}$	2	54 55	
Summary Statistics		2	2,520	
Total Observed 109	31	5	56 57	
Speed Range 27 - 43 50th percentile speed 38	32 33	2	58	
85th percentile speed 41	34	4	59	
10 mph pace speed 34 - 43	35	8	60	
% in pace speed 87	36	11	61	
Skewness index 0.727	37	10	62	
	38	16	63	
18 T	39	14	64	
16 +	40	12	65	
14 +	41	12	66	
	42	5	67	
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	47		72	
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ANALYSIS INFORMATION	TOT	AL		109
		. Decree	C/E/2022	
Segment Length (mi.): 0.85 ADT: 4,959 Number of accidents: 3 Time period: 3	-1	int Date:	6/7/2022	
Number of accidents: 3 Time period: 3 Calc. Accident Rate = 0.65 Fatal + Injury Crashes per Million Vehicle-Mi	years			
Calc. Accident Rate – 0.05 Fatal + Injury Crasnes per Willion Venicle-Wil	105			
Street Width (ft): Varies Configuration: 2Ln + Bikes	_	Terrain:	Flat	
Parking Conditions: None Sidewalk: Westside	_		Collector	32 72
Other Considerations: Based on an 85th percentile of 41mph, an adjacent Class	1 Bike Tra	il, it appears	reasonable	to retain the
existing 40mph speed limit.				
RECOMMENDATION			-	19
On the basis of an engineering and traffic investigation, as reported above, and in a	ccordance v	vith the prov	isions of Se	ctions 627
22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of				
reasonable for the above street segment.		,		
		PROFE	SSION	
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VEHICLE SPEED DATA				
Location: Soscol Avenue between Lincoln Ave and Pueblo Ave				
Posted Limit: 40mph	Speed	Number	Speed	Number
Direction: NB SB Recorder: EBM	25		50	
Date: 6/1/2022 Day: Wednesday	26		51	
Begin Time: 9:00am End Time: 10:00am	27		52	
Weather: Clear Dry Cool Land Use: Res, Comm	28	1	53	
	29	3	54	
Summary Statistics	30	7	55	
Total Observed 139	31	3	56	
Speed Range 28 - 42	32	4	57	
50th percentile speed 37	33	6	58	
85th percentile speed 39	34	11	59	
10 mph pace speed 32 - 41	35	18	60	
% in pace speed 89	36	12	61	
Skewness index 0.727	37	19	62	
	38	18	63	
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	40	9	65	
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	47		72	
	48		73	
1 2 3 3 5 5 5 8 8 8 8 8	49		74	
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ANALYSIS INFORMATION				
Segment Length (mi.): ADT:	Cou	int Date:	6/7/2022	
Number of accidents: 9 Time period: 3	years			
Calc. Accident Rate = 0.70 Fatal + Injury Crashes per Million Vehicle-Mile	S			
Street Width (ft): 61 Configuration: 5Ln + Bikes		Tamain.	Flat	
Street Width (ft): 61 Configuration: 5Ln + Bikes Parking Conditions: None Sidewalk: Both		Terrain: Class:	Flat Arterial	
Other Considerations: Based on an 85th percentile of 39mph, it appears reasonab				ad limit
Other Considerations. Based on an obtil percentile of 33mph, it appears reasonab	le to retain	I the existing	40mpn spec	ed Hint.
RECOMMENDATION				
On the basis of an engineering and traffic investigation, as reported above, and in account	cordance w	ith the prov	isions 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 DA	TA			
Location: Third Str	eet between Jefferson St and Soscol Ave	300-5000			
Posted Limit: 25mph	- (Speed	Number	Speed	Number
Direction: EB WB	Recorder: EBM	10		35	
Date: 6/1/2022	Day: Wednesday	11		36	
Begin Time: 9:00am	End Time: 10:00am	12	1	37	
Weather: Clear Dry	Cool Land Use: Comm, Downtown	13	1	38	
		14	4	39	
Summary Statistics		15	6	40	
Total Observed	123	16	5	41	
Speed Range	12 - 24	17	9	42	
50th percentile speed	20	18	9	43	
85th percentile speed	22	19	18	44	
10 mph pace speed	14 - 23	20	22	45	
% in pace speed	98	21	25	46	
Skewness index	0.571	22	16	47	
30 _T		23	6	48	
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	ANALYSIS INFORMATION	ON			
Segment Length (mi.):		Cou	ınt Date:	4/29/2021	
Number of accidents:	Time period: 3	years			
Calc. Accident Rate =	3.15 Fatal + Injury Crashes per Million Vehicle	e-Miles			
Street Width (ft):	Varies Configuration: Varie	S	Terrain:	Flat	
Parking Conditions:	Discontinuous Sidewalk: Both			Arterial	
Other Considerations:	This roadway segment is within the Downtown Spec	cific Plan Area. I			ntile speed
	of 22mph, and an accident rate significantly higher t			and the second second second	Committee of the Commit
	the Engineer's recommendation to lower the posted				
	RECOMMENDATION				
	eering and traffic investigation, as reported above, and				
	d 40802 of the California Vehicle Code, a speed limit	of20mph	_ is hereby	determined t	to be
reasonable for the above	street segment.				
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	VEHICLE SPEED DATA				
Location: Trancas St	treet between Solano Ave and Jefferson St				
Posted Limit: 30mph		Speed	Number	Speed	Number
Direction: EB WB	Recorder: EBM	15		40	
Date: 5/23/2022	Day: Monday	16		41	
Begin Time: 9:00am	End Time: 9:30am	17		42	
Weather: Clear Dry	Cool Land Use: Commercial	18	1	43	
		19	1	44	
Summary Statistics		20	1	45	
Total Observed	120	21	3	46	
Speed Range	18 - 33	22	3	47	
50th percentile speed	28	23	3	48	
85th percentile speed	31	24	8	49	
10 mph pace speed	23 - 32	25	11	50	
% in pace speed	92	26	11	51	
Skewness index	0.667	27	13	52	
10		28	16	53	
18		29	14	54	
16 -	ПП	30	16	55	
14 +	НПІ	31	11	56	
12 +		32	7	57	
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1 9 2	\$ \$ \$ \$ \$ \$ \$ \$ \$	38		63	
		39 TOT	'A I	64	120
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Segment Length (mi.):	0.42 ADT: 25,067	Cor	ınt Date:	4/28/2022	
Number of accidents:	26 Time period: 3	years	in Date.	4/20/2022	
Calc. Accident Rate =	2.26 Fatal + Injury Crashes per Million Vehicle-Mile				
Street Width (ft):	Varies Configuration: 4Ln, M, Bike	13	Terrain:	Flat	
Parking Conditions:	None Sidewalk: Both		and the second second	Arterial	
Other Considerations:	Based on an 85th percentile of 31mph, an accident rate hi			erages for sin	nilar
	roadways, it appears reasonable to retain the existing 30m	ph speed li	mit.		
	RECOMMENDATION				
On the basis of an enginee	ering and traffic investigation, as reported above, and in acc	ordance wi	th the provis	cions of Sect	ions 627
	40802 of the California Vehicle Code, a speed limit of			determined to	
reasonable for the above s		տահո	_ is neleby c	determined w) 00
reasonable for the above s	areer segment.				
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	VEHICLE SPEED DATA				
Location: Trancas S	Street between Jefferson St and Big Ranch Rd				
Posted Limit: 30mph		Speed	Number	Speed	Number
Direction: EB WB	Recorder: EBM	20	2	45	
Date: 5/23/2022	Day: Monday	21		46	
Begin Time: 9:30am	End Time: 10:00am	22	1	47	
Weather: Clear Dry	y Cool Land Use: Commercial	23	2	48	
		24	1	49	
Summary Statistics		25	8	50	
Total Observed	134	26	7	51	
Speed Range	20 - 34	27	7	52	
50th percentile speed	30	28	13	53	
85th percentile speed	32	29	15	54	
10 mph pace speed	25 - 34	30	21	55	
% in pace speed	96	31	28	56	
Skewness index	0.571	32	21	57	
20		33	6	58	
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	- 	43		68	
22 24 26	20 30 30 30 30 30 80 80	44		69	
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	ANALYSIS INFORMATION				
Segment Length (mi.):	0.62 ADT: 19,559	Cor	ınt Date:	4/21/2022	
Number of accidents:	19 Time period: 3	years	int Dutc.	TIMINAT	
Calc. Accident Rate =	1.43 Fatal + Injury Crashes per Million Vehicle-Mil	- 1500			
Street Width (ft):	64 Configuration: 5 Lanes	_	Terrain:	Flat	
Parking Conditions:	None Sidewalk: Both		Class:	Arterial	
Other Considerations:	Based on an 85th percentile of 32mph, an accident rate h			erages for si	milar
	roadways, it appears reasonable to retain the existing 30n	iph speed li	imit.		
	RECOMMENDATION				
On the basis of an engine	eering and traffic investigation, as reported above, and in ac	cordance v	vith the prov	isions of Sa	ctions 627
	d 40802 of the California Vehicle Code, a speed limit of			determined	
reasonable for the above		_501111111_	13 1101003	determined	10 00
reasonable for the above	street segment.		Self-ro-Transfer		
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1 Table 1 Tabl	Total Land	-	ST. C1	VIL	
Date:	129 2122		STATE OF	CALIFORM	
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	VEHICLE SPI	EED DATA				
Location: Trower A	venue between Linda Vista Ave and Sola	ano Ave				
Posted Limit: 35mph			Speed	Number	Speed	Number
Direction: EB WB	Recorder: EBM		20		45	
Date: 5/18/2022			21		46	
Begin Time: 10:00am	End Time: 11:00am		22		47	
Weather: Clear Dry	Cool Land Use: Res, Sch, Comn	n	23		48	
			24	3	49	
Summary Statistics			25	3	50	
Total Observed	121		26	2	51	
Speed Range	24 - 33		27	10	52	
50th percentile speed	31	19	28	10	53	
85th percentile speed	32		29	15	54	
10 mph pace speed	24 - 33		30	15	55	
% in pace speed	100		31	31	56	
Skewness index	0.400		32	25	57	
25			33	7	58	
35 ⊤			34		59	
30 +	П		35		60	
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20 +	111		38		63	
15 +			39		64	
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0 1 1 1			43		68	
22 24 26	\$ 30 35 30 30 30 W		44		69	
			тот	A L		121
	ANALYSIS INFO	ORMATION				
Segment Length (mi.):	0.44 ADT:	7,188	Cou	nt Date:	4/28/2022	
Number of accidents:	3 Time period:	202	vears			
Calc. Accident Rate =	0.87 Fatal + Injury Crashes per Milli		-			
				and the second second second		
Street Width (ft):	Varies Configuration:	3Ln + Bikes		Terrain:	Flat	
Parking Conditions:	Dicontinuous Sidewalk:	Both		Class:	Arterial	TT: 1
Other Considerations:	Based on an 85th percentile of 32mph, an	36	6	1		High
	School, it is the Engineer's recommendation	on to lower the p	osted spee	d limit by 5	mpn.	
	RECOMMEN	DATION				
On the basis of an engine	eering and traffic investigation, as reported		cordance w	ith the prov	isions of Sec	ctions 627.
And the second s	d 40802 of the California Vehicle Code, a s				determined t	7.67
reasonable for the above		F. S. S. W. (2007) 22 S. S. S	17:07 5:00 1 5:70			21.7.5
				PROFE	SSIONAL	
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Date:	11019033			C OF	CALIFOR	

		VEHICLE SPE	ED DATA				
Location: Trower A	venue between Jefferse	on St and Eastern	Terminous				
Posted Limit: 25mph				Speed	Number	Speed	Number
Direction: EB WB	Recorder:	EBM		20	2	45	l)
Date: 5/18/2022	Day:	Wednesday		21	4	46	
Begin Time: 9:00am	End Time:	10:00am		22	1	47	
Weather: Clear Dry	Cool Land Use:	Res, Sch, Comm		23	8	48	
				24	8	49	
Summary Statistics				25	15	50	
Total Observed	106			26	16	51	
Speed Range	20 - 32			27	14	52	
50th percentile speed	26			28	5	53	
85th percentile speed	30			29	11	54 55	
10 mph pace speed % in pace speed	23 - 32	-		30 31	11	55 56	
Skewness index	1.250			32	5	56 57	
Skewness muck				33	3	58	
18 ⊤			"	34		59	
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10 +				38		63	
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2 +		The same of the state of the same		42		67	
0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$ 30 32 34 36	3 % %		43		68	
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		ANALYSIS INFO	RMATION	TOT	AL		106
6 41 41 ()	0.25		20000000		- D	1/0/2021	
Segment Length (mi.): Number of accidents:	0.37	ADT: Time period:	3		nt Date:	4/8/2021	
Calc. Accident Rate =		y Crashes per Millio		years			
Care. Accident Rate	ratar · mjur	y Clasiles per Willin	on venicie-ivine	J.			
Street Width (ft):	62	Configuration: _	Varies		Terrain:	Flat	
Parking Conditions:	Discontinuous	Sidewalk:	Both			Arterial	100
Other Considerations:	Based on an 85th perce						
	Statewide average for s	similar roadways, it	appears reasona	ible to reta	in the existing	ng 25mph sp	eed limit.
		RECOMMEN	DATION				
On the basis of an engine	ering and traffic investig			cordance w	ith the prov	isions of Sec	ctions 627
22352, 22357, 22358 and							
reasonable for the above		, , ,	-		_		5. (4625)
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VEHICLE SPEED DATA				
Location: Vallejo Street between Seminary St and Soscol Ave				
Posted Limit: 25mph	Speed	Number	Speed	Number
Direction: EBWB Recorder: EBM	10		35	
Date: 5/25/2022 Day: Wednesday	11		36	
Begin Time: 9:45am End Time: 11:00am	12		37	
Weather: Clear Dry Warm Land Use: Comm, Res	13	1	38	
	14	2	39	
Summary Statistics	15	5	40	
Total Observed 120	16	5	41	
Speed Range 13 - 27	17	10	42	
50th percentile speed 21	18	9	43	
85th percentile speed 24 10 mph pace speed 17 - 26	19 20	13 15	44 45	
10 mph pace speed 17 - 26 89	20	15	46	
Skewness index 1.000	22	15	47	
Skewiess lidex 1.000	23	10	48	
16 _T	24	7	49	
14 +	25	6	50	
	26	7	51	
	27	2	52	
	28	1 T 1	53	
8 †	29		54	
	30		55	
4 +	31		56	
	32		57	
	33		58	
5 6 6 6 5 5 5 5 5 5 5 S	34		59	
ANALYSIS INFORMATION	TOT	AL		120
	700 15	250		
Segment Length (mi.): 0.34 ADT: 1,079	_	ınt Date:	4/14/2022	
Number of accidents: 5 Time period: 3	years			
Calc. Accident Rate = 12.45 Fatal + Injury Crashes per Million Vehicle-Mi	les			
Street Width (ft): 40 Configuration: 2 Lane		Terrain:	Flat	
Parking Conditions: Both Sidewalk: Both	_	Class:	Collector	
Other Considerations: Based on an 85th percentile of 24mph, an accident rate l	igher than S	Statewide av	erages for si	milar
roadways, it appears reasonable to retain the existing 25	W-01		The state of the s	
RECOMMENDATION		tab ab		··: (07
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 _	25mph_	_ is nereby	determined t	o be
reasonable for the above street segment.				
		251	.00.	
		SEO PROFI	SSIONAL	
	//	ELECTE BL	DE LUC TE	,\\
	RECL	3/3	8	NEER
	A A	C.6	6200	岁
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Date: (29) 7177	,	ATE OF	CALIFORNIA	
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	,	VEHICLE SPI	EED DATA				
Location: Villa Lane betw	een Trancas St ai	nd Northern Teri	ninous				
Posted Limit: 25mph				Speed	Number	Speed	Number
Direction: NB SB	Recorder:	EBM		20	29	45	
Date: <u>5/23/2022</u>	Day:	Monday		21	12	46	
Begin Time: 8:30am	End Time:	9:00am		22	13	47	
Weather: Clear Dry Warn	m Land Use:	Comm, Res		23	9	48	
				24	12	49	
Summary Statistics				25	15	50	
Total Observed	121	-		26	12	51	
Speed Range	20 - 28	- >		27	14	52	
50th percentile speed	23	- .x		28	5	53	
85th percentile speed	27	- s		29		54	
10 mph pace speed	21 - 30			30		55	
% in pace speed	76	-8		31		56	
Skewness index 0	.296			32		57	
16				33		58	
16 I I I I			l	34		59	I
				35 36		60	
				37		61 62	
10 +				38		63	
8 +				39		64	
6 +				40		65	
4 +				41		66	
2 +				42		67	
0				43		68	
22 24 25 25	30 32 34 36	3° 80 80		44		69	
				тот	A L		121
		ANALYSIS INFO	DRMATION				
Segment Length (mi.): 0.	6	ADT:	2,875	Cou	nt Date:	4/21/2022	
Number of accidents: 6	5	Time period:	3	years			
Calc. Accident Rate = 3.1	18 Fatal + Injury	Crashes per Milli	on Vehicle-Mile	S			
Street Width (ft): 40	0	Configuration:	2 Lane		Terrain:	Flat	
	ontinuous		Both			Collector	
	d on an 85th percer	5.5 AND 1776BESS (2.5			STATE OF STA	The second second second	milar
	ways, it appears rea						
	/						
	7.400 Asset 14	RECOMMEN	PS-MIDUS CONTRACTOR CONTRACTOR		200 100	2 72 VANSEN	
On the basis of an engineering a							
22352, 22357, 22358 and 40802		Vehicle Code, a s	peed limit of2	25mph	is hereby do	etermined to	be
reasonable for the above street s	segment.						
					2055	0012	
				,	ERED PROFE	SSIONAL	
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District Marie Control			***************************************		Sx C11	112/2	/
Date:	9 2022			. /	STATE OF	AL LEORM	<u>(2</u>
V	I I II I				01	INC.	

Decision: West Imola Avenue between Foster Rd and Hwy 29 Posted Limit: 30mph 15 40	Location: West Imola Ave	V	EHICLE SI	PEED DATA				
Direction: EB W B Date: 5/24/2022 Day: Tuesday 16 1 41		nue between Foste	er Rd and Hwy	29				
Date: S/24/2022 Day: Tuesday 16 1 41					Speed	Number	Speed	Number
Regin Time: 9:30am End Time: 10:30am 17 42	The first person of the second	PROPERTY AND DESCRIPTION OF THE PROPERTY OF TH		- 17			40	
New near Summary Statistics 18				•		1		
19		,		- 6				
Summary Statistics	Weather: Clear Dry Cool	Land Use:	Comm, Res	-))				
Total Observed 133								
Speed Range				****	20	5	45	
South percentile speed 31	Total Observed	200000			21	3	46	
Sth percentile speed 31		16 - 33				4		
10 mph pace speed 3 32 32 25 19 50						6		
% in pace speed 86 26 13 51						10	1	
Skewness index						19		
28 14 53 54 30 10 55 31 9 56 32 10 57 33 4 58 34 59 35 60 36 61 37 62 38 63 39 64 TOTAL 133								
29 13 54 30 10 55 31 9 56 32 10 57 33 4 58 34 59 35 60 36 61 37 62 38 63 39 64 TOTAL 133 ANALYSIS INFORMATION Segment Length (mi.): Number of accidents: Calc. Accident Rate = ANALYSIS INFORMATION Segment Length (ft): Parking Conditions: Other Considerations: Other Considerations: Discontinuous Sidewalk: Discontinuous Based on an 85th percentile of 31mph, a lack of continuous pedestrian facilities, and an accident rate significantly higher than Statewide averages of similar roadways, it is the Engineer's recommendation lower the posted speed limit by 5mph. RECOMMENDATION On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62'	Skewness index 0.	909				11.00	- S	
30 10 55 31 9 56 32 10 57 33 4 58 34 59 35 60 36 61 37 62 38 63 39 64 TOTAL 133						S X	59/075	
Segment Length (mi.): Number of accidents: Calc. Accident Rate = Street Width (ft): Parking Conditions: Other Considerations: On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62: Steet Midth (ft): Steet Midth	I	\neg				0.50	155557	
14 12 32 10 57 33 4 58 34 59 35 60 36 61 37 62 38 63 39 64 TOTAL 133						27.70	4000	
32 10 57 33 4 58 34 59 35 60 36 61 37 62 38 63 39 64 TOTAL 133	91 97	-				550	GR425077	
34 59 35 60 36 61 37 62 38 63 39 64 TOTAL 133	V 9	hlh				2000	05/03/0	
Segment Length (mi.): Number of accidents: Calc. Accident Rate = Street Width (ft): Parking Conditions: Other Considerations: Other Considerations: Based on an 85th percentile of 31mph, a lack of continuous pedestrian facilities, and an accident rate significantly higher than Statewide averages of similar roadways, it is the Engineer's recommendation lower the posted speed limit by 5mph. RECOMMENDATION On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62:	10 +	ІПІЬь	1			4		
ANALYSIS INFORMATION Segment Length (mi.): Number of accidents: Calc. Accident Rate = 3.59 Fatal + Injury Crashes per Million Vehicle-Miles Street Width (ft): Parking Conditions: Other Considerations: Discontinuous Based on an 85th percentile of 31mph, a lack of continuous pedestrian facilities, and an accident rate significantly higher than Statewide averages of similar roadways, it is the Engineer's recommendation lower the posted speed limit by 5mph. RECOMMENDATION On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62:	5007							
37 62 38 63 39 64								
ANALYSIS INFORMATION Segment Length (mi.): Number of accidents: Calc. Accident Rate = 3.59 Fatal + Injury Crashes per Million Vehicle-Miles Street Width (ft): Parking Conditions: Other Considerations: Discontinuous Based on an 85th percentile of 31mph, a lack of continuous pedestrian facilities, and an accident rate significantly higher than Statewide averages of similar roadways, it is the Engineer's recommendation lower the posted speed limit by 5mph. RECOMMENDATION On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62.				1			1,000,00	
Segment Length (mi.): 0.3 ADT: 5,090 Count Date: 4/15/2021								
Segment Length (mi.): 0.3 ADT: 5,090 Count Date: 4/15/2021		5 2 2 3	35 35 35					
Segment Length (mi.): Number of accidents: Calc. Accident Rate = Street Width (ft): Parking Conditions: Other Considerations: Based on an 85th percentile of 31mph, a lack of continuous pedestrian facilities, and an accident rate significantly higher than Statewide averages of similar roadways, it is the Engineer's recommendation lower the posted speed limit by 5mph. ANALYSIS INFORMATION Count Date: 4/15/2021 ADT: 5,090 Count Date: 4/15/2021 Terrain: Flat Discontinuous Class: Arterial Discontinuous pedestrian facilities, and an accident rate significantly higher than Statewide averages of similar roadways, it is the Engineer's recommendation lower the posted speed limit by 5mph. RECOMMENDATION On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62'	, , , ,		, , ,	-		A T	64	122
Segment Length (mi.): Number of accidents: Calc. Accident Rate = Street Width (ft): Parking Conditions: Other Considerations: Other Considerations: Based on an 85th percentile of 31mph, a lack of continuous pedestrian facilities, and an accident rate significantly higher than Statewide averages of similar roadways, it is the Engineer's recommendation lower the posted speed limit by 5mph. RECOMMENDATION On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62.		A	NALYSIS INI	FORMATION	101	AL		133
Number of accidents: Calc. Accident Rate = 3.59 Fatal + Injury Crashes per Million Vehicle-Miles Street Width (ft): Parking Conditions: Other Considerations: Based on an 85th percentile of 31mph, a lack of continuous pedestrian facilities, and an accident rate significantly higher than Statewide averages of similar roadways, it is the Engineer's recommendation lower the posted speed limit by 5mph. RECOMMENDATION On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62.	Seament Length (mi): 0.3		ADT:	5.090	Cou	nt Date:	4/15/2021	
Calc. Accident Rate = 3.59 Fatal + Injury Crashes per Million Vehicle-Miles Street Width (ft): 40 Configuration: 2 Lane Terrain: Flat Parking Conditions: Discontinuous Sidewalk: Discontinuous Class: Arterial Other Considerations: Based on an 85th percentile of 31mph, a lack of continuous pedestrian facilities, and an accident rate significantly higher than Statewide averages of similar roadways, it is the Engineer's recommendation lower the posted speed limit by 5mph. RECOMMENDATION On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62.				-		in Date.	4/15/2021	
Street Width (ft): Parking Conditions: Other Considerations: Discontinuous Based on an 85th percentile of 31mph, a lack of continuous pedestrian facilities, and an accident rate significantly higher than Statewide averages of similar roadways, it is the Engineer's recommendation lower the posted speed limit by 5mph. RECOMMENDATION On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62.								
Parking Conditions: Other Considerations: Based on an 85th percentile of 31mph, a lack of continuous pedestrian facilities, and an accident rate significantly higher than Statewide averages of similar roadways, it is the Engineer's recommendation lower the posted speed limit by 5mph. RECOMMENDATION On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62'								
Other Considerations: Based on an 85th percentile of 31mph, a lack of continuous pedestrian facilities, and an accident rate significantly higher than Statewide averages of similar roadways, it is the Engineer's recommendation lower the posted speed limit by 5mph. RECOMMENDATION On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62	- make appearance with the same and the same			And the same of th		TO THE STREET, SALES	- BOOK -	
significantly higher than Statewide averages of similar roadways, it is the Engineer's recommendation lower the posted speed limit by 5mph. RECOMMENDATION On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62'								
lower the posted speed limit by 5mph. RECOMMENDATION On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62'			757		8			
RECOMMENDATION On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62'				ages of similar road	dways, it is	s the Engine	er's recomm	endation to
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62'	lower	the posted speed li	mit by 5mph.					
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 62'		* ****	RECOMME	NDATION				
	On the basis of an engineering a	nd traffic investigat			ordance w	ith the prov	risions of Sec	ctions 627
IZZXXZ, ZZXXI, ZZXXX and 4080Z of the California Vehicle Code, a speed limit of 25mnh is hereby determined to be				and the same of th				100
reasonable for the above street segment.			. cincie code, a	speed mint of2	ошри	is necesy di	cterininea to	
remonant to the other objiners	- The door of the door of the transfer of	-D.monti						
aporfsc/o.						CONFE	SSIO	
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