	STREET: FROM	Las Casitas Drive Ranchero Drive	то	Rider Avenue	
	STAFF				
	DATE	5/21/2024			
	CATEGORY				POINTS
1	Traffic Volum	nes (20 Points)			
	consideration maximum cap	s should be considered and volumes sh	nould be measured during	ounts should be collected over a 3-day duration and averaged. Seasonal the regular school calendars. A typical two-lane undivided residential stre- rolume shall be determined as 1 point for every 50 vehicles per day exceed	
			AWDT 6,1	7 ADT	20
2	Speed (20 Po	pints)			
	should omit d hour. The tra	ata observed from following vehicles or	interrupted flow. A typic etermined as 2 point for m nts.	Collected speeds should only be measured under conditions of free flow an- al two-lane undivided residential street has a posted speed limit of 25 miles ile per hour measured from the 85th percentile speed over the posted (25m	per
			85th Percentile	0_MPH	20
3		ent data for the three most recent years		e. The transc cairning score for speed shall be calculated as 3 point for even history for fatal and pedestrian/bicyclist collisions. A maximum possible score score statement of the statement o	
	///////////////////////////////////////		Collisions	5 Each	
			Fatal	0 Each	20
			Pedestrian/Bike	2 Each	
	Land Use (20	,			
	calming score			s, and other public facilities) within 500 feet of the roadway section. The tra- litional pedestrian generator with in vicinity of the study area with a maximu	
			esignated School	1 Each	15
		Ped	lestrian Generator	1 Each	
5	Geometrics a	and Engineering Considerations (20 F	'oints)		
		sight distance issues, changes in vertica conditions or characteristics not aforem	nentioned.	corner sight considerations, presence of sidewalks, uncontrolled crosswalks	s and
			Score	0 /20	10
				TOTAL	SCORE 85

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	STREET:	Arcadia Way				
	FROM	El Dorado Drive		то	Natividad Road	
	STAFF					
	DATE	5/21/2024				
	CATEGORY					POINTS
1	Traffic Volum	es (20 Points)				
	considerations maximum cap	should be considered and volumes sl	nould be measured d	uring th	unts should be collected over a 3-day duration and averaged. Seasonal re regular school calendars. A typical two-lane undivided residential street has a lume shall be determined as 1 point for every 50 vehicles per day exceeding	
			AWDT	5,731	ADT	20
2	Speed (20 Po	ints)	-			
L	Measure the s should omit da hour. The tra	peed at which 85 percent of traffic trav ta observed from following vehicles or	interrupted flow. A etermined as 2 point	typical	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per eper hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile	37	MPH	20
3		ni data for the three most recent years	pectively, to weight	crash h	 I ne tramic caming score for speed snall be calculated as 3 point for every istory for fatal and pedestrian/bicyclist collisions. A maximum possible score of 	
			Collisions		Each	00
			Fatal Pedestrian/Bike	0		20
			Pedestrian/Bike	1	Each	
4	Land Use (20	,				
		should add 10 points for every school			and other public facilities) within 500 feet of the roadway section. The traffic ional pedestrian generator with in vicinity of the study area with a maximum	
		1	Designated School	1	Each	10
		Peo	lestrian Generator	0	Each	10
5	Geometrics a	nd Engineering Considerations (20	Points)		-	
		ght distance issues, changes in vertica conditions or characteristics not aforer		ture, co	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	13	/20	13
					TOTAL SCORE	83

L\PWTra\Traffic Calming\-Petitions\02 - FY 24-25 Petitions\Arcadia Way\05 FY 24-25 Prioritization Draft\[FY 24-25 Traffic Calming Prioritization Worksheet.xls]2017 Final Priority List

Initial controls Assume weekday average daily taffic volumes on the residential readway. Counts should be collected over a 3-day duration and averaged. Seasonal considered and volumes should be measured during the regular school calendars. A typical two-lane undividen residential street has a size in the result of 2,000 average daily trips. The traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,000 the measured to the result of the result	STREET:	West Acacia Street			
DATE 4122024 CATEGORY Faffic Volumes (20 Points) Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. The traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. AWDT 0.077 ADT Sped (20 Points) MWDT 0.077 ADT Sped (20 Points) Motor 1 data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed imit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25 mph) speed limit with a maximum possible score of 20 points. Sth Percentile 36 MPH Construction Collisions 1 data between there most recent years tor winch data is available. In e traffic califities) within 500 feet of the roadway section. The traffic caliming score or speed snail be calculated as a point for every additional pedestrian/Bike 0 Each Pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of	-	Iverson Street	то	Padre Drive	
CATEGORY PC Traffic Volumes (20 Points) Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum copacity of 2.000 average daily traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. AWDT 6.077 ADT Speed (20 Points) MWDT 6.077 ADT Speed (20 Points) Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points. BMPH Crash History (20 Points) Sth Percentile 38 MPH Collisions 4 Each Pedestrian/Bike 0 Each Pedestrian/Bike 0 Each Each Pedestrian generator (20 points). Each Pedestrian generator (20 points). Designated School P destrin generator with in v	-				
Initial controls Assume weekday average daily taffic volumes on the residential readway. Counts should be collected over a 3-day duration and averaged. Seasonal considered and volumes should be measured during the regular school calendars. A typical two-lane undividen residential street has a size in the result of 2,000 average daily trips. The traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,000 the measured to the result of the result	DATE	4/12/2024			
Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal canatimum considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum possible score of 20 points. MUDT	CATEGORY			F	POINT
considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. The traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. AWDT ADT Spec(20 Points) Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should only data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points. Sth Percentile 36 MPH Crash History (20 Points) Review accodent data for the three most recent years for which data is available. The trainic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points. Collisions <u>4</u> Each Fatal <u>0</u> Each Fatal <u>0</u> Each Pedestrian/Bike <u>0</u> Each Pedestrian/Bike <u>Each</u> Pedestrian/Bike <u>Each</u> Pedestrian/Bike <u>Each</u> Pedestrian/Bike <u>Each</u> Pedestrian Generator <u>0</u> Each Pedestrian Generator	Traffic Volu	mes (20 Points)			
Speed (20 Points) Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should onit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points. Steh Percentile 36 MPH Crash History (20 Points) Review accident data for the rure most recent years for which data is avanable. Ine traffic calming score for speed shall be determined as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 n noints Collisions 4 Each Fatal Pedestrian/Bike 0 Each Predestrian/Bike 0 Each Predimity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score of 20 points. Designated School 2 Each Pedestrian Generator 0 Each Pedestrian Generator	consideration maximum ca	ns should be considered and volumes sho pacity of 2,000 average daily trips. The t	uld be measured during t	he regular school calendars. A typical two-lane undivided residential street has a	
Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points. Sth Percentile 36 MPH MPH Cash History (20 Points) Store and a for the mee most recent years for which data is available. The transic calming score for speed shall be determined as 2 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 noints Collisions 4 Each Fatal 0 Each Pedestrian/Bike 0 Each Pedestrian/Bike 0 Each Pedestrian/Bike 0 Each Designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic opsisels score of 20 points. Designated School 2 Each Pedestrian Generator 0 Each Designated School 2 Each Pedestrian Generator			AWDT 6,077	ADT	20
should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points. Sth Percentile 36 MPH Crash History (20 Points) Two we accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 noints Collisions 4 Each Fatal 0 Each Pedestrian/Bike 0 Each Land Use (20 Points) Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score of 20 points. Designated School 2 Each Designated School 2 Doints for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points. Designated School 2 Each Designated School 2 Each Designated School 2 Each Designated School 2 Deside (20 Points) Designat	Speed (20 P	oints)			
Crash History (20 Points) review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 noints Collisions 4 Each Each Pedestrian/Bike 0 Each Each Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score of 20 points. Designated School 2 Designated School 2 Each Pedestrian Generator Desch Pedestrian Generator	should omit o hour. The tr	ata observed from following vehicles or in affic calming score for speed shall be determing score for speed shall be determined affic calming score for speed shall be determined affic and the speed shall be	nterrupted flow. A typical ermined as 2 point for mil s.	two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	
Review accident data for the three most recent years for which data is available. The tranc caming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points Collisions 4 Each Each Pedestrian/Bike 0 Each Each Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points. Designated School 2 Each Each Pedestrian Generator 0 Each 10			85th Percentile 36	§ MPH	20
Collisions 4 Each Fatal 0 Each Pedestrian/Bike 0 Each Land Use (20 Points) Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points. Designated School 2 Each Pedestrian Generator 0 Each	Review accio accident. Ac	ient data for the three most recent years i			
Pedestrian/Bike 0 Each Land Use (20 Points) Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points. Designated School 2 Each Pedestrian Generator 0 Each Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 10	70 0000		Collisions 4	Each	
Land Use (20 Points) Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points. Designated School 2 Each Pedestrian Generator 0 Each Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 10			Fatal (Each	12
Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points. Designated School 2 Each Pedestrian Generator 0 Each Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 10 /20			Pedestrian/Bike (Each	
calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points. Designated School 2 Each Pedestrian Generator 0 Each Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 10 /20	Land Use (2	0 Points)			
Pedestrian Generator 0 Each Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 10	calming scor	e should add 10 points for every school a			
Pedestrian Generator 0 Each Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 10 /20		De	signated School	2 Each	20
Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 10/20		Pede	strian Generator (Each	20
other unusual conditions or characteristics not aforementioned. Score 10/20	Geometrics	and Engineering Considerations (20 Po	oints)		
				orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score 10) /20	10
TOTAL SCOREL				TOTAL SCORE	82

1/1PWTra/Traffic Calming/~Petitions/02 - FY 24-25 Petitions/W Acacia St/05 - FY 24-25 Prioritization Draft/(FY 24-25 Traffic Calming Prioritization Worksheet.xls)2017 Final Priority List

	STREET:	Van Buren Avenue			
	FROM	Russell Road	то	San Juan Grade Road	
	STAFF				
	DATE	5/31/2024			
	CATEGORY				POINTS
1	Traffic Volume	es (20 Points)			
	considerations maximum capa	should be considered and volumes should be me	easured during t	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a plume shall be determined as 1 point for every 50 vehicles per day exceeding 	
			AWDT 3,777	ADT	20
2	Speed (20 Poi	ate)		-	
2	• •		and or below C	ollected speeds should only be measured under conditions of free flow and	
				two-lane undivided residential street has a posted speed limit of 25 miles per	
			is 2 point for mile	e per hour measured from the 85th percentile speed over the posted (25mph)	
	speed limit with	a maximum possible score of 20 points.		_	
		85th Pe	rcentile 42	MPH	20
3	Crash History	(20 Points)			
				. I ne traffic calming score for speed snall be calculated as 3 point for every history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
	20 points	siment factors of 3 and 2 are used respectively, t			
		Co	ollisions 2	Each	
			Fatal 0	Each	9
		Pedestr	ian/Bike 1	Each	
4	Land Use (20 I	Points)		_	
		should add 10 points for every school and 5 point		and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
		Designated	School 2	Each	20
		Pedestrian Ge	enerator 1	Each	20
5	Geometrics ar	d Engineering Considerations (20 Points)			
	Presence of sid	iht distance issues, changes in vertical or horizor	ntal curvature. co	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
		conditions or characteristics not aforementioned.	_,	o i i i i i i i i i i	
			Score 10	/20	10
				-	
				TOTAL SCORE	79

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	STREET:	Antigua Avenue				
	FROM	Rider Avenue	то		North Sanborn Road	
	STAFF					
	DATE	5/21/2024				
	CATEGORY					POINTS
1		nes (20 Points)				
	Measure week considerations maximum cap	kday average daily traffic volumes on s should be considered and volumes s	should be measured durin	ng th	Ints should be collected over a 3-day duration and averaged. Seasonal ne regular school calendars. A typical two-lane undivided residential street has a lume shall be determined as 1 point for every 50 vehicles per day exceeding	
			AWDT 1,8	827	ADT	7
2	Speed (20 Po	pints)				
	should omit da hour. The tra	ata observed from following vehicles o	or interrupted flow. A typi determined as 2 point for r	ical	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per per hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile	34	MPH	18
3		ent data for the three most recent year	spectively, to weight cras	sh hi	i ne tranic caiming score for speed snall be calculated as 3 point for every istory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Collisions		Each	10
			Fatal Pedestrian/Bike	0	Each Each	18
4	Land Use (20	Points)		0		
·	Proximity to d	esignated schools and pedestrian gen should add 10 points for every schoo			and other public facilities) within 500 feet of the roadway section. The traffic ional pedestrian generator with in vicinity of the study area with a maximum	
			Designated School	2	Each	20
		Pe	destrian Generator	1	Each	20
5	Geometrics a	and Engineering Considerations (20	Points)			
		ight distance issues, changes in vertic conditions or characteristics not afore		e, co	rner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	5	/20	5
					TOTAL SCORE	68

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	STREET:	Towt Street				
	FROM	East Alisal Street		то	East Market Street	
	STAFF					
	DATE	5/22/2024				
	CATEGORY					POINTS
1	Traffic Volum	es (20 Points)				
	considerations maximum cap	s should be considered and volumes	s should be measured of the traffic calming score	during t	unts should be collected over a 3-day duration and averaged. Seasonal the regular school calendars. A typical two-lane undivided residential street has a olume shall be determined as 1 point for every 50 vehicles per day exceeding 	
			AWDT	4,912	2 ADT	20
2	Speed (20 Po	ints)			_	
2	Measure the s should omit da hour. The tra	speed at which 85 percent of traffic t ata observed from following vehicles	or interrupted flow. A determined as 2 point	typica	Collected speeds should only be measured under conditions of free flow and il two-lane undivided residential street has a posted speed limit of 25 miles per le per hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile	33	3 MPH	16
3		ent data for the three most recent ye			. The transc carming score for speed shall be calculated as 3 point for every history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Collisions	14	2 Each	
			Fatal	(0 Each	6
			Pedestrian/Bike	(0 Each	
4	Land Use (20	Points)				
		should add 10 points for every scho			and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
			Designated School	2	2 Each	20
		I	Pedestrian Generator	,	1 Each	20
5	Geometrics a	and Engineering Considerations (2	0 Points)			
		ight distance issues, changes in ver conditions or characteristics not afor		ature, c	corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	4	4 /20	4
					TOTAL SCORE	66

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	STREET:	Roosevelt Street			
	FROM	Kern Street	то	North Pearl Street	
	STAFF				
	DATE	5/15/2024			
	CATEGORY				POINTS
1	Traffic Volun	nes (20 Points)			
	consideration maximum cap	s should be considered and volumes sl	hould be measured during	ounts should be collected over a 3-day duration and averaged. Seasonal the regular school calendars. A typical two-lane undivided residential street has a volume shall be determined as 1 point for every 50 vehicles per day exceeding	
			AWDT 3,00	D2 ADT	20
2	Speed (20 Pc	bints)			
	should omit d hour. The tra	ata observed from following vehicles or	r interrupted flow. A typic etermined as 2 point for m ints.	Collected speeds should only be measured under conditions of free flow and al two-lane undivided residential street has a posted speed limit of 25 miles per ile per hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile	MPH	18
3		ent data for the three most recent years		e. The transc carming score for speed shall be calculated as 3 point for every history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
	ZUTION		Collisions	10 Each	
				0 Each	20
			Pedestrian/Bike	0 Each	
4	Land Use (20	Points)			
		e should add 10 points for every school		s, and other public facilities) within 500 feet of the roadway section. The traffic ditional pedestrian generator with in vicinity of the study area with a maximum	
		1	Designated School	0 Each	5
		Peo	destrian Generator	1 Each	5
5	Geometrics a	and Engineering Considerations (20	Points)		
		ight distance issues, changes in vertica conditions or characteristics not aforer	,	corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	1 /20	1
				TOTAL SCORE	64

1/1PWTra/Traffic Calming/~Petitions/02 - FY 24-25 Petitions/Roosevett St/05 - FY 24-25 Prioritization Draft/[FY 24-25 Traffic Calming Prioritization Worksheet.xls]2017 Final Priority List

STREET:	California Street			
FROM	East Romie Lane	то	John Street	
STAFF				
DATE	5/31/2024			
CATEGORY				POINT
Traffic Volum	es (20 Points)			
considerations maximum capa	should be considered and volumes shou	ld be measured during th	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a plume shall be determined as 1 point for every 50 vehicles per day exceeding 	
		AWDT 3,750	ADT	20
Speed (20 Poi	nts)			
should omit da hour. The traf	ta observed from following vehicles or int fic calming score for speed shall be deter n a maximum possible score of 20 points.	errupted flow. A typical mined as 2 point for mile	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	
		85th Percentile 32	MPH	14
	ni data tor the three most recent years to		. I ne tranic caiming score for speed snall be calculated as 3 point for every history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
ZUTIONI		Collisions 1	Each	
		Fatal 0	Each	3
	F	Pedestrian/Bike 0	Each	
Land Use (20	Points)			
	should add 10 points for every school and		and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
	Des	ignated School 1	Each	10
	Pedes	trian Generator 0	Each	10
Geometrics a	nd Engineering Considerations (20 Poi	nts)		
	ght distance issues, changes in vertical of conditions or characteristics not aforemen		orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
		Score 12	/20	12
			TOTAL SCORE	59

1/1PWTra/Traffic Calming/~Petitions/02 - FY 24-25 Petitions/California St/05 - FY 24-25 Prioritization Draft/(FY 24-25 Traffic Calming Prioritization Worksheet.xis)2017 Final Priority List

	STREET:	North Madeira Avenue			
	FROM	East Market Street	то	East Alisal Street	
	STAFF				
	DATE	5/21/2024			
	CATEGORY				POINTS
1	Traffic Volume	s (20 Points)			
	considerations s maximum capa	should be considered and volumes should be measured	during t	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a plume shall be determined as 1 point for every 50 vehicles per day exceeding	
		AWDT	4,653	3 ADT	20
2	Speed (20 Poir	nte)		-	
2	• •		Now C	ollected speeds should only be measured under conditions of free flow and	
				two-lane undivided residential street has a posted speed limit of 25 miles per	
			t for mile	e per hour measured from the 85th percentile speed over the posted (25mph)	
	speed limit with	a maximum possible score of 20 points.		_	
		85th Percentile	32	2 MPH	14
3	Crash History	(20 Points)			
				. I ne traffic calming score for speed shall be calculated as 3 point for every	
	20 points	siment factors of 3 and 2 are used respectively, to weight	crashr	nistory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
		Collisions	7	Zech	
		Fatal	C) Each	20
		Pedestrian/Bike	1	Each	
4	Land Use (20 F	Points)		_	
		hould add 10 points for every school and 5 points for ever		, and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
		Designated School	C) Each	0
		Pedestrian Generator	C) Each	0
5	Geometrics an	d Engineering Considerations (20 Points)			
Ũ			ature co	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
	0	onditions or characteristics not aforementioned.	aturo, 0		
		Score	1	/20	1
			·		
				TOTAL SCORE	55

L/PWTra/Traffic Calming\-Petitions\02 - FY 24-25 Petitions\N Madeira Ave\05 - FY 24-25 Prioritization Draft\[FY 24-25 Traffic Calming Prioritization Worksheet.xis]2017 Final Priority List

	STREET:	Acosta Street			
	FROM	North Sanborn Road	то	Beech Street	
	STAFF				
	DATE	4/24/2024			
	CATEGORY				POINTS
1	Traffic Volum	nes (20 Points)			
	considerations maximum cap	s should be considered and volumes should	be measured during t	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a plume shall be determined as 1 point for every 50 vehicles per day exceeding 	
			AWDT 1,127	ADT	0
2	Speed (20 Po	ints)		_	
L	Measure the s should omit da hour. The tra	speed at which 85 percent of traffic travels th ata observed from following vehicles or inter	upted flow. A typical	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	
			th Percentile 33	МРН	16
3		ent data for the three most recent years for w	vely, to weight crash h	 I ne tranic caiming score for speed shall be calculated as 3 point for every istory for fatal and pedestrian/bicyclist collisions. A maximum possible score of 	
				Each	
			Fatal 0		15
			destrian/Bike 0	Each	
4	Land Use (20	,			
		should add 10 points for every school and 5		and other public facilities) within 500 feet of the roadway section. The traffic ional pedestrian generator with in vicinity of the study area with a maximum	
		Desig	nated School 2	Each	20
		Pedestri	an Generator 2	Each	20
5	Geometrics a	and Engineering Considerations (20 Point	s)		
		ight distance issues, changes in vertical or h conditions or characteristics not aforemention	,	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score 2	/20	2
				TOTAL SCORE	53

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	STREET: FROM STAFF DATE	CHARDONNAY DRIVE MCKINNON STREET 4/6/2024	-	го	CROMWELL DRIVE	
	CATEGORY					POINTS
1	Traffic Volun	nes (20 Points)				
	considerations maximum cap vehicles per d (Residential T day. For typi	s should be considered and volumes should bacity of 2,000 average daily trips. For typi lay exceeding 1,500 with a maximum possil ype II) roadways are designed with a larger	d be measured d cal residential str ble score of 20 p cross-section ar	uring to eets, to oints. nd may	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a he traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector <i>y</i> serve as a bus route, and typically has a capacity of 5,000 average trips per determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT	2,481	ADT	20
2	Speed (20 Pc	pints)				
	should omit dahour. The tra	ata observed from following vehicles or inte iffic calming score for speed shall be detern th a maximum possible score of 20 points.	nined as 2 point f	typical for mile	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	
		8	35th Percentile	45	MPH	20
3		ent data for the three most recent years for			. The traffic calming score for speed shall be calculated as 3 point for every istory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Collisions	0	Each	
			Fatal	0		0
		P	edestrian/Bike	0	Each	
4	Land Use (20	Points)				
		should add 10 points for every school and			and other public facilities) within 500 feet of the roadway section. The traffic ional pedestrian generator with in vicinity of the study area with a maximum	
		Desi	gnated School	0	Each	5
		Pedest	rian Generator	1	Each	5
5	Geometrics a	and Engineering Considerations (20 Poin	its)			
		ight distance issues, changes in vertical or conditions or characteristics not aforement	ioned.	-	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	5	/20	5
					TOTAL SCORE	50
WTra	Traffic Calming\~Petiti	ons\02 - FY 24-25 Petitions\FY 23-24 Backlog\Chardonnay Dr\06	- FY 24-25 Prioritization E)raft\[FY 2	4-25 Neighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET:	Los Palos Drive			
	FROM	East Romie Lane	то	Fairmont Drive	
	STAFF				
	DATE	5/5/2024			
	CATEGORY				POINTS
1	Traffic Volum	es (20 Points)			
	considerations maximum cap	should be considered and volumes should	be measured during	unts should be collected over a 3-day duration and averaged. Seasonal the regular school calendars. A typical two-lane undivided residential street has a plume shall be determined as 1 point for every 50 vehicles per day exceeding	
			AWDT 2,98 ⁻	I ADT	20
2	Speed (20 Po	ints)			
2	Measure the s should omit da hour. The tra	peed at which 85 percent of traffic travels t ta observed from following vehicles or inte ffic calming score for speed shall be deterr h a maximum possible score of 20 points.	rrupted flow. A typica nined as 2 point for mil	ollected speeds should only be measured under conditions of free flow and I two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	
		٤	Sth Percentile 38	3 MPH	20
3		nì data tor the three most recent years for	tively, to weight crash	. The traffic carming score for speed shall be calculated as 3 point for every history for fatal and pedestrian/bicyclist collisions. A maximum possible score of Each	
) Each	3
		D	edestrian/Bike		3
4	Land Use (20	,	<i>,</i>		
		should add 10 points for every school and		, and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
		Desi	gnated School) Each	F
		Pedest	rian Generator	Each	5
5	Geometrics a	nd Engineering Considerations (20 Poin	ts)		
		ght distance issues, changes in vertical or conditions or characteristics not aforement		orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score 1	3]/20	13
				TOTAL SCORE	48

I:PWTra\Traffic Calmingl-Petitions102 - FY 24-25 Petitions1Los Palos Dr05 - FY 24-25 Prioritization Draft(FY 24-25 Traffic Calming Prioritization Worksheet.xls)2017 Final Priority List

CATEGORY POI 1 Traffic Volumes (20 Points) Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum possible score of 20 points. Special consideration ignore that be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration ignore to review that be advertised with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average daily the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points. 8 Facility Residential street AWDT 681 ADT 2 Speed (20 Points) Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should ont data beserved from flowing vehicles at point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points. Steh Percentile 32 8 Sth Percentile 32 MPH 10 Residential street has a point for werey for which data is available. The traffic calming score for speed shall be calculated as 3 point for every action. A dipustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian		STREET: FROM STAFF	SWANER AVENUE SANTA RITA STREET	то	VAN BUREN AVENUE	
1 Taffic Volumes (20 Points) Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2.000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1.500 with a maximum possible score of 20 points. Precision Facility Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5.000 average trips per day. For typical collector facility. A Local Collector (Residential street fault) register that a cale trips of the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points. 2 Speed (20 Points) Residential street 0 AwDT 681 ADT 0 2 Speed (20 Points) Residential street 0 Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured fund the 85th percentile speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed limit of 25 miles per hour. The traffic calming score of 20 points. 10 3 Crash History (20 Points) Sthe Percentile 20 MPH <		DATE	4/25/2024			
Measure weekday average daily traffic volumes on the residential roadway. Counts should be considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum paperit of 2:000 average daily trips. For typical residential streets. The traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1:500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector facility for the traffic calming score for special and may serve as a bus roule, and typical who a local pacify of 2:000 wareage trips per day. For typical collector facility of the traffic calming score for speed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic Calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points. 85th Percentile 32 MPH 1 4 Cash History (20 Points) Sthe Percentile 32 MPH 1 7 Cash History to designated schools and pedestrian generators (e.g. parks, libraries, and other publi		CATEGORY				POINTS
considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) readways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facility. A Local Collector facility. A Local Collector facility. A Local Collector facility of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points. Facility Residential street AWDT 681 ADT Speed (20 Points) Measure the speed at which 85 percent of traffic travels that speed or below. Collected speed should only be measured under conditions of free flow and should ont data boserved from following vehicles or interrupted flow. A typical Wo-lane undivided residential street has a posted speed limit 0125 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points. Bit Percentile 32 MPH 10 Cosh History (20 Points) Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bioxicist collisions. A maximum possible score of 20 points. Collision Each </td <td>1</td> <td>Traffic Volume</td> <td>s (20 Points)</td> <td></td> <td></td> <td></td>	1	Traffic Volume	s (20 Points)			
AWDT 681 ADT 0 2 Speed (20 Points) Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of fee flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed into it 0.25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points. 14 3 Crash History (20 Points) 85th Percentile 32 MPH 14 3 Crash History (20 Points) Collisions 4 Each 14 4 Each 6 6 6 6 6 12 9 points. Collisions 4 Each 12 9 points. Collisions 4 Each 12 9 points. Collisions 4 Each 12 9 points. 0 Each 12 9 points. 0 Each 12 9 points or every school and pedestrian Generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score of 20 points. 11 9 colients or every school and 5 points for every additional pedestrian generator with in vicini		considerations s maximum capacy vehicles per day (Residential Typ day. For typical	should be considered and volumes should be mea- city of 2,000 average daily trips. For typical reside y exceeding 1,500 with a maximum possible scor be II) roadways are designed with a larger cross-s collector facilities, the traffic calming score for vol	asured during t ential streets, th e of 20 points. section and may	he regular school calendars. A typical two-lane undivided residential street has a le traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector y serve as a bus route, and typically has a capacity of 5,000 average trips per	
 2 Speed (20 Points) Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calining score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points. 85th Percentile 32 MPH 14 3 Crash History (20 Points) Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points. Collisions 4 Each Fatal 0 Each Pedestrian/Bike 0 Each 11 Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score of 20 points. Designated School 1 Each Pedestrian Generator 0 Each Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 11/20 					Residential street	
Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points. 14 3 Crash History (20 Points) 85th Percentile 32 MPH 14 3 Crash data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points. 14 4 Land Use (20 Points) Fatal 0 Each 11 Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score of 20 points. 11 5 Geometrics and Engineering Considerations (20 Points) 11 Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. 11 10 Each 11 20 points. 11				AWDT 681	I_ADT	0
Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points. Collisions 4 Each 11 Pedestrian/Bike 0 Each 11 Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points. 11 Secometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. 11	2	Measure the sp omit data obser traffic calming s	eed at which 85 percent of traffic travels that sperved from following vehicles or interrupted flow. A core for speed shall be determined as 2 point for sible score of 20 points.	typical two-lane mile per hour n	e undivided residential street has a posted speed limit of 25 miles per hour. The neasured from the 85th percentile speed over the posted (25mph) speed limit with 	14
Fatal 0 Each 11 4 Land Use (20 Points) Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points. 11 5 Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. 11 Score 11 /20	3	Review acciden accident. Adjus	t data for the three most recent years for which d trent factors of 3 and 2 are used respectively, to	weight crash h		
Pedestrian/Bike O Each 4 Land Use (20 Points) Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points. Designated School 1 Pedestrian Generator 0 Each 10 5 Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 11/20			Col			40
Land Use (20 Points) Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points. Designated School Each Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 11/20			Pedestria			12
Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points. Designated School Each Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 11/20	4	Land Use (20 P				
Pedestrian Generator 0 Each 11 5 Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. 11 Score 11 /20 11		Proximity to des calming score s	ignated schools and pedestrian generators (e.g. hould add 10 points for every school and 5 points			
5 Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 11/20			-			10
Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 11 /20	5	Geometrics an	d Engineering Considerations (20 Points)		-	
Score 11 /20				al curvature, c	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
				Score 11	/20	11
TOTAL SCORE 4					TOTAL SCORE	47

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	STREET:	Lorimer Street				
	FROM	Central Avenue	то		West Alisal Street	
	STAFF					
	DATE	4/17/2024				
	CATEGORY					POINTS
1	Traffic Volun	nes (20 Points)				
	consideration maximum cap	s should be considered and volumes	should be measured durin	ng th	unts should be collected over a 3-day duration and averaged. Seasonal ne regular school calendars. A typical two-lane undivided residential street has a lume shall be determined as 1 point for every 50 vehicles per day exceeding 	
			AWDT E	511	ADT	0
2	Speed (20 Pc	pints)				
	should omit da hour. The tra	ata observed from following vehicles of	or interrupted flow. A typi determined as 2 point for r	ical	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per eper hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile	39	MPH	20
		ent data for the three most recent yea			. The tranic calming score for speed shall be calculated as 3 point for every issory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Collisions	1	Each	
			Fatal		Each	3
			Pedestrian/Bike	0	Each	
4	Land Use (20	,				
		should add 10 points for every schoo			and other public facilities) within 500 feet of the roadway section. The traffic ional pedestrian generator with in vicinity of the study area with a maximum	
			Designated School	2	Each	20
		Pe	edestrian Generator	1	Each	20
5	Geometrics a	and Engineering Considerations (20	Points)			
		ight distance issues, changes in vertic conditions or characteristics not afore			orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	1	/20	1
					TOTAL SCORE	44

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	STREET:	CALAVERAS DRIVE				
	FROM	EL DORADO DRVE	т	0	YREKA DRIVE	
	STAFF DATE	4/25/2024				
	DATE	4/25/2024				
	CATEGORY					POINTS
1	Traffic Volum	nes (20 Points)				
	considerations a maximum ca vehicles per d (Residential T day. For typica	s should be considered and volumes sh apacity of 2,000 average daily trips. For ay exceeding 1,500 with a maximum p ype II) roadways are designed with a la	nould be measured d r typical residential si ossible score of 20 p Irger cross-section a	uring reets oints nd ma	bunts should be collected over a 3-day duration and averaged. Seasonal the regular school calendars. A typical two-lane undivided residential street has , the traffic calming score for volume shall be determined as 1 point for every 50. Special consideration is given to a local collector facility. A Local Collector ay serve as a bus route, and typically has a capacity of 5,000 average trips per determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT	2,679	ADT	20
2	Speed (20 Po	ints)				
	should omit da hour. The traff	ata observed from following vehicles or	interrupted flow. A termined as 2 point for	/pical	Collected speeds should only be measured under conditions of free flow and I two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile	30	MPH	10
3		ent data for the three most recent years	pectively, to weight c		e. The traffic calming score for speed shall be calculated as 3 point for every history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Collisions	2		c
			Fatal Pedestrian/Bike	0		6
4	Land Use (20	Points)		0		
	Proximity to de	esignated schools and pedestrian gene should add 10 points for every school			s, and other public facilities) within 500 feet of the roadway section. The traffic ditional pedestrian generator with in vicinity of the study area with a maximum	
			signated School	0		5
		Pede	strian Generator	1	Each	5
5	Geometrics a	nd Engineering Considerations (20 I	Points)			
		ight distance issues, changes in vertica conditions or characteristics not aforer		ture,	corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	1	/20	1
					TOTAL SCORE	42
:\PWTra	\Traffic Calming\~Petitic	ons\02 - FY 24-25 Petitions\FY 23-24 Backlog\Calaveras D	08 - FY 24-25 Prioritization Dr	aft\[FY 2	24-25 Neighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET:	Colton Drive				
	FROM	Estrada Way		то	Flint Way	
	STAFF					
	DATE	4/12/2024				
	CATEGORY					POINTS
1	Traffic Volum	es (20 Points)				
	considerations maximum cap	should be considered and volum	es should be measured o The traffic calming scor	during th	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a plume shall be determined as 1 point for every 50 vehicles per day exceeding 	
			AWDT	657	ADT	0
2	Speed (20 Po	ints)			_	
L	Measure the s should omit da hour. The tra	peed at which 85 percent of traffic ta observed from following vehicl	es or interrupted flow. A be determined as 2 point 0 points.	typical for mile	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile	33	MPH	16
3		ent data for the three most recent		crash h	. I ne tranic caiming score for speed snall be calculated as 3 point for every isstory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Fatal	-	Each Each	0
			Pedestrian/Bike		Each	U
			Feuestilan/Dike	0		
4	Land Use (20	•				
		should add 10 points for every so			and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
			Designated School	2	Each	20
			Pedestrian Generator	0	Each	20
5	Geometrics a	nd Engineering Considerations	(20 Points)		_	
		ght distance issues, changes in v conditions or characteristics not a		iture, co	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	5	/20	5
					TOTAL SCORE	41
					TOTAL SCORE	<u> </u>

I:PWTra\Traffic Calming +Petitions\02 - FY 24-25 Petitions\Colton Dr\05 - FY 24-25 Prioritization Draft\[FY 24-25 Traffic Calming Prioritization Worksheet.xls]2017 Final Priority List

STREET	Emerald Drive			
FROM	Donner Way	то	Arcadia Way	
STAFF				
DATE	4/12/2024			
CATEGO	RY			POINTS
1 Traffic V	olumes (20 Points)			
considera maximum	tions should be considered and volumes	should be measured during t	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a plume shall be determined as 1 point for every 50 vehicles per day exceeding	
		AWDT 1,319	ADT	0
2 Speed (2) Points)			
should or hour. Th	nit data observed from following vehicles of	or interrupted flow. A typical determined as 2 point for mil	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	
		85th Percentile 35	MPH	20
Review a			. The traffic carming score for speed shall be calculated as 3 point for every history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
Zirticiins		Collisions 2	Each	
		Fatal (Each	6
		Pedestrian/Bike (Each	
4 Land Use	(20 Points)			
calming s			and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
		Designated School	Each	10
	Pe	edestrian Generator	Each	10
5 Geometr	cs and Engineering Considerations (20	Points)		
	of sight distance issues, changes in vertion sual conditions or characteristics not afore		orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
		Score 3	/20	3
			TOTAL SCORE	39
			TOTAL SCORE	

I:PWTra\Traffic Calming +Petitions\02 - FY 24-25 Petitions\Emerald Dr\05 FY 24-25 Prioritization Draft\[FY 24-25 Traffic Calming Prioritization Worksheet.xls]2017 Final Priority List

	STREET: FROM STAFF DATE	RANCHERO DRIVE LAS CASITAS DRIVE 4/25/2024	тс)	LA HONDA COURT	
	CATEGORY					POINTS
	Traffic Volume	a (20 Bainta)				PUINTS
1	Measure week considerations maximum capa vehicles per da (Residential Ty day. For typic	day average daily traffic volumes on the re should be considered and volumes should acity of 2,000 average daily trips. For typi- ay exceeding 1,500 with a maximum possii pe II) roadways are designed with a larger	d be measured dur cal residential stree ble score of 20 poin cross-section and	ing th ets, th nts. may	Ints should be collected over a 3-day duration and averaged. Seasonal the regular school calendars. A typical two-lane undivided residential street has a traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector serve as a bus route, and typically has a capacity of 5,000 average trips per determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT	719	ADT	0
2	should omit dat hour. The traf	beed at which 85 percent of traffic travels t ta observed from following vehicles or inte fic calming score for speed shall be determ n a maximum possible score of 20 points.	rrupted flow. A ty	pical mile	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per per hour measured from the 85th percentile speed over the posted (25mph) MPH	18
3		nt data for the three most recent years for			The traffic calming score for speed shall be calculated as 3 point for every istory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
		Р	Fatal edestrian/Bike	0		3
4	Land Use (20			0		
·	Proximity to de	signated schools and pedestrian generato should add 10 points for every school and			and other public facilities) within 500 feet of the roadway section. The traffic ional pedestrian generator with in vicinity of the study area with a maximum	
			gnated School	1	Each Each	10
5	Geometrics ar	nd Engineering Considerations (20 Poin	its)			
-	Presence of sig		horizontal curvatur	e, co 8	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and]/20	8
					TOTAL SCORE	39
I:\PWTra	\Traffic Calming\~Petitior	Is\02 - FY 24-25 Petitions\FY 23-24 Backlog\Ranchero Dr\06-F	/ 24-25 Prioritization Draft\[F	Y 24-25	5 Neighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	39

	STREET:	Navajo Drive			
	FROM	Adams Street	то	North First Street	
	STAFF				
	DATE	5/5/2024			
	CATEGORY				POINTS
1	Traffic Volumes	s (20 Points)			
	considerations s maximum capac	hould be considered and volumes should be measured	during th	unts should be collected over a 3-day duration and averaged. Seasonal ne regular school calendars. A typical two-lane undivided residential street has a lume shall be determined as 1 point for every 50 vehicles per day exceeding 	
		AWDT	1,511	ADT	0
2	Speed (20 Poin	ts)		=	
2	Measure the spe should omit data hour. The traffi	ed at which 85 percent of traffic travels that speed or be observed from following vehicles or interrupted flow. A c calming score for speed shall be determined as 2 point a maximum possible score of 20 points.	typical for mile	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per per hour measured from the 85th percentile speed over the posted (25mph)	
		85th Percentile	38	MPH	20
3		aata tor the three most recent years for which data is a	crash h	. In e tranic caiming score for speed snall be calculated as 3 point for every istory for fatal and pedestrian/bicyclist collisions. A maximum possible score of Each	
		Fatal	0	Each	3
		Pedestrian/Bike	0	Each	
4	Land Use (20 P	oints)			
		hould add 10 points for every school and 5 points for ever		and other public facilities) within 500 feet of the roadway section. The traffic ional pedestrian generator with in vicinity of the study area with a maximum	
		Designated School	0	Each	
		Pedestrian Generator	0	Each	0
5	Geometrics and	Engineering Considerations (20 Points)		-	
-	Presence of sight		ature, co	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
		Score	15	/20	15
				TOTAL SCORE	38

I:PWTra\Traffic Calming +Petitions\02 - FY 24-25 Petitions\Navajo Dr\05 - FY 24-25 Prioritization Draft(FY 24-25 Traffic Calming Prioritization Worksheet.xls)2017 Final Priority List

	STREET:	SANTA TERESA WAY				
	FROM	GRANADA AVENUE	т	0	EAST LAUREL DRIVE	
	STAFF					
	DATE	4/25/2024				
	CATEGORY					POINTS
1	Traffic Volum	es (20 Points)				
	considerations maximum cap vehicles per da (Residential Ty day. For typica	should be considered and volumes shoul acity of 2,000 average daily trips. For typic ay exceeding 1,500 with a maximum possi /pe II) roadways are designed with a large	d be measured du al residential stree ible score of 20 pc r cross-section an	iring thets, the bints. Solution	Ints should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a e traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector <i>y</i> serve as a bus route, and typically has a capacity of 5,000 average trips per etermined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT	801	ADT	0
2	Speed (20 Po	ints)				
	omit data obse traffic calming	rved from following vehicles or interrupted	flow. A typical tw	o-lane	plected speeds should only be measured under conditions of free flow and should a undivided residential street has a posted speed limit of 25 miles per hour. The neasured from the 85th percentile speed over the posted (25mph) speed limit with	
		•	85th Percentile	32	MPH	14
3	Crash History	(20 Points)	-			
	Review accide	nt data for the three most recent years for			. The traffic calming score for speed shall be calculated as 3 point for every istory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Collisions	2	Each	
			Fatal	0	Each	6
		P	edestrian/Bike	0	Each	
4	Land Use (20	Points)	_		-	
		should add 10 points for every school and			, and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
		Desi	ignated School	1	Each	40
		Pedest	rian Generator	0	Each	10
5	Geometrics a	nd Engineering Considerations (20 Poir	nts)			
		ght distance issues, changes in vertical or conditions or characteristics not aforemen		ure, co	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	4	/20	4
					TOTAL SCORE	34
I:\PWTra	Traffic Calming\~Petitio	ns\02 - FY 24-25 Petitions\FY 23-24 Backlog\Santa Teresa Way	\06 - FY 24-25 Prioritization	n Draft\[F	Y 24-25 Neighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET: FROM STAFF DATE	ALAMO WAY GARNER AVENUE 4/25/2024		то	LAS CASITAS DRIVE	
	CATEGORY					POINTS
1	Traffic Volun	nes (20 Points)				
	considerations maximum cap vehicles per d (Residential T day. For typi	s should be considered and volumes s pacity of 2,000 average daily trips. Fo lay exceeding 1,500 with a maximum ype II) roadways are designed with a	should be measured of r typical residential st possible score of 20 p arger cross-section a	luring t reets, t ooints. nd ma	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a the traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector y serve as a bus route, and typically has a capacity of 5,000 average trips per determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT	1,884	4_ADT	8
2	Speed (20 Pc	pints)				
	should omit da hour. The tra	ata observed from following vehicles of	or interrupted flow. A letermined as 2 point	typica	ollected speeds should only be measured under conditions of free flow and I two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile	32	2 MPH	14
3		ent data for the three most recent year			The traffic calming score for speed shall be calculated as 3 point for every nistory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Collisions	2	2 Each	
			Fatal	(6
			Pedestrian/Bike	() Each	
4	Land Use (20	,				
		should add 10 points for every school			, and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
			Designated School	() Each	0
		Pe	destrian Generator	() Each	0
5	Geometrics a	and Engineering Considerations (20	Points)			
		ight distance issues, changes in vertic conditions or characteristics not afore	mentioned.		orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	-
			Score	:	/20	5
					TOTAL SCORE	33
PWTra	\Traffic Calming\~Petiti	ons\02 - FY 24-25 Petitions\FY 23-24 Backlog\Alamo Wa	/06-FY 24-25 Prioritization Draft	(FY 24-25	5 Neighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET:	Jackson Street			
	FROM	Van Buren Avenue	то	Swaner Avenue	
	STAFF				
	DATE	4/24/2024			
	CATEGORY			F	POINTS
1	Traffic Volum	ies (20 Points)			
	considerations maximum cap	s should be considered and volumes shoul	d be measured during th	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a lume shall be determined as 1 point for every 50 vehicles per day exceeding	
			AWDT 208	ADT	0
2	Speed (20 Po	ints)			
	should omit da hour. The tra	ata observed from following vehicles or inte	errupted flow. A typical mined as 2 point for mile	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per eper hour measured from the 85th percentile speed over the posted (25mph)	
		:	85th Percentile 30	MPH	10
		ent data for the three most recent years for		. I ne tranic caiming score for speed snall be calculated as 3 point for every istory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Collisions 1	Each	
			Fatal 0		3
		P	edestrian/Bike 0	Each	
4	Land Use (20	Points)			
		should add 10 points for every school and		and other public facilities) within 500 feet of the roadway section. The traffic ional pedestrian generator with in vicinity of the study area with a maximum	
		Desi	ignated School 1	Each	15
		Pedest	rian Generator 1	Each	10
5	Geometrics a	nd Engineering Considerations (20 Poir	nts)		
		ight distance issues, changes in vertical or conditions or characteristics not aforemen		orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score 5	/20	5
				TOTAL SCORE	33

I:PWTra\Traffic Calming +Petitions\02 - FY 24-25 Petitions\Jackson St\05-FY 24-25 Prioritization Draft\[FY 24-25 Traffic Calming Prioritization Worksheet.xls]2017 Final Priority List

	STREET:	PUEBLO DRIVE				
	FROM	ADAMS STREET	т	о	NORTH FIRST STREET	
	STAFF					
	DATE	4/25/2024				
	CATEGORY					POINTS
1	Traffic Volume	s (20 Points)				
	considerations s maximum capac vehicles per day (Residential Typ day. For typica	should be considered and volumes sho city of 2,000 average daily trips. For ty / exceeding 1,500 with a maximum pos be II) roadways are designed with a larg	uld be measured du pical residential stre sible score of 20 po er cross-section an	ring t ets, t ints. d may	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a he traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector <i>y</i> serve as a bus route, and typically has a capacity of 5,000 average trips per determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT	540	ADT	0
2	Speed (20 Poin	its)				
	should omit data hour. The traffi	a observed from following vehicles or in	terrupted flow. A ty ermined as 2 point fo	/pical or mile	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	20
3	Crash History ((20 Points)	L		- ·	-
5	Review acciden	t data for the three most recent years for			. The traffic calming score for speed shall be calculated as 3 point for every istory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
	20 points.		Collisions	C	Each	
			Fatal	C	Each	0
			Pedestrian/Bike	C	Each	
4	Land Use (20 P	oints)			_	
		hould add 10 points for every school ar			, and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
			signated School	C	Each	0
		Pede	strian Generator	C	Each	0
5	Geometrics and	d Engineering Considerations (20 Po	ints)			
		ht distance issues, changes in vertical onditions or characteristics not aforeme		ire, co	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	10	/20	10
					TOTAL SCORE	30

1/PWTra/Traffic Calming\-Petitions\02 - FY 24-25 Petitions\FY 23-24 BacklogiPueblo Drive\06 - FY 24-25 Prioritization Dratt([FY 24-25 Neighborhood Traffic Calming Scoring Worksheet.tlsx]2017 Final Priority List

	STREET: FROM STAFF DATE	PESCADERO DRIVE LOS COCHES AVENUE 4/25/2024	то)	INGLEWOOD STREET	
	CATEGORY					POINTS
1	Traffic Volum	es (20 Points)				
	considerations maximum cap vehicles per d (Residential T day. For typic	s should be considered and volumes should b acity of 2,000 average daily trips. For typical ay exceeding 1,500 with a maximum possible ype II) roadways are designed with a larger cr	e measured durin residential streets score of 20 point ross-section and n	ng th ts, th its. S may	nts should be collected over a 3-day duration and averaged. Seasonal e regular school calendars. A typical two-lane undivided residential street has a e traffic calming score for volume shall be determined as 1 point for every 50 special consideration is given to a local collector facility. A Local Collector serve as a bus route, and typically has a capacity of 5,000 average trips per etermined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT 8	845	ADT	0
2	Speed (20 Po	ints)				
	should omit da hour. The tra	ta observed from following vehicles or interru ffic calming score for speed shall be determir h a maximum possible score of 20 points.	pted flow. A typi ed as 2 point for r	oical t mile	llected speeds should only be measured under conditions of free flow and wo-lane undivided residential street has a posted speed limit of 25 miles per per hour measured from the 85th percentile speed over the posted (25mph)	
		85t	h Percentile	29	МРН	8
3		ent data for the three most recent years for wh			The traffic calming score for speed shall be calculated as 3 point for every story for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Collisions	2	Each	
			Fatal	0	Each	6
		Ped	estrian/Bike	0	Each	
4	Land Use (20	,				
		should add 10 points for every school and 5			and other public facilities) within 500 feet of the roadway section. The traffic onal pedestrian generator with in vicinity of the study area with a maximum	
		Design	ated School	1	Each	10
		Pedestria	n Generator	0	Each	10
5	Geometrics a	nd Engineering Considerations (20 Points				
		ight distance issues, changes in vertical or ho conditions or characteristics not aforementior	ned.	-	rner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	5	/20	5
					TOTAL SCORE	29
I:\PWTra	a\Traffic Calming\~Petiti	ons\02 - FY 24-25 Petitions\FY 23-24 Backlog\Pescadero Dr\06-FY 2-	4-25 Prioritization Draft\[FY	Y 24-25	Neighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET:	Klamath Drive				
	FROM	Calaveras Drive	т	0	Arcadia Way	
	STAFF					
	DATE	4/24/2024				
	CATEGORY					POINTS
1	Traffic Volum	es (20 Points)				
	considerations maximum cap	should be considered and volumes sho	ould be measured du	ring th	unts should be collected over a 3-day duration and averaged. Seasonal ne regular school calendars. A typical two-lane undivided residential street has a lume shall be determined as 1 point for every 50 vehicles per day exceeding 	
			AWDT	1,535	ADT	1
2	Speed (20 Po	ints)				
	should omit da hour. The tra	ta observed from following vehicles or in	nterrupted flow. A ty ermined as 2 point fo s.	/pical	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per per hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile	33	MPH	16
3		nì data tor the three most recent years i			I ne tranic caiming score for speed snall be calculated as 3 point for every issory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Collisions	3	Each	
			Fatal	0		9
			Pedestrian/Bike	0	Each	
4	Land Use (20	Points)				
		should add 10 points for every school a			and other public facilities) within 500 feet of the roadway section. The traffic ional pedestrian generator with in vicinity of the study area with a maximum	
		De	signated School	0	Each	0
		Pede	estrian Generator	0	Each	0
5	Geometrics a	nd Engineering Considerations (20 Po	pints)			
		ght distance issues, changes in vertical conditions or characteristics not aforem		ire, co	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	2	/20	2
					TOTAL SCORE	28

L\PWTra\Traffic Calming\-Petitions\02 - FY 24-25 Petitions\Klamath Dr\05 - FY 24-25 Prioritization Draft\[FY 24-25 Traffic Calming Prioritization Worksheet.xls]2017 Final Priority List

	STREET:	ALAMEDA AVENUE			
	FROM	ABBOTT STREET	то	EAST ROMIE LANE	
	STAFF				
	DATE	4/25/2024			
	CATEGORY				POINTS
1	Traffic Volume	s (20 Points)			
	considerations s maximum capacy vehicles per day (Residential Typ day. For typical	should be considered and volumes should be measur city of 2,000 average daily trips. For typical residentii y exceeding 1,500 with a maximum possible score of be II) roadways are designed with a larger cross-section	ed during t al streets, t 20 points. on and ma	unts should be collected over a 3-day duration and averaged. Seasonal the regular school calendars. A typical two-lane undivided residential street has a the traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector y serve as a bus route, and typically has a capacity of 5,000 average trips per determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
		Faci	lity	Collector Facility	
		AW	DT 1,394	4 ADT	0
2	Speed (20 Poin	nts)			
-	Measure the sp should omit data hour. The traffi	eed at which 85 percent of traffic travels that speed o a observed from following vehicles or interrupted flow	A typica	ollected speeds should only be measured under conditions of free flow and I two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	
		85th Percen	tile 31	1 MPH	12
3	Crash History	(20 Points)			
		3		e. The traffic calming score for speed shall be calculated as 3 point for every history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
	20 pointo.	Collisio	ons (Each	
		Fa		Each	0
		Pedestrian/B	ike (Each	
4	Land Use (20 P	Points)		-	
	Proximity to des	ignated schools and pedestrian generators (e.g. park hould add 10 points for every school and 5 points for		, and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
		Designated Sch		Each	0
		Pedestrian Genera	tor () Each	0
5	Geometrics an	d Engineering Considerations (20 Points)			
		ht distance issues, changes in vertical or horizontal co onditions or characteristics not aforementioned.	urvature, c	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
		Sci	ore 18	5 /20	15
				TOTAL SCORE	27
				TOTAL SCORE	21

I:PWTra/Traffic Calmingi-Petitions/02 - FY 24-25 Petitions/FY 23-24 BacklogAlameda Avel/06 - FY 24-25 Prioritization Draffi(FY 24-25 Neighborhood Traffic Calming Scoring Worksheet.xtsx)2017 Final Priority List

	STREET:	Los Coches Avenue				
	FROM	Natividad Road	то)	Cambrian Drive	
	STAFF					
	DATE	4/25/2024				
	CATEGORY					POINTS
1	Traffic Volum	es (20 Points)				
	considerations maximum cap	should be considered and volumes sho	ould be measured durin traffic calming score fo	ng th or vol	nts should be collected over a 3-day duration and averaged. Seasonal e regular school calendars. A typical two-lane undivided residential street has a ume shall be determined as 1 point for every 50 vehicles per day exceeding	
			AWDT 1,	148	ADT	0
2	Speed (20 Po	ints)				
	Measure the s should omit da hour. The tra	peed at which 85 percent of traffic trave ta observed from following vehicles or	interrupted flow. A typ termined as 2 point for	ical	llected speeds should only be measured under conditions of free flow and wo-lane undivided residential street has a posted speed limit of 25 miles per per hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile	35	МРН	20
3		ent data for the three most recent years		sh hi	I ne tramic caiming score for speed snall be calculated as 3 point for every story for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Fatal		Each	3
			Pedestrian/Bike	0	Each	5
4	Land Use (20	Points)				
-	Proximity to de	esignated schools and pedestrian gener should add 10 points for every school a			and other public facilities) within 500 feet of the roadway section. The traffic onal pedestrian generator with in vicinity of the study area with a maximum	
			esignated School	0 0	Each Each	0
5	Geometrics a	nd Engineering Considerations (20 P	oints)		-	
	Presence of si	• • •	l or horizontal curvature	e, co	mer sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	2	/20	2
					TOTAL SCORE	25

L/PWTral/Traffic Calming + Petitions/02 + FY 24-25 Petitions/Los Coches Ave/05 + FY 24-25 Prioritization Draft (FY 24-25 Traffic Calming Prioritization Worksheet.us) 2017 Final Priority List

	STREET:	PALOMA AVENUE			
	FROM	QUILLA STREET	то	MARGARET STREET	
	STAFF				
	DATE	4/25/2024			
	CATEGORY				POINTS
					POINTS
1	Traffic Volumes	. ,			
	considerations s maximum capac vehicles per day (Residential Typ day. For typical of	should be considered and volumes should be measure city of 2,000 average daily trips. For typical residential s γ exceeding 1,500 with a maximum possible score of 2 be II) roadways are designed with a larger cross-section	d during t streets, th 0 points. n and ma	unts should be collected over a 3-day duration and averaged. Seasonal the regular school calendars. A typical two-lane undivided residential street has a ne traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector y serve as a bus route, and typically has a capacity of 5,000 average trips per letermined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
		Facili	t y	Residential street	
		AWD	T 1,370	ADT	0
2	Speed (20 Point	its)			
-	Measure the spe omit data observ traffic calming so	eed at which 85 percent of traffic travels that speed or ved from following vehicles or interrupted flow. A typica core for speed shall be determined as 2 point for mile sible score of 20 points.	l two-lan er hour r	ollected speeds should only be measured under conditions of free flow and should e undivided residential street has a posted speed limit of 25 miles per hour. The measured from the 85th percentile speed over the posted (25mph) speed limit with	
		85th Percenti	e 33	3 MPH	16
3	accident. Adjust	t data for the three most recent years for which data is		e. The traffic calming score for speed shall be calculated as 3 point for every history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
	20 points.	Collisior		1 Each	
		Fat	-) Each	3
		Pedestrian/Bil) Each	Ŭ
4	Land Use (20 P		·`		
7	Proximity to desi	ignated schools and pedestrian generators (e.g. parks hould add 10 points for every school and 5 points for e		, and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
		Designated Scho Pedestrian Generate) Each) Each	0
5	Geometrics and	d Engineering Considerations (20 Points)			
5	Presence of sigh		vature, c	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
		Scol	e t	5 /20	5
				TOTAL SCORE	24

LPWTra/Traffic Calming\-Petitions\02 - FY 24-25 Petitions\FY 23-24 BacklogiPaloma Avelo6 - FY 24-25 Prioritization Draft[FY 24-25 Neighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List

STREET:	St. Francis Way			
FROM	Rosarita Drive	то	Sorentini Drive	
STAFF				
DATE	4/23/2024			
CATEGORY			Р	POINTS
Traffic Volum	es (20 Points)			
considerations maximum cap	s should be considered and volumes sho	ould be measured during th	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a plume shall be determined as 1 point for every 50 vehicles per day exceeding	
		AWDT 577	ADT	0
Speed (20 Po	ints)			
should omit da hour. The tra	ata observed from following vehicles or i	nterrupted flow. A typical ermined as 2 point for mile ts.	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	
		85th Percentile 32	MPH	14
	ent data for the three most recent years i		. The tranic caiming score for speed shall be calculated as 3 point for every istory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
ZUTIONIS		Collisions 0	Each	
		Fatal 0	Each	0
		Pedestrian/Bike 0	Each	
Land Use (20	Points)			
	should add 10 points for every school a		and other public facilities) within 500 feet of the roadway section. The traffic ional pedestrian generator with in vicinity of the study area with a maximum	
	De	esignated School 0	Each	5
	Pede	estrian Generator 1	Each	5
Geometrics a	nd Engineering Considerations (20 P	oints)		
	ight distance issues, changes in vertical conditions or characteristics not aforem		orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
		Score 5	/20	5
			TOTAL SCORE	24

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	STREET:	Newport Court			
	FROM	Lexignton Drive (W)	то	Lexington Drive (E)	
	STAFF				
	DATE	4/25/2024			
	CATEGORY			Pi	OINTS
1	Traffic Volume	s (20 Points)			
	considerations s maximum capac	should be considered and volumes should be measure	ed during	Counts should be collected over a 3-day duration and averaged. Seasonal g the regular school calendars. A typical two-lane undivided residential street has a volume shall be determined as 1 point for every 50 vehicles per day exceeding	
		AWI)T 17	79 ADT	0
2	Speed (20 Poin	te)			
2	Measure the spo should omit data hour. The traffi	eed at which 85 percent of traffic travels that speed or a observed from following vehicles or interrupted flow.	A typica	Collected speeds should only be measured under conditions of free flow and al two-lane undivided residential street has a posted speed limit of 25 miles per nile per hour measured from the 85th percentile speed over the posted (25mph)	
		85th Percent	ile 3	32 MPH	14
3		t data for the three most recent years for which data is	ght crash	 I ne tranic caiming score for speed snall be calculated as 3 point for every history for fatal and pedestrian/bicyclist collisions. A maximum possible score of Each Each 	0
		Pedestrian/Bi		0 Each	U
			Ne		
4	Land Use (20 P				
		hould add 10 points for every school and 5 points for e		es, and other public facilities) within 500 feet of the roadway section. The traffic ditional pedestrian generator with in vicinity of the study area with a maximum	
		Designated Scho	ol	0 Each	0
		Pedestrian Generat	or	0 Each	0
5		d Engineering Considerations (20 Points)			
		ht distance issues, changes in vertical or horizontal cu onditions or characteristics not aforementioned.	rvature,	corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
		Sco	ore 1	10 /20	10
				TOTAL SCORE	24
				TOTAL SCORE	27

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	STREET:	MIMBRERA WAY				
	FROM	NOGAL DRIVE		то	RIDER AVENUE	
	STAFF					
	DATE	4/25/2024				
	CATEGORY				Р	OINTS
1	Traffic Volume	es (20 Points)				
	considerations maximum capa vehicles per da (Residential Ty day. For typical	should be considered and volume acity of 2,000 average daily trips. F by exceeding 1,500 with a maximu pe II) roadways are designed with	s should be measured for typical residential st m possible score of 20 a larger cross-section	during t reets, th points. and may	unts should be collected over a 3-day duration and averaged. Seasonal the regular school calendars. A typical two-lane undivided residential street has a e traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector y serve as a bus route, and typically has a capacity of 5,000 average trips per letermined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility	/	Residential street	
			AWDT	615	5 ADT	0
2	Speed (20 Poi	nts)				
	omit data obse traffic calming	rved from following vehicles or inte	errupted flow. A typical	two-lane	ollected speeds should only be measured under conditions of free flow and should e undivided residential street has a posted speed limit of 25 miles per hour. The measured from the 85th percentile speed over the posted (25mph) speed limit with	
			85th Percentile	27	7 MPH	4
3	Crash History	(20 Points)				
					e. The traffic calming score for speed shall be calculated as 3 point for every history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Collisions	s (D Each	
			Fata		0 Each	0
			Pedestrian/Bike	• (D Each	
4	Land Use (20	Points)				
		should add 10 points for every sch			, and other public facilities) within 500 feet of the roadway section. The traffic itional pedestrian generator with in vicinity of the study area with a maximum	
			Designated Schoo	I 1	1 Each	15
			Pedestrian Generato	r 1	1 Each	15
5	Geometrics ar	nd Engineering Considerations (20 Points)			
		ght distance issues, changes in ve conditions or characteristics not af		ature, c	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	9 1	1 /20	1
					TOTAL SCORE	20
I:\PWTra	Traffic Calming\~Petitior	s\02 - FY 24-25 Petitions\FY 23-24 Backlog\Mimbre	ra Way\06-FY 24-25 Prioritization	Draft\[FY 24	4-25 Neighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET:	Monroe Street			
	FROM	West Laurel Drive	то	Tulane Street	
	STAFF				
	DATE	5/5/2024			
	CATEGORY				POINTS
1	Traffic Volum	es (20 Points)			
	considerations maximum cap	should be considered and volumes shou	Ild be measured during th	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a lume shall be determined as 1 point for every 50 vehicles per day exceeding 	
			AWDT 772	ADT	0
2	Speed (20 Po	ints)		_	
L	Measure the s should omit da hour. The tra	peed at which 85 percent of traffic travels ta observed from following vehicles or int	terrupted flow. A typical rmined as 2 point for mile	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	
		······································		Тмрн	12
3		ent data for the three most recent years to	ctively, to weight crash h	Ine traffic calming score for speed snall be calculated as 3 point for every istory for fatal and pedestrian/bicyclist collisions. A maximum possible score of 	
			Fatal 0	Each	6
				Each Each	0
	L				
4	Land Use (20	,	hann (a. m. manlan, likananian	and the multiple static a subtraction and the second states and the second states and the second states and the	
		should add 10 points for every school an		and other public facilities) within 500 feet of the roadway section. The traffic ional pedestrian generator with in vicinity of the study area with a maximum	
		Des	signated School 0	Each	0
		Pedes	strian Generator 0	Each	0
5	Geometrics a	nd Engineering Considerations (20 Po	ints)		
		ght distance issues, changes in vertical c conditions or characteristics not aforeme		orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score 1	/20	1
				TOTAL SCORE	19

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	STREET: FROM STAFF DATE	HARTFORD STREET COVENTRY STREET 4/25/2024		то	INGLEWOOD STREET	
	CATEGORY					POINTS
1	Traffic Volum	ies (20 Points)				
	considerations maximum cap vehicles per d (Residential T day. For typic	s should be considered and volumes sho acity of 2,000 average daily trips. For t ay exceeding 1,500 with a maximum po ype II) roadways are designed with a lar	ould be measured of ypical residential s ssible score of 20 ger cross-section a	during t treets, f points. and mag	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a he traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector <i>y</i> serve as a bus route, and typically has a capacity of 5,000 average trips per determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT	129	ADT	0
2	Speed (20 Po	ints)				
	should omit da hour. The tra	ata observed from following vehicles or i	nterrupted flow. A ermined as 2 point	typical	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile	22	MPH	0
3		ent data for the three most recent years			. The traffic calming score for speed shall be calculated as 3 point for every istory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Collisions	1		
			Fatal	0		3
			Pedestrian/Bike	0	Each	
4	Land Use (20	,				
		should add 10 points for every school a			and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
		D	esignated School	1	Each	10
		Pede	estrian Generator	0	Each	10
5	Geometrics a	nd Engineering Considerations (20 P	oints)			
		ight distance issues, changes in vertical conditions or characteristics not aforem		ature, c	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	5
			23010	<u> </u>		5
					TOTAL SCORE	18
:\PWTra	Traffic Calming\~Petiti	ons\02 - FY 24-25 Petitions\FY 23-24 Backlog\Hartford Stree	06 - FY 24-25 Prioritization	Draft\[FY 2	4-25 Neighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET:	CARMELITA DRIVE				
	FROM	WEST ALISAL STREET	-	то	PALMA DRIVE	
	STAFF			-		
	DATE	4/25/2024				
	CATEGORY					POINTS
1	Traffic Volum	es (20 Points)				
	considerations maximum capa vehicles per da (Residential Ty day. For typic	should be considered and volumes should acity of 2,000 average daily trips. For typic ay exceeding 1,500 with a maximum possil pe II) roadways are designed with a larger	l be measured d cal residential str ble score of 20 p cross-section ar	uring t eets, t oints. nd may	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a he traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector y serve as a bus route, and typically has a capacity of 5,000 average trips per determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT	324	ADT	0
2	Speed (20 Poi	nts)				
	should omit da hour. The trat	ta observed from following vehicles or inter	rrupted flow. A	typical	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	
		8	5th Percentile	28	3 MPH	6
3		nt data for the three most recent years for			. The traffic calming score for speed shall be calculated as 3 point for every nistory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Collisions	C		
		_	Fatal	C		0
			edestrian/Bike	C	D_Each	
4	Land Use (20	,				
		should add 10 points for every school and			, and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
		Desig	gnated School	C	Each	5
		Pedestr	ian Generator	1	Each	5
5	Geometrics a	nd Engineering Considerations (20 Poin	ts)			
		ght distance issues, changes in vertical or conditions or characteristics not aforement	ioned.		orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	5	5 /20	5
					TOTAL SCORE	16
I-DWT-	\Traffic Calmina\~Potitio	ne/02 - EV 24-25 Datitione/EV 23-24 Backlon/Carmelite Dr/06 EV	24-25 Drightization Droff	VEV 24 2	5 Neighborhood Traffic Calming Scoring Worksheet.xlsx/2017 Final Priority List	10
1.0 TT (10		Side E- EO I Guilona I 20-24 Daonogioannella D100-F1	L- LOT HOMIZEROUT DIdit	-u-12	o nogradinosa mano daming dobing workandschakjed in mani nonty clas	

	STREET: FROM STAFF DATE	FAIRVIEW AVENUE SHARON DRIVE 4/25/2024		то	CAROL DRIVE	
	CATEGORY					POINTS
		(00 D-int-)				PUINTS
1	considerations maximum cap vehicles per da (Residential Ty day. For typic	day average daily traffic volumes on the should be considered and volumes shacity of 2,000 average daily trips. For ay exceeding 1,500 with a maximum pr pe II) roadways are designed with a la	nould be measured of typical residential s ossible score of 20 rger cross-section a	during t treets, t points. and may	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a he traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector y serve as a bus route, and typically has a capacity of 5,000 average trips per determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT	1,409) ADT	0
2	should omit da hour. The tra	peed at which 85 percent of traffic trave ta observed from following vehicles or	interrupted flow. A etermined as 2 point	typical for mile	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	14
3		nt data for the three most recent years			The traffic calming score for speed shall be calculated as 3 point for every istory for fatal and pedestrian/bicyclist collisions. A maximum possible score of Each	
			Fatal Pedestrian/Bike		Each	0
4	Land Use (20	Points)				
	Proximity to de	signated schools and pedestrian gene should add 10 points for every school			, and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
			Designated School lestrian Generator		Each Each	0
5	Geometrics a	nd Engineering Considerations (20 F	Points)			
Ū	Presence of si	• • •	al or horizontal curva	·	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and /20	1
					TOTAL SCORE	15
I:\PWTra	\Traffic Calming\~Petitio	ns\02 - FY 24-25 Petitions\FY 23-24 Backlog\Fairview Ave	06-FY 24-25 Prioritization Dra	aft\[FY 24-2	5 Neighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	.0

	STREET:	BEVERLY DRIVE				
	FROM	FAIRVIEW AVENUE	т	o	FLORENCE PLACE	
	STAFF					
	DATE	4/25/2024				
	CATEGORY					POINTS
1	Traffic Volum	es (20 Points)				
	considerations maximum cap vehicles per d (Residential T day. For typic	should be considered and volumes sho acity of 2,000 average daily trips. For ty ay exceeding 1,500 with a maximum pos ype II) roadways are designed with a larg	uld be measured du vpical residential stre ssible score of 20 pc ger cross-section an	uring th eets, th pints. d may	unts should be collected over a 3-day duration and averaged. Seasonal ne regular school calendars. A typical two-lane undivided residential street has a he traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector <i>v</i> serve as a bus route, and typically has a capacity of 5,000 average trips per determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility_		Residential street	
			AWDT	244	ADT	0
2	Speed (20 Po	ints)				
	should omit da hour. The tra	ta observed from following vehicles or ir	nterrupted flow. A t ermined as 2 point for s.	ypical or mile	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per per hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile	28	MPH	6
3	accident. Adju	ent data for the three most recent years f			. The traffic calming score for speed shall be calculated as 3 point for every istory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
	20 points.		Collisions	0	Each	
			Fatal	0		0
			Pedestrian/Bike	0		
4	Land Use (20	Points)	-		-	
		should add 10 points for every school and			and other public facilities) within 500 feet of the roadway section. The traffic ional pedestrian generator with in vicinity of the study area with a maximum	
		De	signated School	0	Each	0
		Pede	strian Generator	0	Each	0
5	Geometrics a	nd Engineering Considerations (20 Po	pints)			
		ght distance issues, changes in vertical conditions or characteristics not aforeme		ure, co	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	5	/20	5
					TOTAL SCORE	11
I:\PWTra	\Traffic Calming\~Petitic	ns\02 - FY 24-25 Petitions\FY 23-24 Backlog\Beverly Dr\06-F	FY 24-25 Prioritization Draft\[F	Y 24-25 N	Veighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET: FROM STAFF DATE	SHARON DRIVE BARBARA PLACE 4/25/2024		то	FAIRVIEW AVENUE	
	CATEGORY					POINTS
1	Traffic Volun	nes (20 Points)				
	considerations maximum cap vehicles per d (Residential T day. For typic	s should be considered and volumes s pacity of 2,000 average daily trips. For lay exceeding 1,500 with a maximum ype II) roadways are designed with a l	should be measured of typical residential stre possible score of 20 p arger cross-section a	during the eets, the points. Seand may	ints should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a e traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector <i>y</i> serve as a bus route, and typically has a capacity of 5,000 average trips per etermined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT	405	ADT	0
2	Speed (20 Pc	pints)				
	omit data obs traffic calming	erved from following vehicles or interru	upted flow. A typical t	wo-lane	Illected speeds should only be measured under conditions of free flow and should e undivided residential street has a posted speed limit of 25 miles per hour. The neasured from the 85th percentile speed over the posted (25mph) speed limit with	
			85th Percentile	23	MPH	0
3		ent data for the three most recent year	spectively, to weight	crash h	. The traffic calming score for speed shall be calculated as 3 point for every nistory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Collisions Fatal	0		0
			Pedestrian/Bike	0	-	0
4	Land Use (20	Points)				
·	Proximity to d	esignated schools and pedestrian gen should add 10 points for every schoo			and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
			Designated School	0	Each	0
		Pe	destrian Generator	0	Each	0
5	Geometrics a	and Engineering Considerations (20	Points)			
		ight distance issues, changes in vertic conditions or characteristics not afore		ature, co	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	10
			00010	10		10
					TOTAL SCORE	10
:\PWTra	Traffic Calming\~Petiti	ons\02 - FY 24-25 Petitions\FY 23-24 Backlog\Sharon Dr\	06-FY 24-25 Prioritization Draft\[[FY 24-25 I	Neighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET:	FLORENCE PLACE				
	FROM	FAIRVIEW AVENUE		го	BEVERLY DRIVE	
	STAFF					
	DATE	4/25/2024				
	CATEGORY					POINTS
1	Traffic Volume	s (20 Points)				
	considerations s maximum capa vehicles per day (Residential Typ day. For typical	should be considered and volumes sho city of 2,000 average daily trips. For ty y exceeding 1,500 with a maximum po be II) roadways are designed with a lar	buld be measured d pical residential stre ssible score of 20 p ger cross-section a	uring to ets, th oints. S	Ints should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a e traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector <i>y</i> serve as a bus route, and typically has a capacity of 5,000 average trips per etermined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT	225	ADT	0
2	Speed (20 Poir	nts)	_			
-	Measure the sp omit data obser traffic calming s	eed at which 85 percent of traffic trave ved from following vehicles or interrup	ted flow. A typical tv 2 point for mile per	/o-lane hour n	ellected speeds should only be measured under conditions of free flow and should undivided residential street has a posted speed limit of 25 miles per hour. The neasured from the 85th percentile speed over the posted (25mph) speed limit with	
			85th Percentile	29	MPH	8
3	Crash History	(20 Points)				
					. The traffic calming score for speed shall be calculated as 3 point for every istory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
	20 pointo.		Collisions	0	Each	
			Fatal	0	Each	0
			Pedestrian/Bike	0	Each	
4	Land Use (20 F	Points)	-			
		hould add 10 points for every school a			and other public facilities) within 500 feet of the roadway section. The traffic ional pedestrian generator with in vicinity of the study area with a maximum	
		D	esignated School	0	Each	0
		Pede	estrian Generator	0	Each	0
5	Geometrics an	d Engineering Considerations (20 P	oints)			
	0	ht distance issues, changes in vertical onditions or characteristics not aforem		ure, co	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	1	/20	1
					TOTAL SCORE	9

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	STREET: FROM STAFF DATE	CAROL DRIVE FLORENCE PLACE 4/25/2024		то	FAIRVIEW AVENUE	
	CATEGORY					POINTS
1	Traffic Volume	es (20 Points)				
·	Measure week considerations maximum capa vehicles per da (Residential Ty day. For typic	day average daily traffic volumes on the l should be considered and volumes shou city of 2,000 average daily trips. For typ y exceeding 1,500 with a maximum poss pe II) roadways are designed with a large	ld be measured o bical residential st sible score of 20 p er cross-section a	during ti treets, t points. and may	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a he traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector <i>y</i> serve as a bus route, and typically has a capacity of 5,000 average trips per determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT	83	ADT	0
2	should omit dat hour. The traf	eed at which 85 percent of traffic travels a observed from following vehicles or int ic calming score for speed shall be deter a maximum possible score of 20 points.	errupted flow. A mined as 2 point	typical for mile	ollected speeds should only be measured under conditions of free flow and two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph) MPH	0
3		nt data for the three most recent years fo			 The traffic calming score for speed shall be calculated as 3 point for every istory for fatal and pedestrian/bicyclist collisions. A maximum possible score of 	
			Fatal Pedestrian/Bike	0	Each	0
4	Land Use (20	Points)	I			
	Proximity to de	signated schools and pedestrian generat should add 10 points for every school and			and other public facilities) within 500 feet of the roadway section. The traffic ional pedestrian generator with in vicinity of the study area with a maximum	
			ignated School trian Generator	0		0
5	Geometrics ar	d Engineering Considerations (20 Poi	nts)			
5	Presence of sig		r horizontal curva		orner sight considerations, presence of sidewalks, uncontrolled crosswalks and /20	8
					TOTAL SCORE	8
I:\PWTra	\Traffic Calming\~Petitior	s\02 - FY 24-25 Petitions\FY 23-24 Backlog\Carol Dr\06-FY 2	4-25 Prioritization Draft\[F	Y 24-25 Ne	ighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET: FROM STAFF DATE	BARBARA PLACE FAIRVIEW AVENUE 4/25/2024		то	BEVERLY DRIVE	
	CATEGORY					POINTS
1	Traffic Volun	nes (20 Points)				
	consideration maximum cap vehicles per d (Residential T day. For typic	s should be considered and volumes sho pacity of 2,000 average daily trips. For ty lay exceeding 1,500 with a maximum po ype II) roadways are designed with a lar	build be measured of pical residential str ssible score of 20 ger cross-section a	during t eets, th points. S and may	Ints should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a e traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector y serve as a bus route, and typically has a capacity of 5,000 average trips per letermined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT	135	5 ADT	0
2	Speed (20 Pc	pints)				
	omit data obs traffic calming	erved from following vehicles or interrup	ted flow. A typical t	wo-lane	ollected speeds should only be measured under conditions of free flow and should e undivided residential street has a posted speed limit of 25 miles per hour. The neasured from the 85th percentile speed over the posted (25mph) speed limit with	
			85th Percentile	27	MPH	4
3		ent data for the three most recent years			. The traffic calming score for speed shall be calculated as 3 point for every history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Fatal	C) Each	0
			Pedestrian/Bike	C	Each	
4	Land Use (20	Points)				
		should add 10 points for every school a			, and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
		D	esignated School	-		0
		Ped	estrian Generator	C	Each	Ū
5	Geometrics a	and Engineering Considerations (20 P	oints)			
		ight distance issues, changes in vertical conditions or characteristics not aforem		ature, co	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	1
						5
					TOTAL SCORE	5
•WTra	\Traffic Calming\~Petiti	ons\02 - FY 24-25 Petitions\FY 23-24 Backlog\Barbara Pl\06	FY 24-25 Prioritization Draft	[FY 24-25	Neighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET: FROM STAFF DATE	HARRYETTE DRIVE FAIRVIEW AVENUE 4/25/2024		то	CAROL DRIVE	
	CATEGORY					POINTS
1	Traffic Volum	es (20 Points)				
I	Measure week considerations maximum capa vehicles per da (Residential Ty day. For typic	day average daily traffic volumes on the should be considered and volumes sho acity of 2,000 average daily trips. For ty ay exceeding 1,500 with a maximum pos yoe II) roadways are designed with a larg	uld be measured o pical residential st ssible score of 20 p ger cross-section a	during t reets, f points. ind mag	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street has a the traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector y serve as a bus route, and typically has a capacity of 5,000 average trips per determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT	147	7_ADT	0
2	should omit da hour. The trat	peed at which 85 percent of traffic travel ta observed from following vehicles or in	nterrupted flow. A ermined as 2 point	typical for mil	ollected speeds should only be measured under conditions of free flow and I two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	0
			ostir Fercentile	18		0
3		nt data for the three most recent years f	ectively, to weight	crash ł	. The traffic calming score for speed shall be calculated as 3 point for every nistory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Collisions	(0
			Fatal Pedestrian/Bike	0		0
4	Land Use (20	Points)				
		should add 10 points for every school a			, and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
		De	signated School	0) Each	0
		Pede	strian Generator	0) Each	0
5	Geometrics a	nd Engineering Considerations (20 Po	oints)			
		ght distance issues, changes in vertical conditions or characteristics not aforeme		iture, c	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	1
					TOTAL SCORE	1
I:\PWTra	\Traffic Calming\~Petitio	ns\02 - FY 24-25 Petitions\FY 23-24 Backlog\Harryette Dr\06	-FY 24-25 Prioritization Drat	ft\[FY 24-2	5 Neighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET: FROM STAFF	JEAN AVENUE SHARON DRIVE		то	CAROL DRIVE	
	DATE	4/25/2024				
	CATEGORY					POINTS
1	Traffic Volume	s (20 Points)				
	Measure weekd considerations s maximum capar vehicles per day (Residential Typ day. For typica	ay average daily traffic volur should be considered and vo city of 2,000 average daily tri y exceeding 1,500 with a ma be II) roadways are designed	lumes should be measured d ps. For typical residential str kimum possible score of 20 p with a larger cross-section a	uring t eets, f oints. nd mag	unts should be collected over a 3-day duration and averaged. Seasonal the regular school calendars. A typical two-lane undivided residential street has a the traffic calming score for volume shall be determined as 1 point for every 50 Special consideration is given to a local collector facility. A Local Collector y serve as a bus route, and typically has a capacity of 5,000 average trips per determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT	102	2 ADT	0
2	should omit data hour. The traffi	eed at which 85 percent of tr a observed from following ve	hicles or interrupted flow. A nall be determined as 2 point	typical for mil	collected speeds should only be measured under conditions of free flow and I two-lane undivided residential street has a posted speed limit of 25 miles per e per hour measured from the 85th percentile speed over the posted (25mph)	0
3	Crash History	(20 Points)	L			
0	Review acciden	t data for the three most rece			e. The traffic calming score for speed shall be calculated as 3 point for every nistory for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
	20 pointo.		Collisions	0) Each	
			Fatal	(Each	0
			Pedestrian/Bike	0) Each	
4	Land Use (20 P	,				
		hould add 10 points for ever			, and other public facilities) within 500 feet of the roadway section. The traffic tional pedestrian generator with in vicinity of the study area with a maximum	
			Designated School Pedestrian Generator		Each Each	0
5	Geometrics an	d Engineering Consideration	ons (20 Points)			
		ht distance issues, changes onditions or characteristics n		ture, c	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	1	1 /20	1
			-			1

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