	STREET:				RAINIER DRIVE	
	FROM	SHIRES WAY	то		NATIVIDAD ROAD	
	STAFF					
	DATE	APRIL 4-6, 2023				
	CATEGORY					DOINTO
	CATEGORY					POINTS
1	Traffic Volume	•		_		
	considerations maximum capa vehicles per da (Residential Ty day. For typic	should be considered and volum acity of 2,000 average daily trips. by exceeding 1,500 with a maxim are II) roadways are designed wit	es should be measured durin For typical residential stree um possible score of 20 poin n a larger cross-section and	ng tl ts, t ts. 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 2,	308	ADT	16
2	Speed (20 Poi	nts)				
	should omit da hour. The traf	ta observed from following vehicl	es or interrupted flow. A typ be determined as 2 point for	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 e per hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile	32	MPH	14
3		nt data for the three most recent			. 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	4	Each	
			Fatal	0	-	12
			Pedestrian/Bike	0	Each	
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	1	Each	15
			Pedestrian Generator	1	Each	13
5	Geometrics ar	nd Engineering Considerations	(20 Points)			
		ght distance issues, changes in v conditions or characteristics not a		е, сс	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	4	/20	4
					TOTAL SCORE	61
WTra	\Traffic Calming\~Petition	ns\01- FY 23-24 Petitions\Rainer Dr\05 - FY 23-24	Prioritization Draft\[FY 23-24 Neighborhood	Traff	fic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET:			NOGAL DRIVE
	FROM STAFF	LAS CASITAS DRIVE	то	FREEDOM PARKWAY
	DATE	MAY 10-12, 2022		
		,		
	CATEGORY			POINTS
1	Traffic Volum	es (20 Points)		
	considerations maximum cap vehicles per da (Residential Ty day. For typical	should be considered and volumes shou acity of 2,000 average daily trips. For typi ay exceeding 1,500 with a maximum poss ype II) roadways are designed with a large	ld be measured during the cal residential streets, the sible score of 20 points. See cross-section and may	nts should be collected over a 3-day duration and averaged. Seasonal ne 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 setermined as 1 point for every 100 vehicles per day exceeding 2,500 with a
			Facility	Collector Facility
			AWDT 2,354	ADT 0
2	Speed (20 Po	•		
	omit data obse traffic calming	erved from following vehicles or interrupte	d flow. A typical two-lane	llected 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 37	MPH 20
3	Crash History			
				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 5	Each
			Fatal 0	
			Pedestrian/Bike 0	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 ional pedestrian generator with in vicinity of the study area with a maximum
			_	Each 5
		Pedes	trian Generator 1	Each
5		nd Engineering Considerations (20 Poi	•	
		ght distance issues, changes in vertical o conditions or characteristics not aforemer		orner sight considerations, presence of sidewalks, uncontrolled crosswalks and
			Score 12	/20 12
				TOTAL SCORE 52

1			ROCHEX AVENUE	
FROM	NORTH MAIN STREET	то	CRESCENT WAY	
STAFF DATE	MARCH 21-23, 2023			
DATE	MARCH 21-23, 2023			
CATEGORY				POINTS
	mes (20 Points)			POINTS
		dential readway C	Counts should be collected over a 3-day duration and averaged. Seasonal	
consideration maximum ca vehicles per (Residential day. For typ	ns should be considered and volumes should be pacity of 2,000 average daily trips. For typica day exceeding 1,500 with a maximum possible Type II) roadways are designed with a larger c	be measured during I residential streets a score of 20 points ross-section and m	our is strouted be collected over a 3-day duration and averaged. Seasonial in 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 s. Special consideration is given to a local collector facility. A Local Collector lay serve as a bus route, and typically has a capacity of 5,000 average trips per e determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
	·	Facility	Residential street	
		AWDT 9:	30 ADT	0
Speed (20 P	oints)		_	
should omit on the transfer of the shour.	data observed from following vehicles or interro affic calming score for speed shall be determin with a maximum possible score of 20 points.	upted flow. A typic ned as 2 point for m	Collected speeds should only be measured under conditions of free flow and all 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)	
		th Percentile	29 MPH	8
Review accid			le. 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.		Collisions	6 Each	
		Fatal	0 Each	18
	Ped	lestrian/Bike	0 Each	
Land Use (2	0 Points)			
calming scor			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	
	Design	ated School	1 Each	45
	Pedestria	n Generator	1 Each	15
Geometrics	and Engineering Considerations (20 Points)	<u> </u>	
	sight distance issues, changes in vertical or ho		corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
	al conditions or characteristics not aforemention	ned.		
	al conditions or characteristics not aforemention		10 /20	10
	al conditions or characteristics not aforemention		10 /20 TOTAL SCORE	10 51

STREET:		CHARDONNAY DRIVE	
FROM	MCKINNON STREET	TO CROMWELL DRIVE	
STAFF	ADDII 4.6. 2022		
DATE	APRIL 4-6, 2023		
CATEGORY			POINT
	nes (20 Points)		FOINT
Measure week considerations maximum cap vehicles per d (Residential T day. For typic	kday average daily traffic volumes on the res s should be considered and volumes should bacity of 2,000 average daily trips. For typics lay exceeding 1,500 with a maximum possibl ype II) roadways are designed with a larger c	Idential roadway. Counts should be collected over a 3-day duration and averaged. De measured during the regular school calendars. A typical two-lane undivided result residential streets, the traffic calming score for volume shall be determined as 1 personant score of 20 points. Special consideration is given to a local collector facility. A Licoss-section and may serve as a bus route, and typically has a capacity of 5,000 are for volume shall be determined as 1 point for every 100 vehicles per day exceeding	idential street has a oint for every 50 ocal Collector /erage trips per
		Facility Residential street	
		AWDT 2,481 ADT	20
Speed (20 Po	pints)		
should omit da hour. The tra	ata observed from following vehicles or interr affic calming score for speed shall be determi th a maximum possible score of 20 points.	at speed or below. Collected speeds should only be measured under conditions of upted flow. A typical two-lane undivided residential street has a posted speed limit ned as 2 point for mile per hour measured from the 85th percentile speed over the p	of 25 miles per
Crash History		WIFTI	
	ent data for the three most recent years for w	hich data is available. The traffic calming score for speed shall be calculated as 3 rely, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum	
zo points.		Collisions 0 Each	
		Fatal 0 Each	0
	Pe	destrian/Bike 0 Each	
Land Use (20	Points)		
	should add 10 points for every school and 5	(e.g. parks, libraries, and other public facilities) within 500 feet of the roadway sect points for every additional pedestrian generator with in vicinity of the study area with the stud	
	•	nated School 0 Each an Generator 1 Each	5
Geometrics a	and Engineering Considerations (20 Points	<u></u>	
_	debt distance issues absences in vertical as b	orizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled	d crosswalks and
	conditions or characteristics not aforementic	ned.	
		ned. Score 5 /20	5
			TOTAL SCORE 50

	STREET:			COVENTRY STREET	
	FROM	GLENDORA WAY	то	INGLEWOOD STREET	
	STAFF DATE	JANUARY 24-26, 2023			
	DAIE	JANUAR I 24-20, 2023			
	CATEGORY				POINTS
1	Traffic Volum	es (20 Points)			
	considerations maximum cap vehicles per da (Residential Ty day. For typica	should be considered and volumes sl acity of 2,000 average daily trips. For t ay exceeding 1,500 with a maximum p ype II) roadways are designed with a la	nould be measured during ypical residential streets, ossible score of 20 points rger cross-section and m	Counts should be collected over a 3-day duration and averaged. Seasonal ing the regular school calendars. A typical two-lane undivided residential street has a s, the traffic calming score for volume shall be determined as 1 point for every 50 nts. Special consideration is given to a local collector facility. A Local Collector may serve as a bus route, and typically has a capacity of 5,000 average trips per be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility	Residential street	
			AWDT 4	483 ADT	0
2	Speed (20 Po				
	omit data obse traffic calming	erved from following vehicles or interru	pted flow. A typical two-la	c. Collected speeds should only be measured under conditions of free flow and should lane undivided residential street has a posted speed limit of 25 miles per hour. The bur measured from the 85th percentile speed over the posted (25mph) speed limit with	
	·	·	85th Percentile	40 MPH	20
3		ent data for the three most recent years		able. The traffic calming score for speed shall be calculated as 3 point for every sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
	•		Collisions	0 Each	
			Fatal	0 Each	0
			Pedestrian/Bike	0 Each	
4	Land Use (20	•			
		should add 10 points for every school		ries, and other public facilities) within 500 feet of the roadway section. The traffic additional pedestrian generator with in vicinity of the study area with a maximum	
			Designated School Jestrian Generator	2 Each 0 Each	20
_	Coomotules -			0 Each	
5		nd Engineering Considerations (20 l	,	e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
		conditions or characteristics not aforer		o, corner organ considerations, presence of sidewalks, uncontrolled closswarks and	
			Score	8 /20	8
				TOTAL SCORE	48
NTra\	Fraffic Calming\~Petition	ns\01- FY 23-24 Petitions\Coventry Street\05 - FY 23-24 F	rioritization Draft\[FY 23-24 Neighbort	orhood Traffic Calming Scoring Worksheet.xlsxt/2017 Final Priority List	-10

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. 85th Percentile 32 MPH 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 3 Each Fatal 0 Each Pedestrian/Bike 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 1 Each Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Commercial Considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.	STREET:	·	SW	ANER AVENUE
CATEGORY 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 consideration and averaged. Seasonal considerations should be considerated 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 you for some 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 local 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 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 cobserved 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 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 Beach		SANTA RITA STREET	TO V	'AN BUREN AVENUE
CATEGORY 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 capacity of 2,000 average daily traffic volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum apossible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (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 tips 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 Residential street AWDT 681 ADT Residential street 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. Sth Percentile 32 MPH 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 3 Each Fatal Pedestrian/Bike	-	********		
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. Special consideration is given to a local collector facility. A Local Collector (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 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 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 32 MPH Crash History (20 Points) Review 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 3 Each Pedestrian/Bike 0 Each Pedestrian Generator 0 Each	DATE	MARCH 21-23, 2023		
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. Special consideration is given to a local collector facility. A Local Collector (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 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 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 32 MPH Crash History (20 Points) Review 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 3 Each Pedestrian/Bike 0 Each Pedestrian Generator 0 Each				
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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. Special consideration is given to a local collector facility. A Local Collector (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 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		•		
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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. 85th Percentile 32 MPH 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 3 Each Fatal 0 Each Pedestrian/Bike 0 Each Pedestrian/Bike 0 Each Designated School 1 Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Pedestrian Generator 1 Each Pedestrian Generator 1 Each Pedestrian Generator 1 Teach 1 Each Pedestrian Generator 1 Teach 1 Each Pedestrian Generator 1 Teach 1 Teach 2 Te			Facility	Residential street
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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. 85th Percentile 32 MPH 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 3 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 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.	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 points. Collisions Fatal Pedestrian/Bike Deach 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 Pedestrian Generator Designated School Seach 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.	omit data obs traffic calmin	served from following vehicles or interrupte g score for speed shall be determined as 2	d flow. A typical two-lane ur point for mile per hour mea	ndivided residential street has a posted speed limit of 25 miles per hour. The sured from the 85th percentile speed over the posted (25mph) speed limit with
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 3			85th Percentile 32 N	MPH 14
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 Fatal Deach Pedestrian/Bike Deach 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 Pedestrian Generator Designated School Feach 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.				
Collisions Fatal O Pedestrian/Bike O D 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 Pedestrian Generator 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.	accident. Ad			
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 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.			Collisions 3	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 Pedestrian Generator Designated School Pedestrian Generator Designated School Pedestrian Generator O 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.				Each 9
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 Pedestrian Generator Designated School Pedestrian Generator 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.			Pedestrian/Bike 0 E	ach
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 Pedestrian Generator 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.	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.	calming score	e should add 10 points for every school an		
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.		Des	ignated School 1	Each 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.		Pedes	trian Generator 0	Each
other unusual conditions or characteristics not aforementioned.	Geometrics	and Engineering Considerations (20 Poi	nts)	
Score 11 /20 1				er sight considerations, presence of sidewalks, uncontrolled crosswalks and
<u></u>			Score 11 /	20 11
TOTAL SCORE 4				

	STREET:			R	ANCHERO DRIVE	1	
	FROM	LAS CASITAS DRIVE	то)	LA HONDA COURT		
	STAFF						
	DATE	MARCH 21-23, 2023					
	CATEGORY				ı	POINTS	
1	Traffic Volume	es (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. Special consideration is given to a local collector facility. A Local Collector (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 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	719	ADT	0	
2	Speed (20 Poir	nts)					
	should omit dat hour. The traff	a observed from following vehicles or ir	nterrupted flow. A typermined as 2 point for	oical t	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		nt 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		
	•		Collisions	1	Each		
			Fatal	0	-t	3	
			Pedestrian/Bike	0	Each		
4	Land Use (20 I	•			1		
		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		
		De	signated School	1	Each	10	
		Pede	strian Generator	0	Each	10	
5	Geometrics an	d Engineering Considerations (20 Po	oints)				
		tht distance issues, changes in vertical conditions or characteristics not aforeme		e, co	rner sight considerations, presence of sidewalks, uncontrolled crosswalks and		
			Score	8	/20	8	
					TOTAL SCORE	39	
'WTra	\Traffic Calming\~Petition	s\[Prioritization Score.xlsx]Sheet1			_		

	STREET:			CALAVERAS DRIVE	
	FROM	EL DORADO DRVE	TO	YREKA DRIVE	
	STAFF				
	DATE	JULY 14-15, 2021			
	CATEGORY			P	OINTS
1	Traffic Volumes	s (20 Points)			
	considerations s a maximum capa vehicles per day (Residential Typ day. For typical of	hould be considered and volumes should be meas acity of 2,000 average daily trips. For typical reside rexceeding 1,500 with a maximum possible score le II) roadways are designed with a larger cross-se	sured during ential street of 20 point ection and r	Counts should be collected over a 3-day duration and averaged. Seasonal ng the regular school calendars. A typical two-lane undivided residential street has ets, the traffic calming score for volume shall be determined as 1 point for every 50 tsts. Special consideration is given to a local collector facility. A Local Collector may serve as a bus route, and typically has a capacity of 5,000 average trips per be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			ility	Residential street	
		AV	VDT 2,67	79 ADT	20
2	Speed (20 Poin	ts)			
	Measure the spe should omit data hour. The traffic	eed at which 85 percent of traffic travels that speed observed from following vehicles or interrupted flo	ow. A typic point for m	Collected speeds should only be measured under conditions of free flow and cal 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) 30 MPH	10
3	Crash History (20 Points)			
	Review accident	t data for the three most recent years for which dat		able. The traffic calming score for speed shall be calculated as 3 point for every sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
		Collisi	ions	1 Each	
		•	atal	0 Each	3
		Pedestrian/l	Bike	0 Each	
4	Land Use (20 P	oints)			
		hould add 10 points for every school and 5 points f		ries, and other public facilities) within 500 feet of the roadway section. The traffic additional pedestrian generator with in vicinity of the study area with a maximum	
		Designated Sci		0 Each	5
		Pedestrian Gener	ator	1 Each	Ů
5	Geometrics and	d Engineering Considerations (20 Points)			
		nt distance issues, changes in vertical or horizonta anditions or characteristics not aforementioned.	l curvature	e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
		Se	core	1 /20	1
				TOTAL SCORE	39

	STREET:				ALAMO WAY		
	FROM	GARNER AVENUE	то		LAS CASITAS DRIVE		
	STAFF						
	DATE	NOVEMBER 1-3, 2022					
	CATEGORY					POINTS	
1	Traffic Volume	s (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. Special consideration is given to a local collector facility. A Local Collector (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 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 1,8	384	ADT	8	
2	Speed (20 Poir	nts)					
	should omit dat hour. The traff	a observed from following vehicles or ir	terrupted flow. A typic ermined as 2 point for r	cal tw	ected speeds should only be measured under conditions of free flow and vo-lane undivided residential street has a posted speed limit of 25 miles per over hour measured from the 85th percentile speed over the posted (25mph)		
			85th Percentile	32 I	MPH	14	
3		nt data for the three most recent years f			The traffic calming score for speed shall be calculated as 3 point for every tory for fatal and pedestrian/bicyclist collisions. A maximum possible score of		
			Collisions	_	Each	0	
			Fatal Pedestrian/Bike	_	Each Each	9	
4	Land Use (20 F	Points)					
	Proximity to des	signated schools and pedestrian genera should add 10 points for every school ar			nd other public facilities) within 500 feet of the roadway section. The traffic nal pedestrian generator with in vicinity of the study area with a maximum		
		De	signated School	0	Each	0	
		Pede	strian Generator	0	Each	U	
5	Geometrics an	d Engineering Considerations (20 Po	oints)				
		ht distance issues, changes in vertical onditions or characteristics not aforeme		, corr	ner sight considerations, presence of sidewalks, uncontrolled crosswalks and		
			Score	5	/20	5	
					TOTAL SCORE	36	
'WTra	\Traffic Calming\~Petition	s\01- FY 23-24 Petitions\Alamo Way\05-FY 23-24 Prioritizat	ion Draft\[FY 23-24 Neighborhood	Traffic (Calming Scoring Worksheet.xlsx]2017 Final Priority List		

STREET:		;	SANTA TERESA WAY	
FROM	GRANADA AVENUE	то	EAST LAUREL DRIVE	
STAFF DATE	APRIL 26-28, 2022			
DATE	APRIL 26-20, 2022			
CATEGORY				POINTS
Traffic Volun	nes (20 Points)			
consideration maximum cap vehicles per c (Residential T day. For typic	s should be considered and volumes shou pacity of 2,000 average daily trips. For typi lay exceeding 1,500 with a maximum poss ype II) roadways are designed with a large	uld be measured during ical residential streets, to sible score of 20 points er cross-section and more for volume shall be	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 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 80	D1 ADT	0
Speed (20 Po	pints)			
omit data obs traffic calming	erved from following vehicles or interrupte	ed flow. A typical two-lar 2 point for mile per hour	Collected speeds should only be measured under conditions of free flow and should ne 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 3	MPH	14
	ent data for the three most recent years fo		le. 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	1 Each	
			0 Each	3
		Pedestrian/Bike	0 Each	
Land Use (20	·			
calming score			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	1 Each	10
	Pedes	strian Generator	0 Each	10
Geometrics a	and Engineering Considerations (20 Po	ints)		
	ight distance issues, changes in vertical c conditions or characteristics not aforeme		corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
		Score	4 /20	4
			TOTAL SCORE	31

	STREET:			PUEBLO DRIVE	
	FROM	ADAMS STREET	то	NORTH FIRST STREET	
	STAFF				
	DATE	MARCH 7-9, 2023			
	CATEGORY				POINTS
1	Traffic Volumes	s (20 Points)			
	considerations s maximum capac vehicles per day (Residential Typ day. For typica	hould be considered and volumes should be measured or city of 2,000 average daily trips. For typical residential st rexceeding 1,500 with a maximum possible score of 20 per ll) roadways are designed with a larger cross-section a	during treets, tooints.	nunts 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	540	ADT	0
2	Speed (20 Poin	ts)			
	should omit data hour. The traffic	a 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.	typica 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)	00
		85th Percentile	36	MPH [20
3		t data for the three most recent years for which data is a		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	(Each Each	
		Fatal	(Each	0
		Pedestrian/Bike	(Each	
4	Land Use (20 P	oints)			
		hould add 10 points for every school and 5 points for eve		, 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
		Pedestrian Generator	(Each	U
5	Geometrics and	d Engineering Considerations (20 Points)			
		nt distance issues, changes in vertical or horizontal curva anditions or characteristics not aforementioned.	iture, c	orner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
		Score	10)/20	10
				TOTAL SCORE	30

	STREET:			ALAMEDA AVENUE	
	FROM	ABBOTT STREET	то	EAST ROMIE LANE	
	STAFF				
	DATE	MARCH 28-30, 2023			
	CATEGORY			PO	DINTS
1	Traffic Volumes	s (20 Points)			
	considerations s maximum capac vehicles per day (Residential Typ day. For typica	should be considered and volumes should be me city of 2,000 average daily trips. For typical resic , exceeding 1,500 with a maximum possible scor be II) roadways are designed with a larger cross-s	asured durin lential street e of 20 point section and r	Counts should be collected over a 3-day duration and averaged. Seasonal ng the regular school calendars. A typical two-lane undivided residential street has a ts, the traffic calming score for volume shall be determined as 1 point for every 50 ts. Special consideration is given to a local collector facility. A Local Collector may serve as a bus route, and typically has a capacity of 5,000 average trips per be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
		1	Facility	Collector Facility	
			AWDT 1,3	394 ADT	0
2	Speed (20 Poin	its)		_	
	Measure the spe should omit data hour. The traffic	eed at which 85 percent of traffic travels that spec a observed from following vehicles or interrupted c calming score for speed shall be determined as a maximum possible score of 20 points.	flow. A typi 2 point for i	. Collected speeds should only be measured under conditions of free flow and ical two-lane undivided residential street has a posted speed limit of 25 miles per mile per hour measured from the 85th percentile speed over the posted (25mph)	
		85th Per	rcentile	31 MPH	12
3		t data for the three most recent years for which d		able. The traffic calming score for speed shall be calculated as 3 point for every sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
		Col	llisions	0 Each	
			Fatal	C Edoil	0
		Pedestria	an/Bike	0 Each	
4	Land Use (20 P	roints)			
		hould add 10 points for every school and 5 points		ries, and other public facilities) within 500 feet of the roadway section. The traffic dditional pedestrian generator with in vicinity of the study area with a maximum	
		Designated	School	0 Each	0
		Pedestrian Ger	nerator	0 Each	Ü
5	Geometrics and	d Engineering Considerations (20 Points)			
		ht distance issues, changes in vertical or horizont onditions or characteristics not aforementioned.	tal curvature	e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	15 /20	15
				TOTAL SCORE	27

	STREET:			PALOMA AVENUE	
	FROM	QUILLA STREET	то		
	STAFF				
	DATE	JANUARY 24-26, 2023			
	CATEGORY			1	POINTS
1	Traffic Volume	s (20 Points)			
	considerations of maximum capac vehicles per day (Residential Typiday, For typical	should be considered and volumes shi 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	ould be measured during pical residential streets, essible score of 20 points ger cross-section and m	Counts should be collected over a 3-day duration and averaged. Seasonal ing the regular school calendars. A typical two-lane undivided residential street has a ts, the traffic calming score for volume shall be determined as 1 point for every 50 nts. Special consideration is given to a local collector facility. A Local Collector I may serve as a bus route, and typically has a capacity of 5,000 average trips per be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility	Residential street	
			AWDT 1,3	,370 ADT	0
2	Speed (20 Poir	nts)			
	omit data obser traffic calming s	ved from following vehicles or interrup	ted flow. A typical two-la	 Collected speeds should only be measured under conditions of free flow and should lane undivided residential street has a posted speed limit of 25 miles per hour. The our measured from the 85th percentile speed over the posted (25mph) speed limit with 	
			85th Percentile	33 MPH	16
3	Crash History	(20 Points)			
				able. The traffic calming score for speed shall be calculated as 3 point for every ash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
	20 pointo.		Collisions	1 Each	
			Fatal	0 Each	3
			Pedestrian/Bike	0 Each	
4	Land Use (20 F	Points)			
		hould add 10 points for every school a		aries, and other public facilities) within 500 feet of the roadway section. The traffic additional pedestrian generator with in vicinity of the study area with a maximum	
		D	esignated School	0 Each	0
		Ped	estrian Generator	0 Each	U
5	Geometrics an	d Engineering Considerations (20 P	oints)		
		ht distance issues, changes in vertical onditions or characteristics not aforem		re, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	5 /20	5
				TOTAL SCORE	24
/WTra\	Traffic Calming\~Petitions	s\01- FY 23-24 Petitions\Paloma Ave\05 - FY 23-24 Priorit	ization Draft\[FY 23-24 Neighborhood	nood Traffic Calming Scoring Worksheet.xlsxl]2017 Final Priority List	

	STREET:			PESCADERO DRIVE	\neg
	FROM	LOS COCHES AVENUE	то	INGLEWOOD STREET	- 1
	STAFF				- 1
	DATE	MARCH 7-9, 2023			
	CATEGORY			PO	DINTS
1	Traffic Volume	s (20 Points)			
	considerations s maximum capac vehicles per day (Residential Typ day. For typical	should be considered and volumes should be city of 2,000 average daily trips. For typical re exceeding 1,500 with a maximum possible so the II) roadways are designed with a larger cross	measured during esidential streets core of 20 points ss-section and m	Counts should be collected over a 3-day duration and averaged. Seasonal githe regular school calendars. A typical two-lane undivided residential street has a state that the traffic calming score for volume shall be determined as 1 point for every 50 s. Special consideration is given to a local collector facility. A Local Collector hay serve as a bus route, and typically has a capacity of 5,000 average trips per the determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility	Residential street	
			AWDT 84	45 ADT	0
2	Speed (20 Poin	its)			
	should omit data hour. The traffi	a observed from following vehicles or interrup	ted flow. A typic	Collected speeds should only be measured under conditions of free flow and call 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	Percentile 2	29 MPH	8
3	Crash History	(20 Points)	· · · · · ·	_	
				ole. The traffic calming score for speed shall be calculated as 3 point for every n history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
	zo politio.		Collisions	0 Each	
			Fatal	0 Each	0
		Pedes	strian/Bike	0 Each	
4	Land Use (20 P	oints)			
		hould add 10 points for every school and 5 po		es, and other public facilities) within 500 feet of the roadway section. The traffic iditional pedestrian generator with in vicinity of the study area with a maximum	
		Designat	ed School	1 Each	10
		Pedestrian	Generator	0 Each	10
5	Geometrics an	d Engineering Considerations (20 Points)			
		ht distance issues, changes in vertical or horizonditions or characteristics not aforementione		corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	5 /20	5
				TOTAL SCORE	23
/WTra\	Traffic Calming\~Petitions	\01- FY 23-24 Petitions\Pescadero Dr\05-FY 23-24 Prioritization Draf	t\[FY 23-24 Neighborhood	d Traffic Calming Scoring Worksheet.xlsx/]2017 Final Priority List	

	SIKEEI.				FAIRVIEW AVENUE	=	
	FROM	SHARON DRIVE	Т	0	CAROL DRIVE		
	STAFF DATE	MARCH 7-9, 2023					
		·					
	CATEGORY						POINTS
1	Traffic Volume	es (20 Points)					
	considerations maximum capa vehicles per da (Residential Ty day. For typica	should be considered and volume acity of 2,000 average daily trips. by exceeding 1,500 with a maximum are II) roadways are designed with	es should be measured du For typical residential stre im possible score of 20 po a a larger cross-section and	ring eets oints d m	g the regular school ca , the traffic calming so s. Special consideration ay serve as a bus rou	ected over a 3-day duration and averaged. Seasonal alendars. A typical two-lane undivided residential street has a core for volume shall be determined as 1 point for every 50 on is given to a local collector facility. A Local Collector ute, and typically has a capacity of 5,000 average trips per int for every 100 vehicles per day exceeding 2,500 with a	
			Facility			Residential street	
			AWDT	1,40	09 ADT		0
2	Speed (20 Poi	nts)	_				
	Measure the sp should omit dat hour. The traf	peed at which 85 percent of traffic ta observed from following vehicle	es or interrupted flow. A type determined as 2 point fo	ypic	al two-lane undivided	ould only be measured under conditions of free flow and residential street has a posted speed limit of 25 miles per d from the 85th percentile speed over the posted (25mph)	
			85th Percentile	3	32 MPH		14
3		nt data for the three most recent y				g score for speed shall be calculated as 3 point for every pedestrian/bicyclist collisions. A maximum possible score of	
			Collisions		2 Each		
			Fatal		0 Each		6
			Pedestrian/Bike		0 Each		
4	Land Use (20	Points)					
		should add 10 points for every scl				cilities) within 500 feet of the roadway section. The traffic nerator with in vicinity of the study area with a maximum	
			Designated School		0 Each		0
			Pedestrian Generator		0 Each		U
5	Geometrics ar	nd Engineering Considerations	(20 Points)				
		ght distance issues, changes in ve conditions or characteristics not a		ıre,	corner sight consider	rations, presence of sidewalks, uncontrolled crosswalks and	
			Score		1 /20		1
						TOTAL SCORE	21
WTra\	raffic Calming\~Petition	ns\01- FY 23-24 Petitions\Fairview Ave\05-FY 23-2-	Prioritization Draft\[FY 23-24 Neighborn	hood	Traffic Calming Scoring Worksh		

	STREET:			MIMBRERA WAY	\neg
	FROM	NOGAL DRIVE	то		- 1
	STAFF				- 1
	DATE	JANUARY 24-26, 2023			
	CATEGORY			POINT	ΓS
1	Traffic Volume	s (20 Points)			
	considerations maximum capa vehicles per da (Residential Tylday. For typical	should be considered and volumes s city of 2,000 average daily trips. For y exceeding 1,500 with a maximum p be II) roadways are designed with a la	hould be measured during typical residential streets, cossible score of 20 points arger cross-section and m	Counts should be collected over a 3-day duration and averaged. Seasonal ng the regular school calendars. A typical two-lane undivided residential street has a better that the traffic calming score for volume shall be determined as 1 point for every 50 ts. Special consideration is given to a local collector facility. A Local Collector may serve as a bus route, and typically has a capacity of 5,000 average trips per be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility	Residential street	
			AWDT 6	615 ADT 0	
2	Speed (20 Poir	nts)			
	omit data obser traffic calming s	ved from following vehicles or interru	pted flow. A typical two-la	. Collected speeds should only be measured under conditions of free flow and should lane undivided residential street has a posted speed limit of 25 miles per hour. The ur measured from the 85th percentile speed over the posted (25mph) speed limit with	
			85th Percentile	27 MPH 4	
3		it data for the three most recent years	collisions	able. The traffic calming score for speed shall be calculated as 3 point for every sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Fatal Pedestrian/Bike	0 Each 0	
4	Land Use (20 F	Points)			_
	Proximity to des	signated schools and pedestrian gene should add 10 points for every school		ries, and other public facilities) within 500 feet of the roadway section. The traffic dditional pedestrian generator with in vicinity of the study area with a maximum	
			Designated School destrian Generator	1 Each 15 Each	
5	Geometrics an	d Engineering Considerations (20	Points)		
		ht distance issues, changes in vertic onditions or characteristics not afore		e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	1 /20	
				TOTAL SCORE 20	
'WTra\	Traffic Calming\~Petition	s\01- FY 23-24 Petitions\Mimbrera Way\05-FY 23-24 Pr	oritization Draft\[FY 23-24 Neighborhood	lood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET:			HARTFORD STREET	
	FROM	COVENTRY STREET	то	O INGLEWOOD STREET	
	STAFF DATE	MARCH 7-9, 2023			
	CATEGORY				POINTS
1	Traffic Volum	nes (20 Points)			
	consideration maximum ca vehicles per c (Residential 1 day. For typ	s should be considered and volumes sho pacity of 2,000 average daily trips. For t day exceeding 1,500 with a maximum po Type II) roadways are designed with a lar	ould be measured during ypical residential street ssible score of 20 point ger cross-section and r	Counts should be collected over a 3-day duration and averaged. Seasonal ring the regular school calendars. A typical two-lane undivided residential street has a ets, the traffic calming score for volume shall be determined as 1 point for every 50 ints. Special consideration is given to a local collector facility. A Local Collector d may serve as a bus route, and typically has a capacity of 5,000 average trips per all be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility	Residential street	
			AWDT	129 ADT	0
2	should omit d hour. The tra	speed at which 85 percent of traffic trave ata observed from following vehicles or i	nterrupted flow. A typi ermined as 2 point for i	w. Collected speeds should only be measured under conditions of free flow and pical two-lane undivided residential street has a posted speed limit of 25 miles per or mile per hour measured from the 85th percentile speed over the posted (25mph)	
		,	85th Percentile	22 MPH	0
3	Review accid			llable. The traffic calming score for speed shall be calculated as 3 point for every ash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
			Collisions Fatal Pedestrian/Bike	1 Each Each 0 Each	3
4	Land Use (20) Points)	redestrial/Dike	o jeach	
•	Proximity to c	lesignated schools and pedestrian gener		aries, and other public facilities) within 500 feet of the roadway section. The traffic additional pedestrian generator with in vicinity of the study area with a maximum	
			esignated School	1 Each	10
		Pede	estrian Generator	0 Each	10
5	Geometrics	and Engineering Considerations (20 P	oints)		
		sight distance issues, changes in vertical I conditions or characteristics not aforem	entioned.	re, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	5 /20	5
				TOTAL SCORE	18
//Tra	\Traffic Calming\~Petit	ions\01- FY 23-24 Petitions\Hartford Street\05 - FY 23-24 Pric	ritization Draft\[FY 23-24 Neighborl	oorhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET:			CARMELITA DRIVE	
	FROM	WEST ALISAL STREET	то	PALMA DRIVE	
	STAFF				
	DATE	APRIL 4-6, 2023			
	CATEGORY			P	OINTS
1	Traffic Volume	s (20 Points)			
	considerations s maximum capad vehicles per day (Residential Typ day. For typical	thould be considered and volumes shoul city of 2,000 average daily trips. For typ exceeding 1,500 with a maximum poss e II) roadways are designed with a large	d be measured durin ical residential streets ible score of 20 point r cross-section and n	Counts should be collected over a 3-day duration and averaged. Seasonal ng the regular school calendars. A typical two-lane undivided residential street has a sts, the traffic calming score for volume shall be determined as 1 point for every 50 sts. Special consideration is given to a local collector facility. A Local Collector may serve as a bus route, and typically has a capacity of 5,000 average trips per the determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility	Residential street	
			AWDT 3	324 ADT	0
2	Speed (20 Poin	ts)			
	should omit data hour. The traffi	a observed from following vehicles or inte	errupted flow. A typic	c. Collected speeds should only be measured under conditions of free flow and pical two-lane undivided residential street has a posted speed limit of 25 miles per mile per hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile	28 MPH	6
3	Crash History (20 Points)		_	
				able. The traffic calming score for speed shall be calculated as 3 point for every sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
	20 points.		Collisions	0 Each	
			Fatal	0 Each	0
		F	edestrian/Bike	0 Each	
4	Land Use (20 P	oints)		_	
		hould add 10 points for every school and		ries, and other public facilities) within 500 feet of the roadway section. The traffic additional pedestrian generator with in vicinity of the study area with a maximum	
		Des	ignated School	0 Each	5
		Pedest	rian Generator	1 Each	3
5	Geometrics and	d Engineering Considerations (20 Poil	nts)		
		nt distance issues, changes in vertical or onditions or characteristics not aforemen		e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	5 /20	5
				TOTAL SCORE	16
'WTra\	Traffic Calming\~Petitions	\01- FY 23-24 Petitions\Carmelita Dr\05-FY 23-24 Prioritizatio	n Draft\[FY 23-24 Neighborhood	od Traffic Calming Scoring Worksheet.xlsx/2017 Final Priority List	

	STREET:			BEVERLY DRIVE
	FROM	FAIRVIEW AVENUE	то	FLORENCE PLACE
	STAFF			
	DATE	FEBRUARY 21-23, 2023		
	CATEGORY			POINTS
1	Traffic Volume	'		
	considerations maximum capa vehicles per da (Residential Ty 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 during rpical residential streets, ssible score of 20 points. ger cross-section and ma	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 , 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 e determined as 1 point for every 100 vehicles per day exceeding 2,500 with a
			Facility	Residential street
			AWDT 24	44 ADT 0
2	Speed (20 Poi	nts)		
	should omit da hour. The traf	ta observed from following vehicles or ir	nterrupted flow. A typica ermined as 2 point for mi	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 ille per hour measured from the 85th percentile speed over the posted (25mph)
			85th Percentile 2	28 MPH 6
3		nt data for the three most recent years for		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	1 Each
				0 Each 3
			Pedestrian/Bike	0 Each
4	Land Use (20	·		
		should add 10 points for every school ar		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
		De	signated School	0 Each
		Pede	strian Generator	0 Each
5	Geometrics ar	nd Engineering Considerations (20 Po	oints)	
		ght distance issues, changes in vertical conditions or characteristics not aforeme		corner sight considerations, presence of sidewalks, uncontrolled crosswalks and
			Score	5 /20
				TOTAL SCORE 14
WTra	\Traffic Calming\~Petition	ns\01- FY 23-24 Petitions\Beverly Dr\05-FY 23-24 Prioritization	on Draft\[FY 23-24 Neighborhood Tra	affic Calming Scoring Worksheet.xlsx]2017 Final Priority List

	STREET:			SHARON DRIVE	
	FROM	BARBARA PLACE	то	FAIRVIEW AVENUE	
	STAFF				
	DATE	FEBRUARY 21-23, 2023			
	CATEGORY			P	POINTS
1	Traffic Volume	s (20 Points)			
	considerations s maximum capac vehicles per day (Residential Typ day. For typical	should be considered and volumes s city of 2,000 average daily trips. For y exceeding 1,500 with a maximum p be II) roadways are designed with a l	hould be measured during typical residential streets, possible score of 20 points arger cross-section and n	Counts should be collected over a 3-day duration and averaged. Seasonal ng the regular school calendars. A typical two-lane undivided residential street has a s, the traffic calming score for volume shall be determined as 1 point for every 50 tsts. Special consideration is given to a local collector facility. A Local Collector may serve as a bus route, and typically has a capacity of 5,000 average trips per be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility	Residential street	
			AWDT 4	405 ADT	0
2	Speed (20 Poin	nts)			
	omit data obser traffic calming s	ved from following vehicles or interru	pted flow. A typical two-la	. Collected speeds should only be measured under conditions of free flow and should lane undivided residential street has a posted speed limit of 25 miles per hour. The ur measured from the 85th percentile speed over the posted (25mph) speed limit with	
	·	·	85th Percentile	23 MPH	0
3	Crash History	(20 Points)		_	
	Review acciden	t data for the three most recent year		able. The traffic calming score for speed shall be calculated as 3 point for every sh history 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 P	oints)			
		hould add 10 points for every school		ries, and other public facilities) within 500 feet of the roadway section. The traffic additional pedestrian generator with in vicinity of the study area with a maximum	
			Designated School	0 Each	0
		Pe	destrian Generator	0 Each	ŭ
5	Geometrics an	d Engineering Considerations (20	Points)		
		ht distance issues, changes in vertic onditions or characteristics not afore	mentioned.	e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	10 /20	10
				TOTAL SCORE	10
'WTra\	Fraffic Calming\~Petitions	s\01- FY 23-24 Petitions\Sharon Dr\05-FY 23-24 Prioriti	zation Draft\[FY 23-24 Neighborhood T	Traffic Calming Scoring Worksheet.xlsxi2017 Final Priority List	

	SIREEI:	EAIDVIEW AVENUE		PEVENUE PLACE		
	FROM STAFF	FAIRVIEW AVENUE	то	BEVERLY DRIVE		
	DATE	FEBRUARY 21-23, 2023				
	CATEGORY					POINTS
1	Traffic Volum	es (20 Points)				
	considerations maximum cap vehicles per d (Residential T day. For typica	s should be considered and volumes st acity of 2,000 average daily trips. For t ay exceeding 1,500 with a maximum p ype II) roadways are designed with a la	nould be measured during ypical residential streets, ossible score of 20 points arger cross-section and m	g the regular school caler the traffic calming score s. Special consideration is ay serve as a bus route,	d over a 3-day duration and averaged. Seasonal ndars. A typical two-lane undivided residential street has a for volume shall be determined as 1 point for every 50 s given to a local collector facility. A Local Collector and typically has a capacity of 5,000 average trips per or every 100 vehicles per day exceeding 2,500 with a	
			Facility		Residential street	
			AWDT 2	25 ADT		0
2	Speed (20 Po	ints)				
	omit data obse traffic calming	erved from following vehicles or interru	pted flow. A typical two-la	ne undivided residential	only be measured under conditions of free flow and should street has a posted speed limit of 25 miles per hour. The n percentile speed over the posted (25mph) speed limit with	
	·	•	85th Percentile	29 MPH		8
3	Crash History	/ (20 Points)				
	Review accide	ent data for the three most recent years			ore for speed shall be calculated as 3 point for every destrian/bicyclist collisions. A maximum possible score of	
	zo ponto.		Collisions	0 Each		
			Fatal	0 Each		0
			Pedestrian/Bike	0 Each		
4	Land Use (20	Points)				
		should add 10 points for every school			ties) within 500 feet of the roadway section. The traffic rator with in vicinity of the study area with a maximum	
			Designated School	0 Each		0
		Ped	destrian Generator	0 Each		U
5	Geometrics a	nd Engineering Considerations (20	Points)			
		ight distance issues, changes in vertica conditions or characteristics not aforer	mentioned.	_	ons, presence of sidewalks, uncontrolled crosswalks and	
			Score	1 /20		1
					TOTAL SCORE	9

r.

	STREET:			CAROL DRIVE	
	FROM	FLORENCE PLACE	то	FAIRVIEW AVENUE	
	STAFF				
	DATE	MARCH 7-9, 2023			
	CATEGORY			Pi	OINTS
1	Traffic Volume	es (20 Points)			
	considerations maximum capa vehicles per da (Residential Ty day. For typica	should be considered and volumes sl city of 2,000 average daily trips. For y exceeding 1,500 with a maximum p pe II) roadways are designed with a la	nould be measured during typical residential streets ossible score of 20 points arger cross-section and m	Counts should be collected over a 3-day duration and averaged. Seasonal not the regular school calendars. A typical two-lane undivided residential street has a state traffic calming score for volume shall be determined as 1 point for every 50 ts. Special consideration is given to a local collector facility. A Local Collector may serve as a bus route, and typically has a capacity of 5,000 average trips per be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility	Residential street	
			AWDT	83 ADT	0
2	Speed (20 Poir	nts)			
	should omit dat hour. The traff	a observed from following vehicles or	interrupted flow. A typic etermined as 2 point for m	Collected speeds should only be measured under conditions of free flow and ical two-lane undivided residential street has a posted speed limit of 25 miles per mile per hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile	22 MPH	0
3	Crash History	(20 Points)		_	
				ble. The traffic calming score for speed shall be calculated as 3 point for every sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
	zo points.		Collisions	0 Each	
			Fatal	0 Each	0
			Pedestrian/Bike	0 Each	
4	Land Use (20 I	Points)		_	
		should add 10 points for every school		ies, and other public facilities) within 500 feet of the roadway section. The traffic dditional pedestrian generator with in vicinity of the study area with a maximum	
		ι	Designated School	0 Each	0
		Ped	destrian Generator	0 Each	ŭ
5	Geometrics an	d Engineering Considerations (20	Points)		
		tht distance issues, changes in vertical conditions or characteristics not aforer		e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	8 /20	8
				TOTAL SCORE	8
WTra\	Traffic Calming\~Petition	s\01- FY 23-24 Petitions\Carol Dr\05-FY 23-24 Prioritizat	ion Draft\[FY 23-24 Neighborhood Traf	affic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET:			BARBARA PLACE	
	FROM	FAIRVIEW AVENUE	то		
	STAFF				
	DATE	FEBRUARY 21-23, 2023			
	CATEGORY			Po	OINTS
1	Traffic Volume	s (20 Points)			
	considerations maximum capa vehicles per da (Residential Tyl 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 lan	ould be measured during pical residential streets, ssible score of 20 points ger cross-section and m	Counts should be collected over a 3-day duration and averaged. Seasonal ng the regular school calendars. A typical two-lane undivided residential street has a s, the traffic calming score for volume shall be determined as 1 point for every 50 nts. Special consideration is given to a local collector facility. A Local Collector may serve as a bus route, and typically has a capacity of 5,000 average trips per be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility	Residential street	
			AWDT 1	135 ADT	0
2	Speed (20 Poir	nts)			
	omit data obser traffic calming s	ved from following vehicles or interrupt	ted flow. A typical two-la	c. Collected speeds should only be measured under conditions of free flow and should lane undivided residential street has a posted speed limit of 25 miles per hour. The sur measured from the 85th percentile speed over the posted (25mph) speed limit with	
			85th Percentile	27 MPH	4
3	Crash History	(20 Points)			
				able. The traffic calming score for speed shall be calculated as 3 point for every sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score of	
	20 points.		Collisions	0 Each	
			Fatal	0 Each	0
			Pedestrian/Bike	0 Each	
4	Land Use (20 F	Points)			
		should add 10 points for every school a		ries, and other public facilities) within 500 feet of the roadway section. The traffic additional pedestrian generator with in vicinity of the study area with a maximum	
		De	esignated School	0 Each	0
		Pede	estrian Generator	0 Each	Ů
5	Geometrics an	d Engineering Considerations (20 P	oints)		
		ht distance issues, changes in vertical onditions or characteristics not aforem		e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	1 /20	1
				TOTAL SCORE	5
WTra\	\Traffic Calming\~Petition	s\01- FY 23-24 Petitions\Barbara Pl\05-FY 23-24 Prioritizat	ion Draft\[FY 23-24 Neighborhood T	Traffic Calming Scoring Worksheet.xisxj2017 Final Priority List	

	STREET:			JEAN AVENUE	\neg
	FROM	SHARON DRIVE	то	CAROL DRIVE	
	STAFF				
	DATE	MARCH 28-30, 2023			
	CATEGORY			POIN	NTS
1	Traffic Volume	s (20 Points)			
	considerations a maximum capa vehicles per da (Residential Typ day. For typica	should be considered and volumes sho city of 2,000 average daily trips. For t y exceeding 1,500 with a maximum po be II) roadways are designed with a lan	ould be measured during ypical residential streets, ssible score of 20 points. ger cross-section and ma	counts 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 ay serve as a bus route, and typically has a capacity of 5,000 average trips per e determined as 1 point for every 100 vehicles per day exceeding 2,500 with a	
			Facility	Residential street	
			AWDT 10	02 ADT0	
2	Speed (20 Poir	nts)			
	should omit data hour. The traff	a observed from following vehicles or i	nterrupted flow. A typica ermined as 2 point for mi	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 ille per hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile 1	17 MPH 0	
3	Crash History	(20 Points)			
				le. 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	
	zo pomio.		Collisions	1 Each	
			Fatal	0 Each 3	
			Pedestrian/Bike	0 Each	
4	Land Use (20 F	Points)			
		hould add 10 points for every school a		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	
		De	esignated School	0 Each	
		Pede	estrian Generator	0 Each	
5	Geometrics an	d Engineering Considerations (20 P	oints)		
		ht distance issues, changes in vertical onditions or characteristics not aforem		corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score	1 /20	
				TOTAL SCORE 4	
²WTra\	Traffic Calming\~Petition:	s\01- FY 23-24 Petitions\Jean Ave\05-FY 23-24 Prioritization	on Draft\[FY 23-24 Neighborhood Traft	ffic Calming Scoring Worksheet.xlsx/2017 Final Priority List	

	STREET:				HARRYETTE DRIVE	
	FROM	FAIRVIEW AVENUE	T		CAROL DRIVE	
	STAFF					
	DATE	MARCH 7-9, 2023				
	CATEGORY				P	POINTS
1	Traffic Volumes	s (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. Special consideration is given to a local collector facility. A Local Collector (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 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	14	47 ADT	0
2	Speed (20 Poin	ts)				
	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.					
			85th Percentile	1	19 MPH	0
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 0 Each					
			Fatal		0 Each	0
			Pedestrian/Bike		0 Each	
4 Land Use (20 Points)						
		hould add 10 points for every school			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 School destrian Generator		0 Each	0
5	Geometrics and	d Engineering Considerations (20	Points)			
Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of s other unusual conditions or characteristics not aforementioned.					, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and	
			Score		1 /20	1
	TOTAL SCORE 1					
WTralTraffic CalminglPetitionsl01- FY 23-24 PetitionslHarryette Drl05-FY 23-24 Prioritization Draft(FY 23-24 Neighborhood Traffic Calming Scoring Worksheet.xlsxi)2017 Final Priority List						