	STREET:			· · · ·	/illa Street			
	FROM	Central Avenue	то		Market Street			
	STAFF							
	DATE	10/02/18 - 10/05/18						
	CATEGORY					POINTS		
1	Traffic Volum	nes (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 2,500 with a maximum possible score of 20 points.							
			Facility		Collector Facility			
			AWDT 3,9	999 AC	л	15		
2	Speed (20 Po	pints)			_			
-	Measure the s should omit da hour. The tra	speed at which 85 percent of traff ata observed from following vehic	cles or interrupted flow. A ty I be determined as 2 point fo	pical tw	acted speeds should only be measured under conditions of free flow and ro-lane undivided residential street has a posted speed limit of 25 miles per er hour measured from the 85th percentile speed over the posted (25mph)	20		
3		ent data for the three most recent	ed respectively, to weight cra	ash hist	ne tramic caiming score for speed snall be calculated as 3 point for every ory for fatal and pedestrian/bicyclist collisions. A maximum possible score			
			Collisions Fatal Pedestrian/Bike	5 Ea 0 Ea 0 Ea	ch	15		
4	Land Use (20) Points)						
		should add 10 points for every s			nd other public facilities) within 500 feet of the roadway section. The traffic hal pedestrian generator with in vicinity of the study area with a maximum			
			Designated School	1 Ea	ch	15		
			Pedestrian Generator	1 Ea	ch	15		
5	Geometrics a	and Engineering Consideration	s (20 Points)					
		ight distance issues, changes in sual conditions or characteristics		re, corn	er sight considerations, presence of sidewalks, uncontrolled crosswalks			
			Score	4 /20		4		
					-			
					TOTAL SCORE	69		
	AND IN ADUCT IT							

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S	STREET:			Kittery Street
	FROM	Fitzgerald Street	то	Beacon Hill Drive
-	STAFF DATE	05/25/2017- 05/01/2017		
Ľ		03/23/2017-03/01/2017		
	CATEGORY			POINTS
		es (20 Points)		
		()	residential roadway.	Counts should be collected over a 3-day duration and averaged. Seasonal
c h	considerations has a maximu	should be considered and volumes sho m capacity of 2,000 average daily trips.	uld be measured during For typical residential	g the regular school calendars. A typical two-lane undivided residential street streets, the traffic calming score for volume shall be determined as 1 point for 20 points. Special consideration is given to a local collector facility. A Local
C ti	Collector (Res trips per day.	idential Type II) roadways are designed	with a larger cross-sect	tion and may serve as a bus route, and typically has a capacity of 5,000 average ne shall be determined as 1 point for every 100 vehicles per day exceeding 2,500
			Facility	Residential street
			AWDT 2,978	3 ADT 20
2 5	Speed (20 Po	ints)		
			s that speed or below.	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
		the calming score for speed shall be detend to a maximum possible score of 20 points		nile per hour measured from the 85th percentile speed over the posted (25mph)
				3 MPH 16
3 C	Crash History	(20 Points)		
				ne. The traffic calming score for speed shall be calculated as 3 point for every h history for fatal and pedestrian/bicyclist collisions. A maximum possible score
	of 20 noints	astiment lactors of 5 and 2 are used resp	,, °	
				1 Each
		F) Each 3
	and Line (20		edestriali/bike	
	Land Use (20 Provimity to de		otore (o a parke libraria	es, and other public facilities) within 500 feet of the roadway section. The traffic
c		should add 10 points for every school ar		ditional pedestrian generator with in vicinity of the study area with a maximum
		Desi	°	1 Each 10
		Pedest	trian Generator) Each
		nd Engineering Considerations (20 Po	,	
		ght distance issues, changes in vertical of sual conditions or characteristics not afor		corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score (0 /20
				TOTAL SCORE 49
\PWTra\Tra	raffic Calming\01- Ap	proved Traffic Calming Prioritization\FY 19-20\[Draft_TC Pric	pritization.xlsx]Revised	

	STREET:	• • • •		Snug Harbor			
	FROM STAFF	Snug Harbor	то	Kittery St			
	DATE						
	CATEGORY			POINTS			
1	Traffic Volum	nes (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 374	ADT 0			
2	Speed (20 Po	vints)					
	should omit da hour. The tra	ata observed from following vehi	cles or interrupted flow. A typic Il be determined as 2 point for n 20 points.	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 Percentile 29	MPH 8			
3		ent data for the three most recen	ed respectively, to weight crash Collisions Fatal	le. The transc cairning score for speed shall be calculated as 3 point for every history for fatal and pedestrian/bicyclist collisions. A maximum possible score Each Sach Sach Sach Sach Sach Sach Sach S			
4	Land Use (20	Points)					
	Proximity to de	esignated schools and pedestria should add 10 points for every s		as, 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			
			· · ·	Each 10			
5	Geometrics a	and Engineering Consideration	s (20 Points)				
		ight distance issues, changes in sual conditions or characteristics		corner sight considerations, presence of sidewalks, uncontrolled crosswalks			
			Score (0			
				TOTAL SCORE 21			
I:\PWTra	Traffic Calming\01- Ap	proved Traffic Calming Prioritization\FY 19-20\[Praft_TC Prioritization.xlsx]Revised				

	STREET:			First Avenue
	FROM	E Market Street	то	Garner Avenue
	STAFF DATE	10/29/18 - 11/09/18		
	BAIL	10/20/10 - 11/00/10		
	CATEGORY			POINTS
1	Traffic Volum	es (20 Points)		
	considerations has a maximum every 50 vehic Collector (Res trips per day.	should be considered and volumes n capacity of 2,000 average daily trij les per day exceeding 1,500 with a r dential Type II) roadways are design	should be measured durin os. For typical residential naximum possible score o ned with a larger cross-sec	Counts should be collected over a 3-day duration and averaged. Seasonal ng the regular school calendars. A typical two-lane undivided residential street streets, the traffic calming score for volume shall be determined as 1 point for of 20 points. Special consideration is given to a local collector facility. A Local ction and may serve as a bus route, and typically has a capacity of 5,000 average me shall be determined as 1 point for every 100 vehicles per day exceeding 2,500
			Facility	Residential street
			AWDT 1,02	29 ADT 0
2	Speed (20 Poi	nts)		
	should omit da hour. The trai	ta observed from following vehicles	or interrupted flow. A typi determined as 2 point for pints.	. 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 3	30 MPH 10
3		nt data for the three most recent yea	espectively, to weight cras	ppe. I ne tranic caiming score for speed snall be calculated as 3 point for every sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score 7 Each 0 Each 20
			Pedestrian/Bike	1 Each
4	Land Use (20	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
		l	Designated School	1 Each 10
		Pe	destrian Generator	Each
5		nd Engineering Considerations (2		
		ght distance issues, changes in verti sual conditions or characteristics not		e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	3 /20
				TOTAL SCORE 43
\\vSalSvr	60\DeptPvt\PWTra\Traf	fic Calming\First Avenue\FY 19-20 Prioritization\[REV	Neighborhood Traffic Calming Scoring	Worksheet.xlsxj2017 Final Priority List

	STREET:			Geil Street			
	FROM	Iverson Street	то	Main Street			
	STAFF DATE	11/09/2018 - 12/14/2018					
	DATE	11/09/2018 - 12/14/2018					
	CATEGORY			POINTS			
1	Traffic Volum	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 1,168	ADT 0			
2	Speed (20 Po	ints)					
	should omit da hour. The tra	ta observed from following vehicles or ir	nterrupted flow. A typic ermined as 2 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)			
			85th Percentile 30) MPH 10			
3		nt data for the three most recent years i	ectively, to weight crash	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 2 Each 2 Each 9			
		F	Pedestrian/Bike 1	Each			
4	Land Use (20	Points)					
		should add 10 points for every school a		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			
		Des	ignated School 2	2 Each 20			
		Pedes	trian Generator 0	Each 20			
5	Geometrics a	nd Engineering Considerations (20 Pe	oints)				
		ght distance issues, changes in vertical sual conditions or characteristics not afo		corner sight considerations, presence of sidewalks, uncontrolled crosswalks			
			Score 2	2 /20			
				TOTAL SCORE 41			
\vSalSvi	60\DeptPvt\PWTra\Trat	fic Calming\Geil St\FY 19-20 Prioritization\[REV Geil Neight	oorhood Traffic Calming Scoring Wo	orksheet.xlsx]2017 Final Priority List			

	STREET: FROM STAFF	Tynan Way	Westminster Drive TO Hampton St	
	DATE	Sep. 20-26, 2017		
	CATEGORY			POINT
1	Traffic Volu	mes (20 Points)		
	Measure wee consideration has a maxim every 50 veh Collector (Re trips per day.	ekday average daily traffic volumes ns should be considered and volum um capacity of 2,000 average daily icles per day exceeding 1,500 with esidential Type II) roadways are de	on the residential roadway. Counts should be collected over a 3-day durat as should be measured during the regular school calendars. A typical two trips. For typical residential streets, the traffic calming score for volume sh a maximum possible score of 20 points. Special consideration is given to a gned with a larger cross-section and may serve as a bus route, and typica raffic calming score for volume shall be determined as 1 point for every 10	-lane undivided residential street nall be determined as 1 point for a local collector facility. A Local Ily has a capacity of 5,000 average
			Facility Residential street	t
			AWDT 1,080 ADT	0
2	Speed (20 P	oints)		
	should omit on hour. The tr	data observed from following vehic		posted speed limit of 25 miles per
			85th Percentile 32 MPH	14
3	Review accid		ears for which data is available. The traffic cairning score for speed shall the respectively, to weight crash history for fatal and pedestrian/bicyclist collis	
			Collisions 1 Each	
			Fatal 0 Each Pedestrian/Bike 0 Each	3
4	Land Llas /2	() Deinte)		
4	calming scor	designated schools and pedestrian	generators (e.g. parks, libraries, and other public facilities) within 500 feet o lool and 5 points for every additional pedestrian generator with in vicinity o	
			Designated School 1 Each	
			Pedestrian Generator 1 Each	15
5	Geometrics	and Engineering Considerations	(20 Points)	
		sight distance issues, changes in v usual conditions or characteristics	rtical or horizontal curvature, corner sight considerations, presence of side ot aforementioned.	walks, uncontrolled crosswalks
			Score 1 /20	1
				TOTAL SCORE 33
SalSvr	r60\DeptPvt\PWTra\T	raffic Calming\Mendocino, Westminster, Placer\FY	-20 Prioritization\[REV Westminster-Placer-Mendocino Neighborhood Traffic Calming Scoring Worksheet.xls]20)17 Final Priority List

	STREET:			Mendocino Dr				
	FROM	Placer Way	то	El Dorado Dr				
	STAFF							
	DATE	Sept. 20-26, 2017						
	CATEGORY			POINT	s			
1	Traffic Volun	nes (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 957	7 ADT 0				
2	Speed (20 Pc	pints)						
_	Measure the s should omit d hour. The tra	speed at which 85 percent of traffi ata observed from following vehic	les or interrupted flow. A typic be determined as 2 point for n	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)				
			85th Percentile 33	3 MPH 16	_			
3		ent data for the three most recent	ed respectively, to weight crash	he. 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				
) Each 0				
) Each				
4	Land Use (20) Points)			_			
	Proximity to d calming score	lesignated schools and pedestrian		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	2 Each				
			Pedestrian Generator	20				
5	Geometrics a	and Engineering Considerations	s (20 Points)					
		sight distance issues, changes in v usual conditions or characteristics		corner sight considerations, presence of sidewalks, uncontrolled crosswalks				
			Score	5 /20 5				
					_			
				TOTAL SCORE 41				

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	STREET:				Placer Way		
	FROM	Westminster Dr	٦	го			
	DATE	Sep. 20-26, 2017					
	CATEGORY				PC	DINTS	
1	Traffic Volun	nes (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 Typical) 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	87	870 ADT	0	
2	Speed (20 Pc	pints)	_				
_	Measure the s should omit da hour. The tra	speed at which 85 percent of trai ata observed from following vehi	cles or interrupted flow. A ll be determined as 2 point	A typi t for i	w. Collected speeds should only be measured under conditions of free flow and ypical 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) 30 MPH	10	
_	.	(00 B I /)	osti Percentile	3		10	
3		ent data for the three most recer			nable. The traffic calming score for speed shall be calculated as 3 point for every rash history for fatal and pedestrian/bicyclist collisions. A maximum possible score		
			Collisions		0 Each		
			Fatal		0 Each	0	
			Pedestrian/Bike		0 Each		
4	Land Use (20) Points)					
		should add 10 points for every	0 (0)		raries, 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		2 Each	20	
			Pedestrian Generator		1 Each	20	
5	Geometrics a	and Engineering Consideration	ns (20 Points)				
		ight distance issues, changes in sual conditions or characteristic		ature	are, corner sight considerations, presence of sidewalks, uncontrolled crosswalks		
			Score		1 /20	1	
					TOTAL SCORE	31	

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	STREET:				Kipling St		
	FROM	Los Olivos	тс)	S Riker St		
	STAFF DATE	5/09/2018 - 5/21/2018					
	DATE	3/03/2010 - 3/21/2010					
	CATEGORY					POINTS	
1	Traffic Volun	nes (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	202	02 ADT	0	
2	Speed (20 Pc	pints)					
	should omit dahour. The tra	ata observed from following vehi	cles or interrupted flow. A fill be determined as 2 point f	typic for n	c. Collected speeds should only be measured under conditions of free flow and bical 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) 32 MPH		
3	Crash Histor	v (20 Points)					
	Review accide accident. Adj	ent data for the three most recer			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 noints		Collisions	(0 Each		
			Fatal	0	0 Each	0	
			Pedestrian/Bike	0	0 Each		
4	Land Use (20) Points)					
	calming score				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	
			Pedestrian Generator	(0 Each	0	
5	Geometrics a	and Engineering Consideration	ns (20 Points)				
		sight distance issues, changes in usual conditions or characteristic		ure,	e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks		
			Score	1	1 /20	1	
					TOTAL SCORE	15	

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STREET: FROM	Kipling St	то	Riker St Blanco Rd	
STAFF	1 0	.0		
DATE	5/09/2018 - 5/21/2018			
OATEOODY				DOW
CATEGORY				POINT
	ies (20 Points)	racidantial readway	ounts should be collected over a 2 day duration and overaged. Second	
considerations has a maximu every 50 vehic Collector (Res trips per day.	s should be considered and volumes shou m capacity of 2,000 average daily trips. cles per day exceeding 1,500 with a maxir idential Type II) roadways are designed v	Id be measured during For typical residential s num possible score of <i>v</i> ith a larger cross-secti	ounts should be collected over a 3-day duration and averaged. Seasonal the regular school calendars. A typical two-lane undivided residential street treets, the traffic calming score for volume shall be determined as 1 point for 20 points. Special consideration is given to a local collector facility. A Local on and may serve as a bus route, and typically has a capacity of 5,000 average e shall be determined as 1 point for every 100 vehicles per day exceeding 2,500	
		Facility	Collector Facility	
		AWDT 1,407	ADT	0
Speed (20 Po	ints)			
should omit da hour. The tra	ta observed from following vehicles or int ffic calming score for speed shall be dete h a maximum possible score of 20 points	errupted flow. A typic rmined as 2 point for m	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)	
	8	5th Percentile 31	MPH	12
	ini data for the three most recent years to Istment factors of 3 and 2 are used respe	ctively, to weight crash Collisions 0 Fatal 0	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 Each Each	0
	Pe	edestrian/Bike 0	Each	
Land Use (20	,			
	should add 10 points for every school and		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	
	Desig	gnated School 0	Each	0
	Pedest	rian Generator 0	Each	0
Geometrics a	nd Engineering Considerations (20 Po	ints)		
	ight distance issues, changes in vertical o sual conditions or characteristics not afore		corner sight considerations, presence of sidewalks, uncontrolled crosswalks	
		Score 2	/20	2
				14
	ffic Calmina/Kinling, Riker Les Olives and Cochidae/EV 40.00		ITIAL SCORE	14

STREET:			Los Olivos Dr
FROM	Kipling St	то	Blanco Rd
STAFF DATE	5/09/2018 - 5/21/2018		
DATE	5/09/2018 - 5/21/2018		
CATEGORY			POINTS
	mes (20 Points)		
Measure wee consideratior has a maxim every 50 veh Collector (Re trips per day.	ekday average daily traffic volumes on ns should be considered and volumes um capacity of 2,000 average daily tr icles per day exceeding 1,500 with a isidential Type II) roadways are desig	s should be measured during t ips. For typical residential str maximum possible score of 2 ined with a larger cross-sectio affic calming score for volume	unts should be collected over a 3-day duration and averaged. Seasonal he regular school calendars. A typical two-lane undivided residential street reets, the traffic calming score for volume shall be determined as 1 point for 0 points. Special consideration is given to a local collector facility. A Local n and may serve as a bus route, and typically has a capacity of 5,000 average shall be determined as 1 point for every 100 vehicles per day exceeding 2,500
		Facility	Residential street
		AWDT 1,886	ADT 8
Speed (20 P	oints)		
should omit on hour. The tr	data observed from following vehicles	or interrupted flow. A typical determined as 2 point for millopints.	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 16
Crash Histo	ry (20 Points)		
Review accid	ient data for the three most recent ye		. The trainic caiming 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 4	Each
		Fatal 0	Each 12
		Pedestrian/Bike 0	Each
Land Use (2	0 Points)		
calming score			, 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
	Pe	edestrian Generator 0	Each
Geometrics	and Engineering Considerations (2	20 Points)	
	sight distance issues, changes in vert usual conditions or characteristics no	t aforementioned.	orner sight considerations, presence of sidewalks, uncontrolled crosswalks
		Score 4	/20 4
			TOTAL SCORE 40

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F	STREET:			Coleridge Dr			
	FROM	Los Olivos Dr	то	S Riker St			
	STAFF DATE	5/09/2018 - 5/21/2018					
Ľ		5/09/2018 - 5/21/2018					
	CATEGORY				POINTS		
1.	Traffic Volum	nes (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 5	580 ADT	0		
2	Speed (20 Po	vints)					
:	should omit da hour. The tra	ata observed from following vehicl	es or interrupted flow. A type determined as 2 point for	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 or mile per hour measured from the 85th percentile speed over the posted (25m)	per		
			85th Percentile	31 MPH	12		
1		ent data for the three most recent	d respectively, to weight cra	nable. In entrantic caiming score for speed shall be calculated as 3 point for even ash history for fatal and pedestrian/bicyclist collisions. A maximum possible sco			
			Collisions	1 Each			
			Fatal Pedestrian/Bike	0 Each 0 Each	3		
4	Land Use (20	Pointe)	Fedestilali/bike				
	Proximity to d calming score	esignated schools and pedestrian		aries, and other public facilities) within 500 feet of the roadway section. The tra additional pedestrian generator with in vicinity of the study area with a maximum			
			Designated School	0 Each	0		
			Pedestrian Generator	0 Each	0		
5	Geometrics a	and Engineering Considerations	(20 Points)				
		ight distance issues, changes in v sual conditions or characteristics		re, corner sight considerations, presence of sidewalks, uncontrolled crosswalks			
			Score	5 /20	5		
				TOTAL SCO	RE 20		

NvSalSvr60/DeptPvt/PWTralTraffic Calming/Kipling, Riker, Los Olivos and Coolridge/FY 19-20 Prioritization/[Coleridge Neighborhood Traffic Calming Scoring Worksheet.xls]2017 Final Priority List

	STREET:			Northridge Drive	
	FROM	Swaner Ave	то	Van Buren Ave	
	STAFF				
	DATE	11/05/18 to 11/16/18			
	CATEGORY			POINT	гs
1	Traffic Volun	nes (20 Points)			
	consideration has a maximu every 50 vehi Collector (Res trips per day.	s should be considered and volu im capacity of 2,000 average da cles per day exceeding 1,500 w sidential Type II) roadways are	umes should be measured durin aily trips. For typical residential ith a maximum possible score of designed with a larger cross-sec	Counts should be collected over a 3-day duration and averaged. Seasonal ng the regular school calendars. A typical two-lane undivided residential street I streets, the traffic calming score for volume shall be determined as 1 point for of 20 points. Special consideration is given to a local collector facility. A Local ction and may serve as a bus route, and typically has a capacity of 5,000 average ime shall be determined as 1 point for every 100 vehicles per day exceeding 2,500	
			Facility	Residential street	
			AWDT 1,22	24 ADT 0	
2	Speed (20 Pc	nints)			
2	Measure the s should omit d hour. The tra	speed at which 85 percent of tra ata observed from following veh	icles or interrupted flow. A typ all be determined as 2 point for	. 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 3	31 MPH 12	
3		ent data for the three most rece	•	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 3 Each	
			Fatal	Each 9	
			Pedestrian/Bike	0 Each	
4	Land Use (20) Points)			
	calming score			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	1 Each	
			Pedestrian Generator	1 Each 15	
5	Geometrics a	and Engineering Consideratio	ns (20 Points)		
	Presence of s		vertical or horizontal curvature	e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks	
			Score	4 /20 4	
				TOTAL SCORE 40	

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	STREET:			Osage Drive
	FROM	N First Street	то	Adams Street
	STAFF			
	DATE	11/09/2018 - 12/14/2018		
	CATEGORY			POINTS
1		nes (20 Points)		
·	Measure wee consideration has a maximu every 50 vehi Collector (Res trips per day.	kday average daily traffic volumes on the s should be considered and volumes sho im capacity of 2,000 average daily trips. cles per day exceeding 1,500 with a max sidential Type II) roadways are designed	build be measured during For typical residential kimum possible score of with a larger cross-sect	Counts should be collected over a 3-day duration and averaged. Seasonal g the regular school calendars. A typical two-lane undivided residential street streets, the traffic calming score for volume shall be determined as 1 point for 20 points. Special consideration is given to a local collector facility. A Local ion and may serve as a bus route, and typically has a capacity of 5,000 average he shall be determined as 1 point for every 100 vehicles per day exceeding 2,500
			Facility	Residential street
			AWDT 1,614	ADT 2
2	Speed (20 Po	bints)		
	should omit d hour. The tra	ata observed from following vehicles or in	nterrupted flow. A typic ermined as 2 point for n s.	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)
			85th Percentile 35	5 MPH 20
3		énὶ œয়a tor the three most recent years t ustment factors of 3 and 2 are used resp	ectively, to weight crash	Each Each Each
4	Land Use (20		edesti lali/bike	
4	Proximity to d calming score	esignated schools and pedestrian generation		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
			•	0 Each 0
5	Geometrics a	and Engineering Considerations (20 P	oints)	
		ight distance issues, changes in vertical sual conditions or characteristics not afo		corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score 2	2 /20
				TOTAL SCORE 36
\\vSalSv	60\DeptPvt\PWTra\Tra	affic Calming\Osage Drive\FY 19-20 Prioritization\[REV Osag	e Neighborhood Traffic Calming Sc	oring Worksheet.xlsxj2017 Final Priority List

	STREET:			Del Monte Ave
	FROM STAFF	Williams Road	то	Del Monte Ave
	DATE	05/31/2017- 06/01/2017		
	CATEGORY			POINTS
1	Traffic Volum	nes (20 Points)		
	considerations has a maximu every 50 vehic Collector (Res trips per day.	s should be considered and volume im capacity of 2,000 average daily t cles per day exceeding 1,500 with a sidential Type II) roadways are desi	s should be measured durin rips. For typical residential maximum possible score of gned with a larger cross-sec	Counts should be collected over a 3-day duration and averaged. Seasonal g the regular school calendars. A typical two-lane undivided residential street streets, the traffic calming score for volume shall be determined as 1 point for f 20 points. Special consideration is given to a local collector facility. A Local tion and may serve as a bus route, and typically has a capacity of 5,000 average ne shall be determined as 1 point for every 100 vehicles per day exceeding 2,500
			Facility	Residential street
			AWDT 1,50	8 ADT 0
2	Speed (20 Po	vints)		
	should omit da hour. The tra	ata observed from following vehicles	s or interrupted flow. A typi e determined as 2 point for r	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)
			85th Percentile 2	8 MPH 6
3		ent data for the three most recent ye		bie. 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
			Collisions	3 Each
				0 Each 9
			Pedestrian/Bike	Each
4	Land Use (20	•		
		should add 10 points for every sch		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
			Designated School	2 Each 20
		Р	edestrian Generator	0 Each
5	Geometrics a	and Engineering Considerations (20 Points)	
		ight distance issues, changes in ver sual conditions or characteristics no		corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	1/20
				TOTAL SCORE 36

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	STREET:			Lexington Drive
	FROM	Independence Blvd	то	Provincetown Drive
	STAFF			
	DATE	09/11/2018 - 09/14/2018		
	CATEGORY			POINTS
1	Traffic Volume	es (20 Points)		
	considerations has a maximum every 50 vehicle Collector (Resid trips per day.	should be considered and volumes should be in a capacity of 2,000 average daily trips. For types per day exceeding 1,500 with a maximum p dential Type II) roadways are designed with a l	measured durir bical residential ossible score c arger cross-see	Counts should be collected over a 3-day duration and averaged. Seasonal ng the regular school calendars. A typical two-lane undivided residential street I streets, the traffic calming score for volume shall be determined as 1 point for of 20 points. Special consideration is given to a local collector facility. A Local ction and may serve as a bus route, and typically has a capacity of 5,000 average ime shall be determined as 1 point for every 100 vehicles per day exceeding 2,500
			Facility	Residential street
			AWDT 1,62	22 ADT 2
2	Speed (20 Poir	nts)		
	Measure the sp should omit dat hour. The traff	eed at which 85 percent of traffic travels that s a observed from following vehicles or interrupt fic calming score for speed shall be determined a maximum possible score of 20 points.	ed flow. A typ I as 2 point for	. 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)
3		t data for the three most recent years for which		able. The traffic carning score for speed shall be carculated as 3 point for every sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score
			ollisions Fatal ian/Bike	0 Each 0 Each 0 0 Each
4	Land Use (20 F	Points)		
	Proximity to des	signated schools and pedestrian generators (e should add 10 points for every school and 5 po	01	ries, and other public facilities) within 500 feet of the roadway section. The traffic idditional pedestrian generator with in vicinity of the study area with a maximum
		Designated	d School	1 Each 15
		Pedestrian G	enerator	1 Each
5	Geometrics an	d Engineering Considerations (20 Points)		
	0	ht distance issues, changes in vertical or horiz ual conditions or characteristics not aforementi		e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	4 /20 4
				TOTAL SCORE 35

\\vSalSvr60\DeptPvt\PWTra\Traffic Calming\Lexington\FY 19-20 Prioritization\{REV Lexington Neighborhood Traffic Calming Scoring Worksheet.xlsx}2017 Final Priority List

	STREET:			MARIN AVENUE
	FROM	RANIER DR	то	GLACIER DR
	STAFF			
	DATE	8/20/2018 - 8/24/2018		
	CATEGORY			POINTS
1		nes (20 Points)		
	consideration has a maximu every 50 vehic Collector (Res trips per day.	s should be considered and volumes sh im capacity of 2,000 average daily trips. cles per day exceeding 1,500 with a ma sidential Type II) roadways are designed	ould be measured durin For typical residential ximum possible score o I with a larger cross-sec	Counts should be collected over a 3-day duration and averaged. Seasonal g the regular school calendars. A typical two-lane undivided residential street streets, the traffic calming score for volume shall be determined as 1 point for f 20 points. Special consideration is given to a local collector facility. A Local tion and may serve as a bus route, and typically has a capacity of 5,000 average ne shall be determined as 1 point for every 100 vehicles per day exceeding 2,500
			Facility	Residential street
			AWDT 74	8 ADT 0
2	Speed (20 Pc	bints)		
	should omit da hour. The tra	ata observed from following vehicles or	interrupted flow. A typi termined as 2 point for r ts.	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)
			85th Percentile 3	1 MPH 12
3		ent data for the three most recent years	bectively, to weight cras	ble. The traffic calming score for speed shall be calculated as 3 point for every h history for fatal and pedestrian/bicyclist collisions. A maximum possible score
			Pedestrian/Bike	1 Each
4	Land Use (20) Points)	<u></u>	
		should add 10 points for every school a		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
		De	signated School	0 Each 0
		Pede	strian Generator	0 Each
5	Geometrics a	and Engineering Considerations (20 F	oints)	
		ight distance issues, changes in vertical sual conditions or characteristics not af		, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	1 /20 1
				TOTAL SCORE 19
\\vSalSvr	60\DeptPvt\PWTra\Tra	affic Calming\Marin, Glacier, Plumas\FY 19-20 Priortization\	Plumas Way Traffic Calming Scorir	ng Worksheet.xlsx]2017 Final Priority List

	STREET:			Ramona Avenue
	FROM	E Laurel Drive	то	Glacier Drive
	STAFF			
	DATE	10/26/2017- 10/30/2017		
	CATEGORY			POINTS
1	Traffic Volum	es (20 Points)		
	considerations has a maximu every 50 vehic Collector (Res trips per day.	s should be considered and volumes sho m capacity of 2,000 average daily trips. cles per day exceeding 1,500 with a may idential Type II) roadways are designed	build be measured durin For typical residential kimum possible score o with a larger cross-sec	Counts should be collected over a 3-day duration and averaged. Seasonal g the regular school calendars. A typical two-lane undivided residential street streets, the traffic calming score for volume shall be determined as 1 point for f 20 points. Special consideration is given to a local collector facility. A Local tion and may serve as a bus route, and typically has a capacity of 5,000 average me shall be determined as 1 point for every 100 vehicles per day exceeding 2,500
			Facility	Residential street
			AWDT 75	6 ADT 0
2	Speed (20 Po	ints)		
_	Measure the s should omit da hour. The tra	peed at which 85 percent of traffic trave ata observed from following vehicles or i	nterrupted flow. A typi ermined as 2 point for its.	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 mile per hour measured from the 85th percentile speed over the posted (25mph)
			85th Percentile 3	0 MPH 10
3		ini data for the three most recent years a ustment factors of 3 and 2 are used resp	ectively, to weight cras Collisions Fatal	 and the transition of transition of the transition of transition of
4	Land Use (20	Points)		
·	Proximity to de	esignated schools and pedestrian gener should add 10 points for every school a		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
		Des	signated School	0 Each 0
		Pedes	strian Generator	0 Each
5	Geometrics a	nd Engineering Considerations (20 P	oints)	
		ght distance issues, changes in vertical sual conditions or characteristics not afo		, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	3 /20
				TOTAL SCORE 33
\\vSalSvi	60\DeptPvt\PWTra\Tra	ffic Calming\Ramona Ave\FY 19-20 Prioritization\[Rev Neig]	hborhood Traffic Calming Scoring	Worksheet.xlsx]2017 Final Priority List

	STREET:			Cambrian Drive
	FROM	Sausal Drive	то	Atherton Way
	STAFF			
	DATE	09/6/17 - 09/13/17		
	CATEGORY			POINTS
1	Traffic Volum	nes (20 Points)		
	consideration has a maximu every 50 vehi Collector (Re- trips per day.	s should be considered and voluu um capacity of 2,000 average dai cles per day exceeding 1,500 wit sidential Type II) roadways are do	mes should be measured durin ly trips. For typical residential h a maximum possible score o esigned with a larger cross-sec	Counts should be collected over a 3-day duration and averaged. Seasonal ig the regular school calendars. A typical two-lane undivided residential street streets, the traffic calming score for volume shall be determined as 1 point for f 20 points. Special consideration is given to a local collector facility. A Local stion and may serve as a bus route, and typically has a capacity of 5,000 average me shall be determined as 1 point for every 100 vehicles per day exceeding 2,500
			Facility	Residential street
			AWDT 53	3 ADT 0
2	Speed (20 Po	pints)		_
	Measure the should omit d hour. The tra	speed at which 85 percent of traff ata observed from following vehic	cles or interrupted flow. A typi Il be determined as 2 point for r 20 points.	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 mile per hour measured from the 85th percentile speed over the posted (25mph)
			85th Percentile 3	0 MPH 10
3		ent data for the three most recent	ed respectively, to weight cras	bie. The traffic carming score for speed shall be calculated as 3 point for every the history for fatal and pedestrian/bicyclist collisions. A maximum possible score
				1 Each
				0 Each 3 0 Each
			Pedestrian/Bike	0 Each
4	Land Use (20	,		
	calming score	÷ .		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
			Designated School	1 Each 10
			Pedestrian Generator	0 Each
5	Geometrics a	and Engineering Consideration	s (20 Points)	
		sight distance issues, changes in usual conditions or characteristics		, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	2 /20 2
				TOTAL SCORE 25

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	STREET:			MARIN AVENUE
	FROM	RANIER DR	то	GLACIER DR
	STAFF			
	DATE	8/20/2018 - 8/24/2018		
	CATEGORY			POINTS
1		nes (20 Points)		
	consideration has a maximu every 50 vehic Collector (Res trips per day.	s should be considered and volumes sh im capacity of 2,000 average daily trips. cles per day exceeding 1,500 with a ma sidential Type II) roadways are designed	ould be measured durin For typical residential ximum possible score o I with a larger cross-sec	Counts should be collected over a 3-day duration and averaged. Seasonal g the regular school calendars. A typical two-lane undivided residential street streets, the traffic calming score for volume shall be determined as 1 point for f 20 points. Special consideration is given to a local collector facility. A Local tion and may serve as a bus route, and typically has a capacity of 5,000 average ne shall be determined as 1 point for every 100 vehicles per day exceeding 2,500
			Facility	Residential street
			AWDT 74	8 ADT 0
2	Speed (20 Pc	bints)		
	should omit da hour. The tra	ata observed from following vehicles or	interrupted flow. A typi termined as 2 point for r ts.	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)
			85th Percentile 3	1 MPH 12
3		ent data for the three most recent years	bectively, to weight cras	ble. The traffic calming score for speed shall be calculated as 3 point for every h history for fatal and pedestrian/bicyclist collisions. A maximum possible score
			Pedestrian/Bike	1 Each
4	Land Use (20) Points)	<u></u>	
		should add 10 points for every school a		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
		De	signated School	0 Each 0
		Pede	strian Generator	0 Each
5	Geometrics a	and Engineering Considerations (20 F	oints)	
		ight distance issues, changes in vertical sual conditions or characteristics not af		, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	1 /20 1
				TOTAL SCORE 19
\\vSalSvr	60\DeptPvt\PWTra\Tra	affic Calming\Marin, Glacier, Plumas\FY 19-20 Priortization\	Plumas Way Traffic Calming Scorir	ng Worksheet.xlsx]2017 Final Priority List

	STREET:			GLACIER DRIVE
	FROM	MODOC AVE	то	MARIN AVE
	STAFF			
	DATE	8/20/2018 - 8/24/2018		
	CATEGORY			POINTS
1	Traffic Volum	nes (20 Points)		
	considerations has a maximu every 50 vehic Collector (Res trips per day.	s should be considered and volun im capacity of 2,000 average daily cles per day exceeding 1,500 with sidential Type II) roadways are de	nes should be measured durin y trips. For typical residential a maximum possible score o signed with a larger cross-sec	Counts should be collected over a 3-day duration and averaged. Seasonal ig the regular school calendars. A typical two-lane undivided residential street streets, the traffic calming score for volume shall be determined as 1 point for f 20 points. Special consideration is given to a local collector facility. A Local tion and may serve as a bus route, and typically has a capacity of 5,000 average me shall be determined as 1 point for every 100 vehicles per day exceeding 2,500
			Facility	Collector Facility
			AWDT 51	7 ADT 0
2	Speed (20 Po	into)		
2	Measure the s should omit da hour. The tra	speed at which 85 percent of traffi ata observed from following vehic iffic calming score for speed shall	les or interrupted flow. A typi be determined as 2 point for	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 mile per hour measured from the 85th percentile speed over the posted (25mph)
	speed limit wit	th a maximum possible score of 2		
			85th Percentile 2	7 MPH 4
3		ent data for the three most recent		ore. The transc carming score for speed shall be carculated as 3 point for every sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score
			Collisions	2 Each
			Fatal	0 Each 6
			Pedestrian/Bike	0 Each
4	Land Use (20	Points)		
		should add 10 points for every se		ies, 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	1 Each
			Pedestrian Generator	Each 10
5	Geometrics a	and Engineering Consideration	s (20 Points)	
	Presence of si		vertical or horizontal curvature	, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
				1/20
				TOTAL SCORE 21

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	STREET:			PLUMAS WAY
	FROM	GLACIER DR	то	MARIN AVE
	STAFF DATE	8/20/2018 - 8/24/2018		
		0.20,2010 0.24,2010		
	CATEGORY			POINTS
1	Traffic Volum	nes (20 Points)		
	considerations has a maximu every 50 vehic Collector (Res trips per day.	s should be considered and volumes im capacity of 2,000 average daily tri cles per day exceeding 1,500 with a sidential Type II) roadways are desig	should be measured during ps. For typical residential s maximum possible score of ned with a larger cross-sect	counts should be collected over a 3-day duration and averaged. Seasonal the regular school calendars. A typical two-lane undivided residential street streets, the traffic calming score for volume shall be determined as 1 point for 20 points. Special consideration is given to a local collector facility. A Local ion and may serve as a bus route, and typically has a capacity of 5,000 average le shall be determined as 1 point for every 100 vehicles per day exceeding 2,500
			Facility	Residential street
			AWDT 110	ADT 0
2	Speed (20 Po	bints)		
	should omit da hour. The tra	ata observed from following vehicles	or interrupted flow. A typic determined as 2 point for moints.	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)
3	Crash Histor	v (20 Points)	24	
0	Review accide	ent data for the three most recent yea	respectively, to weight crash	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
				Each 0
			Pedestrian/Bike 0	Each
4	Land Use (20	Points)		
		should add 10 points for every scho		is, 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 0	Each
		Pe	destrian Generator 0	Each
5		and Engineering Considerations (2	•	
		ight distance issues, changes in vert sual conditions or characteristics not		corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score 2	/20 2
				TOTAL SCORE 2
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	STREET:			Buckhorn Drive
	FROM	Tamarak Way	то	North Sanborn Road
	STAFF			
	DATE	September 14 - 19, 2017		
	CATEGORY			POINTS
1	Traffic Volum	es (20 Points)		
	considerations has a maximum every 50 vehic Collector (Res trips per day.	e should be considered and volu m capacity of 2,000 average da cles per day exceeding 1,500 wi idential Type II) roadways are d	mes should be measured durir ily trips. For typical residential th a maximum possible score c lesigned with a larger cross-sec	Counts should be collected over a 3-day duration and averaged. Seasonal ing the regular school calendars. A typical two-lane undivided residential street streets, the traffic calming score for volume shall be determined as 1 point for of 20 points. Special consideration is given to a local collector facility. A Local ction and may serve as a bus route, and typically has a capacity of 5,000 average me shall be determined as 1 point for every 100 vehicles per day exceeding 2,500
			Facility	Collector Facility
			AWDT 1,06	35 ADT 0
2	Speed (20 Po	,	fie travels that apond or below	Collected speeds should only be measured under conditions of free flow and
	should omit da hour. The tra	ata observed from following veh	cles or interrupted flow. A typ III be determined as 2 point for	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 3	33 MPH 16
3		ent data for the three most recer		DIE. I ne tranic caiming score for speed snail be calculated as 3 point for every sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score
			Collisions	1 Each
				0 Each 3
			Pedestrian/Bike	0 Each
4	Land Use (20	Points)		
		should add 10 points for every		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
			Designated School	0 Each 0
			Pedestrian Generator	0 Each
5	Geometrics a	nd Engineering Consideratio	ns (20 Points)	
		ght distance issues, changes in sual conditions or characteristic		e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	0 /20
				TOTAL SCORE 19

\\vSalSvr60\DeptPvtPWTra\Traffic Calming\Buckhorn Dr\FY19-20 Prioritization\[REV Buckhorn Neighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List

	STREET:			Tapadero Street
	FROM	Chaparral Street	то	E Laurel Drive
	STAFF	00/00/0040 04/04/0040		
	DATE	03/09/2018 - 04/01/2018		
	CATEGORY			POINTS
1	Traffic Volum	nes (20 Points)		
	Measure weel considerations has a maximu every 50 vehic Collector (Res trips per day.	xday average daily traffic volumes on the s should be considered and volumes shou m capacity of 2,000 average daily trips. cles per day exceeding 1,500 with a maxi idential Type II) roadways are designed v	uld be measured durin For typical residential mum possible score of with a larger cross-sec	Counts should be collected over a 3-day duration and averaged. Seasonal g the regular school calendars. A typical two-lane undivided residential street streets, the traffic calming score for volume shall be determined as 1 point for f 20 points. Special consideration is given to a local collector facility. A Local tion and may serve as a bus route, and typically has a capacity of 5,000 average ne shall be determined as 1 point for every 100 vehicles per day exceeding 2,500
			Facility	Residential street
			AWDT 65	5 ADT 0
2	Speed (20 Po	ints)		
	should omit da hour. The tra	ata observed from following vehicles or in ffic calming score for speed shall be dete th a maximum possible score of 20 points	terrupted flow. A typi rmined as 2 point for r	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)
		8	85th Percentile 3	0 MPH 10
3		ini data for the three most recent years to ustment factors of 3 and 2 are used respe	ectively, to weight cras Collisions Fatal	bie. The traffic cairming score for speed shall be calculated as 3 point for every h history for fatal and pedestrian/bicyclist collisions. A maximum possible score
	1		edestrian/bike	
4		esignated schools and pedestrian genera should add 10 points for every school an		es, and other public facilities) within 500 feet of the roadway section. The traffic diditional pedestrian generator with in vicinity of the study area with a maximum
		Desi	gnated School	0 Each 5
		Pedest	rian Generator	1 Each
5	Geometrics a	nd Engineering Considerations (20 Po	oints)	
		ight distance issues, changes in vertical of sual conditions or characteristics not afor		, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	1 /20 1
				TOTAL SCORE 19
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	STREET:			Kilbreth Ave
	FROM	Del Monte Ave	то	Sanborn Rd
	STAFF DATE	Sont 14-19 2017		
	DATE	Sept. 14-19, 2017		
	CATEGORY			POINTS
1		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 759	ADT
2	Speed (20 Po	ints)		
	Measure the s should omit da hour. The tra	peed at which 85 percent of traffic travels ata observed from following vehicles or in ffic calming score for speed shall be dete h a maximum possible score of 20 points	terrupted flow. A typic ermined as 2 point for m s.	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)
		٤	85th Percentile 26	3 MPH 2
3		ini data for the three most recent years to istment factors of 3 and 2 are used respe	ectively, to weight crash	- · · ·
4	Land Use (20	Points)	L	
	Proximity to de	esignated schools and pedestrian genera should add 10 points for every school an		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
			-	Each 10
) Each
5		nd Engineering Considerations (20 Po	•	
		ight distance issues, changes in vertical c sual conditions or characteristics not afor		corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score 0	0
				TOTAL SCORE 18
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	STREET: Pennsylvania Dr		Pennsylvania Dr	
	FROM	McKinnon St	то	Boronda Rd
	STAFF			
	DATE	3/12/2018 - 3/16/2018		
	CATEGORY			POINTS
1	Traffic Volur	nes (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 81	14 ADT 0
2	Speed (20 P	oints)		
	should omit d hour. The tr	lata observed from following vehic	cles or interrupted flow. A typ I be determined as 2 point for 20 points.	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)
			osti i ercentile	
3	Review accid			Die. I ne tramic caming score for speed snall be calculated as 3 point for every sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score 0 Each 0 0 Each 0
			Pedestrian/Bike	0 Each
4	Land Use (2	0 Points)		
	calming score			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
			Designated School	0 Each 0
			Pedestrian Generator	0 Each
5	Geometrics	and Engineering Consideration	s (20 Points)	
		sight distance issues, changes in usual conditions or characteristics		e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	1 /20
				TOTAL SCORE 11

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	STREET:			SUMMIT DRIVE
	FROM	HILLTOP DRIVE	то	HILLTOP DRIVE
	STAFF	44/00/40 40/40/40		
	DATE	11/22/18 - 12/12/18		
	0475005			Bellita
	CATEGORY			POINTS
1	Traffic Volum	· · ·		
	considerations has a maximum every 50 vehic Collector (Res trips per day.	should be considered and volumes s m capacity of 2,000 average daily trip les per day exceeding 1,500 with a m idential Type II) roadways are design	should be measured durir s. For typical residential naximum possible score of ed with a larger cross-sed	Counts should be collected over a 3-day duration and averaged. Seasonal ng the regular school calendars. A typical two-lane undivided residential street I streets, the traffic calming score for volume shall be determined as 1 point for of 20 points. Special consideration is given to a local collector facility. A Local ction and may serve as a bus route, and typically has a capacity of 5,000 average ime shall be determined as 1 point for every 100 vehicles per day exceeding 2,500
			Facility	Residential street
			AWDT 29	93 ADT 0
2	Speed (20 Poi	ints)		
	should omit da hour. The trai	ita observed from following vehicles o	or interrupted flow. A typ determined as 2 point for	. 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 2	26 MPH 2
3		nt data for the three most recent year	espectively, to weight cras	able. I ne tranic caiming score for speed shall be calculated as 3 point for every sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score 0 Each 0 Each
			Pedestrian/Bike	0 Each
4	Land Use (20	Points)		
		should add 10 points for every schoo		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
		C	-	0 Each
		Ped	lestrian Generator	0 Each
5	Geometrics a	nd Engineering Considerations (20) Points)	
		ght distance issues, changes in vertic sual conditions or characteristics not a		e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	<u>4</u> /20
				TOTAL SCORE 6
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	STREET:			HILLTOP DRIVE
	FROM	N. MADEIRA AVENUE	то	SUMMIT DRIVE
	STAFF DATE	11/22/18 - 12/12/18		
	DATE	11/22/10 - 12/12/10		
	CATEGORY			POINTS
1	Traffic Volum	nes (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 30	00 ADT 0
2	Speed (20 Po			
	should omit da hour. The tra	ata observed from following vehicles or inte	rrupted flow. A typ	. Collected speeds should only be measured under conditions of free flow and iical 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)
		85	oth Percentile 2	25 MPH 0
3		ent data for the three most recent years for	tively, to weight cras	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 0 Each
				0 Each 0
		Pe	destrian/Bike	0 Each
4	Land Use (20	Points)	<u></u>	
		should 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
		Desig	nated School	0 Each
		Pedestri	an Generator	0 Each
5	Geometrics a	and Engineering Considerations (20 Poin	nts)	
		ight distance issues, changes in vertical or sual conditions or characteristics not afore		e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	4 /20 4
				TOTAL SCORE 4
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