	STREET:			E BOLIVAR STREET	\neg
	FROM	SANTA RITA STREET	то	VAN BUREN AVENUE	
	STAFF DATE	MAY 18-24, 2021			
	DATE	WIAT 10-24, 2021			_
	CATEGORY			POINT	s
1	Traffic Volum	es (20 Points)			
	considerations has a maximum every 50 vehicl Collector (Res trips per day.	should be considered and volumes should be considered and volumes should be capacity of 2,000 average daily trips. les per day exceeding 1,500 with a maxidential Type II) roadways are designed	ould be measured dur For typical residentia kimum possible score with a larger cross-se	7. Counts should be collected over a 3-day duration and averaged. Seasonal tring the regular school calendars. A typical two-lane undivided residential street ial streets, the traffic calming score for volume shall be determined as 1 point for e of 20 points. Special consideration is given to a local collector facility. A Local section and may serve as a bus route, and typically has a capacity of 5,000 average plume shall be determined as 1 point for every 100 vehicles per day exceeding	
			Facility	Collector Facility	
			AWDT 4,5	546 ADT 20	
2	Speed (20 Po	ints)			
	should omit da hour. The tra	ta observed from following vehicles or i	nterrupted flow. A ty termined as 2 point fo	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) 32 MPH	
3	Crash History	(20 Points)			_
J	Review accide	ni data for the three most recent years		IIIable. 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	
	of 20 points	istinoni lactore of a una 2 are assa resp			_
			Collisions Fatal	9 Each 0 Each 20	
			Pedestrian/Bike	0 Each 20 1 Each	
4	Land Use (20				_
•	Proximity to de	esignated schools and pedestrian gener should add 10 points for every school a		raries, and other public facilities) within 500 feet of the roadway section. The traffic radditional pedestrian generator with in vicinity of the study area with a maximum	
			signated School strian Generator	1 Each 15 Each	
5	Geometrics a	nd Engineering Considerations (20 P	oints)	-	
		ght distance issues, changes in vertical sual conditions or characteristics not afo		ure, corner sight considerations, presence of sidewalks, uncontrolled crosswalks	
			Score	4 /20	
				TOTAL 2000F	
DM/Tra	\Traffic Calmina\= Potitic	one\0. EV 21-22 Datitione\E Rollivar St\05. EV 21-22 Detection	zation Draffl(EV 21-22 Neighborh	TOTAL SCORE 73_ rhood Traffic Calming Scoring Worksheet.xisx)2017 Final Priority List	
** 112	manic Callings-Pellic	MISIO- I I Z I-ZZ FEIIIUNSIC DUNVAI SIIUS- F f Z I-ZZ PNONIL	Lauon Dianifr i z 1-22 ivelgribori	THOSE THAIR COMMING STORESHOELASA/2017 FINAL FRUITS LIST	

	STREET:	MADRID STREET	
	FROM STAFF	N MAIN STREET TO CHEROKEE DRIVE	
	DATE	JUNE 30-JULY 1, 2021 & AUGUST 10-12, 2021 (2 DAY DURATION)	
	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 Collector Facility	
		AWDT 5,290 ADT	20
2	Speed (20 Poir	nts)	
	should omit dat hour. The traff	eed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and a observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per ic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) a maximum possible score of 20 points.	
	•	85th Percentile 36 MPH	20
3		(20 Points) at 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 strengt factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score	
		Collisions 5 Each	
		Fatal 0 Each	15
		Pedestrian/Bike 0 Each	
4	Land Use (20 F	,	
	,	signated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic hould add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum of 20 points.	
		Designated School 0 Each Pedestrian Generator 1 Each	5
5	Geometrics an	d Engineering Considerations (20 Points)	
		ht distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks ual conditions or characteristics not aforementioned.	
		Score 3 /20	3
		TOTAL COORE	62
PWTra\	Traffic Calming\01- Appr	TOTAL SCORE oved Traffic Calming Prioritization/Draft FY 20-21\[FY 21-22 Prioritization Scores Master List.xlsx]Sheet1	63

STREET:		CASENTINI STREET	
FROM	RICO STREET	TO N. MAIN STREET	
STAFF DATE	APRIL 16-18, 2019		
DATE	AFRIL 10-10, 2019		
CATEGORY			POINTS
Traffic Volu	mes (20 Points)		
consideration has a maxim every 50 veh Collector (Re trips per day.	ns should be considered and volumes should um capacity of 2,000 average daily trips. Fricles per day exceeding 1,500 with a maxim sidential Type II) roadways are designed wi	sidential roadway. Counts should be collected over a 3-day duration and aver be measured during the regular school calendars. A typical two-lane undivid r typical residential streets, the traffic calming score for volume shall be deterr m possible score of 20 points. Special consideration is given to a local collect a larger cross-section and may serve as a bus route, and typically has a cap ning score for volume shall be determined as 1 point for every 100 vehicles pe	ed residential street nined as 1 point for tor facility. A Local acity of 5,000 average
		Facility Collector Facility	
		AWDT 5,244 ADT	20
Speed (20 P	oints)		
should omit on the transfer of the shour.	data observed from following vehicles or inte	at speed or below. Collected speeds should only be measured under condition upted flow. A typical two-lane undivided residential street has a posted speed ined as 2 point for mile per hour measured from the 85th percentile speed over the speed over the speed over the street of the speed over the speed	ed limit of 25 miles per
	85	h Percentile 41 MPH	20
Review accid		rnicn data is available. The tranic calming score for speed snall be calculated vely, to weight crash history for fatal and pedestrian/bicyclist collisions. A max	
		Collisions 11 Each	
	D-	Fatal 0 Each	20
		estrian/Bike 1 Each	
calming scor	designated schools and pedestrian generato	s (e.g. parks, libraries, and other public facilities) within 500 feet of the roadwa s points for every additional pedestrian generator with in vicinity of the study at	
'	·	ated School 0 Each	
	Pedestri	n Generator 0 Each	0
Geometrics	and Engineering Considerations (20 Poir	s)	
	sight distance issues, changes in vertical or usual conditions or characteristics not aforer	orizontal curvature, corner sight considerations, presence of sidewalks, uncor entioned.	itrolled crosswalks
		Score 1 /20	1
			TOTAL SCORE 61
ra\Traffic Calming\~Pet	titions\Casentini\07-FY 21-22 Prioritization Draft\FY 21-22 Neighb	hood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	I STAL GOOKL 01
amo Gammig(1 61			

	STREET:			IVERSON STREET	
	FROM STAFF	BLANCO ROAD	то	HOMESTEAD AVENUE/CLAY STREET	
	DATE	FEBRUARY 3-6, 2020			
					_
	CATEGORY			POINT	ſS
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	Collector Facility	
			AWDT 3,8	23 ADT 13	
2	Speed (20 Po	•			
	should omit da hour. The tra	ata observed from following vehicles	or interrupted flow. A typ determined as 2 point for	 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 r mile per hour measured from the 85th percentile speed over the posted (25mph) 	
			85th Percentile	33 MPH 16	
3		ent data for the three most recent yea		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	
	CH ZO OKIMIS		Collisions	2 Each	
			Fatal	0 Each 6	
			Pedestrian/Bike	0 Each	
4	Land Use (20	•		The A-15-	
		should add 10 points for every school		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	
		I	Designated School	2 Each 20	
		Ped	destrian Generator	1 Each	
5	Geometrics a	nd Engineering Considerations (2	0 Points)		
		ght distance issues, changes in verti sual conditions or characteristics not		re, corner sight considerations, presence of sidewalks, uncontrolled crosswalks	
			Score	6 /20	
				TOTAL SCORE 61	
PWTra	Traffic Calming\~Petiti	ons\lverson Street\06-FY 21-22 Prioritization Draft\[FY	21-22 Neighborhood Traffic Calming 9		
	Comming (1 cmm		g.,	g	

	STREET:		W	VEST ACACIA STREET	
	FROM	COLUMBIA AVENUE	то	W ALISAL STREET	
	STAFF DATE	MAY 20-26, 2021			
	DATE	WAT 20-20, 2021			
	CATEGORY				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	Collector Facility	
			AWDT 4,28	84 ADT	18
2	Speed (20 Poi	nts)			
	should omit dat	a observed from following vehicles of	or interrupted flow. The tr	7. Collected speeds should only be measured under conditions of free flow and traffic calming score for speed shall be determined as 2 point for mile per hour nit with a maximum possible score of 20 points.	
			85th Percentile 3	36 MPH	12
3		nì data for the three most recent year		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	
			Collisions	4 Each	
			Fatal	Each	12
	(00		Pedestrian/Bike	0 Each	
4	Land Use (20 l	•	peratore (e.g. parke librar	ries, and other public facilities) within 500 feet of the roadway section. The traffic	
	•	should add 10 points for every school	,	additional pedestrian generator with in vicinity of the study area with a maximum	
		D	esignated School	1 Each	15
		Ped	estrian Generator	1 Each	10
5		nd Engineering Considerations (20	,		
		tht distance issues, changes in verticular transfer in the conditions or characteristics not a conditions or characteristics not a condition of the conditions of the conditio		e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks	
			Score	2 /20	2
				TOTAL SCORE	59
PWTra\	Traffic Calming\~Petition	ns\0- FY 21-22 Petitions\West Acacia St\05- FY 21-22	Prioritization Draft\[FY 21-22 Neighbo	orhood Traffic Calming Scoring Worksheet.xlsx/2017 Final Priority List	33
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	STREET:		P.A	EO GRANDE STREET		
	FROM STAFF	N SANBORN ROAD	то	MORENO DRIVE/MORENO CIR		
	DATE	FEBRUARY 4-6, 2020				
	CATEGORY				PC	DINTS
1		nes (20 Points)				
	considerations has a maximu every 50 vehic Collector (Res trips per day.	s should be considered and volumes m capacity of 2,000 average daily tr cles per day exceeding 1,500 with a sidential Type II) roadways are desig	should be measured durips. For typical residential maximum possible score ned with a larger cross-seaffic calming score for vol	counts should be collected over a 3-day duration and average the regular school calendars. A typical two-lane undivided streets, the traffic calming score for volume shall be determing 20 points. Special consideration is given to a local collector on and may serve as a bus route, and typically has a capace e shall be determined as 1 point for every 100 vehicles per	residential street ned as 1 point for facility. A Local ity of 5,000 average	
			Facility	Residential street		
			AWDT 2,1	ADT		13
2	Speed (20 Po	ints)				
	should omit da hour. The tra	ata observed from following vehicles	or interrupted flow. A tyle determined as 2 point for	Collected speeds should only be measured under condition: al two-lane undivided residential street has a posted speed ille per hour measured from the 85th percentile speed over	limit of 25 miles per the posted (25mph)	
			85th Percentile	MPH		12
3		ênî data tor the three most recent ye		ie. I ne tramic caiming score for speed snall be calculated at history for fatal and pedestrian/bicyclist collisions. A maxim		
			Collisions	Each		
			Fatal	Each		3
			Pedestrian/Bike	Each		
4	Land Use (20	•	paratara (a.g. parka libra	es, and other public facilities) within 500 feet of the roadway	acation. The troffic	
		should add 10 points for every scho		ditional pedestrian generator with in vicinity of the study area		
			Designated School	Each		20
		Pe	destrian Generator	Each		
5		and Engineering Considerations (•			
		ight distance issues, changes in ver sual conditions or characteristics no		corner sight considerations, presence of sidewalks, uncontr	olled crosswalks	
			Score	/20		2
					TOTAL SCORE	50
PWTra	\Traffic Calming\~Petit	ons\Paseo Grande\06-FY 21-22 Prioritization Draft\[N	eighborhood Traffic Calming Scoring V	sheet.xlsx]2017 Final Priority List	_	

	STREET:			LA MESA DRIVE
	FROM STAFF	SAN JUAN DRIVE	то	SAN MARCOS DRIVE
	DATE	OCTOBER 30- NOVEMBER 1, 2018		
	CATEGORY			POINTS
1	Traffic Volume	es (20 Points)		
	considerations has a maximur every 50 vehicl Collector (Resi trips per day.	should be considered and volumes should in capacity of 2,000 average daily trips. For es per day exceeding 1,500 with a maximul dential Type II) roadways are designed with	be measured during typical residential m possible score of a a larger cross-sec	Counts should be collected over a 3-day duration and averaged. Seasonal go 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 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
			Facility	Residential street
			AWDT 89	0 ADT
2	Speed (20 Poi	nts)		
	should omit da hour. The traf	ta observed from following vehicles or interr fic calming score for speed shall be determin a maximum possible score of 20 points.	rupted flow. A typined 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) 4 MPH
•			i Percentile 3	MPH18
3		ni data for the three most recent years for w		סופ. ו חפ נדמוזוכ כמודווng score זor speed snail pe саісціаted as א point זor every sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score
	OI ZO DOINS		Collisions	4 Each
			-	0 Each 12
			estrian/Bike	0 Each
4	Land Use (20	•		
		should add 10 points for every school and 5		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
		•		1 Each 15 Each
5	Geometrics ar	nd Engineering Considerations (20 Point	s)	
		tht distance issues, changes in vertical or he ual conditions or characteristics not aforem		e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	1 /20
				TOTAL SCORE 46
PWTra\	Traffic Calming\~Petitio	ns\La Mesa\06-FY 21-22 Prioritization Draft\[FY 21-22 Neighborh	ood Traffic Calming Scoring	

	STREET:			RICO STREET	
	FROM STAFF	LARKIN STREET	то	VINCENT PLACE	
	DATE	JUNE 11-13, 2019			
	CATEGORY				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	Collector Facility	
			AWDT 3,466	3 ADT	10
2	Speed (20 Poir	nts)			
	should omit dat hour. The traff	a observed from following vehicles or interrupt	ted flow. A typic	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 P	ercentile 4	5 MPH	20
3		nt data for the three most recent years for which		one. 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	
		С	-	3 Each	
		Padast		D Each	9
1	Land Use (20 F		rian/Bike (J Each	
4	•	· ·	a narke librari	es, and other public facilities) within 500 feet of the roadway section. The traffic	
	•	should add 10 points for every school and 5 po	0 ,	ditional pedestrian generator with in vicinity of the study area with a maximum	
		Designate		Each	5
		Pedestrian G	enerator	1 Each	
5		d Engineering Considerations (20 Points)			
		int distance issues, changes in vertical or horizual conditions or characteristics not aforement		corner sight considerations, presence of sidewalks, uncontrolled crosswalks	
			Score	720	0
				TOTAL SCORE	44
PWTra\	\Traffic Calming∖∼Petition	ns\Rico\06 - FY 21-22 Prioritization Draft\[Neighborhood Traffic Calmin	ng Scoring Worksheet.x	<u> </u>	77

	STREET:			SWANER AVENUE	
	FROM STAFF	SANTA RITA STREET	то	VAN BUREN AVENUE	
	DATE	NOVEMBER 5- NOVEMBER 16, 2018			
	CATEGORY			PO	INTS
1	Traffic Volume	es (20 Points)			
	considerations has a maximum every 50 vehicl Collector (Resident trips per day.	should be considered and volumes should b n capacity of 2,000 average daily trips. For es per day exceeding 1,500 with a maximum dential Type II) roadways are designed with	e measured duri typical residentia n possible score a larger cross-se	Counts should be collected over a 3-day duration and averaged. Seasonal ring the regular school calendars. A typical two-lane undivided residential street al 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 ection and may serve as a bus route, and typically has a capacity of 5,000 average lume shall be determined as 1 point for every 100 vehicles per day exceeding	
			Facility	Collector Facility	
			AWDT 5	588 ADT	0
2	Speed (20 Poi	nts)			
	should omit dat hour. The traf	ta observed from following vehicles or interru fic calming score for speed shall be determin a maximum possible score of 20 points.	ipted flow. A typed as 2 point for	w. Collected speeds should only be measured under conditions of free flow and rpical 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)	
			Percentile	32 MPH 1	14
3		nì data for the three most recent years for wh		nable. The traffic caiming score for speed shall be calculated as 3 point for every ash history for fatal and pedestrian/bicyclist collisions. A maximum possible score	
			Collisions	3 Each	
			Fatal		9
	(00		strian/Bike	0 Each	
4	Land Use (20 l	·	(o.g. porko libro	aries, and other public facilities) within 500 feet of the roadway section. The traffic	
	•	should add 10 points for every school and 5 p		additional pedestrian generator with in vicinity of the study area with a maximum	
		Designat	ted School	1 Each	15
		Pedestrian	Generator	1 Each	13
5	Geometrics ar	nd Engineering Considerations (20 Points)		
		tht distance issues, changes in vertical or ho ual conditions or characteristics not aforeme		re, corner sight considerations, presence of sidewalks, uncontrolled crosswalks	
			Score	5 /20	5
				TOTAL SCORE 4	13
PWTra	Traffic Calming\~Petition	ns\0- FY 21-22 Petitions\Swaner Ave\05- FY 21-22 Prioritization Dr	raft\[FY 21-22 Neighborh	hood Traffic Calming Scoring Worksheet.xlsx]2017 Final Priority List	

	STREET:	CALAVERAS DRIVE		
	FROM	EL DORADO DRVE TO YREKA DRIVE		
	STAFF DATE	July 14-15, 2021 (2-DAY DURATION)		
	CATEGORY	POIN	NTS	
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 2,679 ADT 20)	
2	Speed (20 Poir	ints)		
	should omit dat hour. The traff	peed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and tata observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per ffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) h a maximum possible score of 20 points.		
		85th Percentile 30 MPH)	
3		(20 Points) and data for the three most recent years for which data is available. The traffic caliming score for speed shall be calculated as 3 point for every ustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score		
		Collisions 2 Each		
		Fatal 0 Each Pedestrian/Bike 0 Each		
4	Land Haa (20 I			
4	Land Use (20 I	esignated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic		
	•	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		
		Designated School 0 Each		
		Pedestrian Generator 1 Each		
5		nd Engineering Considerations (20 Points)		
		ght distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks sual conditions or characteristics not aforementioned.		
		Score 1 /20		
		TOTAL SCORE 42)	
PWTra\	Traffic Calming\01- App	proved Traffic Calming Prioritization\Draft FY 20-21\[FY 21-22 Prioritization Scores Master List.xisx]Sheet1		

	STREET:			MENDOCINCO DRIVE		
	FROM	PLACER WAY	то	EL DORADO DRI	VE	
	STAFF	CEDTEMBED 20 20 2047				
	DATE	SEPTEMBER 20-26, 2017				
	CATEGORY					POINTS
1	Traffic Volume	es (20 Points)				
	considerations has a maximum every 50 vehicl Collector (Resident trips per day.	should be considered and volume n capacity of 2,000 average daily the es per day exceeding 1,500 with a dential Type II) roadways are desi	s should be measured du rips. For typical residenti n maximum possible score gned with a larger cross-s raffic calming score for vol	ng the regular school of I streets, the traffic cal of 20 points. Special o ction and may serve a	lected over a 3-day duration and averaged. Seasonal calendars. A typical two-lane undivided residential street liming score for volume shall be determined as 1 point for consideration is given to a local collector facility. A Local is a bus route, and typically has a capacity of 5,000 averaged as 1 point for every 100 vehicles per day exceeding	:
			Facility		Residential street	
			AWDT	ADT		0
2	Speed (20 Poi	nts)				
	should omit dat hour. The traff	a observed from following vehicle	s or interrupted flow. A ty e determined as 2 point fo	ical two-lane undivide	nould only be measured under conditions of free flow and ad residential street has a posted speed limit of 25 miles per ed from the 85th percentile speed over the posted (25mph)	
			ostii Percentile	NIPH		10
3		ni data for the three most recent ye			ng score for speed snall be calculated as $\mathfrak z$ point for every pedestrian/bicyclist collisions. A maximum possible score	
			Collisions	0 Each		
			Fatal	0 Each		0
			Pedestrian/Bike	0 Each		
4	Land Use (20 I	•				
		should add 10 points for every sch			facilities) within 500 feet of the roadway section. The traffic enerator with in vicinity of the study area with a maximum	
		P	Designated School edestrian Generator	2 Each 1 Each		20
5	Geometrics ar	nd Engineering Considerations	(20 Points)			
		ght distance issues, changes in ve ual conditions or characteristics no		e, corner sight conside	erations, presence of sidewalks, uncontrolled crosswalks	
			Score	5 /20		5
					TOTAL SCORE	41
PWTra\	Traffic Calming\~Petition	ns\Mendocino\07-FY 21-22 Prioritization Draft\[Nei	ghborhood Traffic Calming Scoring Wor	sheet.xlsx]2017 Final Priority List		.,

STREE	ET:	VICTOR STREET	
FROM	LARKIN STREET	TO WEST ROSSI STREET	
DATE	APRIL 9-11, 2019		
CATE	GORY		POINT
Traffic	Volumes (20 Points)		
conside has a r every 5 Collect trips pe	erations should be considered and volumes s naximum capacity of 2,000 average daily trip 50 vehicles per day exceeding 1,500 with a m or (Residential Type II) roadways are designe	the residential roadway. Counts should be collected over a 3-day tould be measured during the regular school calendars. A typical position of typical residential streets, the traffic calming score for voluming possible score of 20 points. Special consideration is given d with a larger cross-section and may serve as a bus route, and coalming score for volume shall be determined as 1 point for every company to the property of the coalming score for volume shall be determined as 1 point for every contract the coalming score for volume shall be determined as 1 point for every coalmined to the coalmined service of the	al two-lane undivided residential street ume shall be determined as 1 point for en to a local collector facility. A Local typically has a capacity of 5,000 average
		Facility Residential	street
		AWDT 1,284 ADT	0
Speed	(20 Points)		
should hour.	omit data observed from following vehicles o		has a posted speed limit of 25 miles per ercentile speed over the posted (25mph)
		85th Percentile 35 MPH	20
Review	nt. Adjustment factors of 3 and 2 are used re	nor which data is available. The traffic calming score for speed spectively, to weight crash history for fatal and pedestrian/bicyclis	
		Collisions 3 Each	
		Fatal 0 Each	9
		Pedestrian/Bike 0 Each	
	Jse (20 Points)	reters (e.g. parks, libraries, and other public facilities) within 500	fact of the ready acction. The traffic
calmin		rators (e.g. parks, libraries, and other public facilities) within 500 and 5 points for every additional pedestrian generator with in vici	
		signated School 0 Each strian Generator 2 Each	10
Geome	etrics and Engineering Considerations (20	Points)	
	ice of sight distance issues, changes in vertic ner unusual conditions or characteristics not a	I or horizontal curvature, corner sight considerations, presence corementioned.	of sidewalks, uncontrolled crosswalks
		Score 2 /20	2
			TOTAL SCORE 41

STREET:		NORTHRIDGE DR	IVE	
FROM	VAN BUREN AVENUE	TO SWANER AVE	NUE	
STAFF DATE	NOVEMBER 5-16, 2018			
DATE	NOVEINIBER 3-10, 2010			
CATEGORY	,			POII
Traffic Volu	mes (20 Points)			
consideration has a maxim every 50 veh Collector (Re trips per day	ns should be considered and volumes sho num capacity of 2,000 average daily trips. nicles per day exceeding 1,500 with a max esidential Type II) roadways are designed	ould be measured during the regular scho For typical residential streets, the traffic imum possible score of 20 points. Speci with a larger cross-section and may serv	collected over a 3-day duration and averaged. Seasonal col calendars. A typical two-lane undivided residential street calming score for volume shall be determined as 1 point for ial consideration is given to a local collector facility. A Local re as a bus route, and typically has a capacity of 5,000 avera nined as 1 point for every 100 vehicles per day exceeding	
		Facility	Residential street	
		AWDT 1,224 ADT		C
Speed (20 P	oints)			
should omit on the transfer of	data observed from following vehicles or in raffic calming score for speed shall be deto rith a maximum possible score of 20 points	nterrupted flow. A typical two-lane undivermined as 2 point for mile per hour mea	s should only be measured under conditions of free flow and rided residential street has a posted speed limit of 25 miles p isured from the 85th percentile speed over the posted (25mpi	
Review accid	•		iming score for speed snail be calculated as 3 point for every and pedestrian/bicyclist collisions. A maximum possible score	
OI ZO ORINIS		Collisions 2 Each		
	_	Fatal 0 Each		6
		Pedestrian/Bike 0 Each		
Land Use (2	•		F (199) 19 500 () ()	•
calming scor			lic facilities) within 500 feet of the roadway section. The traf in generator with in vicinity of the study area with a maximum	
		ignated School 1 Each		1
	Pedes	trian Generator 1 Each		
	and Engineering Considerations (20 Po	,		
	sight distance issues, changes in vertical usual conditions or characteristics not afor		siderations, presence of sidewalks, uncontrolled crosswalks	
		Score 4 /20		4
			TOTAL SCOR	RE 3

STREET:			JAMES STREET
FROM	S MADEIRA AVE	то	S WOOD STREET
STAFF DATE	FEBRUARY 3-6, 2020		
DATE	1 LBROAKT 3-0, 2020		
CATEGORY			POII
Traffic Volur	mes (20 Points)		
consideration has a maximi every 50 veh Collector (Re trips per day.	is should be considered and volumes should be considered and volumes shum capacity of 2,000 average daily trips icles per day exceeding 1,500 with a masidential Type II) roadways are designe	nould be measured durin . For typical residential aximum possible score o d with a larger cross-sec	Counts should be collected over a 3-day duration and averaged. Seasonal and the regular school calendars. A typical two-lane undivided residential street a 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 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
		Facility	Residential street
		AWDT 90	ADT 0
Speed (20 Pe	oints)		
should omit of hour. The tr	lata observed from following vehicles or	interrupted flow. A typi etermined as 2 point for ints.	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	MPH 14
Review accid	•		pie. I ne tramic caiming score for speed snall be calculated as 3 point for every sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score
or zo noms		Collisions	4 Each
			0 Each 12
		Pedestrian/Bike	0 Each
Land Use (2	•		
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
	De	signated School	1 Each
	Pede	strian Generator	0 Each
Geometrics	and Engineering Considerations (20	Points)	
	sight distance issues, changes in vertica usual conditions or characteristics not af		e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
		Score	1 /20
			TOTAL 2007-
			TOTAL SCORE 37
≀raπic Calming\~Pet	tions\James St\07-FY 21-22 Prioritization Draft\[FY 21-22 N	eignbornood Traffic Calming Scoring	g worksneet.xisxjzu17 Finai Priority List

	STREET:			LEXINGTON DRIVE
	FROM STAFF	INDEPENDENCE BLVD	то	PROVINCETOWN DRIVE
	DATE	SEPTEMBER 11-13, 2018		
	CATEGORY			POINTS
1	Traffic Volum	nes (20 Points)		
	considerations has a maximu every 50 vehic Collector (Restrips per day.	s should be considered and volumes should m capacity of 2,000 average daily trips. Fo cles per day exceeding 1,500 with a maxim sidential Type II) roadways are designed wi	d be measured dur or typical residentia um possible score th a larger cross-se	Counts should be collected over a 3-day duration and averaged. Seasonal ing the regular school calendars. A typical two-lane undivided residential street al 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 ection and may serve as a bus route, and typically has a capacity of 5,000 average ume shall be determined as 1 point for every 100 vehicles per day exceeding
			Facility	Residential street
			AWDT 1,6	22 ADT 2
2	Speed (20 Po	ints)		
	should omit da hour. The tra	ata observed from following vehicles or inte ffic calming score for speed shall be deterr th a maximum possible score of 20 points.	rrupted flow. A tyl	v. 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 r mile per hour measured from the 85th percentile speed over the posted (25mph) 32 MPH
3	Crash Histor	v (20 Points)	<u> </u>	
Ū	accident. Adj	ent data for the three most recent years for		lable. The trainic 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 noints		Collisions	0 Each
			Fatal	0 Each 0
		Ped	destrian/Bike	0 Each
4	Land Use (20	Points)	·	
		should add 10 points for every school and		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
		-	nated School	1 Each 15
			an Generator	1 Each
5		and Engineering Considerations (20 Poir	•	
		ignt distance issues, changes in vertical or sual conditions or characteristics not aforer		re, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	4 /20
				TOTAL SCORE 35
PWTra	\Traffic Calming\~Petiti	ions\Lexington\07-FY 21-22 Prioritization Draft\[FY 21-22 Neighb	orhood Traffic Calming Sco	ring Worksheet.xlsx]2017 Final Priority List

SIKE		WESTMINSTER DE		
FROM		TO HAMPTON ST	REET	
DATE	SEPTEMBER 20-26, 2017			
CATE	GORY			POIN
	: Volumes (20 Points)			
consid has a r every t Collect trips pe	erations should be considered and volu maximum capacity of 2,000 average dai 50 vehicles per day exceeding 1,500 wit tor (Residential Type II) roadways are d	mes should be measured during the regular scho ily trips. For typical residential streets, the traffic th a maximum possible score of 20 points. Speci esigned with a larger cross-section and may servale traffic calming score for volume shall be determ	collected over a 3-day duration and averaged. Seasonal ool calendars. A typical two-lane undivided residential street calming score for volume shall be determined as 1 point for ial consideration is given to a local collector facility. A Local re as a bus route, and typically has a capacity of 5,000 average nined as 1 point for every 100 vehicles per day exceeding	•
		Facility	Residential street	
		AWDT 1,080 ADT		0
Speed	(20 Points)		'	
Measu should hour.	re the speed at which 85 percent of traf omit data observed from following vehi	cles or interrupted flow. A typical two-lane undiv Il be determined as 2 point for mile per hour mea	s should only be measured under conditions of free flow and rided residential street has a posted speed limit of 25 miles per sured from the 85th percentile speed over the posted (25mph)	14
Crash Review accide of 20 r	nt. Adjustment factors of 3 and 2 are us	nt years for which data is available. The traffic cased respectively, to weight crash history for fatal a Collisions 1 Each Fatal 0 Each	iming score for speed shall be calculated as 3 point for every and pedestrian/bicyclist collisions. A maximum possible score	3
		Pedestrian/Bike 0 Each		3
Land l	Jse (20 Points)	. casarian bike o Lacii	ı	
Proxim calmin	nity to designated schools and pedestria		lic facilities) within 500 feet of the roadway section. The traffic in generator with in vicinity of the study area with a maximum	
		Designated School 1 Each		15
		Pedestrian Generator 1 Each		15
Geom	etrics and Engineering Consideration	ns (20 Points)		
	nce of sight distance issues, changes in her unusual conditions or characteristics		siderations, presence of sidewalks, uncontrolled crosswalks	
		Score 1 /20		1
		<u> </u>		_
			TOTAL SCORE	33
ra∖Traffic Calr	ning\~Petitions\Westminster Dr\07- FY 21-22 Prioritization [Draft\[Neighborhood Traffic Calming Scoring Worksheet.xlsx]2017 Final F	Priority List	

STREET:			S FILICE STREET
FROM	E ALISAL STREET	то	JOHN STREET
STAFF DATE	SEPTEMBER 9-11,2019		
DATE	3EF ILMBER 9-11,2019		
CATEGORY			POINT
Traffic Volur	nes (20 Points)		
consideration has a maximi every 50 veh Collector (Re trips per day.	is should be considered and volumes shoum capacity of 2,000 average daily trips. It is given by the sound of	ald be measured during For typical residential mum possible score of with a larger cross-sec	Counts should be collected over a 3-day duration and averaged. Seasonal go 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
		Facility	Residential street
		AWDT 2,390	0 ADT 18
Speed (20 P	oints)		
should omit of hour. The tr	ata observed from following vehicles or in affic calming score for speed shall be dete ith a maximum possible score of 20 points	terrupted flow. A typic 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 mile per hour measured from the 85th percentile speed over the posted (25mph)
	8	S5th Percentile 29	9 MPH 8
Review accid	•		one. The traffic calming score for speed shall be calculated as 3 point for every thistory for fatal and pedestrian/bicyclist collisions. A maximum possible score
th 20 thanks		Collisions	2 Each
	_		0 Each 6
		edestrian/Bike (0 Each
Land Use (2)	•	toro (o a porko librori	es, and other public facilities) within 500 feet of the roadway section. The traffic
calming score			es, and other public racinities) within 300 feet of the roadway section. The trainic diditional pedestrian generator with in vicinity of the study area with a maximum
			0 Each
	Pedest	rian Generator (0 Each
	and Engineering Considerations (20 Po	,	
	sight distance issues, changes in vertical our usual conditions or characteristics not afor		, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
		Score	0 /20
			TOTAL 2007-
			TOTAL SCORE 32
\I raπic Calming\~Pet	tions\S Filice\06-FY 21-22 Prioritization Draft\[Neighborhood Tr	aπic Caiming Scoring Worksheet	:xisxj2U17 Final Priority List

	STREET:		MYRTLE STREET & MYRTLE COURT	
	FROM	CIRCLE DRIVE	TO TOWT STREET	
	STAFF			
	DATE	MAY 10-12, 2012		
	0.4.7.7.0.0.7.7			B01155
	CATEGORY			POINTS
1	Traffic Volume	, ,		
	considerations has a maximum every 50 vehicl Collector (Resident trips per day.	should be considered and von capacity of 2,000 average desper day exceeding 1,500 vential Type II) roadways are	mes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal lumes should be measured during the regular school calendars. A typical two-lane undivided residential stre laily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point f with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Loc designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 ave the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding points.	or cal
			Facility Residential street	
			AWDT 786 ADT	0
2	Speed (20 Poi	nts)		
	should omit dat hour. The traf	a observed from following ve	· · · · · · · · · · · · · · · · · · ·	s per nph)
			85th Percentile 28 MPH	6
3		nt data for the three most rece	ent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for evenused respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible sc	•
			Collisions 1 Each	
			Fatal 0 Each	3
			Pedestrian/Bike 0 Each	
4	Land Use (20	•		
	•	should add 10 points for every	rian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The tr y school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximu	
			Designated School 2 Each	20
			Pedestrian Generator 0 Each	20
5	Geometrics ar	nd Engineering Consideration	ons (20 Points)	
		ht distance issues, changes ual conditions or characterist	in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalk ics not aforementioned.	s
			Score 2 /20	2
			TOTAL SC	ORE 31
PWTra\	\Traffic Calming\~Petitio	ns\Myrtle Court and Drive Traffic Calming 20	016-17/06-FY 21-22 Prioritization Draft(Neighborhood Traffic Calming Scoring Worksheet.xlsx/2017 Final Priority List	U.L. 01

	STREET:			TORO AVENUE
	FROM STAFF	E. MARKET STREET	то	BARDIN ROAD
	DATE	APRIL 16-18, 2019		
	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 sho m capacity of 2,000 average daily trips. eles per day exceeding 1,500 with a max idential Type II) roadways are designed	ould be measured during For typical residential imum 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
			Facility	Residential street
			AWDT 1,275	ADT 0
2	Speed (20 Po	ints)		
	should omit da hour. The tra	ta observed from following vehicles or in ffic calming score for speed shall be det h a maximum possible score of 20 point	nterrupted flow. A typic ermined as 2 point for r 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 38	3 MPH 20
3		ni data for the three most recent years t		ole. In etranic caiming score for speed snail be calculated as 3 point for every in history for fatal and pedestrian/bicyclist collisions. A maximum possible score
	(ii)(i) (ii) (ii)		Collisions	Each
			Fatal (
		ı	Pedestrian/Bike (Each
4	Land Use (20	,		
		should add 10 points for every school a		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
				0 Each 0
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	1 /20
				TOTAL SCORE 36
PWTra\	Traffic Calming\~Petition	ons\Toro\FY 20-21 Prioritization\[Neighborhood Traffic Calm	ing Scoring Worksheet.xlsx]2017 F	

	STREET:			PADOVA DRIVE
	FROM STAFF	FREEDOM PARKWAY	то	PALERMO DRIVE
	DATE	AUGUST 10-12, 2021		
	CATEGORY			POINTS
1	Traffic Volume	es (20 Points)		
	considerations has a maximum every 50 vehicl Collector (Resident trips per day.	should be considered and volumes shoun n capacity of 2,000 average daily trips. es per day exceeding 1,500 with a maxin dential Type II) roadways are designed v	ald be measured durin For typical residential mum possible score o vith 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 if 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
			Facility	Residential street
			AWDT 1,91	8 ADT 8
2	Speed (20 Poi	nts)		
	should omit dat hour. The traff	a observed from following vehicles or inl ic calming score for speed shall be dete a maximum possible score of 20 points	terrupted flow. A typi rmined 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)
		8	S5th Percentile 2	8 MPH 6
3		nt data for the three most recent years to		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
			Collisions	0 Each
		_		0 Each 0
			edestrian/Bike	0 Each
4	Land Use (20 I	•	tore (e.a. parke librari	ies, and other public facilities) within 500 feet of the roadway section. The traffic
	•	should add 10 points for every school and		dditional pedestrian generator with in vicinity of the study area with a maximum
		Desig	gnated School	1 Each 15
		Pedesti	rian Generator	1 Each
5	Geometrics ar	d Engineering Considerations (20 Po	ints)	
		ht distance issues, changes in vertical o ual conditions or characteristics not afore		, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	1 /20
				TOTAL SCORE 30
PWTra\	Traffic Calming\~Petition	ns\0- FY 21-22 Petitions\Padova Dr\05- FY 21-22 Prioritization	on\[FY 21-22 Neighborhood Traf	

	STREET:			SANTA RITA STREET	
	FROM	E BOLIVAR STREET	то	SWANER AVE	
	STAFF DATE	NOVEMBER 5-16, 2018			
	DATE	NOVENIBER 3-10, 2016			
	CATEGORY			P	OINTS
1	Traffic Volume	es (20 Points)			
	considerations has a maximum every 50 vehicl Collector (Resident trips per day.	should be considered and volumes sl n capacity of 2,000 average daily trips es per day exceeding 1,500 with a ma dential Type II) roadways are designe	nould be measured dur E. For typical residenti aximum possible score d with a larger cross-se	y. Counts should be collected over a 3-day duration and averaged. Seasonal uring the regular school calendars. A typical two-lane undivided residential street tial streets, the traffic calming score for volume shall be determined as 1 point for e of 20 points. Special consideration is given to a local collector facility. A Local section and may serve as a bus route, and typically has a capacity of 5,000 average olume shall be determined as 1 point for every 100 vehicles per day exceeding	
			Facility	Collector Facility	
			AWDT 1,3	,376 ADT	0
2	Speed (20 Poi	nts)			
	should omit dat hour. The traf	a observed from following vehicles or	interrupted flow. A ty etermined as 2 point fo	ow. Collected speeds should only be measured under conditions of free flow and typical two-lane undivided residential street has a posted speed limit of 25 miles per for mile per hour measured from the 85th percentile speed over the posted (25mph)	0
_			ostn Percentile	28 MPH	6
3		nì data for the three most recent years		anable. The traffic calming score for speed shall be calculated as 3 point for every crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score	
			Collisions	2 Each	
			Fatal	0 Each	6
,	1 111 (00 1	D-f-4-1	Pedestrian/Bike	0 Each	
4	Land Use (20 l	•	eratora (o a parka libro	raries, and other public facilities) within 500 feet of the roadway section. The traffic	
	•	should add 10 points for every school	,	y additional pedestrian generator with in vicinity of the study area with a maximum	
		De	esignated School	1 Each	15
		Pede	estrian Generator	1 Each	10
5	Geometrics ar	nd Engineering Considerations (20	Points)		
		pht distance issues, changes in vertica ual conditions or characteristics not a		ure, corner sight considerations, presence of sidewalks, uncontrolled crosswalks	
			Score	3 /20	3
				TOTAL SCORE	30
PWTra	Traffic Calming\~Petition	ns\0- FY 21-22 Petitions\Santa Rita\05- FY 21-22 Prioriti	zation Draft\[FY 21-22 Neighborho	hood Traffic Calming Scoring Worksheet.xlsx/2017 Final Priority List	50
	. 5				

	STREET:			ALAMO WAY	
	FROM STAFF	GARNER AVE	то	LAS CASITAS DRIVE	
	DATE	MARCH 10 -12, 2020			
	CATEGORY			P	OINTS
1	Traffic Volume	s (20 Points)			
	considerations a has a maximum every 50 vehicle Collector (Residerips per day.	should be considered and volumes should a capacity of 2,000 average daily trips. F es per day exceeding 1,500 with a maxim dential Type II) roadways are designed wi	d be measured during for typical residential s num possible score of ith a larger cross-sect	Counts should be collected over a 3-day duration and averaged. Seasonal githe 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	
			Facility	Residential street	
			AWDT 1,908	B ADT	8
2	Speed (20 Poir	·			
	should omit dat hour. The traff	a observed from following vehicles or inte	errupted flow. A typic	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)	
		85	5th Percentile 30) MPH	10
3		it data for the three most recent years for		n history for fatal and pedestrian/bicyclist collisions. A maximum possible score	
			Collisions 2	Each	
		D-	Fatal 0 destrian/Bike 0	4	6
4	Land Use (20 F		destrian/Bike 0) Each	
4	•		ors (e.a. narks librarie	es, and other public facilities) within 500 feet of the roadway section. The traffic	
	,	hould add 10 points for every school and	(O I	ditional pedestrian generator with in vicinity of the study area with a maximum	
		•	nated School 0	-	0
		Pedestri	an Generator 0	Each	
5		d Engineering Considerations (20 Poi	•		
		ht distance issues, changes in vertical or ual conditions or characteristics not afore		corner sight considerations, presence of sidewalks, uncontrolled crosswalks	
			Score 4	<u> </u>	4
				TOTAL SCORE	28
PWTra\	Traffic Calming\~Petition	s\Alamo Way\06-FY 21-22 Prioritization Draft\[FY 21-22 Neig	hborhood Traffic Calming Scorin		_0

SIREEI:		DEL MONTE AVE	NUE	
FROM STAFF	WILLIAMS ROAD	TO END		
DATE	MAY 31- JUNE 1, 2017			
CATEGORY				POINTS
	mes (20 Points)			
consideration has a maxim every 50 veh Collector (Re trips per day	ns should be considered and volumes um capacity of 2,000 average daily tr icles per day exceeding 1,500 with a esidential Type II) roadways are desig	s should be measured during the regular scho ips. For typical residential streets, the traffic maximum possible score of 20 points. Spec ined with a larger cross-section and may sen affic calming score for volume shall be deterr	collected over a 3-day duration and averaged. Seasonal ool calendars. A typical two-lane undivided residential street calming score for volume shall be determined as 1 point for cial consideration is given to a local collector facility. A Local we as a bus route, and typically has a capacity of 5,000 average mined as 1 point for every 100 vehicles per day exceeding	e
		Facility	Collector Facility	
		AWDT 1,508 ADT	•	0
Speed (20 P	oints)	,		
Measure the should omit of hour. The tr	speed at which 85 percent of traffic to data observed from following vehicles	or interrupted flow. A typical two-lane undiversely determined as 2 point for mile per hour mea	s should only be measured under conditions of free flow and vided residential street has a posted speed limit of 25 miles per asured from the 85th percentile speed over the posted (25mph)	
•		85th Percentile 28 MPH		6
Review accid			niming score for speed snail be calculated as 3 point for every and pedestrian/bicyclist collisions. A maximum possible score	0
Land Use (2	0 Points)			
Proximity to calming scor	designated schools and pedestrian ge		olic facilities) within 500 feet of the roadway section. The traffic an generator with in vicinity of the study area with a maximum	;
		Designated School 2 Each destrian Generator 0 Each		20
Geometrics	and Engineering Considerations (2			
Presence of	• •	tical or horizontal curvature, corner sight con-	siderations, presence of sidewalks, uncontrolled crosswalks	
		Score 1 /20		1
			TOTAL SCORE	27
Fra\Traffic Calming\~Pet	titions\Del Monte Ave\07-FY 21-22 Prioritization Draft\F	Y 21-22 Neighborhood Traffic Calming Scoring Worksheet.xlsx]201		
			,	

STREET:		KENTUCKY AVE	
FROM	LINDEN STREET	TO TOWT STREE	ET
STAFF	****		
DATE	MAY 18-24, 2021		
CATEGOR	ΥY		PO
Traffic Vol	umes (20 Points)		
considerati has a maxi every 50 ve Collector (F trips per da	ons should be considered and volumes sl mum capacity of 2,000 average daily trips chicles per day exceeding 1,500 with a ma Residential Type II) roadways are designe	hould be measured during the regular sch s. For typical residential streets, the traffi aximum possible score of 20 points. Spe ed with a larger cross-section and may se	e collected over a 3-day duration and averaged. Seasonal nool calendars. A typical two-lane undivided residential street ic calming score for volume shall be determined as 1 point for cial consideration is given to a local collector facility. A Local rive as a bus route, and typically has a capacity of 5,000 average rmined as 1 point for every 100 vehicles per day exceeding
		Facility	Residential street
		AWDT 216 ADT	
Speed (20	Points)		
should omithour. The	t data observed from following vehicles or	rinterrupted flow. A typical two-lane und etermined as 2 point for mile per hour me	ds should only be measured under conditions of free flow and livided residential street has a posted speed limit of 25 miles per easured from the 85th percentile speed over the posted (25mph)
Crash Hist	tory (20 Points)		_
Review acc	cident data for the three most recent years		aiming score for speed snall be calculated as 3 point for every
of 20 noints		, ,,	ll and pedestrian/bicyclist collisions. A maximum possible score
		Collisions 0 Each	
		Fatal 0 Each Pedestrian/Bike 0 Each	
Land Has	(20 Boints)	Pedestrian/Bike 0 Each	_
Land Use	•	erators (e.g. narks, libraries, and other nu	ablic facilities) within 500 feet of the roadway section. The traffic
calming sco			ian generator with in vicinity of the study area with a maximum
	De	esignated School 2 Each	2
	Pede	estrian Generator 1 Each	
Geometric	s and Engineering Considerations (20	Points)	
	of sight distance issues, changes in vertica unusual conditions or characteristics not a		nsiderations, presence of sidewalks, uncontrolled crosswalks
		Score 4 /20	4
			TOTAL SCORE 2
			TOTAL SCORET 2

STREET:			OSAGE DRIVE	
FROM STAFF	N FIRST STREET	то	ADAMS STREET	
DATE	MAY 19-22, 2017			
0475000	,			DOU
CATEGOR				POII
	imes (20 Points)			
consideration has a maximal every 50 verollector (Rotrips per day	ons should be considered and volumes s num capacity of 2,000 average daily trips hicles per day exceeding 1,500 with a m esidential Type II) roadways are designe	hould be measured during s. For typical residential aximum possible score of ed 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 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 averaging shall be determined as 1 point for every 100 vehicles per day exceeding	e
,	·	Facility	Residential street	
		AWDT 1,614	4 ADT	2
Speed (20 I	Points)			
should omit hour. The	data observed from following vehicles o	r interrupted flow. A typic etermined as 2 point for r ints.	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 penile per hour measured from the 85th percentile speed over the posted (25mph	
Crach Hiet	ory (20 Points)		<u>7</u> m	
Review acci	dent data for the three most recent year		one. The traffic calming score for speed shall be calculated as 3 point for every	
of 20 points	djustment factors of 3 and 2 are used re	spectively, to weight crasi	n history for fatal and pedestrian/bicyclist collisions. A maximum possible score	
			<u>I</u> Each	
			Each	3
		Pedestrian/Bike (Each	
Land Use (•	avatava (a. a. marka lihvari	es, and other public facilities) within 500 feet of the roadway section. The traffi	_
calming sco		(0 ,	ditional pedestrian generator with in vicinity of the study area with a maximum	
			Each	(
	Pede	estrian Generator () Each	· ·
	and Engineering Considerations (20	•		
	sight distance issues, changes in vertic nusual conditions or characteristics not a		corner sight considerations, presence of sidewalks, uncontrolled crosswalks	
		Score 2	2 /20	2
			TOTAL SCOR	2
			TOTAL SCOR	

			OLAKK OII	
	ROM TAFF	NACIONAL STREET	TO W. MARKE	ET STREET
	ATE	FEBRUARY 4-6, 2020		
ت				
C	ATEGORY			POI
Tr	raffic Volume	es (20 Points)		
co ha ev Co tri	onsiderations as a maximun very 50 vehicl ollector (Resi ips per day.	should be considered and volumes should be considered and volumes should be capacity of 2,000 average daily trips. les per day exceeding 1,500 with a madential Type II) roadways are designed	nould be measured during the regular. For typical residential streets, the treximum possible score of 20 points. So d with a larger cross-section and may	d be collected over a 3-day duration and averaged. Seasonal school calendars. A typical two-lane undivided residential street raffic calming score for volume shall be determined as 1 point for Special consideration is given to a local collector facility. A Local serve as a bus route, and typically has a capacity of 5,000 average etermined as 1 point for every 100 vehicles per day exceeding
-,			Facility	Collector Facility
			AWDT 2,766 ADT	3
Sı	nood (20 Pai	nto)		
	peed (20 Poi	•	als that speed or below. Collected an	needs should only be measured under conditions of free flow and
sh ho sp	hould omit dat our. The traf peed limit with	ta observed from following vehicles or fic calming score for speed shall be de n a maximum possible score of 20 poir	interrupted flow. A typical two-lane ustermined as 2 point for mile per hour ats. 85th Percentile 33 MPH	undivided residential street has a posted speed limit of 25 miles per measured from the 85th percentile speed over the posted (25mph)
ac				ac caiming score for speed snall be calculated as 3 point for every fatal and pedestrian/bicyclist collisions. A maximum possible score
			Collisions 1 Each	
			Fatal 0 Each	6
			Pedestrian/Bike 1 Each	
	and Use (20	•		
ca		should add 10 points for every school		public facilities) within 500 feet of the roadway section. The traffic estrian generator with in vicinity of the study area with a maximum
		De	signated School 0 Each	
		Pede	strian Generator 0 Each	
G	eometrics ar	nd Engineering Considerations (20 I	Points)	
		ght distance issues, changes in vertica rual conditions or characteristics not af		considerations, presence of sidewalks, uncontrolled crosswalks
			Score 1 /20	
				TOTAL SCORE 2
				TOTAL GOOKE 2

FROM SAN BLANCO DRIVE TO W BLANCO ROAD STAFF DATE MAY 9- 21, 2018 CATEGORY 1 Traffic Volumes (20 Points) Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential stree 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.	
CATEGORY 1 Traffic Volumes (20 Points) Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential stree 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	t
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 stree 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	t
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 stree 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	t
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 stree 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	
considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential stree 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	
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.	9~
Facility Collector Facility	
AWDT 1,886 ADT	0
2 Speed (20 Points)	
Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of 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 phour. 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 (25mp speed limit with a maximum possible score of 20 points.	h)
85th Percentile 33 MPH	16
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 scor of 20 points	
Collisions 1 Each	
Fatal 0 Each	3
Pedestrian/Bike 0 Each	
4 Land Use (20 Points)	·
Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The tracalming 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 0 Each	0
Pedestrian Generator 0 Each	U
5 Geometrics and Engineering Considerations (20 Points)	
Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.	
Score 4 /20	4
TOTAL SCO	RE 23
PWTra\Traffic Calming\-Petitions\Los Olivos\07-FY 21-22 Prioritization Drafft(FY 21-22 Neighborhood Traffic Calming Scoring Worksheet.xlsx)2017 Final Priority List	

	STREET:			COLERIDGE DRIVE
	FROM STAFF	LOS OLIVOS DRIVE	то	S RIKER STREET
	DATE	MAY 9-21, 2018		
	CATEGORY			POINTS
1	Traffic Volume	es (20 Points)		
	considerations has a maximum every 50 vehicl Collector (Resident trips per day.	should be considered and volumes shon n capacity of 2,000 average daily trips. es per day exceeding 1,500 with a max dential Type II) roadways are designed	ould be measured during For typical residential from the properties of the propertie	Counts should be collected over a 3-day duration and averaged. Seasonal ring the regular school calendars. A typical two-lane undivided residential street al 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 ection and may serve as a bus route, and typically has a capacity of 5,000 average lume shall be determined as 1 point for every 100 vehicles per day exceeding
			Facility	Residential street
			AWDT 5	880 ADT 0
2	Speed (20 Poi	nts)		
	should omit dat hour. The traff	a observed from following vehicles or in ic calming score for speed shall be det a maximum possible score of 20 point	nterrupted flow. A typermined as 2 point for s.	 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	31 MPH 12
3		nt data for the three most recent years f		lable. The trainic calming score for speed shall be calculated as 3 point for every ash history for fatal and pedestrian/bicyclist collisions. A maximum possible score
			Collisions	2 Each
			Fatal	0 Each 6
,	1 111 (00 1		Pedestrian/Bike	0 Each
4	Land Use (20 I	•	otoro (o a porko libro	aries, and other public facilities) within 500 feet of the roadway section. The traffic
		should add 10 points for every school a	,	additional pedestrian generator with in vicinity of the study area with a maximum
		Des	ignated School	0 Each
		Pedes	trian Generator	0 Each
5	Geometrics ar	d Engineering Considerations (20 P	oints)	
		ht distance issues, changes in vertical ual conditions or characteristics not afo		re, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	5 /20
				TOTAL SCORE 23
PWTra\	Traffic Calming\~Petition	ns\Coleridge\07-FY 21-22 Prioritization Draft\[FY 21-22 Ne	ighborhood Traffic Calming Scor	

	STREET:			RAMONA AVE
	FROM	CHAPARRAL STREET	то	E LAUREL DRIVE
	STAFF DATE	SEPTEMBER 20-26, 2017		
	DATE	OLI 12WBER 20-20, 2017		
	CATEGORY			POINTS
1	Traffic Volum	nes (20 Points)		
	considerations has a maximu every 50 vehic Collector (Restrips per day.	s should be considered and volumes should m capacity of 2,000 average daily trips. For cles per day exceeding 1,500 with a maximu sidential Type II) roadways are designed with	be measured durin r typical residential m possible score o n 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
			Facility	Residential street
			AWDT 75	6 ADT 0
2	Speed (20 Po	ints)		
	should omit da hour. The tra	ata observed from following vehicles or interr offic calming score for speed shall be determi th a maximum possible score of 20 points.	rupted flow. A typi ined as 2 point for i	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)
		85ti	h Percentile 3	0 MPH 10
3		énì data for the three most recent years for w	vely, to weight cras	bie. The tranic caiming score for speed snail be calculated as 3 point for every h history for fatal and pedestrian/bicyclist collisions. A maximum possible score
				3 Each 0 Each
		Pede		0 Each 9 0 Each
4	Land Use (20		SSUI IAII/ DIKE	Lawii
•	Proximity to de	esignated schools and pedestrian generators should add 10 points for every school and 5		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 Each
5	Geometrics a	and Engineering Considerations (20 Point	s)	
		ight distance issues, changes in vertical or h sual conditions or characteristics not aforem		, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	3 /20
				TOTAL SCORE 22
PWTra	\Traffic Calming\~Petiti	ons\Ramona Ave\07-FY 21-22 Prioritization Draft\[Neighborhood \Text{\text{7}}	Fraffic Calming Scoring Work	
	g. 1 6ttt		January Cooming Work	

	STREET:			MAE AVENUE
	FROM	GARNER AVE	то	DEL MONTE AVE
	DATE	SEPTEMBER 17-19, 2019		
	CATEGORY			POINTS
1	Traffic Volume	es (20 Points)		
	considerations has a maximum every 50 vehicl Collector (Resident trips per day.	should be considered and volumes shound apacity of 2,000 average daily trips. es per day exceeding 1,500 with a maxidential Type II) roadways are designed to For typical collector facilities, the traffic of	ald be measured during For typical residential s mum possible score of with a larger cross-sect	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
			Facility	Collector Facility
			AWDT 1,320	ADT 0
2	Speed (20 Poi	nts)		
	should omit dat hour. The traff	ta observed from following vehicles or in fic calming score for speed shall be dete na maximum possible score of 20 points	terrupted flow. A typic rmined as 2 point for m	ral 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)
2	Creek History		31	MPH 12
3	accident. Adjus	nì data for the three most recent years to		
			Collisions 3	Each
		_		_
			edestrian/Bike 0	Each
4	,	•		The terms
	calming score s	should add 10 points for every school an		
		Desi	gnated School 0	Each
		Pedest	rian Generator 0	Each
5	Geometrics ar	nd Engineering Considerations (20 Po	ints)	
	FROM STAFF DATE SEPTEMBER 17-19, 2019			
			Score 1	/20
				TOTAL SCORE 22
PWTra\	Traffic Calming\~Petition	ns\Mae Ave\06-FY 21-22 Prioritization Draft\[FY 21-22 Neight	aborhood Traffic Calming Scoring \	

CATEGORY PO 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 uning the regular school calendars. A typical two-lane undivided residential steet has a maximum capacity of 2,000 average daily trips. For typical residential steetes, the traffic calmining score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local collector facility, and the seigned with a larger cross-section and may serve as a bus route, a plotted live facility. A Local collector facility is a server of the seigned with a larger cross-section and may serve as a bus route, a plotted live facility. A Local collector facility is a server of 20 points. Facility Collector Facility Collector Facility 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 only data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points. Sth Percentile 3.4 MPH Crosh History (20 Points) Reach Fatal	FROM	ADAMS STREET	TO MOHAWK A	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 streat has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for 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 Collector Facility 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 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. Store Cash History (20 Points) Reach Fatal 0 Each Pedestrian Generator Pedestrian Generator Collisions Each Fatal 0 Each Pedestrian Generator Pedestrian Generator Designated School Each Pedestrian Generator Designated School Each Pedestrian Generator Designated School Each Pedestrian Generator Pedestrian Generator Designated School Each Pedestrian Generator with in vicinity of the study area with a maximum possible score of 20 points. Comment of 20 points Comment of 20 points or characteristics not aforementioned. Score 3 /20	-			-
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 Collector Facility 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 date 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. 88th Percentile 34 MPH Crash History (20 Points) Reach Pedestrian/Bilke Collisions Each Pedestrian/Bilke Collisions Each Pedestrian/Bilke Cash Pedestrian/Bilke Cash Pedestrian/Generator 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	DATE	FEBRUARY 4-6, 2020		
Measure weekday average daily traffic volumes on the residential roadway. Counts should be considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum 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 roa, and typically his as 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	CATEGOR	Y		
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 sor or 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	Traffic Volu	ımes (20 Points)		
Speed (20 Points) Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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 34 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 determined as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points. Collisions Each Fatal 0 Each Pedestrian/Bike 0 Each Pedestrian/Bike 0 Each Designated School Each Pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points. Designated School Each Pedestrian Generator 0 Each Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 3 /20	consideration has a maximevery 50 verside Collector (Right) trips per day	ons should be considered and volumes s num capacity of 2,000 average daily trip hicles per day exceeding 1,500 with a m lesidential Type II) roadways are designe y. For typical collector facilities, the traff	should be measured during the regular so s. For typical residential streets, the trat naximum possible score of 20 points. Sp ed with a larger cross-section and may so	chool calendars. A typical two-lane undivided residential street ffic calming score for volume shall be determined as 1 point for lecial consideration is given to a local collector facility. A Local erve as a bus route, and typically has a capacity of 5,000 average
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 34 MPH Crash History (20 Points) Review accident data for the inree 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			Facility	Collector Facility
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 34 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 noints Collisions 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 0 Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Score 3 /20			AWDT 1,158 ADT	·
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 34 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 noints Collisions 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 0 Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Score 3 /20	Speed (20 I	Points)		_
Review accident data for the three most recent years for which data is available. The trainic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 noints Collisions	should omit hour. The	data observed from following vehicles o traffic calming score for speed shall be d	or interrupted flow. A typical two-lane un determined as 2 point for mile per hour m ints.	idivided residential street has a posted speed limit of 25 miles per
Fatal 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 Deach Pedestrian Generator 0 Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Score 3 /20 TOTAL SCORE 2	accident. A	ident data for the three most recent year djustment factors of 3 and 2 are used re	espectively, to weight crash history for fat	
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 0 Each Pedestrian Generator 0 Each Pedestrian Generator 0 Each Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 3 /20				
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 Designated School Pedestrian Generator Designated School Designation School Designated School Designated School Designated School				
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 Peach Scoh Designated School Pedestrian Generator Designated School Pedestrian Generator Designated School Pedestrian Generator Designated School Peach Scoh Designated School Pedestrian Generator Designated School Peach Designated School Designated School Peach Designated School Designate	I and Heo (20 Points)	Lacil	_
Pedestrian Generator 0 Each Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 3 /20 TOTAL SCORE 2	Proximity to calming sco	designated schools and pedestrian gen are should add 10 points for every school		
Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned. Score 3/20 TOTAL SCORE 2				
and other unusual conditions or characteristics not aforementioned. Score 3/20 TOTAL SCORE 2	Geometrics	s and Engineering Considerations (20	Points)	_
TOTAL SCORE 2	Presence of	f sight distance issues, changes in vertic	cal or horizontal curvature, corner sight co	onsiderations, presence of sidewalks, uncontrolled crosswalks
			Score 3 /20	
				_

STREET:			STONE STREET	
FROM STAFF	W MARKET STREET	то	CENTRAL AVENUE	
DATE	MAY 19-25, 2021			
CATEGORY				POI
	nes (20 Points)			
consideration has a maximi every 50 veh Collector (Re trips per day.	ns should be considered and volumes sho um capacity of 2,000 average daily trips. icles per day exceeding 1,500 with a may sidential Type II) roadways are designed	ould be measured during For typical residential skimum possible score of with a larger cross-sect	counts should be collected over a 3-day duration and averaged. Seasonal to the regular school calendars. A typical two-lane undivided residential strestreets, 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 Locion 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	r al
		Facility	Residential street	
		AWDT 369	ADT	(
Speed (20 Pe	oints)		_	
should omit of hour. The tr	ata observed from following vehicles or i	nterrupted flow. A typic termined as 2 point for n ts.	Collected speeds should only be measured under conditions of free flow an all two-lane undivided residential street has a posted speed limit of 25 miles nile per hour measured from the 85th percentile speed over the posted (25m	per
Crach Histor	ry (20 Points)			
Review accid	ient data for the three most recent years		ie. The traffic caiming score for speed shall be calculated as 3 point for even history for fatal and pedestrian/bicyclist collisions. A maximum possible sco	•
of 20 naints	,			
		Collisions 1	Each Each	
		Pedestrian/Bike 1	_	
Land Use (2)			_	
Proximity to c	designated schools and pedestrian gener		es, and other public facilities) within 500 feet of the roadway section. The tr ditional pedestrian generator with in vicinity of the study area with a maximu	
			Each Each	1
Geometrics	and Engineering Considerations (20 P	oints)	_	
Presence of			corner sight considerations, presence of sidewalks, uncontrolled crosswalks	;
and other uni	usual conditions or characteristics not afor	nemenuoneu.		
and other un	usual conditions of characteristics not are		/20	
and other uni	usual conditions of characteristics not aid]/20	

FROM	N MAIN STREET	TO REATA STR	REET	
STAFF DATE	MAY 18-20, 2021			
DATE	WA 1 10-20, 2021			_
CATEGORY			PO	OIN.
Traffic Volun	nes (20 Points)			
consideration has a maximu every 50 vehi Collector (Re- trips per day.	ns should be considered and volumes should be considered and volumes shum capacity of 2,000 average daily trips, icles per day exceeding 1,500 with a massidential Type II) roadways are designed	ould be measured during the regular so For typical residential streets, the traf iximum possible score of 20 points. Sp d with a larger cross-section and may so	be collected over a 3-day duration and averaged. Seasonal chool calendars. A typical two-lane undivided residential street ffic calming score for volume shall be determined as 1 point for ecial consideration is given to a local collector facility. A Local erve as a bus route, and typically has a capacity of 5,000 average ermined as 1 point for every 100 vehicles per day exceeding	
_,000		Facility	Residential street	
		AWDT 1,008 ADT		0
Speed (20 D	ointo)			
Speed (20 Po	•	als that speed or below. Collected spee	eds should only be measured under conditions of free flow and	
should omit d hour. The tra	data observed from following vehicles or	interrupted flow. A typical two-lane un etermined as 2 point for mile per hour m tts.	divided residential street has a posted speed limit of 25 miles per easured from the 85th percentile speed over the posted (25mph)	
		85th Percentile 32 MPH		14
accident. Adj	ry (20 Points) lent data for the three most recent years justment factors of 3 and 2 are used res	ror wnich data is available. The traffic pectively, to weight crash history for fat	caiming score for speed snail be calculated as 3 point for every all and pedestrian/bicyclist collisions. A maximum possible score	
of 20 points		Collisions 1 Each		
		Fatal 0 Each		3
		Pedestrian/Bike 0 Each		
Land Use (20	0 Points)			
calming score			ublic facilities) within 500 feet of the roadway section. The traffic rian generator with in vicinity of the study area with a maximum	
	De	signated School 0 Each		_
	Pede	strian Generator 0 Each		0
Geometrics	and Engineering Considerations (20 I	Points)		
	sight distance issues, changes in vertica usual conditions or characteristics not af		onsiderations, presence of sidewalks, uncontrolled crosswalks	
		Score 4 /20		4
			TOTAL SCORE	21

FROM STAFF DATE SEPTEMBER 20-26, 2017 CATEGORY Traffic Volumes (20 Points) Measure weekday average daily traffic volumes on the residential roadway. Counts should be considerations should be considered and volumes should be measured during the regular scho has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special Collector (Residential Type II) roadways are designed with a larger cross-section and may serve trips per day. For typical collector facilities, the traffic calming score for volume shall be determed 2,500 with a maximum possible score of 20 points. Facility AWDT Speed (20 Points)	POINT collected over a 3-day duration and averaged. Seasonal of calendars. A typical two-lane undivided residential street calming score for volume shall be determined as 1 point for all consideration is given to a local collector facility. A Local et as a bus route, and typically has a capacity of 5,000 average
CATEGORY Traffic Volumes (20 Points) Measure weekday average daily traffic volumes on the residential roadway. Counts should be considerations should be considered and volumes should be measured during the regular school has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special Collector (Residential Type II) roadways are designed with a larger cross-section and may serve trips per day. For typical collector facilities, the traffic calming score for volume shall be determed 2,500 with a maximum possible score of 20 points. Facility AWDT Speed (20 Points)	collected over a 3-day duration and averaged. Seasonal of calendars. A typical two-lane undivided residential street calming score for volume shall be determined as 1 point for all consideration is given to a local collector facility. A Local et as a bus route, and typically has a capacity of 5,000 average
CATEGORY Traffic Volumes (20 Points) Measure weekday average daily traffic volumes on the residential roadway. Counts should be considerations should be considered and volumes should be measured during the regular scholas a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Section and may serve trips per day. For typical collector facilities, the traffic calming score for volume shall be determ 2,500 with a maximum possible score of 20 points. Facility AWDT Speed (20 Points)	collected over a 3-day duration and averaged. Seasonal of calendars. A typical two-lane undivided residential street calming score for volume shall be determined as 1 point for all consideration is given to a local collector facility. A Local et as a bus route, and typically has a capacity of 5,000 average
Traffic Volumes (20 Points) Measure weekday average daily traffic volumes on the residential roadway. Counts should be considerations should be considered and volumes should be measured during the regular schookas a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Specia Collector (Residential Type II) roadways are designed with a larger cross-section and may serve trips per day. For typical collector facilities, the traffic calming score for volume shall be determed 2,500 with a maximum possible score of 20 points. Facility AWDT Speed (20 Points)	collected over a 3-day duration and averaged. Seasonal of calendars. A typical two-lane undivided residential street calming score for volume shall be determined as 1 point for all consideration is given to a local collector facility. A Local et as a bus route, and typically has a capacity of 5,000 average
Measure weekday average daily traffic volumes on the residential roadway. Counts should be considerations should be considered and volumes should be measured during the regular school has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special Collector (Residential Type II) roadways are designed with a larger cross-section and may serve trips per day. For typical collector facilities, the traffic calming score for volume shall be determed 2,500 with a maximum possible score of 20 points. Facility	ol calendars. A typical two-lane undivided residential street calming score for volume shall be determined as 1 point for all consideration is given to a local collector facility. A Local e as a bus route, and typically has a capacity of 5,000 average
considerations should be considered and volumes should be measured during the regular scholas a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special Collector (Residential Type II) roadways are designed with a larger cross-section and may serve trips per day. For typical collector facilities, the traffic calming score for volume shall be determed 2,500 with a maximum possible score of 20 points. Facility	ol calendars. A typical two-lane undivided residential street calming score for volume shall be determined as 1 point for all consideration is given to a local collector facility. A Local e as a bus route, and typically has a capacity of 5,000 average
AWDT 870 ADT Speed (20 Points)	
Speed (20 Points)	Residential street
• • •	0
Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should omit data observed from following vehicles or interrupted flow. A typical two-lane undividuor. The traffic calming score for speed shall be determined as 2 point for mile per hour measured limit with a maximum possible score of 20 points.	ded residential street has a posted speed limit of 25 miles per ured from the 85th percentile speed over the posted (25mph)
85th Percentile 30 MPH	10
Crash History (20 Points) Review accident data for the three most recent years for which data is available. The traffic call	
accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal a of 20 points	nd pedestrian/bicyclist collisions. A maximum possible score
Collisions 0 Each	
Fatal 0 Each	0
Pedestrian/Bike 0 Each	
Land Use (20 Points) Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other publi calming score should add 10 points for every school and 5 points for every additional pedestriar possible score of 20 points.	
Designated School 2 Each	20
Pedestrian Generator 1 Each	20
Geometrics and Engineering Considerations (20 Points)	
Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight cons and other unusual conditions or characteristics not aforementioned.	derations, presence of sidewalks, uncontrolled crosswalks
Score 1 /20	1
	
alTraffic Calming\-Petitions\Placer\06-FY 21-22 Prioritization Draft\(Neighborhood Traffic Calming Scoring Worksheet.xisx)2017 Final Priority List	TOTAL SCORE 31

STREET:			STONE STREET	
FROM STAFF	W MARKET STREET	то	CENTRAL AVENUE	
DATE	MAY 19-25, 2021			
CATEGORY				POI
	nes (20 Points)			
consideration has a maximi every 50 veh Collector (Re trips per day.	ns should be considered and volumes sho um capacity of 2,000 average daily trips. icles per day exceeding 1,500 with a may sidential Type II) roadways are designed	ould be measured during For typical residential skimum possible score of with a larger cross-sect	counts should be collected over a 3-day duration and averaged. Seasonal to the regular school calendars. A typical two-lane undivided residential strestreets, 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 Locion 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	r al
		Facility	Residential street	
		AWDT 369	ADT	(
Speed (20 Pe	oints)		_	
should omit of hour. The tr	ata observed from following vehicles or i	nterrupted flow. A typic termined as 2 point for n ts.	Collected speeds should only be measured under conditions of free flow an all two-lane undivided residential street has a posted speed limit of 25 miles nile per hour measured from the 85th percentile speed over the posted (25m	per
Crach Histor	ry (20 Points)			
Review accid	ient data for the three most recent years		ie. The traffic caiming score for speed shall be calculated as 3 point for even history for fatal and pedestrian/bicyclist collisions. A maximum possible sco	•
of 20 naints	,			
		Collisions 1	Each Each	
		Pedestrian/Bike 1	_	
Land Use (2)			_	
Proximity to c	designated schools and pedestrian gener		es, and other public facilities) within 500 feet of the roadway section. The tr ditional pedestrian generator with in vicinity of the study area with a maximu	
			Each Each	1
Geometrics	and Engineering Considerations (20 P	oints)	_	
Presence of			corner sight considerations, presence of sidewalks, uncontrolled crosswalks	;
and other uni	usual conditions or characteristics not afor	nemenuoneu.		
and other un	usual conditions of characteristics not are		/20	
and other uni	usual conditions of characteristics not aid]/20	

STREET: FROM	HOMESTEAD AVENUE	MARION AVEN TO WACACIA S		
STAFF	HOMESTEAD AVENUE	TO W ACACIA S	IREEI	
DATE	APRIL 24- 27, 2017			
CATEGORY	,			POIN
Traffic Volu	mes (20 Points)			
Measure we consideration has a maxim every 50 veh Collector (Retrips per day	ekday average daily traffic volumes on the reins should be considered and volumes should under should under should under should trips. For it is a partial of 2,000 average daily trips. For it is a partial of 2,000 average daily trips. For it is a partial trips and the should be should	be measured during the regular sch or typical residential streets, the traffi im possible score of 20 points. Spen on a larger cross-section and may se	e collected over a 3-day duration and averaged. Seasonal nool calendars. A typical two-lane undivided residential street ic calming score for volume shall be determined as 1 point for cial consideration is given to a local collector facility. A Local rive as a bus route, and typically has a capacity of 5,000 average rmined as 1 point for every 100 vehicles per day exceeding	
		Facility	Residential street	
		AWDT 732 ADT		0
Speed (20 P	Points)		_	
should omit hour. The t	data observed from following vehicles or inter raffic calming score for speed shall be determ vith a maximum possible score of 20 points.	rupted flow. A typical two-lane und ined as 2 point for mile per hour me	ds should only be measured under conditions of free flow and ivided residential street has a posted speed limit of 25 miles per asured from the 85th percentile speed over the posted (25mph)	
	85t	h Percentile 31 MPH	L	12
Review acci			aiming score for speed snail be calculated as 3 point for every I and pedestrian/bicyclist collisions. A maximum possible score	
		Collisions 1 Each		
		Fatal 0 Each		3
		estrian/Bike 0 Each	L	
Land Use (2	•	o (o g parks libraries and other nu	blic facilities) within 500 feet of the roadway section. The traffic	
calming scor			an generator with in vicinity of the study area with a maximum	
	_	ated School Each n Generator 0 Each		0
Geometrics	and Engineering Considerations (20 Point	ts)		
	sight distance issues, changes in vertical or husual conditions or characteristics not aforem		nsiderations, presence of sidewalks, uncontrolled crosswalks	
		Score 3 /20		3
			TOTAL SCORE	18
Fra\Traffic Calmina\Do	titions\Marion Avenue\07-FY 21-22 Prioritization Draft\[Neighborhoo	d Traffic Calming Scoring Worksheet view 2017 Final I		10
a,,,anio danning(*Fe	ALLONO MARION A VOTICE (VI-1 1 21-22) HORIZARION DIAIN[NEIGHBOING	a manio canning occurring workencer.xieAj2017 Filldi I	nony Los	

	STREET:			KIPLING STREET
	FROM	LOS OLIVOS DRIVE	то	S RIKER STREET
	STAFF DATE	MAY 9-21, 2018		
	DAIL	ma: 0-21, 2010		
	CATEGORY			POINT
1	Traffic Volum	ies (20 Points)		
	considerations has a maximu every 50 vehic Collector (Restrips per day.	s should be considered and volumes shown capacity of 2,000 average daily trips. the per day exceeding 1,500 with a maid and a Type II) roadways are designed.	ould be measured duri For typical residentia ximum possible score of d with a larger cross-se	Counts should be collected over a 3-day duration and averaged. Seasonal ring the regular school calendars. A typical two-lane undivided residential street al 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 ection and may serve as a bus route, and typically has a capacity of 5,000 average lume shall be determined as 1 point for every 100 vehicles per day exceeding
			Facility	Residential street
			AWDT 20	202 ADT 0
2	Speed (20 Po	•		
	should omit da hour. The tra	ata observed from following vehicles or	interrupted flow. A type termined as 2 point for	 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)
	,	,		32 MPH 14
3		ent data for the three most recent years		nable. 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 ZO DOMAS		Collisions	0 Each
			Fatal	0 Each 0
			Pedestrian/Bike	0 Each
4	Land Use (20	· · · · · · · · · · · · · · · · · · ·		The second state of the se
		should 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
		Des	signated School	0 Each
		Pedes	strian Generator	0 Each
5	Geometrics a	nd Engineering Considerations (20 F	Points)	
		ight distance issues, changes in vertical sual conditions or characteristics not afo		re, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	1 /20
				TOTAL SCORE 15
WTra	\Traffic Calming\~Petiti	ons\Kipling\07-FY 21-22 Prioritization Draft\[FY 21-22 Neigl	hborhood Traffic Calming Scoring	

	STREET:			LINDEN STREET
	FROM STAFF	EUCALYPTUS DRIVE	то	OREGON STREET
	DATE	SEPTEMBER 17-19, 2019		
	CATEGORY			POINTS
1	Traffic Volum	es (20 Points)		
	considerations has a maximum every 50 vehicl Collector (Res trips per day.	should be considered and volumes shou in capacity of 2,000 average daily trips. If les per day exceeding 1,500 with a maxin idential Type II) roadways are designed w	ld be measured durin For typical residentia num possible score o vith a larger cross-se	Counts should be collected over a 3-day duration and averaged. Seasonal ng the regular school calendars. A typical two-lane undivided residential street is 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
			Facility	Residential street
			AWDT 46	ADT 0
2	Speed (20 Po	nts)		
	should omit da hour. The trai	ta observed from following vehicles or int fic calming score for speed shall be deter n a maximum possible score of 20 points.	errupted flow. A typ mined 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)
		8	5th Percentile 3	MPH 10
3		nì data for the three most recent years for		sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score
			Collisions	1 Each
			Fatal	0 Each 3
	1 (00		edestrian/Bike	0 Each
4	Land Use (20		ore (e.g. parke librar	ries, and other public facilities) within 500 feet of the roadway section. The traffic
		should add 10 points for every school and		ditional pedestrian generator with in vicinity of the study area with a maximum
			nated School	0 Each
		Pedestr	ian Generator	0 Each
5		nd Engineering Considerations (20 Poi	•	
		ght distance issues, changes in vertical or sual conditions or characteristics not afore		e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	3 /20
				TOTAL SCORE 16
PWTra\	Traffic Calming\~Petition	ns\Linden St\06-FY 21-22 Prioritization Draft\[FY 21-22 Neigh	borhood Traffic Calming Scorin	

	STREET:			DALLAS AVENUE
	FROM STAFF	GARNER AVENUE	то	DEL MONTE AVENUE
	DATE	SEPTEMBER 17-19, 2019		
	CATEGORY			POINTS
1	Traffic Volume	es (20 Points)		
	considerations has a maximun every 50 vehicl Collector (Resident trips per day.	should be considered and volumes sho n capacity of 2,000 average daily trips. es per day exceeding 1,500 with a max dential Type II) roadways are designed	ould be measured during For typical residential kimum possible score of with a larger cross-se	Counts should be collected over a 3-day duration and averaged. Seasonal ng the regular school calendars. A typical two-lane undivided residential street il 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 time shall be determined as 1 point for every 100 vehicles per day exceeding
			Facility	Residential street
			AWDT 1,11	15 ADT 0
2	Speed (20 Poi	nts)		
	should omit dat hour. The traff	a observed from following vehicles or i	nterrupted flow. A typ termined as 2 point for ts.	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)
			85th Percentile 3	31 MPH 12
3		ni data for the three most recent years i		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
			Collisions	1 Each
			Fatal	0 Each 3
			Pedestrian/Bike	0 Each
4	Land Use (20 I	,	atoro (o a porko libro:	ries, and other public facilities) within 500 feet of the roadway section. The traffic
		should add 10 points for every school a		additional pedestrian generator with in vicinity of the study area with a maximum
			signated School strian Generator	0 Each 0 Each
5	Goomotrice ar	nd Engineering Considerations (20 P		Lacii
J		`	•	e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
	and other unus	ual conditions or characteristics not afo	prementioned.	<u> </u>
			Score	0
				TOTAL SCORE 15
PWTra\	Fraffic Calming\~Petition	ns\Dallas Ave\06-FY 21-22 Prioritization Draft\[FY 21-22 N	eighborhood Traffic Calming Scor	

STREET:		BUR	KE STREET	
FROM	DEL MONTE AVE	TO EN	ס	
STAFF DATE	JUNE 11-13, 2019			
DATE	JUNE 11-13, 2019			
CATEGORY				POINT
Traffic Volur	nes (20 Points)			
consideration has a maximu every 50 vehi Collector (Re trips per day.	s should be considered and volumes shound be considered and volumes shound capacity of 2,000 average daily trips cles per day exceeding 1,500 with a master sidential Type II) roadways are designe	ould be measured during the r For typical residential streets ximum possible score of 20 pc d with a larger cross-section ar	s should be collected over a 3-day duration and averaged. Seasonal regular school calendars. A typical two-lane undivided residential street s, the traffic calming score for volume shall be determined as 1 point for oints. Special consideration is given to a local collector facility. A Local and may serve as a bus route, and typically has a capacity of 5,000 average all be determined as 1 point for every 100 vehicles per day exceeding)
		Facility	Residential street	
		AWDT 223 AD1	Г	0
Speed (20 Pe	oints)			
should omit d hour. The tra	ata observed from following vehicles or	interrupted flow. A typical two termined as 2 point for mile pe	cted speeds should only be measured under conditions of free flow and b-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)	
		85th Percentile 24 MPI	Н	0
	ent data for the three most recent years		ne tranic caiming score for speed snail be calculated as 3 point for every bry for fatal and pedestrian/bicyclist collisions. A maximum possible score	
OI ZO DOINIS		Collisions 0 Eac	h	
		Fatal 0 Eac		0
		Pedestrian/Bike 0 Eac	ch control of the con	
Land Use (20	•	ratore (e.g. parke libraries an	d other public facilities) within 500 feet of the roadway section. The traffic	
calming score			al pedestrian generator with in vicinity of the study area with a maximum	•
		signated School 1 Eac		10
	Pede	strian Generator 0 Eac	h	
	and Engineering Considerations (20	•		
	sight distance issues, changes in vertica usual conditions or characteristics not a		er sight considerations, presence of sidewalks, uncontrolled crosswalks	
		Score 4 /20		4
			TOTAL SCORE	14

	STREET:		SOUTH RIKER STREET	
	FROM	KIPLING STREET	TO BLANCO ROAD	
	STAFF DATE	MAY 9-21, 2018		
	DAIL	mrs 1 V-21, 2010		
	CATEGORY			POINTS
1	Traffic Volume	es (20 Points)		
	considerations has a maximur every 50 vehicl Collector (Resi trips per day.	should be considered and volun n capacity of 2,000 average dail les per day exceeding 1,500 with dential Type II) roadways are de	s on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal mes should be measured during the regular school calendars. A typical two-lane undivided residential street y trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local esigned with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding ints.	ge
			Facility Collector Facility	
			AWDT 1,407 ADT	0
2	Speed (20 Poi	nts)		
	should omit da hour. The traf	ta observed from following vehic	ic travels that speed or below. Collected speeds should only be measured under conditions of free flow and les or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles pe I be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mpt 20 points. 85th Percentile 31 MPH	
2	Creek History	(20 Deinte)	OSUI FEICEILIIE ST INFH	12
3		nì data for the three most recent	ed respectively, to weight crash 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	•	a separators (a.g. marka librarian and ather mublic facilities) within 500 fact of the ready over continue. The traff	i.
	•	should add 10 points for every s	n generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traff chool and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum	ic
			Designated School 0 Each	0
			Pedestrian Generator 0 Each	U
5		nd Engineering Consideration		
		ght distance issues, changes in v rual conditions or characteristics	vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks not aforementioned.	
			Score 2 /20	2
			TOTAL SCOR	E 14
PWTra\	Traffic Calming\~Petitio	ns\Riker (South)\07-FY 21-22 Prioritization Draft	Ti(Neighborhood Traffic Calming Scoring Worksheet.xlsx)2017 Final Priority List	14

STREET: FROM STAFF	WESTMINSTER DRIVE	то	TYNAN WAY PLACER WAY	
DATE	SEPTEMBER 20-26, 2017			
CATECORY				DOIN
CATEGORY				POIN
Measure were consideration has a maxim every 50 veh Collector (Retrips per day	ns should be considered and volumes shoul um capacity of 2,000 average daily trips. F iicles per day exceeding 1,500 with a maxin esidential Type II) roadways are designed w	d be measured during for typical residential num possible score of ith a larger cross-sec	counts should be collected over a 3-day duration and averaged. Season the regular school calendars. A typical two-lane undivided residential streets, the traffic calming score for volume shall be determined as 1 pc 20 points. Special consideration is given to a local collector facility. A ion and may serve as a bus route, and typically has a capacity of 5,000 we shall be determined as 1 point for every 100 vehicles per day exceed	l street bint for Local) average
	·	Facility	Residential street	
		AWDT 105	ADT	0
should omit on the transfer of	speed at which 85 percent of traffic travels data observed from following vehicles or intr affic calming score for speed shall be deter ith a maximum possible score of 20 points.	errupted flow. A typio mined as 2 point for r	Collected speeds should only be measured under conditions of free flo al two-lane undivided residential street has a posted speed limit of 25 i sile per hour measured from the 85th percentile speed over the posted	miles per
Review accid		Collisions	ie. The traffic calming score for speed shall be calculated as 3 point to history for fatal and pedestrian/bicyclist collisions. A maximum possibleach	
	Pe		Each	3
Land Use (2				
Proximity to calming scor	designated schools and pedestrian generate		es, and other public facilities) within 500 feet of the roadway section. T ditional pedestrian generator with in vicinity of the study area with a ma	
			Each Each	10
Geometrics	and Engineering Considerations (20 Poi	nts)		
	sight distance issues, changes in vertical or usual conditions or characteristics not afore		corner sight considerations, presence of sidewalks, uncontrolled cross	walks
		Score	/20	1
			TOTAL	SCORE 14
			IOIAL	JUKEI 14

	STREET: Atherton Way	
	FROM TO	
	STAFF	
	DATE July 7-8, 2021 (2-DAY DURATION)	
		POINTS
1	Traffic Volumes (20 Points)	
	Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum 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 337 ADT	0
2	Speed (20 Points)	
	Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of 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 27 MPH	4
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 1 Each	
	Fatal 0 Each	3
	Pedestrian/Bike 0 Each	
4	Land Use (20 Points)	
	Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.	_
	Designated School 0 Each	0
	Pedestrian Generator 0 Each	J
5	Geometrics and Engineering Considerations (20 Points)	
	Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.	
	Score 4 /20	4
	_	
I:\PWTra	TOTAL SCORE raffic Calming\01- Approved Traffic Calming Prioritization\Draft FY 20-21\(FY 21-22 Prioritization Scores Master List.xlsx\)Sheet1	11

	STREET:			М	LLBRAE STREET	
	FROM STAFF	NATIVIDAD ROAD	то		ATHERTON WAY	
	DATE	FEBRUARY 4-6, 2020				
	CATEGORY					POINTS
1	Traffic Volume	es (20 Points)				
	considerations has a maximur every 50 vehic Collector (Resi trips per day.	should be considered and volumes and a capacity of 2,000 average daily triples per day exceeding 1,500 with a number dential Type II) roadways are design	should be measured dur os. For typical residenti naximum possible score led with a larger cross-s	ring ial st e of 2 section	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	
			Facility		Residential street	
			AWDT 1,	137	ADT	0
2	Speed (20 Poi	nts)				
	should omit da hour. The traf	ta observed from following vehicles o	or interrupted flow. A ty determined as 2 point fo bints.	pica or mi	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 lile per hour measured from the 85th percentile speed over the posted (25mph)	
			85th Percentile	27	MPH	4
3		nt data for the three most recent yea			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	
			Collisions	1	Each	
			Fatal	0	Each	3
		- · · · ·	Pedestrian/Bike	0	Each	
4	Land Use (20	•	acratora (o a parka libr	orio	s, and other public facilities) within 500 feet of the roadway section. The traffic	
		should add 10 points for every school			itional pedestrian generator with in vicinity of the study area with a maximum	
			Designated School	0	Each	0
_			destrian Generator	0	Each	
5		nd Engineering Considerations (20	,	ıro o	corner sight considerations, presence of sidewalks, uncontrolled crosswalks	
		sual conditions or characteristics not		iie, c	contensignic considerations, presence of sidewarks, uncontrolled crosswarks	
			Score	0	/20	0
					TOTAL 200PF	7
PWTr ₂ \	Traffic Calming\~Petitio	ns\Millbrae Street\06-FY 21-22 Prioritization Draft\[Nei	ahborhood Traffic Calming Seering	Works	TOTAL SCORE	/
** 112	Trame Callings-Pellio	113 WILLIAM OLI BELLOU-F 1 Z 1-ZZ FILOTILIZACION DISILIJNE	gribornood trainic Canning Scoring	*VOIKS	shoot.alea/2017 Fillian Filothy List	

	STREET:			LARKIN STREET
	FROM STAFF	N DAVIS ROAD	то	RICO STREET
	DATE	MAY 9- APRIL 9, 2019		
	CATEGORY			POINTS
1	Traffic Volume	es (20 Points)		
	considerations has a maximum every 50 vehicl Collector (Resident trips per day.	should be considered and volumes sin capacity of 2,000 average daily trips es per day exceeding 1,500 with a madential Type II) roadways are designed	nould be measured during. For typical residential aximum possible score of during the difference of the contract of the contr	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 if 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
			Facility	Residential street
			AWDT 4,74	9 ADT
2	Speed (20 Poi	nts)		
	should omit dat hour. The traf	a observed from following vehicles or	interrupted flow. A typi etermined as 2 point for ints.	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	MPH 0
3		nì data for the three most recent years		ble. I ne tranic caiming score for speed snail be calculated as 3 point for every she history for fatal and pedestrian/bicyclist collisions. A maximum possible score
			Collisions	7 Each
				0 Each 20
	(00		Pedestrian/Bike	0 Each
4	Land Use (20 l	•	protoro (o a porko librori	ies, and other public facilities) within 500 feet of the roadway section. The traffic
	•	should add 10 points for every school		dditional pedestrian generator with in vicinity of the study area with a maximum
		De	esignated School	2 Each 20
		Pede	estrian Generator	1 Each
5		nd Engineering Considerations (20	,	
		pht distance issues, changes in vertica ual conditions or characteristics not a		, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	5 /20
				TOTAL SCORE 65
PWTra\	Traffic Calming\~Petition	ns\Larkin\06-FY 21-22 Prioritization Draft\(FY 21-22 Nei	hborhood Traffic Calming Scoring W	

	STREET:			CAMPANIA WAY
	FROM STAFF	MONTE BELLA BLVD	то	PALMERO DRIVE
	DATE	AUGUST 10-12, 2021		
	CATEGORY			POINTS
1	Traffic Volume	es (20 Points)		
	considerations has a maximur every 50 vehic Collector (Resi trips per day.	should be considered and volumes shoung capacity of 2,000 average daily trips. les per day exceeding 1,500 with a maxidential Type II) roadways are designed was the control of the contro	uld be measured during For typical residential mum possible score countries with a larger cross-second	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 time shall be determined as 1 point for every 100 vehicles per day exceeding
			Facility	Residential street
			AWDT 24	40 ADT 0
2	Speed (20 Poi	nts)		
	should omit da hour. The traf	ta observed from following vehicles or in fic calming score for speed shall be dete n a maximum possible score of 20 points	terrupted flow. A typermined as 2 point for 6.	. 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)
			85th Percentile 2	27 MPH 4
3		nt data for the three most recent years to		note. The traffic calming score for speed snail be calculated as 3 point for every sh history for fatal and pedestrian/bicyclist collisions. A maximum possible score
	/		Collisions	0 Each
		_		0 Each 0
			edestrian/Bike	0 Each
4	Land Use (20	•	/ !!b	in and all an oblig for illustrations from for a fall and a fall a
		should add 10 points for every school an		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
			gnated School	0 Each
			·	0 Each
5		nd Engineering Considerations (20 Po	•	
		ght distance issues, changes in vertical o sual conditions or characteristics not afor		e, corner sight considerations, presence of sidewalks, uncontrolled crosswalks
			Score	1 /20
				TOTAL SCORE 5
PWTra\	Traffic Calming\01- App	proved Traffic Calming Prioritization\Draft FY 20-21\[FY 21-22]	2 Prioritization Scores Master Lis	st.xisxi Sheet1

FRO		PIAZZA DRIVE	7	го	SARDINIA DRIVE	
DAT		AUGUST 8-12, 2021				
CAT	EGORY					POINT
Traff	fic Volume	es (20 Points)				
Meas cons has a every Colle trips	sure weeko siderations a maximum y 50 vehicle ector (Resid per day.	day average daily traffic volumes of should be considered and volume in capacity of 2,000 average daily the es per day exceeding 1,500 with a dential Type II) roadways are desi	es should be measured trips. For typical reside a maximum possible so igned with a larger cross traffic calming score for	during ential ore of s-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 stion and may serve as a bus route, and typically has a capacity of 5,000 averageme shall be determined as 1 point for every 100 vehicles per day exceeding	e
		,	Facility		Residential street	
			AWDT	87	7 ADT	0
Spee	ed (20 Poi	nte)			_	
Meas shou hour.	sure the spuld omit date. The traff	peed at which 85 percent of traffic ta observed from following vehicle	es or interrupted flow. As e determined as 2 poin	A typion	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) 3 MPH	
accio				t crasl (Die. I ne traffic caiming score for speed snall be calculated as 3 point for every th history for fatal and pedestrian/bicyclist collisions. A maximum possible score Deach Each Each Each	0
Lanc	d Use (20 F	Points)				
Proxi calm	imity to des	signated schools and pedestrian g			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 edestrian Generator		0 Each 0 Each	0
Geor	metrics an	nd Engineering Considerations	(20 Points)		_	
Pres	ence of sig		rtical or horizontal curv	ature,	, corner sight considerations, presence of sidewalks, uncontrolled crosswalks	
			Score		1 /20	1
			_			1
Tro\Troffic O	Calminal - Batti	and EV 24 22 Potitional Const WouldE EV 24 22 E	Prioritization/IEV 24 22 Noi-bbb-	ad Traff	TOTAL SCORE	1
ra\raπic C	aiming\~Petition	nsiu- FT Z1-22 Petitions/Capri Way/u5- FY 21-22 F	rioriuzadon/[FY 21-22 Neighborho	od Fraffi	ic Calming Scoring Worksheet.xlsxj2017 Final Priority List	