

|                |                          |                                   |
|----------------|--------------------------|-----------------------------------|
| <b>STREET:</b> | <b>E BOLIVAR STREET</b>  |                                   |
| <b>FROM</b>    | <b>SANTA RITA STREET</b> | <b>TO</b> <b>VAN BUREN AVENUE</b> |
| <b>STAFF</b>   |                          |                                   |
| <b>DATE</b>    | <b>MAY 18-24, 2021</b>   |                                   |

**CATEGORY**
**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**
**Collector Facility**
**AWDT**  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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**  MPH

**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**  Each

**Fatal**  Each

**Pedestrian/Bike**  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**  Each

**Pedestrian Generator**  Each

**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**  /20

**TOTAL SCORE**

|         |  |    |
|---------|--|----|
| STREET: | MADRID STREET  |    |
| FROM    | N MAIN STREET  | TO |
| STAFF   | CHEROKEE DRIVE   |    |
| DATE    | JUNE 30-JULY 1, 2021 & AUGUST 10-12, 2021 (2 DAY DURATION) |    |

**CATEGORY**

**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  
AWDT 5,290 ADT

Collector Facility

20

**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 36 MPH

20

**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 5 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

15

**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  
Pedestrian Generator 1 Each

5

**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 3 /20

3

**TOTAL SCORE 63**

|                |                          |           |                       |
|----------------|--------------------------|-----------|-----------------------|
| <b>STREET:</b> | <b>CASENTINI STREET</b>  |           |                       |
| <b>FROM</b>    | <b>RICO STREET</b>       | <b>TO</b> | <b>N. MAIN STREET</b> |
| <b>STAFF</b>   |                          |           |                       |
| <b>DATE</b>    | <b>APRIL 16-18, 2019</b> |           |                       |

**CATEGORY**
**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**
**Collector Facility**
**AWDT**  **ADT**

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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**  **MPH**

**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**  **Each**
**Fatal**  **Each**
**Pedestrian/Bike**  **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**  **Each**
**Pedestrian Generator**  **Each**

**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**  **/20**

**TOTAL SCORE**

|                |                           |           |                                     |
|----------------|---------------------------|-----------|-------------------------------------|
| <b>STREET:</b> | <b>IVERSON STREET</b>     |           |                                     |
| <b>FROM</b>    | <b>BLANCO ROAD</b>        | <b>TO</b> | <b>HOMESTEAD AVENUE/CLAY STREET</b> |
| <b>STAFF</b>   |                           |           |                                     |
| <b>DATE</b>    | <b>FEBRUARY 3-6, 2020</b> |           |                                     |

**CATEGORY**
**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**
**Collector Facility**
**AWDT**  **ADT**

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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**  **MPH**

**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**  **Each**
**Fatal**  **Each**
**Pedestrian/Bike**  **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 within in vicinity of the study area with a maximum possible score of 20 points.

**Designated School**  **Each**
**Pedestrian Generator**  **Each**

**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**  **/20**

**TOTAL SCORE**

|                |                           |                           |
|----------------|---------------------------|---------------------------|
| <b>STREET:</b> | <b>WEST ACACIA STREET</b> |                           |
| <b>FROM</b>    | <b>COLUMBIA AVENUE</b>    | <b>TO W ALISAL STREET</b> |
| <b>STAFF</b>   |                           |                           |
| <b>DATE</b>    | <b>MAY 20-26, 2021</b>    |                           |

**CATEGORY**
**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 Collector Facility  
AWDT 4,284 ADT

18

**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. 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 (30mph) speed limit with a maximum possible score of 20 points.

85th Percentile 36 MPH

12

**3 Crash History (20 Points)**

review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points

Collisions 4 Each  
Fatal 1 Each  
Pedestrian/Bike 0 Each

12

**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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School 1 Each  
Pedestrian Generator 1 Each

15

**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 2 /20

2

**TOTAL SCORE 59**

|                |                            |           |
|----------------|----------------------------|-----------|
| <b>STREET:</b> | <b>PASEO GRANDE STREET</b> |           |
| <b>FROM</b>    | <b>N SANBORN ROAD</b>      | <b>TO</b> |
| <b>STAFF</b>   |                            |           |
| <b>DATE</b>    | <b>FEBRUARY 4-6, 2020</b>  |           |

**CATEGORY**
**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  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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  MPH

**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  Each  
Fatal  Each  
Pedestrian/Bike  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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School  Each  
Pedestrian Generator  Each

**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  /20

**TOTAL SCORE**

|                |                              |           |                  |
|----------------|------------------------------|-----------|------------------|
| <b>STREET:</b> | LA MESA DRIVE                |           |                  |
| <b>FROM</b>    | SAN JUAN DRIVE               | <b>TO</b> | SAN MARCOS DRIVE |
| <b>STAFF</b>   |                              |           |                  |
| <b>DATE</b>    | OCTOBER 30- NOVEMBER 1, 2018 |           |                  |

**CATEGORY**
**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 890 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 34 MPH

18

**3 Crash History (20 Points)**

review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points

Collisions 4 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

12

**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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School 1 Each  
Pedestrian Generator 1 Each

15

**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 1 /20

1

**TOTAL SCORE** 46

|                |                         |           |
|----------------|-------------------------|-----------|
| <b>STREET:</b> | <b>RICO STREET</b>      |           |
| <b>FROM</b>    | <b>LARKIN STREET</b>    | <b>TO</b> |
| <b>STAFF</b>   |                         |           |
| <b>DATE</b>    | <b>JUNE 11-13, 2019</b> |           |

**CATEGORY**
**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**
**Collector Facility**
**AWDT**  **ADT**

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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**  **MPH**

**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**  **Each**
**Fatal**  **Each**
**Pedestrian/Bike**  **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**  **Each**
**Pedestrian Generator**  **Each**

**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**  **/20**

**TOTAL SCORE**



|                |                                      |                                   |
|----------------|--------------------------------------|-----------------------------------|
| <b>STREET:</b> | <b>SWANER AVENUE</b>                 |                                   |
| <b>FROM</b>    | <b>SANTA RITA STREET</b>             | <b>TO</b> <b>VAN BUREN AVENUE</b> |
| <b>STAFF</b>   |                                      |                                   |
| <b>DATE</b>    | <b>NOVEMBER 5- NOVEMBER 16, 2018</b> |                                   |

**CATEGORY**
**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**
**Collector Facility**
**AWDT**  **ADT**

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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**  **MPH**

**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**  **Each**
**Fatal**  **Each**
**Pedestrian/Bike**  **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 within in vicinity of the study area with a maximum possible score of 20 points.

**Designated School**  **Each**
**Pedestrian Generator**  **Each**

**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**  **/20**

**TOTAL SCORE**

|                |                                   |           |             |
|----------------|-----------------------------------|-----------|-------------|
| <b>STREET:</b> | CALAVERAS DRIVE                   |           |             |
| <b>FROM</b>    | EL DORADO DRIVE                   | <b>TO</b> | YREKA DRIVE |
| <b>STAFF</b>   |                                   |           |             |
| <b>DATE</b>    | July 14-15, 2021 (2-DAY DURATION) |           |             |

**CATEGORY**
**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 2,679 ADT

20

**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 30 MPH

10

**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 2 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

6

**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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School 0 Each  
Pedestrian Generator 1 Each

5

**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 1 /20

1

**TOTAL SCORE 42**

|                |                              |           |                        |
|----------------|------------------------------|-----------|------------------------|
| <b>STREET:</b> | <b>MENDOCINCO DRIVE</b>      |           |                        |
| <b>FROM</b>    | <b>PLACER WAY</b>            | <b>TO</b> | <b>EL DORADO DRIVE</b> |
| <b>STAFF</b>   |                              |           |                        |
| <b>DATE</b>    | <b>SEPTEMBER 20-26, 2017</b> |           |                        |

**CATEGORY**
**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 957 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 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 score of 20 points

Collisions 0 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

0

**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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School 2 Each  
Pedestrian Generator 1 Each

20

**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 5 /20

5

**TOTAL SCORE 41**

|                |                          |           |
|----------------|--------------------------|-----------|
| <b>STREET:</b> | <b>VICTOR STREET</b>     |           |
| <b>FROM</b>    | <b>LARKIN STREET</b>     | <b>TO</b> |
| <b>STAFF</b>   | <b>WEST ROSSI STREET</b> |           |
| <b>DATE</b>    | <b>APRIL 9-11, 2019</b>  |           |

**CATEGORY**

**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 1,284 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 35 MPH

20

**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 3 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

9

**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  
Pedestrian Generator 2 Each

10

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 2 /20

2

**TOTAL SCORE 41**

|         |                     |    |               |
|---------|---------------------|----|---------------|
| STREET: | NORTHBRIDGE DRIVE   |    |               |
| FROM    | VAN BUREN AVENUE    | TO | SWANER AVENUE |
| STAFF   |                     |    |               |
| DATE    | NOVEMBER 5-16, 2018 |    |               |

**CATEGORY**
**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 1,224 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 31 MPH

12

**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 2 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

6

**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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School 1 Each  
Pedestrian Generator 1 Each

15

**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 SCORE 37**

|                |                           |           |                      |
|----------------|---------------------------|-----------|----------------------|
| <b>STREET:</b> | <b>JAMES STREET</b>       |           |                      |
| <b>FROM</b>    | <b>S MADEIRA AVE</b>      | <b>TO</b> | <b>S WOOD STREET</b> |
| <b>STAFF</b>   |                           |           |                      |
| <b>DATE</b>    | <b>FEBRUARY 3-6, 2020</b> |           |                      |

**CATEGORY**
**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  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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  MPH

**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  Each  
Fatal  Each  
Pedestrian/Bike  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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School  Each  
Pedestrian Generator  Each

**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  /20

**TOTAL SCORE**

|                |                       |           |                    |
|----------------|-----------------------|-----------|--------------------|
| <b>STREET:</b> | LEXINGTON DRIVE       |           |                    |
| <b>FROM</b>    | INDEPENDENCE BLVD     | <b>TO</b> | PROVINCETOWN DRIVE |
| <b>STAFF</b>   |                       |           |                    |
| <b>DATE</b>    | SEPTEMBER 11-13, 2018 |           |                    |

**CATEGORY**
**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 1,622 ADT

2

**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 32 MPH

14

**3 Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points

Collisions 0 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

0

**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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School 1 Each  
Pedestrian Generator 1 Each

15

**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 SCORE 35**

|                |                       |           |                |
|----------------|-----------------------|-----------|----------------|
| <b>STREET:</b> | WESTMINSTER DRIVE     |           |                |
| <b>FROM</b>    | TYNAN WAY             | <b>TO</b> | HAMPTON STREET |
| <b>STAFF</b>   |                       |           |                |
| <b>DATE</b>    | SEPTEMBER 20-26, 2017 |           |                |

**CATEGORY**
**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 1,080 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 32 MPH

14

**3 Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points

Collisions 1 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

3

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 1 Each  
Pedestrian Generator 1 Each

15

**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 1 /20

1

**TOTAL SCORE 33**



|                |                            |           |                    |
|----------------|----------------------------|-----------|--------------------|
| <b>STREET:</b> | <b>S FILICE STREET</b>     |           |                    |
| <b>FROM</b>    | <b>E ALISAL STREET</b>     | <b>TO</b> | <b>JOHN STREET</b> |
| <b>STAFF</b>   |                            |           |                    |
| <b>DATE</b>    | <b>SEPTEMBER 9-11,2019</b> |           |                    |

**CATEGORY**
**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  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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  MPH

**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  Each  
Fatal  Each  
Pedestrian/Bike  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  Each  
Pedestrian Generator  Each

**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  /20

**TOTAL SCORE**

|                |   |           |                    |
|----------------|---|-----------|--------------------|
| <b>STREET:</b> | <b>MYRTLE STREET &amp; MYRTLE COURT</b> |           |                    |
| <b>FROM</b>    | <b>CIRCLE DRIVE</b>                     | <b>TO</b> | <b>TOWT STREET</b> |
| <b>STAFF</b>   |   |           |                    |
| <b>DATE</b>    | <b>MAY 10-12, 2012</b>                  |           |                    |

**CATEGORY**
**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 786 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 28 MPH

6

**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  
Pedestrian/Bike 0 Each

3

**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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School 2 Each  
Pedestrian Generator 0 Each

20

**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 2 /20

2

**TOTAL SCORE 31**

|                |                          |           |
|----------------|--------------------------|-----------|
| <b>STREET:</b> | <b>TORO AVENUE</b>       |           |
| <b>FROM</b>    | <b>E. MARKET STREET</b>  | <b>TO</b> |
| <b>STAFF</b>   |                          |           |
| <b>DATE</b>    | <b>APRIL 16-18, 2019</b> |           |

**CATEGORY**
**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 1,275 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 38 MPH

20

**3 Crash History (20 Points)**

review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points

Collisions 4 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

12

**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  
Pedestrian Generator 0 Each

0

**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 SCORE 36**

|                |                           |           |                      |
|----------------|---------------------------|-----------|----------------------|
| <b>STREET:</b> | <b>PADOVA DRIVE</b>       |           |                      |
| <b>FROM</b>    | <b>FREEDOM PARKWAY</b>    | <b>TO</b> | <b>PALERMO DRIVE</b> |
| <b>STAFF</b>   |                           |           |                      |
| <b>DATE</b>    | <b>AUGUST 10-12, 2021</b> |           |                      |

**CATEGORY**
**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  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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  MPH

**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  Each  
Fatal  Each  
Pedestrian/Bike  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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School  Each  
Pedestrian Generator  Each

**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  /20

**TOTAL SCORE**

|         |                     |
|---------|---------------------|
| STREET: | SANTA RITA STREET   |
| FROM    | E BOLIVAR STREET    |
| TO      | SWANER AVE          |
| STAFF   |                     |
| DATE    | NOVEMBER 5-16, 2018 |

**CATEGORY**

**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

Collector Facility

AWDT  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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  MPH

**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  Each

Fatal  Each

Pedestrian/Bike  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  Each

Pedestrian Generator  Each

**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  /20

**TOTAL SCORE**

|                |                           |           |
|----------------|---------------------------|-----------|
| <b>STREET:</b> | <b>ALAMO WAY</b>          |           |
| <b>FROM</b>    | <b>GARNER AVE</b>         | <b>TO</b> |
| <b>STAFF</b>   |                           |           |
| <b>DATE</b>    | <b>MARCH 10 -12, 2020</b> |           |

**CATEGORY**
**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 1,908 ADT

8

**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 30 MPH

10

**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 2 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

6

**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  
Pedestrian Generator 0 Each

0

**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 SCORE 28**

|         |                      |    |     |
|---------|----------------------|----|-----|
| STREET: | DEL MONTE AVENUE     |    |     |
| FROM    | WILLIAMS ROAD        | TO | END |
| STAFF   |                      |    |     |
| DATE    | MAY 31- JUNE 1, 2017 |    |     |

**CATEGORY**
**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**
**Collector Facility**
**AWDT**  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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**  MPH

**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**  Each

**Fatal**  Each

**Pedestrian/Bike**  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 within in vicinity of the study area with a maximum possible score of 20 points.

**Designated School**  Each

**Pedestrian Generator**  Each

**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**  /20

**TOTAL SCORE**

|                |                        |           |                    |
|----------------|------------------------|-----------|--------------------|
| <b>STREET:</b> | <b>KENTUCKY AVENUE</b> |           |                    |
| <b>FROM</b>    | <b>LINDEN STREET</b>   | <b>TO</b> | <b>TOWT STREET</b> |
| <b>STAFF</b>   |                        |           |                    |
| <b>DATE</b>    | <b>MAY 18-24, 2021</b> |           |                    |

**CATEGORY**
**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  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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  MPH

**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  Each  
Fatal  Each  
Pedestrian/Bike  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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School  Each  
Pedestrian Generator  Each

**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  /20

**TOTAL SCORE**



|                |                        |           |                     |
|----------------|------------------------|-----------|---------------------|
| <b>STREET:</b> | <b>OSAGE DRIVE</b>     |           |                     |
| <b>FROM</b>    | <b>N FIRST STREET</b>  | <b>TO</b> | <b>ADAMS STREET</b> |
| <b>STAFF</b>   |                        |           |                     |
| <b>DATE</b>    | <b>MAY 19-22, 2017</b> |           |                     |

**CATEGORY**
**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 1,614 ADT

2

**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 35 MPH

20

**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  
Pedestrian/Bike 0 Each

3

**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  
Pedestrian Generator 0 Each

0

**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 2 /20

2

**TOTAL SCORE 27**

|                |                           |           |                         |
|----------------|---------------------------|-----------|-------------------------|
| <b>STREET:</b> | <b>CLARK STREET</b>       |           |                         |
| <b>FROM</b>    | <b>NACIONAL STREET</b>    | <b>TO</b> | <b>W. MARKET STREET</b> |
| <b>STAFF</b>   |                           |           |                         |
| <b>DATE</b>    | <b>FEBRUARY 4-6, 2020</b> |           |                         |

**CATEGORY**
**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**
**Collector Facility**
**AWDT**  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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**  MPH

**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**  Each

**Fatal**  Each

**Pedestrian/Bike**  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 within in vicinity of the study area with a maximum possible score of 20 points.

**Designated School**  Each

**Pedestrian Generator**  Each

**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**  /20

**TOTAL SCORE**

|         |                  |                  |
|---------|------------------|------------------|
| STREET: | LOS OLIVOS DRIVE |                  |
| FROM    | SAN BLANCO DRIVE | TO W BLANCO ROAD |
| STAFF   |                  |                  |
| DATE    | MAY 9- 21, 2018  |                  |

|                 |               |
|-----------------|---------------|
| <b>CATEGORY</b> | <b>POINTS</b> |
|-----------------|---------------|

|                      |  |  |                                     |                                 |                      |                                     |  |                                     |                                |  |
|----------------------|--|--|-------------------------------------|---------------------------------|----------------------|-------------------------------------|--|-------------------------------------|--------------------------------|--|
| 1                    | <b>Traffic Volumes (20 Points)</b>   | <p>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.</p> |                                     |                                 |                      |                                     |  |                                     |                                |  |
|                      | <table border="0"> <tr> <td style="text-align: right;">Facility</td> <td></td> <td style="text-align: right;">Collector Facility</td> <td></td> </tr> <tr> <td style="text-align: right;">AWDT</td> <td><input type="text" value="1,886"/> ADT</td> <td></td> <td><input type="text" value="0"/></td> </tr> </table>   | Facility   |                                     | Collector Facility              |                      | AWDT                                | <input type="text" value="1,886"/> ADT |                                     | <input type="text" value="0"/> |  |
| Facility             |  | Collector Facility   |                                     |                                 |                      |                                     |  |                                     |                                |  |
| AWDT                 | <input type="text" value="1,886"/> ADT   |  | <input type="text" value="0"/>      |                                 |                      |                                     |  |                                     |                                |  |
| 2                    | <b>Speed (20 Points)</b>   | <p>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.</p>   |                                     |                                 |                      |                                     |  |                                     |                                |  |
|                      | <table border="0"> <tr> <td style="text-align: right;">85th Percentile</td> <td><input type="text" value="33"/> MPH</td> <td><input type="text" value="16"/></td> </tr> </table>   | 85th Percentile  | <input type="text" value="33"/> MPH | <input type="text" value="16"/> |                      |                                     |  |                                     |                                |  |
| 85th Percentile      | <input type="text" value="33"/> MPH  | <input type="text" value="16"/>  |                                     |                                 |                      |                                     |  |                                     |                                |  |
| 3                    | <b>Crash History (20 Points)</b>   | <p>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</p>  |                                     |                                 |                      |                                     |  |                                     |                                |  |
|                      | <table border="0"> <tr> <td style="text-align: right;">Collisions</td> <td><input type="text" value="1"/> Each</td> <td rowspan="3" style="vertical-align: middle; text-align: center;"><input type="text" value="3"/></td> </tr> <tr> <td style="text-align: right;">Fatal</td> <td><input type="text" value="0"/> Each</td> </tr> <tr> <td style="text-align: right;">Pedestrian/Bike</td> <td><input type="text" value="0"/> Each</td> </tr> </table> | Collisions   | <input type="text" value="1"/> Each | <input type="text" value="3"/>  | Fatal                | <input type="text" value="0"/> Each | Pedestrian/Bike                        | <input type="text" value="0"/> Each |                                |  |
| Collisions           | <input type="text" value="1"/> Each  | <input type="text" value="3"/>   |                                     |                                 |                      |                                     |  |                                     |                                |  |
| Fatal                | <input type="text" value="0"/> Each  |  |                                     |                                 |                      |                                     |  |                                     |                                |  |
| Pedestrian/Bike      | <input type="text" value="0"/> Each  |  |                                     |                                 |                      |                                     |  |                                     |                                |  |
| 4                    | <b>Land Use (20 Points)</b>  | <p>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.</p>  |                                     |                                 |                      |                                     |  |                                     |                                |  |
|                      | <table border="0"> <tr> <td style="text-align: right;">Designated School</td> <td><input type="text" value="0"/> Each</td> <td rowspan="2" style="vertical-align: middle; text-align: center;"><input type="text" value="0"/></td> </tr> <tr> <td style="text-align: right;">Pedestrian Generator</td> <td><input type="text" value="0"/> Each</td> </tr> </table>   | Designated School  | <input type="text" value="0"/> Each | <input type="text" value="0"/>  | Pedestrian Generator | <input type="text" value="0"/> Each |  |                                     |                                |  |
| Designated School    | <input type="text" value="0"/> Each  | <input type="text" value="0"/>   |                                     |                                 |                      |                                     |  |                                     |                                |  |
| Pedestrian Generator | <input type="text" value="0"/> Each  |  |                                     |                                 |                      |                                     |  |                                     |                                |  |
| 5                    | <b>Geometrics and Engineering Considerations (20 Points)</b>   | <p>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.</p>   |                                     |                                 |                      |                                     |  |                                     |                                |  |
|                      | <table border="0"> <tr> <td style="text-align: right;">Score</td> <td><input type="text" value="4"/> /20</td> <td><input type="text" value="4"/></td> </tr> </table>   | Score  | <input type="text" value="4"/> /20  | <input type="text" value="4"/>  |                      |                                     |  |                                     |                                |  |
| Score                | <input type="text" value="4"/> /20   | <input type="text" value="4"/>   |                                     |                                 |                      |                                     |  |                                     |                                |  |
| <b>TOTAL SCORE</b>   |  |  | <input type="text" value="23"/>     |                                 |                      |                                     |  |                                     |                                |  |

|                |                         |                          |
|----------------|-------------------------|--------------------------|
| <b>STREET:</b> | <b>COLERIDGE DRIVE</b>  |                          |
| <b>FROM</b>    | <b>LOS OLIVOS DRIVE</b> | <b>TO S RIKER STREET</b> |
| <b>STAFF</b>   |                         |                          |
| <b>DATE</b>    | <b>MAY 9-21, 2018</b>   |                          |

|                 |               |
|-----------------|---------------|
| <b>CATEGORY</b> | <b>POINTS</b> |
|-----------------|---------------|

|   |                    |
|---|--------------------|
| <b>1 Traffic Volumes (20 Points)</b>  |                    |
| 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  | 580 ADT            |
|   | 0                  |
| <b>2 Speed (20 Points)</b>  |                    |
| 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   | 31 MPH             |
|   | 12                 |
| <b>3 Crash History (20 Points)</b>  |                    |
| 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  | 2 Each             |
| Fatal   | 0 Each             |
| Pedestrian/Bike   | 0 Each             |
|   | 6                  |
| <b>4 Land Use (20 Points)</b>   |                    |
| 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             |
|   | 0                  |
| <b>5 Geometrics and Engineering Considerations (20 Points)</b>  |                    |
| 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   | 5 /20              |
|   | 5                  |
| <b>TOTAL SCORE</b>  |                    |
|   | 23                 |

|         |                       |                   |
|---------|-----------------------|-------------------|
| STREET: | RAMONA AVE            |                   |
| FROM    | CHAPARRAL STREET      | TO E LAUREL DRIVE |
| STAFF   |                       |                   |
| DATE    | SEPTEMBER 20-26, 2017 |                   |

**CATEGORY**

**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 756 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 30 MPH

10

**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 3 Each  
Fatal 0 Each  
Pedestrian/Bike 0 Each

9

**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  
Pedestrian Generator 0 Each

0

**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 3 /20

3

**TOTAL SCORE 22**

|                |                              |           |                      |
|----------------|------------------------------|-----------|----------------------|
| <b>STREET:</b> | <b>MAE AVENUE</b>            |           |                      |
| <b>FROM</b>    | <b>GARNER AVE</b>            | <b>TO</b> | <b>DEL MONTE AVE</b> |
| <b>STAFF</b>   |                              |           |                      |
| <b>DATE</b>    | <b>SEPTEMBER 17-19, 2019</b> |           |                      |

**CATEGORY**
**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**
**Collector Facility**
**AWDT**  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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**  MPH

**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**  Each

**Fatal**  Each

**Pedestrian/Bike**  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 within in vicinity of the study area with a maximum possible score of 20 points.

**Designated School**  Each

**Pedestrian Generator**  Each

**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**  /20

**TOTAL SCORE**

|                |                    |           |               |
|----------------|--------------------|-----------|---------------|
| <b>STREET:</b> | NAVAJO DRIVE       |           |               |
| <b>FROM</b>    | ADAMS STREET       | <b>TO</b> | MOHAWK AVENUE |
| <b>STAFF</b>   |                    |           |               |
| <b>DATE</b>    | FEBRUARY 4-6, 2020 |           |               |

**CATEGORY**
**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**
**Collector Facility**
**AWDT**  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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**  MPH

**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**  Each

**Fatal**  Each

**Pedestrian/Bike**  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 within in vicinity of the study area with a maximum possible score of 20 points.

**Designated School**  Each

**Pedestrian Generator**  Each

**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**  /20

**TOTAL SCORE**

|         |                 |    |                |
|---------|-----------------|----|----------------|
| STREET: | STONE STREET    |    |                |
| FROM    | W MARKET STREET | TO | CENTRAL AVENUE |
| STAFF   |                 |    |                |
| DATE    | MAY 19-25, 2021 |    |                |

**CATEGORY**

**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 369 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 25 MPH

0

**3 Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points

Collisions 1 Each  
Fatal 0 Each  
Pedestrian/Bike 1 Each

6

**4 Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 1 Each  
Pedestrian Generator 0 Each

10

**5 Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 3 /20

3

**TOTAL SCORE 19**



|                |                        |           |
|----------------|------------------------|-----------|
| <b>STREET:</b> | <b>E CURTIS STREET</b> |           |
| <b>FROM</b>    | <b>N MAIN STREET</b>   | <b>TO</b> |
| <b>STAFF</b>   | <b>REATA STREET</b>    |           |
| <b>DATE</b>    | <b>MAY 18-20, 2021</b> |           |

|                 |               |
|-----------------|---------------|
| <b>CATEGORY</b> | <b>POINTS</b> |
|-----------------|---------------|

|   |                    |
|---|--------------------|
| <b>1 Traffic Volumes (20 Points)</b>  |                    |
| Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points. |                    |
| Facility  | Residential street |
| AWDT  | 1,008 ADT          |
|   | 0                  |
| <b>2 Speed (20 Points)</b>  |                    |
| Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.   |                    |
| 85th Percentile   | 32 MPH             |
|   | 14                 |
| <b>3 Crash History (20 Points)</b>  |                    |
| 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             |
| Pedestrian/Bike   | 0 Each             |
|   | 3                  |
| <b>4 Land Use (20 Points)</b>   |                    |
| 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             |
|   | 0                  |
| <b>5 Geometrics and Engineering Considerations (20 Points)</b>  |                    |
| 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                  |
| <b>TOTAL SCORE</b>  |                    |
|   | 21                 |

|                |                              |           |
|----------------|------------------------------|-----------|
| <b>STREET:</b> | <b>PLACER WAY</b>            |           |
| <b>FROM</b>    | <b>WESTMINSTER DRIVE</b>     | <b>TO</b> |
| <b>STAFF</b>   |                              |           |
| <b>DATE</b>    | <b>SEPTEMBER 20-26, 2017</b> |           |

**CATEGORY**
**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  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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  MPH

**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  Each  
Fatal  Each  
Pedestrian/Bike  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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School  Each  
Pedestrian Generator  Each

**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  /20

**TOTAL SCORE**

|         |                 |    |                |
|---------|-----------------|----|----------------|
| STREET: | STONE STREET    |    |                |
| FROM    | W MARKET STREET | TO | CENTRAL AVENUE |
| STAFF   |                 |    |                |
| DATE    | MAY 19-25, 2021 |    |                |

**CATEGORY**
**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  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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  MPH

**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  Each  
Fatal  Each  
Pedestrian/Bike  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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School  Each  
Pedestrian Generator  Each

**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  /20

**TOTAL SCORE**

|                |                           |           |
|----------------|---------------------------|-----------|
| <b>STREET:</b> | <b>MARION AVENUE</b>      |           |
| <b>FROM</b>    | <b>HOMESTEAD AVENUE</b>   | <b>TO</b> |
| <b>STAFF</b>   | <b>W ACACIA STREET</b>    |           |
| <b>DATE</b>    | <b>APRIL 24- 27, 2017</b> |           |

**CATEGORY**
**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 732 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 31 MPH

12

**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  
Pedestrian/Bike 0 Each

3

**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  
Pedestrian Generator 0 Each

0

**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 3 /20

3

**TOTAL SCORE 18**

|                |                         |           |
|----------------|-------------------------|-----------|
| <b>STREET:</b> | <b>KIPLING STREET</b>   |           |
| <b>FROM</b>    | <b>LOS OLIVOS DRIVE</b> | <b>TO</b> |
| <b>STAFF</b>   | <b>S RIKER STREET</b>   |           |
| <b>DATE</b>    | <b>MAY 9-21, 2018</b>   |           |

**CATEGORY**

**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  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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  MPH

**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  Each  
Fatal  Each  
Pedestrian/Bike  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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School  Each  
Pedestrian Generator  Each

**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  /20

**TOTAL SCORE**

|                |                              |           |                      |
|----------------|------------------------------|-----------|----------------------|
| <b>STREET:</b> | <b>LINDEN STREET</b>         |           |                      |
| <b>FROM</b>    | <b>EUCALYPTUS DRIVE</b>      | <b>TO</b> | <b>OREGON STREET</b> |
| <b>STAFF</b>   |                              |           |                      |
| <b>DATE</b>    | <b>SEPTEMBER 17-19, 2019</b> |           |                      |

**CATEGORY**
**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  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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  MPH

**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  Each  
Fatal  Each  
Pedestrian/Bike  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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School  Each  
Pedestrian Generator  Each

**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  /20

**TOTAL SCORE**

|                |                              |           |                         |
|----------------|------------------------------|-----------|-------------------------|
| <b>STREET:</b> | <b>DALLAS AVENUE</b>         |           |                         |
| <b>FROM</b>    | <b>GARNER AVENUE</b>         | <b>TO</b> | <b>DEL MONTE AVENUE</b> |
| <b>STAFF</b>   |                              |           |                         |
| <b>DATE</b>    | <b>SEPTEMBER 17-19, 2019</b> |           |                         |

**CATEGORY**
**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 1,115 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 31 MPH

12

**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  
Pedestrian/Bike 0 Each

3

**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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School 0 Each  
Pedestrian Generator 0 Each

0

**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 0 /20

0

**TOTAL SCORE 15**

|                |                         |           |            |
|----------------|-------------------------|-----------|------------|
| <b>STREET:</b> | <b>BURKE STREET</b>     |           |            |
| <b>FROM</b>    | <b>DEL MONTE AVE</b>    | <b>TO</b> | <b>END</b> |
| <b>STAFF</b>   |                         |           |            |
| <b>DATE</b>    | <b>JUNE 11-13, 2019</b> |           |            |

**CATEGORY**
**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  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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  MPH

**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  Each  
Fatal  Each  
Pedestrian/Bike  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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School  Each  
Pedestrian Generator  Each

**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  /20

**TOTAL SCORE**



|                |                           |           |
|----------------|---------------------------|-----------|
| <b>STREET:</b> | <b>SOUTH RIKER STREET</b> |           |
| <b>FROM</b>    | <b>KIPLING STREET</b>     | <b>TO</b> |
| <b>STAFF</b>   |                           |           |
| <b>DATE</b>    | <b>MAY 9-21, 2018</b>     |           |

**CATEGORY**
**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**
**Collector Facility**
**AWDT**  **ADT**

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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**  **MPH**

**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**  **Each**
**Fatal**  **Each**
**Pedestrian/Bike**  **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**  **Each**
**Pedestrian Generator**  **Each**

**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**  **/20**

**TOTAL SCORE**

|                |                              |           |
|----------------|------------------------------|-----------|
| <b>STREET:</b> | <b>TYNAN WAY</b>             |           |
| <b>FROM</b>    | <b>WESTMINSTER DRIVE</b>     | <b>TO</b> |
| <b>STAFF</b>   | <b>PLACER WAY</b>            |           |
| <b>DATE</b>    | <b>SEPTEMBER 20-26, 2017</b> |           |

**CATEGORY**
**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  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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  MPH

**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  Each  
Fatal  Each  
Pedestrian/Bike  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  Each  
Pedestrian Generator  Each

**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  /20

**TOTAL SCORE**

|                |  |
|----------------|--|
| <b>STREET:</b> | <b>Atherton Way</b>                    |
| <b>FROM</b>    | <b>TO</b>                              |
| <b>STAFF</b>   |  |
| <b>DATE</b>    | <b>July 7-8, 2021 (2-DAY DURATION)</b> |

|                 |               |
|-----------------|---------------|
| <b>CATEGORY</b> | <b>POINTS</b> |
|-----------------|---------------|

|  |   |   |
|--|---|---|
| <p><b>1 Traffic Volumes (20 Points)</b></p> <p>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.</p> | <p>Facility Residential street</p> <p>AWDT <input type="text" value="337"/> ADT</p>   | <div style="border: 1px solid black; width: 50px; height: 20px; margin: 0 auto;">0</div>  |
| <p><b>2 Speed (20 Points)</b></p> <p>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.</p>   | <p>85th Percentile <input type="text" value="27"/> MPH</p>  | <div style="border: 1px solid black; width: 50px; height: 20px; margin: 0 auto;">4</div>  |
| <p><b>3 Crash History (20 Points)</b></p> <p>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</p>  | <p>Collisions <input type="text" value="1"/> Each</p> <p>Fatal <input type="text" value="0"/> Each</p> <p>Pedestrian/Bike <input type="text" value="0"/> Each</p> | <div style="border: 1px solid black; width: 50px; height: 20px; margin: 0 auto;">3</div>  |
| <p><b>4 Land Use (20 Points)</b></p> <p>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.</p>   | <p>Designated School <input type="text" value="0"/> Each</p> <p>Pedestrian Generator <input type="text" value="0"/> Each</p>                                      | <div style="border: 1px solid black; width: 50px; height: 20px; margin: 0 auto;">0</div>  |
| <p><b>5 Geometrics and Engineering Considerations (20 Points)</b></p> <p>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.</p>   | <p>Score <input type="text" value="4"/> /20</p>   | <div style="border: 1px solid black; width: 50px; height: 20px; margin: 0 auto;">4</div>  |
| <b>TOTAL SCORE</b>   |   | <div style="border: 1px solid black; width: 50px; height: 20px; margin: 0 auto;">11</div> |

|                |                           |           |
|----------------|---------------------------|-----------|
| <b>STREET:</b> | <b>MILLBRAE STREET</b>    |           |
| <b>FROM</b>    | <b>NATIVIDAD ROAD</b>     | <b>TO</b> |
| <b>STAFF</b>   |                           |           |
| <b>DATE</b>    | <b>FEBRUARY 4-6, 2020</b> |           |

**CATEGORY**
**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 1,137 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  
Pedestrian/Bike 0 Each

3

**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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School 0 Each  
Pedestrian Generator 0 Each

0

**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 0 /20

0

**TOTAL SCORE 7**

|                |                             |           |                    |
|----------------|-----------------------------|-----------|--------------------|
| <b>STREET:</b> | <b>LARKIN STREET</b>        |           |                    |
| <b>FROM</b>    | <b>N DAVIS ROAD</b>         | <b>TO</b> | <b>RICO STREET</b> |
| <b>STAFF</b>   |                             |           |                    |
| <b>DATE</b>    | <b>MAY 9- APRIL 9, 2019</b> |           |                    |

**CATEGORY**
**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  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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  MPH

**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  Each  
Fatal  Each  
Pedestrian/Bike  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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School  Each  
Pedestrian Generator  Each

**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  /20

**TOTAL SCORE**

|                |                           |           |                      |
|----------------|---------------------------|-----------|----------------------|
| <b>STREET:</b> | <b>CAMPANIA WAY</b>       |           |                      |
| <b>FROM</b>    | <b>MONTE BELLA BLVD</b>   | <b>TO</b> | <b>PALMERO DRIVE</b> |
| <b>STAFF</b>   |                           |           |                      |
| <b>DATE</b>    | <b>AUGUST 10-12, 2021</b> |           |                      |

**CATEGORY**
**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  ADT

**2 Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should 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  MPH

**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  Each  
Fatal  Each  
Pedestrian/Bike  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 within in vicinity of the study area with a maximum possible score of 20 points.

Designated School  Each  
Pedestrian Generator  Each

**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  /20

**TOTAL SCORE**

|                |                          |           |
|----------------|--------------------------|-----------|
| <b>STREET:</b> | <b>CAPRI WAY</b>         |           |
| <b>FROM</b>    | <b>PIAZZA DRIVE</b>      | <b>TO</b> |
| <b>STAFF</b>   |                          |           |
| <b>DATE</b>    | <b>AUGUST 8-12, 2021</b> |           |

|                 |               |
|-----------------|---------------|
| <b>CATEGORY</b> | <b>POINTS</b> |
|-----------------|---------------|

|   |                                |
|---|--------------------------------|
| <b>1 Traffic Volumes (20 Points)</b>  |                                |
| 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 <input type="text" value="87"/> ADT  | <input type="text" value="0"/> |
| <b>2 Speed (20 Points)</b>  |                                |
| 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 <input type="text" value="23"/> MPH   | <input type="text" value="0"/> |
| <b>3 Crash History (20 Points)</b>  |                                |
| 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 <input type="text" value="0"/> Each  | <input type="text" value="0"/> |
| Fatal <input type="text" value="0"/> Each   |                                |
| Pedestrian/Bike <input type="text" value="0"/> Each   |                                |
| <b>4 Land Use (20 Points)</b>   |                                |
| 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 <input type="text" value="0"/> Each   | <input type="text" value="0"/> |
| Pedestrian Generator <input type="text" value="0"/> Each  |                                |
| <b>5 Geometrics and Engineering Considerations (20 Points)</b>  |                                |
| 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 <input type="text" value="1"/> /20  | <input type="text" value="1"/> |
| <b>TOTAL SCORE</b>  | <input type="text" value="1"/> |