

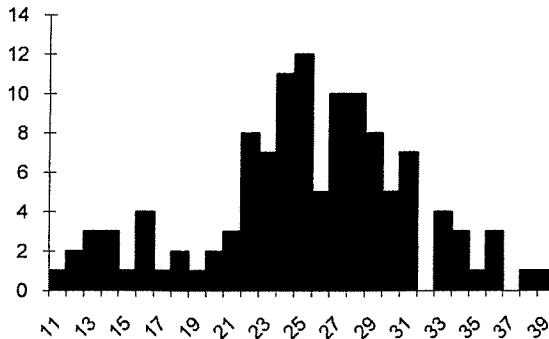
**City of Rio Dell  
Engineering and Traffic Survey**

**VEHICLE SPEED DATA**

Location: Painter Street - Pacific Avenue to Rigby Avenue  
 Posted Limit: 25 mph  
 Direction: Both Recorder: Mechanical  
 Date: 11/29/10 Day: Tuesday  
 Begin Time: 9:00 End Time: 12:00  
 Weather: Fair Land Use: Residential

**Summary Statistics**

Total Observed 119  
 Speed Range 11 - 39  
 50th percentile speed 25  
 85th percentile speed 31  
 10 mph pace speed 22 - 31  
 % in pace speed 70  
 Skewness index 0.900



Speed	Number	Speed	Number
10	0	35	1
11	1	36	3
12	2	37	0
13	3	38	1
14	3	39	1
15	1	40	0
16	4	41	0
17	1	42	0
18	2	43	0
19	1	44	0
20	2	45	0
21	3	46	0
22	8	47	0
23	7	48	0
24	11	49	0
25	12	50	0
26	5	51	0
27	10	52	0
28	10	53	0
29	8	54	0
30	5	55	0
31	7	56	0
32	0	57	0
33	4	58	0
34	3	59	0
<b>TOTAL</b>		<b>119</b>	

**ANALYSIS INFORMATION**

Segment Length (mi): 0.72 ADT (vpd): 500 Count Date: 11/29/10  
 Number of collisions: 1 Time period: 5 years  
 Calc. Collision Rate = 1.52 collisions per million vehicle-miles (c/mvm)

Street Width (ft): 28' -38' Configuration: 2 Lanes Terrain: Flat  
 Parking Conditions: Unrestricted Sidewalk: Discontinuous Bike lanes: None

**Other considerations and conditions not readily apparent to drivers:** Painter Street is a local roadway within a residential area. This roadway runs generally east to west, with no bike lanes. Curb, gutter, and sidewalk is discontinuous. Parked vehicles limit roadway width and sight distance. Based on the 85th percentile speed and the lack of pedestrian and bicycle facilities it is recommended that the speed limit be retained at 25 mph.

**RECOMMENDATION**

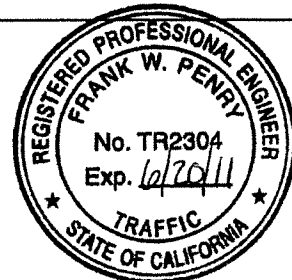
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

Signature: \_\_\_\_\_

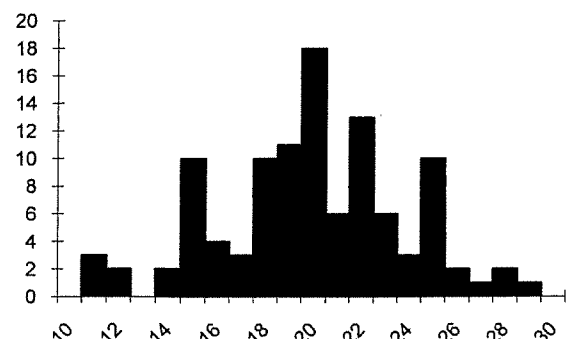
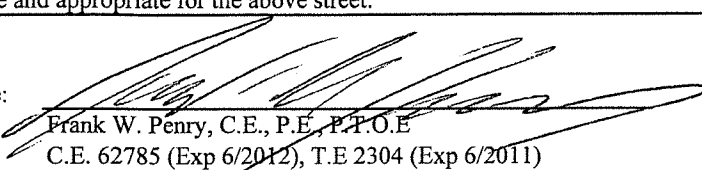
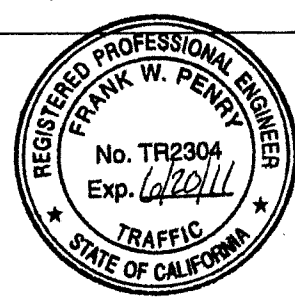
Frank W. Penry, C.E., P.E., P.T.O.E.  
 C.E. 62785 (Exp 6/2012), T.E 2304 (Exp 6/2011)

Date: \_\_\_\_\_

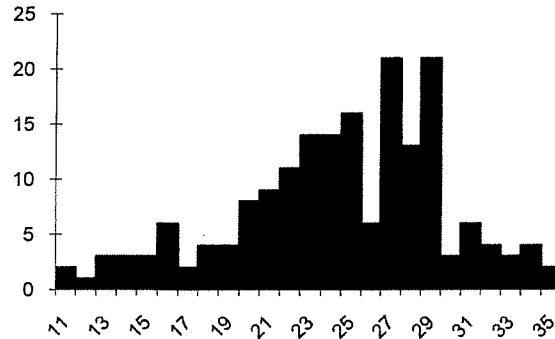
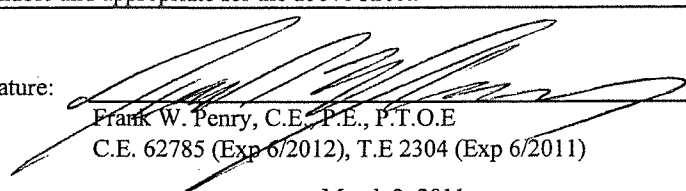
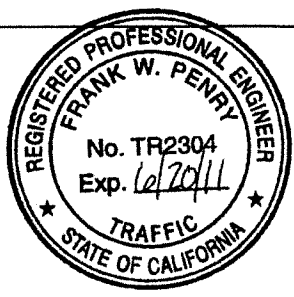
March 3, 2011



**City of Rio Dell  
Engineering and Traffic Survey**

<b>VEHICLE SPEED DATA</b>				
Location: <u>Riverside Drive - South Fern Street to Painter Street</u>				
Posted Limit: <u>25 mph</u>		<b>Speed</b>	<b>Number</b>	<b>Speed</b>
Direction: <u>Both</u>	Recorder: <u>Mechanical</u>	10	0	35
Date: <u>3/2/11</u>	Day: <u>Wednesday</u>	11	3	36
Begin Time: <u>Mixed Off Peak</u>	End Time: _____	12	2	37
Weather: <u>Fair</u>	Land Use: <u>Residential</u>	13	0	38
		14	2	39
		15	10	40
		16	4	41
		17	3	42
		18	10	43
		19	11	44
		20	18	45
		21	6	46
		22	13	47
		23	6	48
		24	3	49
		25	10	50
		26	2	51
		27	1	52
		28	2	53
		29	1	54
		30	0	55
		31	0	56
		32	0	57
		33	0	58
		34	0	59
		<b>TOTAL</b>		<b>107</b>
<b>Summary Statistics</b>				
Total Observed	107			
Speed Range	11 - 29			
50th percentile speed	20			
85th percentile speed	24			
10 mph pace speed	15 - 24			
% in pace speed	79			
Skewness index	1.000			
				
<b>ANALYSIS INFORMATION</b>				
Segment Length (mi):	0.66	ADT (vpd):	350	Count Date: <u>3/2/11</u>
Number of collisions:	2	Time period:	5 years	
Calc. Collision Rate =	4.74 collisions per million vehicle-miles (c/mvm)			
Street Width (ft):	25' -40'	Configuration:	2 Lanes	Terrain: <u>Flat</u>
Parking Conditions:	Unrestricted	Sidewalk:	Discontinuous	Bike lanes: <u>None</u>
<p><b>Other considerations and conditions not readily apparent to drivers:</b> Riverside Drive is a local roadway within a residential area. This roadway runs generally north to south, with no bike lanes and a higher collision rate. Curb, gutter, and sidewalk is discontinuous. Parked vehicles limit roadway width and sight distance. Based on the 85th percentile speed and the lack of pedestrian, collision rate and bicycle facilities it is recommended that the speed limit be retained at 25 mph.</p>				
<b>RECOMMENDATION</b>				
<p>On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of <b>25 mph</b> is hereby determined to be reasonable and appropriate for the above street.</p>				
Signature:	 Frank W. Penry, C.E., P.E., P.T.O.E. C.E. 62785 (Exp 6/2012), T.E 2304 (Exp 6/2011)			
Date:	March 3, 2011			
				

**City of Rio Dell  
Engineering and Traffic Survey**

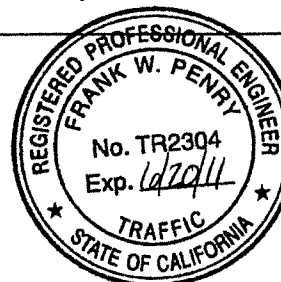
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<b>Location:</b> <u>Wildwood Avenue - US 101 to Davis Street</u>			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 25%;">Speed</th> <th style="width: 25%;">Number</th> <th style="width: 25%;">Speed</th> <th style="width: 25%;">Number</th> </tr> </thead> <tr><td>10</td><td>0</td><td>35</td><td>2</td></tr> <tr><td>11</td><td>2</td><td>36</td><td>0</td></tr> <tr><td>12</td><td>1</td><td>37</td><td>0</td></tr> <tr><td>13</td><td>3</td><td>38</td><td>0</td></tr> <tr><td>14</td><td>3</td><td>39</td><td>0</td></tr> <tr><td>15</td><td>3</td><td>40</td><td>0</td></tr> <tr><td>16</td><td>6</td><td>41</td><td>0</td></tr> <tr><td>17</td><td>2</td><td>42</td><td>0</td></tr> <tr><td>18</td><td>4</td><td>43</td><td>0</td></tr> <tr><td>19</td><td>4</td><td>44</td><td>0</td></tr> <tr><td>20</td><td>8</td><td>45</td><td>0</td></tr> <tr><td>21</td><td>9</td><td>46</td><td>0</td></tr> <tr><td>22</td><td>11</td><td>47</td><td>0</td></tr> <tr><td>23</td><td>14</td><td>48</td><td>0</td></tr> <tr><td>24</td><td>14</td><td>49</td><td>0</td></tr> <tr><td>25</td><td>16</td><td>50</td><td>0</td></tr> <tr><td>26</td><td>6</td><td>51</td><td>0</td></tr> <tr><td>27</td><td>21</td><td>52</td><td>0</td></tr> <tr><td>28</td><td>13</td><td>53</td><td>0</td></tr> <tr><td>29</td><td>21</td><td>54</td><td>0</td></tr> <tr><td>30</td><td>3</td><td>55</td><td>0</td></tr> <tr><td>31</td><td>6</td><td>56</td><td>0</td></tr> <tr><td>32</td><td>4</td><td>57</td><td>0</td></tr> <tr><td>33</td><td>3</td><td>58</td><td>0</td></tr> <tr><td>34</td><td>4</td><td>59</td><td>0</td></tr> <tr> <td colspan="2" style="text-align: center;"><b>TOTAL</b></td> <td colspan="2" style="text-align: center;"><b>183</b></td> </tr> </table>		Speed	Number	Speed	Number	10	0	35	2	11	2	36	0	12	1	37	0	13	3	38	0	14	3	39	0	15	3	40	0	16	6	41	0	17	2	42	0	18	4	43	0	19	4	44	0	20	8	45	0	21	9	46	0	22	11	47	0	23	14	48	0	24	14	49	0	25	16	50	0	26	6	51	0	27	21	52	0	28	13	53	0	29	21	54	0	30	3	55	0	31	6	56	0	32	4	57	0	33	3	58	0	34	4	59	0	<b>TOTAL</b>		<b>183</b>	
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<b>Street Width (ft):</b> <u>30' -40'</u>		<b>Configuration:</b> <u>2 Lanes -Median</u>		<b>Terrain:</b> <u>Flat</u>																																																																																																												
<b>Parking Conditions:</b> <u>Restricted</u>		<b>Sidewalk:</b> <u>Both Sides</u>		<b>Bike lanes:</b> <u>None</u>																																																																																																												
<b>Other considerations and conditions not readily apparent to drivers:</b> Wildwood Drive is a rural major collector within a commercial area. This roadway runs generally north to south. The roadway is divided by a raised median between its northern terminus a US 101 and Davis Street. Based on the 85th percentile speed and the lack of bicycle facilities it is recommended that the speed limit be retained at 30 mph.																																																																																																																
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Street Width (ft): <u>62 feet</u>		Configuration: <u>3 Lanes</u>		Terrain: <u>Flat</u>																																																																																																												
Parking Conditions: <u>Unrestricted</u>		Sidewalk: <u>Both Sides</u>		Bike lanes: <u>None</u>																																																																																																												
<b>Other considerations and conditions not readily apparent to drivers:</b> Wildwood Drive is a rural major collector within the central commercial area, with a higher than average collision rate. The roadway runs generally north to south with portions of diagonal parking. Based on the 85th percentile speed, collision rate, diagonal parking and the lack of bicycle facilities it is recommended that the speed limit be lowered to 25 mph.																																																																																																																
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**City of Rio Dell  
Engineering and Traffic Survey**

<b>VEHICLE SPEED DATA</b>																																																																																																																
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Segment Length (mi): <u>0.25</u> ADT (vpd): <u>500</u> Count Date: <u>12/10/10</u> Number of collisions: <u>3</u> Time period: <u>5</u> years Calc. Collision Rate = <u>13.36</u> collisions per million vehicle-miles (c/mvm)																																																																																																																
Street Width (ft): <u>22' -33'</u> Configuration: <u>2 Lanes</u> Terrain: <u>Rolling</u> Parking Conditions: <u>Varies</u> Sidewalk: <u>Varies</u> Bike lanes: <u>None</u>																																																																																																																
<p><b>Other considerations and conditions not readily apparent to drivers:</b> Monument Road is a collector roadway within a residential area, with a higher than average collision rate. This rolling roadway runs generally east to west. The easterly portion has no sidewalks, paved shoulders, or bike lanes. With a collision rate that is above the average for similar segments statewide, it is recommended to retain the existing 25mph speed limit.</p>																																																																																																																
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**City of Rio Dell  
Engineering and Traffic Survey**

**VEHICLE SPEED DATA**

Location: Belleview Avenue - West City Limit to Wildwood Avenue

Posted Limit: 25 mph

Direction: Both

Date: 2/18/11

Begin Time: 9:00

Weather: Fair

Recorder: Mechanical

Day: Friday

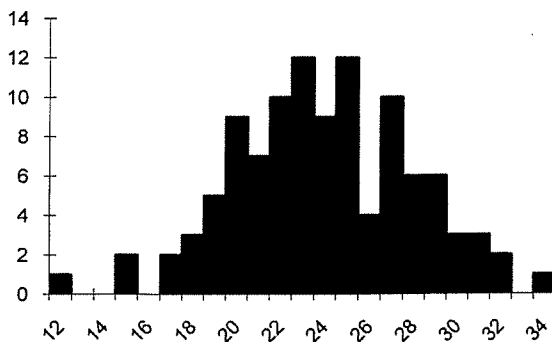
End Time: 12:00

Land Use: Residential

Speed	Number	Speed	Number
11	0	36	0
12	1	37	0
13	0	38	0
14	0	39	0
15	2	40	0
16	0	41	0
17	2	42	0
18	3	43	0
19	5	44	0
20	9	45	0
21	7	46	0
22	10	47	0
23	12	48	0
24	9	49	0
25	12	50	0
26	4	51	0
27	10	52	0
28	6	53	0
29	6	54	0
30	3	55	0
31	3	56	0
32	2	57	0
33	0	58	0
34	1	59	0
35	0	60	0

**Summary Statistics**

Total Observed	107
Speed Range	12 - 34
50th percentile speed	24
85th percentile speed	28
10 mph pace speed	20 - 29
% in pace speed	79
Skewness index	1.000



**TOTAL 107**

**ANALYSIS INFORMATION**

Segment Length (mi): 1.10      ADT (vpd): 450      Count Date: 2/18/11  
 Number of collisions: 7      Time period: 5 years  
 Calc. Collision Rate = 7.75 collisions per million vehicle-miles (c/mvm)

Street Width (ft): 21' -38'      Configuration: 2 Lanes      Terrain: Flat  
 Parking Conditions: Unrestricted      Sidewalk: None      Bike lanes: None

**Other considerations and conditions not readily apparent to drivers:** Belleview Avenue is a collector roadway within a residential area, with a higher than average collision rate. This winding roadway runs generally east to west, with many homes at minimum setback from the roadway. There are no sidewalks, paved shoulders, or bike lanes. Curb and gutter is discontinuous and provided only on approach to Pacific Avenue and Wildwood Avenue. Parked vehicles limit roadway width and sight distance. Based on the 85th percentile speed and the lack of pedestrian and bicycle facilities it is recommended that the speed limit be retained at 25 mph.

**RECOMMENDATION**

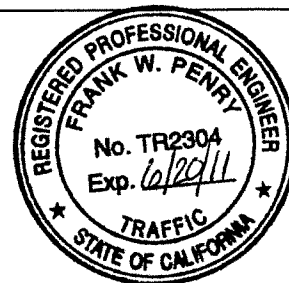
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

Signature: \_\_\_\_\_

Frank W. Penry, C.E., P.E., P.T.O.E.  
 C.E. 62785 (Exp 6/2012), T.E 2304 (Exp 6/2011)

Date: \_\_\_\_\_

March 3, 2011



**City of Rio Dell  
Engineering and Traffic Survey**

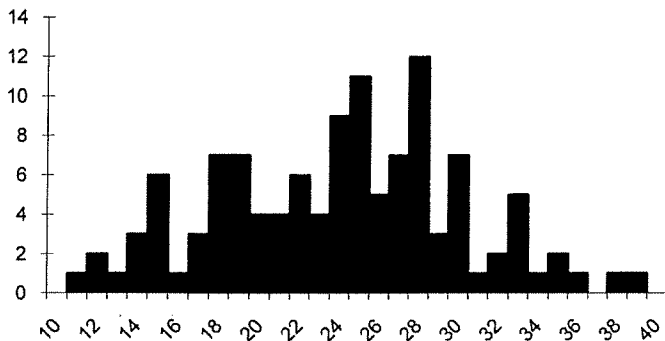
**VEHICLE SPEED DATA**

Location: Davis Street - Pacific Avenue to Rigby Avenue  
 Posted Limit: 25 mph  
 Direction: Both Recorder: Mechanical  
 Date: 11/30/10 Day: Tuesday  
 Begin Time: 13:00 End Time: 15:00  
 Weather: Fair Land Use: Residential

Speed	Number	Speed	Number
10	0	35	2
11	1	36	1
12	2	37	0
13	1	38	1
14	3	39	1
15	6	40	0
16	1	41	0
17	3	42	0
18	7	43	0
19	7	44	0
20	4	45	0
21	4	46	0
22	6	47	0
23	4	48	0
24	9	49	0
25	11	50	0
26	5	51	0
27	7	52	0
28	12	53	0
29	3	54	0
30	7	55	0
31	1	56	0
32	2	57	0
33	5	58	0
34	1	59	0
<b>TOTAL</b>		<b>117</b>	

**Summary Statistics**

Total Observed 117  
 Speed Range 11 - 39  
 50th percentile speed 25  
 85th percentile speed 30  
 10 mph pace speed 19 - 28  
 % in pace speed 59  
 Skewness index 0.889



**ANALYSIS INFORMATION**

Segment Length (mi): 0.66 ADT (vpd): 1,100 Count Date: 11/30/10  
 Number of collisions: 2 Time period: 5 years  
 Calc. Collision Rate = 1.51 collisions per million vehicle-miles (c/mvm)

Street Width (ft): 25' -37' Configuration: 2 Lanes Terrain: Flat  
 Parking Conditions: Unrestricted Sidewalk: Discontinuous Bike lanes: None

**Other considerations and conditions not readily apparent to drivers:** Davis Street is a collector roadway within a residential area. The roadway runs generally east to west, providing access from the City Center to US 101. It serves as the primary route to school for students. Two signed school crossings are provided, with the crossing at Fourth Street recently installed with bulb-outs. The high traffic volumes, no bike facilities, discontinuous sidewalks, and presence of school age pedestrians supports a reduction in the posted limit. Based on the 85th percentile speed and the lack of pedestrian and bicycle facilities it is recommended that the speed limit be retained at 25 mph.

**RECOMMENDATION**

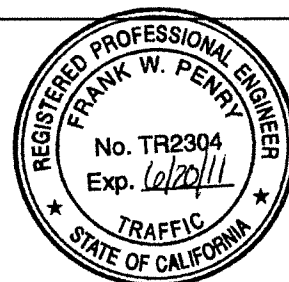
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

Signature: \_\_\_\_\_

Frank W. Penry, C.E., P.E., P.T.O.E.  
 C.E. 62785 (Exp 6/2012), T.E 2304 (Exp 6/2011)

Date: \_\_\_\_\_

March 3, 2011



**City of Rio Dell  
Engineering and Traffic Survey**

<b>VEHICLE SPEED DATA</b>					
<b>Location:</b> <u>Pacific Avenue - Bellevue Avenue to Monument Road</u>					
<b>Posted Limit:</b> <u>25 mph</u>			<b>Speed</b>	<b>Number</b>	<b>Speed</b>
<b>Direction:</b> <u>Both</u> <b>Recorder:</b> <u>Mechanical</u>			10	0	35
<b>Date:</b> <u>12/2/10</u> <b>Day:</b> <u>Friday</u>			11	6	36
<b>Begin Time:</b> <u>24hr</u> <b>End Time:</b> _____			12	11	37
<b>Weather:</b> <u>Fair</u> <b>Land Use:</b> <u>Residential</u>			13	4	38
			14	2	39
			15	2	40
			16	5	41
			17	1	42
			18	4	43
			19	4	44
			20	9	45
			21	9	46
			22	11	47
			23	10	48
			24	21	49
			25	8	50
			26	8	51
			27	13	52
			28	9	53
			29	11	54
			30	9	55
			31	13	56
			32	9	57
			33	3	58
			34	0	59
			<b>TOTAL</b>		<b>191</b>
<b>Summary Statistics</b>					
Total Observed		191			
Speed Range		11 - 40			
50th percentile speed		24			
85th percentile speed		31			
10 mph pace speed		22 - 31			
% in pace speed		59			
Skewness index		0.800			
<b>ANALYSIS INFORMATION</b>					
Segment Length (mi):		<u>0.75</u>		ADT (vpd):	
Number of collisions:		<u>3</u>		Time period:	
Calc. Collision Rate =		<u>10.96</u> collisions per million vehicle-miles (c/mvm)			
Count Date:		<u>12/2/10</u>			
Street Width (ft):		<u>36' -40'</u>		Configuration:	
Parking Conditions:		<u>Varies</u>		Sidewalk:	
		<u>Discontinuous</u>		Terrain:	
		<u>Rolling</u>		Bike lanes:	
		<u>None</u>			
<b>Other considerations and conditions not readily apparent to drivers:</b> Pacific Avenue is a collector roadway within a residential area, with a higher than average collision rate. This roadway runs generally north to south, with many homes at minimum setback from the roadway. There is one controlled intersection at Davis Street, approximately in the middle of the length. There are no sidewalks, paved shoulders, or bike lanes. Curb and gutter is discontinuous. Parked vehicles limit roadway width and sight distance. Based on the 85th percentile speed and the lack of pedestrian and bicycle facilities it is recommended that the speed limit be retained at 25 mph.					
<b>RECOMMENDATION</b>					
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of <b>25 mph</b> is hereby determined to be reasonable and appropriate for the above street.					
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