INTERNAL AFFAIRS COMMITTEE AGENDA

A Committee of the Chico City Council: Vice-Mayor Bennett, Councilmember Winslow, and Chair O'Brien

Meeting of June 2, 2025 – 1:00 p.m.

Council Chamber Building, 421 Main Street, Conference Room 1

A. FEASIBILITY OF ONE-HOUR FREE PARKING IN DOWNTOWN CHICO

At its meeting of 04/01/25 meeting, the City Council voted to refer the feasibility of one-hour free parking in Downtown Chico report to the Internal Affairs Committee for further discussion and possible recommendations on this matter. ***(Report – Brendan Ottoboni, Public Works Director-Engineering)***

RECOMMENDATION:

Review the information provided and offer recommendations to the City Council.

B. SPEED SURVEY RECOMMENDATIONS – VARIOUS LOCATIONS

California Vehicle Code Sections 40802 and 40803 set the frequency and criteria for conducting speed surveys. Speed limits for certain streets within the City have been established over the years by engineering traffic and radar speed studies. To ensure that enforcement by radar on certain streets remains valid in a court of law, the City must conduct radar speed surveys every seven years. The Committee is being asked to review the report and approve the speed limit recommendations. ***(Report – Brendan Ottoboni, Public Works Director – Engineering)***

RECOMMENDATION:

Approve and adopt Traffic Regulation Amendment (TRA 869) for speed limits resulting from speed surveys for various locations (see attached).

C. PUBLIC COMMENT

Members of the public may address the Committee at this time on any matter not already listed on the agenda and within the jurisdiction's authority. Comments will be limited to three minutes or as determined by the Chair based on the number of speakers. The Committee cannot take any action at this meeting on requests made under this section of the agenda.

D. ADJOURNMENT AND NEXT MEETING

The meeting will adjourn to the next regular Internal Affairs Committee meeting scheduled for Monday, September 8, 2025, at 1:00 p.m.

Posted: 05-29-25 prior to 5:00 p.m. at 421 Main St. Chico, CA 95928 and www.ci.chico.ca.us
Copies of the agenda packet are available for review at: **City Clerk's Office, 411 Main St. Chico, CA 95928**

Please contact the City Clerk at 896-7250 should you require an agenda in an alternative format or if you need to request a disability-related modification or accommodation in order to participate in a meeting. This request should be received at least three working days prior to the meeting in order to accommodate your request.

City Council Agenda Report **Meeting Date: 04/01/2025**

TO: **City Council**

FROM: Brendan Ottoboni, Public Works Director – Engineering

RE: Feasibility of One-Hour Free Parking in Downtown Chico

REPORT IN BRIEF:

This report evaluates the feasibility of implementing one-hour free parking in downtown Chico's premium parking zone, focusing on revenue impacts, enforcement challenges, and parking availability. Staff analysis estimates that adopting this policy would result in a 40-50% reduction in revenue for the Parking Enterprise Fund (Fund 853), exacerbate enforcement difficulties, and increase congestion due to longer parking durations. Data shows that the average parking duration in the premium zone exceeds the proposed one-hour free limit, reducing turnover and limiting space availability.

RECOMMENDATION:

The Director of Public Works – Engineering, recommends that the City Council provide direction to staff based on the information in this report.

FISCAL IMPACT: **Budgeted:** No **Supplemental Required:** Yes

The proposed policy would require additional funding to offset revenue losses and sustain current parking operations and infrastructure improvements. Actual costs are unknown and dependent on City Council direction.

DISCUSSION:

At its February 4, 2025, meeting, the Chico City Council directed staff to analyze the feasibility of implementing one-hour free parking in the premium downtown parking zone. This report provides background information on the City's parking program and an assessment of potential impacts.

Background

The City of Chico's parking management program supports a vibrant and accessible downtown environment. By effectively managing parking, the city aims to promote economic vitality, enhance pedestrian safety, and ensure efficient use of public space. Parking management is primarily concentrated in the downtown area due to the nature of its land uses and the significant reduction in parking requirements for these developments. Unlike areas outside downtown, where private properties typically provide on-site parking to meet demand, downtown's constrained land availability limits parcel-specific parking solutions. Instead, coordinated parking facilities, including public and private lots and on-street parking, serve the collective needs of downtown businesses and visitors.

The program is designed to achieve three primary goals:

- **Maintain Parking Turnover:** To support local businesses by ensuring customers have convenient access to short-term parking spaces, encouraging frequent visits and economic activity.
- **Reduce Congestion:** To improve traffic flow and reduce environmental impact by minimizing circling for parking, contributing to a more pleasant and efficient downtown experience.

- **Generate Revenue for Operations and Infrastructure:** To ensure the long-term sustainability of the parking program and enable ongoing improvements that benefit the community, such as ADA compliance and future parking solutions.

The City employs time limits and variable pricing strategies to achieve these goals, targeting an 85% occupancy rate to ensure at least one available space per block. The parking district consists of 1,314 paid stalls and 52 free time-restricted stalls across two zones:

- **Premium Zone:** Primarily located in the core downtown commercial area, this zone features a two-hour limit of $1.00 per hour (on-street parking and Lots 2 & 6), reflecting the higher demand for parking in this central area.
- **Economy Zone:** Encompassing Lots 1, 3, 4, 5, and North/South Campus, this zone offers a ten-hour limit of $0.50 per hour, providing affordable long-term parking options.

Revenue from paid parking (Fund 853) supports essential operations, including enforcement and maintenance, and critical infrastructure upgrades, such as sidewalk improvements for ADA compliance, street barriers for downtown events, and planning for future parking facilities. Ensuring the financial health of Fund 853 is essential to maintaining these important services and infrastructure improvements.

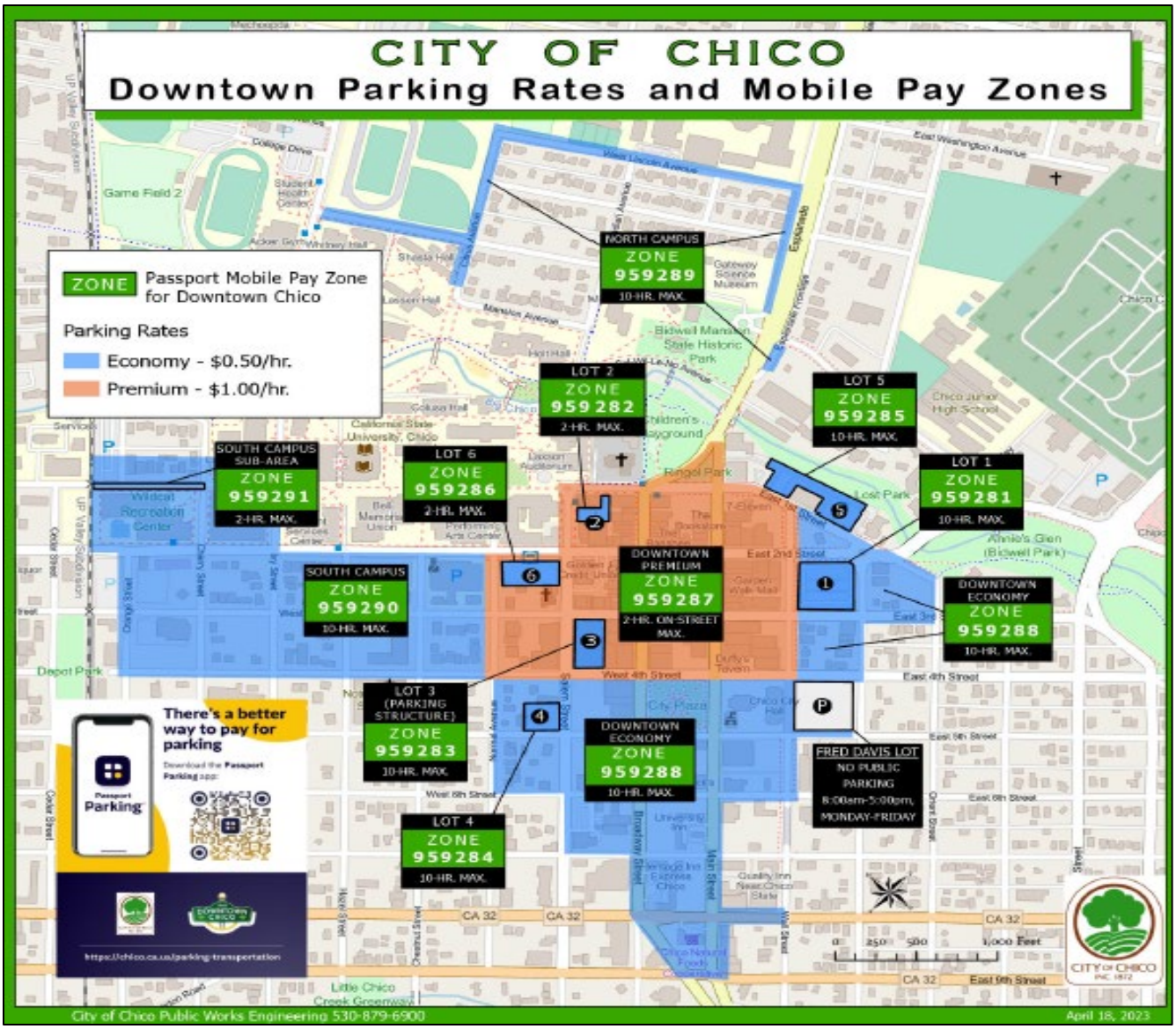


Figure 1- Downtown Parking Rates and Mobile Pay Zones

Staff Analysis: Feasibility of Implementing 1-Hour Free Parking in the Premium Zone

Staff evaluated the impacts of implementing one-hour free parking in the premium zone, focusing on four key areas: revenue impact, enforcement challenges, parking occupancy and turnover, and benchmarking against other cities.

Revenue Impact

The program's financial viability hinges on parking revenue. Table 1 presents 2024 Passport and IPS revenue, excluding coin and holiday initiative contributions, revealing that the premium zone (959287, highlighted in red) accounts for approximately 43% of total revenue. The economy zone follows, contributing 14%.

Zone	Zone ID #	PP	IPS	Total	% of Total
Lot 1	959281	$19,030.81	$13,500.40	$32,531.21	4%
Lot 2	959282	$13,390.50	$3,887.25	$17,277.75	2%
Lot 3	959283	$48,125.24	$29,471.65	$77,596.89	9%
Lot 4	959284	$6,475.17	$4,879.65	$11,354.82	1%
Lot 5	959285	$37,603.34	$28,471.00	$66,074.34	8%
Lot 6	959286	$33,435.16	$13,264.85	$46,700.01	6%
Premium Downtown	959287	$202,372.11	$154,504.65	$356,876.76	43%
Economy Downtown	959288	$21,526.83	$93,292.80	$114,819.63	14%
North Campus	959289	$40,660.94	$5,304.70	$45,965.64	6%
South Campus	959290	$48,300.35	$0.00	$48,300.35	6%
South Campus Sub Area	959291	$4,709.04	$0.00	$4,709.04	1%
Totals		**$475,629.49**	**$346,576.95**	**$822,206.44**	**100%**

Table 1- 2024 Passport and IPS Revenue

As an enterprise fund, the parking program relies on revenue to cover all operational and capital expenses. These include, but are not limited to, pedestrian and ADA enhancements, public memorials (e.g., Wayne Cook Alley), street barriers for downtown events, parking management, and future parking infrastructure. Notably, Fund 853-Parking Revenue has experienced a recurring annual deficit since 2021. Implementing one-hour free parking in the high-demand premium zone could reduce revenue by an estimated 50%, severely hindering the program's ability to reinvest in critical parking and mobility initiatives and necessitating significant general fund subsidies.

The chart below illustrates Fund 853's financial shortfall over the past five years (2025 projected). Since 2021, expenses have outpaced revenue, a trend expected to persist. The General Fund must provide ongoing support to sustain operations without new revenue sources.

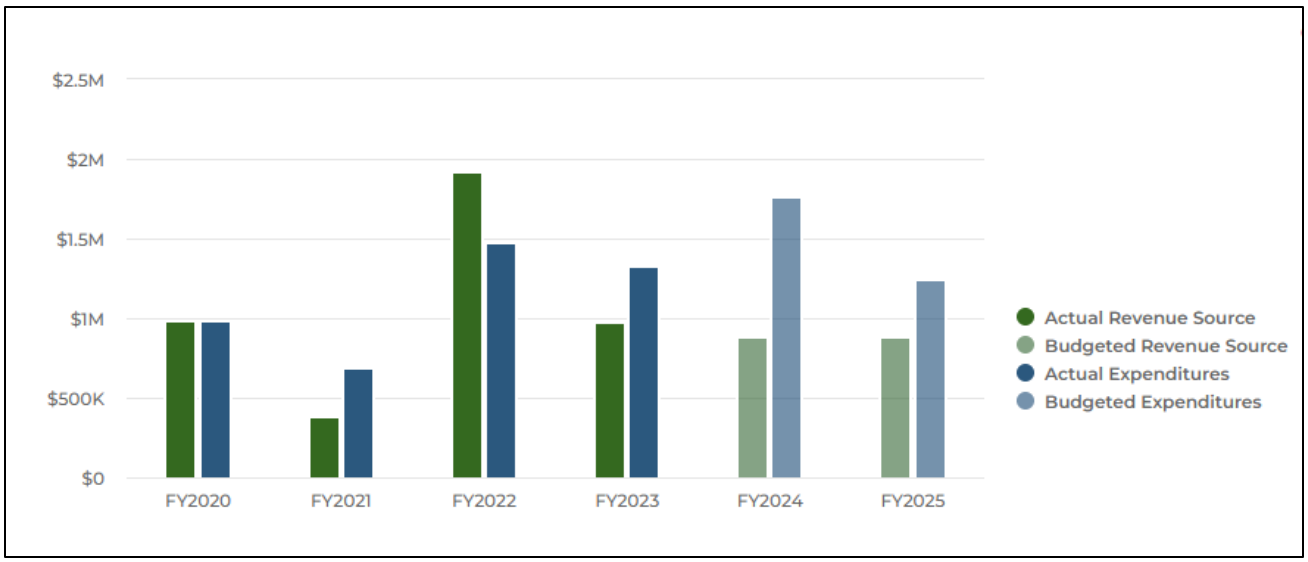


Chart 1- Fund 853, Parking Revenue Summary

Enforcement Challenges

The City's parking enforcement relies on two officers who employ a license plate reader system to monitor parking durations. A complete patrol cycle of the downtown parking district, excluding the south and north campus areas, typically takes one hour. However, this timeframe is subject to significant variability. Public engagement, dispatch calls, towing of abandoned or reserved vehicles, and responding to citizen complaints frequently disrupt the patrol cycle, especially during subsequent rounds.

Additional recurring enforcement challenges include deliberate misuse of the parking system, such as vehicles moving between zones to evade citations, widespread confusion regarding time limits, and frequent disputes over issued citations. Furthermore, the recent holiday parking program, which differed significantly from past initiatives, caused substantial confusion among downtown visitors, leading to uncertainty about free parking periods and payment requirements.

The current enforcement resources are inadequate to ensure consistent and effective enforcement of a free parking time allotment. By extending the existing 15-minute grace period, implementing a one-hour free parking period would likely result in increased non-compliance, potentially requiring additional staffing to manage enforcement effectively.

Parking Occupancy and Turnover

Comprehensive occupancy studies, including analysis of the 85th percentile, parking duration, availability, and turnover rates, are essential for effective parking management. Similarly, understanding and enhancing customer experience is vital for program success.

A three-year parking analysis, encompassing data from 2025 year-to-date, was conducted using data extracted from the Passport and IPS management systems. This analysis reveals distinct parking duration patterns between zones. Chart 2 summarizes an average parking duration of 86 minutes (1 hour and 26 minutes) within the premium zone (959287), while Chart 3 shows an average of 194 minutes (3 hours and 14 minutes) in the economy zones.

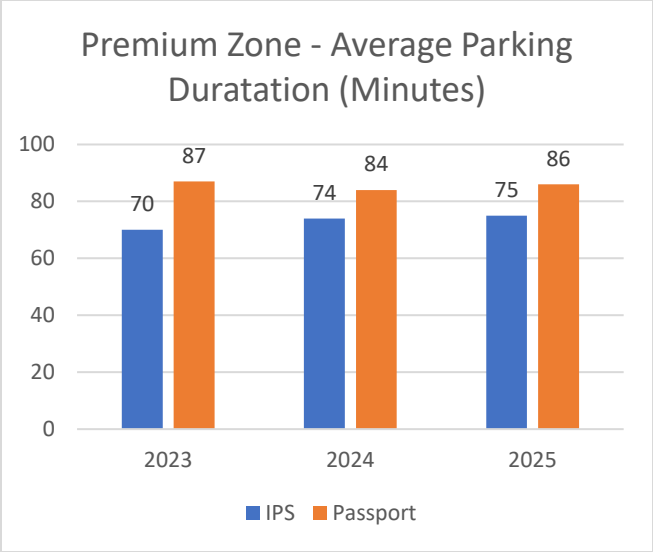


Chart 2- Premium Zone Average Parking Duration

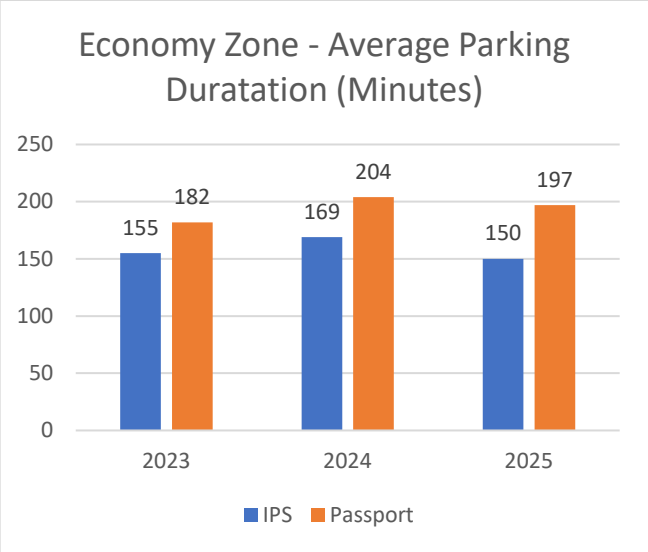


Chart 3 - Economy Zone Average Parking Duration

If implemented, one-hour free parking could lead to more extended vehicle stays, reducing turnover and making it more difficult for short-term visitors to find parking. This could increase congestion as more drivers circulate in search of open spaces.

The 85th percentile occupancy rule is a fundamental principle in parking management. This rule aims to maintain a target of 85% occupancy, ensuring at least one available parking space per block face at any time. This balance minimizes congestion caused by drivers searching for parking while supporting local businesses and economic development. Introducing free parking in the premium zone is expected to significantly increase occupancy, reduce turnover, and potentially contribute to increased congestion.

Software limitations within the IPS system pose significant challenges to implementing a one-hour free parking policy. While the Passport mobile app offers user-friendly features, including the ability to claim free parking, IPS kiosks require a cumbersome multi-step process. Users must manually reduce the parking time to zero dollars and retrieve a receipt. This process is incompatible with the average parking duration of 86 minutes in the premium zone. Furthermore, the absence of a "lock-out" feature allows users to claim free parking, repeatedly creating opportunities for system abuse.

Communicating these technical limitations and potential misuse to the public via press releases or social media would be exceptionally difficult and likely to cause confusion.

Benchmarking: Experiences in Other Cities

A comparative analysis of parking programs in several California municipalities was conducted to understand the implications of implementing free parking in Chico's premium zone. Between February 19, 2025, and February 28, 2025, phone consultations were held with parking division representatives from Santa Rosa, Ventura, Santa Barbara, and Paso Robles. These conversations explored various models, including paid and free parking strategies, and revealed several recurring themes and insights.

<u>City of Santa Rosa</u>

Santa Rosa employs a tiered pricing strategy to manage parking demand. Their on-street parking is divided into "Premium" and "Value" zones, with Premium spaces offering a 3-hour limit at $1.50 per hour and Value spaces providing more extended time limits at $1.00 per hour. All city garages offer the first hour free, with subsequent hourly rates ranging from $0.50 to $1.00. Parking lots are priced between $1.00 and $1.50 per hour. Notably, Santa Rosa's parking division reported a significant annual revenue loss of approximately $200,000 due to implementing the one-hour free parking policy in their garages. This demonstrates the potential financial impact of such a program.

City of Ventura

Ventura features a pedestrian zone on Main Street, which is closed to vehicular traffic. Free parking is available in peripheral lots, with varying time limits. However, all on-street parking is paid. Ventura is actively considering transitioning its free parking lots to paid parking due to consistently high occupancy and low turnover rates, with representatives stating that "the free parking lots are always full, and you cannot find parking." This reflects the challenges of managing free parking in high-demand areas.

City of Santa Barbara

Santa Barbara operates without on-street paid parking, citing insufficient enforcement capacity. Their parking system has faced challenges, with representatives expressing that "the parking system is not working well for us." Vehicles tend to circulate between stalls rather than utilizing paid lots. While they offer 75 minutes of free parking in lots, 60% of users depart before the free period expires. A business-funded program intended to cover the free 75 minutes only covers 11 minutes, and the city has struggled to revert to paid parking over the past six years. This highlights the potential for unintended consequences and the difficulty of policy changes.

City of Paso Robles

Paso Robles initially implemented a program with two hours of free parking, followed by hourly rates. However, the program was eventually dismantled due to residents and business owner dissatisfaction with rate increases and communication issues. The city now operates without time limits, leading to a situation where there is "nowhere to park," according to Officer Aschenbrener. A key takeaway from Paso Robles is that "free time creates confusion," which should be avoided. This underscores the importance of clear communication and careful planning in parking policy.

Common Themes and Key Insights:

- **Revenue Impact:** Free parking programs can significantly impact parking revenue, as evidenced by Santa Rosa's experience.
- **Occupancy and Turnover:** Free parking often leads to high occupancy and low turnover, creating challenges for parking availability, as seen in Ventura and Paso Robles.
- **Enforcement Capacity:** As highlighted by Santa Barbara's challenges, implementing and managing parking programs requires adequate enforcement resources.
- **Public Perception and Communication:** Clear communication and consideration of public perception are crucial for successful parking programs, as demonstrated by the experiences in Paso Robles.
- **Complexity of Free Parking:** The cities interviewed showed that Free parking is not always as simple as it sounds and can cause many unintended problems.

These findings provide valuable context for evaluating the potential impact of implementing free parking in Chico's premium zone and inform recommendations for future parking management strategies.

Summary

The analysis indicates that this policy would have significant negative consequences based on assessments of revenue impact, enforcement challenges, parking occupancy, and benchmarking against other California cities. Specifically, it would likely result in substantial revenue loss, increased enforcement burdens, reduced parking turnover, and more significant congestion. Moreover, software limitations and the potential for system misuse further complicate implementation. The experiences of other cities underscore the complexity and potential pitfalls of free parking initiatives. To support downtown vitality while maintaining a sustainable parking program, alternative solutions such as garage incentives, tiered pricing, or targeted validations may be more effective than a blanket one-hour free parking policy.

Internal Affairs Committee Agenda Report **Meeting Date: 6/2/2025**

TO: Internal Affairs Committee

FROM: Brendan Ottoboni, Director of Public Works - Engineering

RE: TRA 869 – Speed Survey Recommendations

REPORT IN BRIEF:

To maintain valid radar enforcement on City streets, the City of Chico conducts periodic engineering and traffic speed surveys in compliance with California Vehicle Code. This report recommends adoption of updated speed limits at various locations throughout the City based on recent surveys to ensure continued enforceability, improve traffic safety, and comply with state requirements.

RECOMMENDATION:

The Public Works Director – Engineering recommends the Internal Affairs Committee approve and forward a recommendation to the City Council to adopt Traffic Regulation Amendment (TRA 869), which updates posted speed limits based on the results of radar speed surveys. These updates apply to the locations shown in Exhibit 18a, Exhibit 19, Exhibit 19c, and the creation of new Exhibit 19g.

FISCAL IMPACT: **Budgeted:** Yes **Supplemental Required:** No

The costs associated with conducting speed surveys and updating signage are included in the current fiscal year budget. No additional funding is needed.

DISCUSSION:

Under California Vehicle Code Sections 40802 and 40803, cities must conduct Engineering and Traffic Surveys every seven years to justify the use of radar for speed enforcement. If there are no significant changes in the roadway or traffic conditions at the end of that seven-year period, the survey may be extended for another 7 years. This requirement helps ensure speed limits reflect current driving behavior and roadway conditions. If a survey is not current or valid, radar enforcement may be considered a “speed trap,” which is not enforceable in court.

The City of Chico’s recent radar speed surveys were conducted in accordance with state law and the California Manual on Uniform Traffic Control Devices (MUTCD). These surveys analyze the "critical speed," which is the speed that 85% of drivers travel at or below, to determine appropriate speed limits. The MUTCD allows for a reduction of up to 5 mph from this benchmark when justified by non-obvious safety concerns, such as nearby schools, pedestrian activity, or roadway geometry.

Failure to adopt updated speed limits could prevent the Police Department from using radar on certain streets, limiting their ability to enforce speed laws and respond to community concerns about traffic safety.

TRA 869 proposes adjustments to speed limits on several segments of city streets where surveys have been completed:

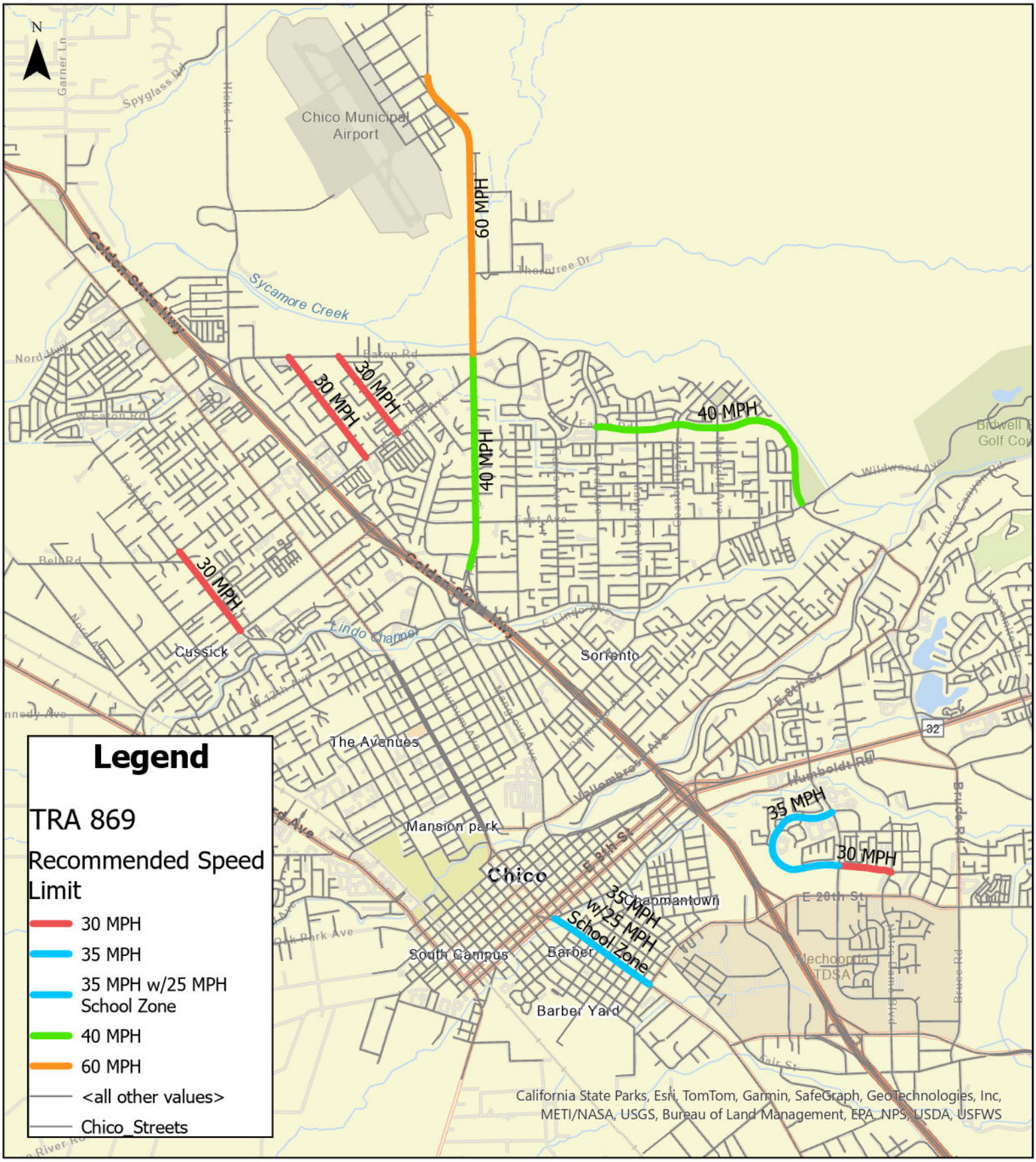
Study Segment	Proposed Speed Limit	Existing Posted Speed Limit
Cussick Avenue	***30 mph***	25 mph
Godman Avenue	***30 mph***	25 mph
Morseman Avenue	***30 mph***	35 mph
Burnap Avenue	25 mph	25 mph
Springfield Drive (Forest Avenue N to Forest Avenue S)	35 mph	None Posted
Springfield Drive (Forest Avenue to Notre Dame Boulevard)	***30 mph***	25 mph
E. 20th Street (Park Avenue to Franklin Street)	35 mph	35 mph
E. 20th Street (Franklin Street to Notre Dame Boulevard)	35 mph	35 mph
E. 20th Street (Notre Dame Boulevard to Bruce Road)	35 mph	35 mph

Park Avenue (Humboldt Avenue to E. 20th Street)	***35 mph*** w/ 25 mph school zone	30 mph w/ 25 mph school zone
Park Avenue (E. 20th Street to E. Park Ave)	40 mph	40 mph
Guynn Avenue (Henshaw Avenue to East Avenue)	25 mph	25 mph
W. East Avenue (Cussick Avenue to Highway 32)	45 mph	45 mph
W. East Avenue (Esplanade to Cussick Avenue)	45 mph	45 mph
W. East Avenue (Highway 99 to Esplanade)	35 mph w/ 25 mph school zone	35 mph w/ 25 mph school zone
East Avenue (Cohasset Road to Highway 99)	35 mph	35 mph
Cohasset Road (Esplanade to Mangrove Avenue)	35 mph	35 mph
East Avenue (Manzanita Avenue to Mariposa Avenue)	35 mph w/ 25 mph school zone	35 mph w/ 25 mph school zone
East Avenue (Mariposa Avenue to Cohasset Road)	35 mph w/ 25 mph school zone	35 mph w/ 25 mph school zone
Eaton Road (Floral Avenue to Ceanothus Avenue)	***40 mph***	35 mph
Eaton Road (Ceanothus Avenue to Wildwood Avenue)	***40 mph***	35 mph
Cohasset Road (Highway 99 to Eaton Road)	40 mph	40 mph
Cohasset Road (Eaton Road to Airpark Boulevard)	***60 mph***	55 mph
Cohasset Road (Airpark Boulevard to Ryan Avenue)	55 mph	55 mph

These changes are shown in Exhibits 18a, 19, 19c, and the new Exhibit 19g. Staff recommends the Committee and Council adopt these changes to maintain legal enforcement capabilities and support public safety.

ATTACHMENTS:

Attachment A – Legend Sheet to Accompany Traffic Regulation Amendment No. 869
Attachment B – Resolution Adopting TRA 869
Attachment C – Headway Transportation Engineering & Traffic Survey Report #1: Multiple Locations
Attachment D – Headway Transportation Engineering & Traffic Survey Report #2: Multiple Locations



ATTACHMENT "A"
LEGEND SHEET TO ACCOMPANY
TRAFFIC REGULATION AMENDMENT NO. 869

Attachment A

RESOLUTION OF THE INTERNAL AFFAIRS COMMITTEE OF THE CITY COUNCIL OF THE CITY OF CHICO ADOPTING TRAFFIC REGULATION AMENDMENT NO. 853

Pursuant to Section 10.05.040 of the City of Chico Municipal Code, the Traffic Regulation Amendment as shown in "Attachment A" is hereby adopted by the Internal Affairs Committee of the City Council of the City of Chico.

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:	APPROVED AS TO FORM:
_____	John W. Lam John W. Lam (May 27, 2025 13:58 PDT) _____
Deborah R. Presson,	John W. Lam, City Attorney
City Clerk	Pursuant to the Charter of
	The City of Chico, Section 906 (E)
_____Date of Authorization	_____Date Work Order Issued
_____Date Mapped/Filed	Changes or Supersedes

Exhibit Number	Description	Authority CMC/CVC Section
3	Stop Intersections	CVC 21101(c) or (b)

ATTACHMENT "A" - Legend Sheet to Accompany
Traffic Resolution Amendment No. 853
Describing Additions & Deletions to Exhibit No. 3
On Public Streets

ADDITION TO:
EXHIBIT 3 Stop Intersections

AUTHORITY: CVC 21101(c) or (b)

Approach				Street	Intersecting
N'ly	E'ly	S'ly	W'ly	Name	
	XX	XX	XX	W Lindo Avenue	Dixon Street

ATTACHMENT "A" – ADDITIONS AND DELETIONS TO ACCOMPANY TRAFFIC RESOLUTION AMENDMENT NO. 853

TRA 853 Resolution

Final Audit Report 2025-05-27

Created:	2025-05-27
By:	Robyn Ryan (robyn.ryan@chicoca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAFpdqSHrOJzii9e-pEkGhu4h-rrcLUrzL

"TRA 853 Resolution" History

Document created by Robyn Ryan (robyn.ryan@chicoca.gov)
2025-05-27 - 4:13:05 PM GMT

Document emailed to jlam@agclawfirm.com for signature
2025-05-27 - 4:13:08 PM GMT

Email viewed by jlam@agclawfirm.com
2025-05-27 - 8:55:12 PM GMT

Signer jlam@agclawfirm.com entered name at signing as John W. Lam
2025-05-27 - 8:58:12 PM GMT

Document e-signed by John W. Lam (jlam@agclawfirm.com)
Signature Date: 2025-05-27 - 8:58:14 PM GMT - Time Source: server

Agreement completed.
2025-05-27 - 8:58:14 PM GMT

Engineering & Traffic Survey:

Cussick Avenue, Godman Avenue, Morseman Avenue, and Burnap Avenue

April 29, 2025

PREPARED FOR:

City of Chico

PREPARED BY:

GCW
ENGINEERS \ SURVEYORS

GCW, Inc.
5482 Longley Lane, Suite B, Reno, Nevada 89511
775.322.4300
www.GCWEngineering.com

Attachment C

EXECUTIVE SUMMARY

This Engineering & Traffic Survey conducted for the City of Chico, as documented in this report fully complies with the methodology presented in the CA MUTCD. The Residential District Speed Limit methodology was use for one roadway segment (Burnap Avenue). Methodology contained in Section 2B.13 of the CA MUTCD as required by CVC §627 was used for the remaining three roadway segments. This document allows the City of Chico to modify or install speed limit signage and have these speed limits enforced by law enforcement using electronic devices.

The following study roadway segments were selected for an Engineering & Traffic Survey to address speed concerns: Cussick Avenue, Godman Avenue, Morseman Avenue, and Burnap Avenue. The purpose of this study is to recommend speed limits for the study roadways based on criteria in the State of California Vehicle Code (CVC).

The State of California Vehicle Code (CVC) contains laws applicable to speed limits and their enforcement within the State of California.

The following are the speed limit recommendations for the study roadway segments and the existing posted speed limits:

- Cussick Avenue – 30 mph (posted 25 mph)
- Godman Avenue – 30 mph (posted 25 mph)
- Morseman Avenue – 30 mph (posted 35 mph)
- Burnap Avenue – 25 mph (Residential District, posted 25 mph)

LIST OF FIGURES

LIST OF ATTACHMENTS

INTRODUCTION & METHODOLOGY

The State of California Vehicle Code (CVC), Division 11. Rules of the Road, Chapter 7. Speed Laws, establishes the laws applicable to setting speed limits and their enforcement within the State of California.

Statutory Prima Facie Speed Limits

Most highways have a prima facie speed limit of 65 miles per hour (mph) (CVC §22349).

A maximum prima facie speed limit of 55 mph is established for two-lane undivided highways unless posted for a higher speed (CVC §22349).

The CVC defines the prima facie speed limits for residence[1] and business[2] district streets to be 25 mph (CVC §22352). A 25 mph prima facie speed limit also applies when approaching or passing a school when posted with a "SCHOOL" warning sign and when children are present. A 25 mph prima facie speed limit also applies when passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign (CVC §22352).

A 15 mph prima facie speed limit applies when traversing a railway grade crossing with limited sight lines, when traversing any uncontrolled intersection with limited sight lines, and when travelling on any alley (CVC §22352).

[1] CVC §515 - A "residence district" is defined when within ¼ mile there are 13 or more separate dwellings or business structures upon one side of a highway or 16 or more separate dwellings or business structures upon both sides of a highway. A residence district may be longer than ¼ mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists. CVC §240 provides the following limitations: 1) the entrance of any building included must face the highway, and the front of the building must be within 75 feet of the roadway; 2) all churches, apartments, hotels, multiple dwelling units, clubs, and public buildings other than schools, shall be deemed business structures; 3) buildings considered must have rights of access to the highway.

[2] CVC §235 – A "business district" is defined when 50% or more of a highway is fronted by buildings in use for business within 600 feet on one side of a highway, or 300 feet on both sides of a highway. CVC §240 provides the following limitations: 1) the entrance of any building included must face the highway, and the front of the building must be within 75 feet of the roadway; 2) all churches, apartments, hotels, multiple dwelling units, clubs, and public buildings other than schools, shall be deemed business structures; 3) buildings considered must have rights of access to the highway.

Setting of Alternate Speed Limits

The statutory prima facie speed limits can be overridden, and a revised prima facie speed limit may, by ordinance or resolution, be declared by a local agency and a roadway posted at a higher or lower speed limit when justified by an Engineering & Traffic Survey (CVC §22357, CVC §22357.1, CVC §22358, CVC §22358 subsections 3 through 9, CVC §22360, CVC §22413, and portions of other CVC sections).

The City of Chico Municipal Code designates the right to set and adjust speed limits to the city council. Section 10.05.030 states "…the city council shall have the sole and exclusive authority to adopt vehicle and traffic regulations which control or restrict use of the public streets, sidewalks, parking lots and other public ways and places within the city by the operators of vehicles, bicyclists, roller skaters, pedestrians and persons using other means of transport or travel; to cause the installation of traffic control devices necessary to implement such regulations; and to cause the preparation of the studies or performance of such other duties required to adopt such regulations or to install such devices." Under the City of Chico Municipal Code, section 10.05.030, "The city council's authority to adopt vehicle and traffic regulations shall include, but not be limited to, regulations which alter prima facie speed limits from those established in the California Vehicle Code in the manner provided in such code".

The CVC (§22357 and §22358) further defines the rationale in declaring speed limits other than the statutory prima facie speed limits. When an Engineering & Traffic Survey is conducted, a local agency may determine either: 1) "that a speed greater than 25 mph would facilitate the orderly movement of vehicular traffic and would be reasonable and safe …"; or 2) "that the limit of 65 miles per hour is more than is reasonable or safe …". When this occurs, the CVC (§22357 and §22358) allows a local agency, by ordinance, to determine and declare a prima facie speed limit of 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, or 65 mph, "whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe." The CVC (§22358.3) also allows a local agency, by ordinance or resolution, on the basis of an Engineering & Traffic Survey, to determine and declare a prima facie speed limit of 20 or 15 mph in business or residence districts, or in a public park, on roadways not exceeding 25 feet in width.

Engineering & Traffic Survey Requirements

The requirements for an Engineering & Traffic Survey are defined in CVC §627. Three elements are required for consideration in an Engineering & Traffic Survey: 1) prevailing speeds as determined by traffic engineering measurements; 2) accident records; and 3) highway, traffic, and roadside conditions not readily apparent to the driver. When local authorities conduct an Engineering & Traffic Survey, residential density and pedestrian and bicycle safety, with increased consideration for vulnerable users, may also be considered.

In order for the speed data sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.

The methodology used in conducting an Engineering & Traffic Survey must be consistent with the methods determined by the State Department of Transportation (Caltrans), which are contained in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.13. The following requirements are set forth per CVC §22358.6 through CVC §22358.9, CVC §22413, and the CA MUTCD:

- When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, except as described in the two options below:
    1. In cases where rounding down is appropriate, the speed limit should be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, and a local authority may lower the speed limit by five miles per hour from the nearest five mile per hour increment of the 85th-percentile speed (CVC §22358.6), if the reasons for the lower speed limit are documented in the Engineering & Traffic Survey. Stated in simpler terms, the posted speed may be reduced by 5 mph from the rounded down 5 mph increment of the 85th percentile speed.
    2. For cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction from Option 1 is used.

- If the speed limit to be posted has had the 5-mph reduction applied, then the Engineering & Traffic Survey must be approved by a registered Civil or Traffic Engineer, and it shall document, in writing, the conditions and justification for the lower speed limit. The reasons for the lower speed limit shall be in compliance with CVC §627 and §22358.5, meaning that the justification must be based primarily on conditions that are not readily apparent to the driver in addition to residential density and pedestrian and bicyclist safety.

- Other factors that may be considered in the Engineering & Traffic Survey include:
    1. Road characteristics, shoulder condition, grade, alignment, and sight distance
    2. The pace
    3. Roadside development and environment
    4. Parking practices and pedestrian activity; and
    5. Reported crash experience for at least a 12-month period.

  Generally, the most decisive evidence of conditions not readily apparent to the driver is collision history.

- A local authority may additionally lower the speed limit as provided in Section 22358.7, which states “If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either

of the following reasons: 1) The portion of highway has been designated as a "safety corridor" or 2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused."

- The total reduction in the speed limit shall not exceed 12.4 miles per hour from the 85th percentile speed.

- A local authority may, by ordinance, retain the currently adopted speed limit as provided in CVC §22358.8 without further reduction, or restore the immediately prior adopted speed limit as provided in CVC §22358.8 without further reduction. In order to retain the current or prior speed limit, the agency must 1) make the determination through an engineering and traffic survey, 2) the prior speed limit must have been established by an engineering and traffic survey, and 3) a registered engineer must evaluate the section of roadway and determine that no additional general purpose lanes have been added to the roadway since completion of the prior traffic survey that established that speed limit.

- A local authority may, by ordinance, determine and declare a 25 or 20 miles per hour prima facie speed limit on a highway contiguous to a business activity district. All of the conditions stated in CVC §22358.9 must be met.

- A local authority may determine that a prima facie limit of 25 miles per hour is more than is reasonable and safe on a portion of a street with a grade in excess of 10 percent and may by ordinance determine and declare a maximum limit of 20 or 15 miles per hour. The conditions of CVC §22413 must be met.

Update Requirements & Enforcement

The preparation and periodic update of Engineering & Traffic Surveys are needed to set and enforce prima facie speed limits that are legally enforceable with electronic enforcement tools such as radar. When justified by an Engineering & Traffic Survey, a local agency may, by ordinance or resolution, declare and enforce the prima facie speed limit. However, there are limitations to such enforcement.

CVC §40801 prohibits the use of a "speed trap" in the enforcement of speed limits. CVC §40802 defines "speed trap" as the enforcement, through the use of any electronic device such as radar, of any prima facie speed limit that is not justified by an Engineering & Traffic Survey prepared within five years prior to the speed violation. Two extensions to the five year period are permitted by CVC §40802: 1) to seven years when the citing officer has completed applicable training courses and the electronic device meets operational standards and has been calibrated within three years prior; and 2) to fourteen years when the above conditions are satisfied and a registered engineer evaluates the section of the highway and

determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume.

According to CVC §40802, the requirement for an Engineering & Traffic Survey within the five, seven, or fourteen-year time period does not apply to a "local" street or road, school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

A local street or road is one that is functionally classified as "local" on the "California Road System Maps" that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.
(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.
(C) Not more than one traffic lane in each direction.

As such, there is no requirement to periodically update the Engineering & Traffic Survey for "local" roadways to enable the continued use of radar or other electronic means of enforcement.

Further, no Engineering & Traffic Survey is required for a local street, road, school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8; the standard prima facie 25-mph speed limit on such roads may be posted and enforced through the use of radar or other electronic means without the preparation of an Engineering & Traffic Survey.

DATA COLLECTION

Prevailing Speed Surveys

Radar speed surveys were conducted at each study location. All data collection and procedures were overseen by a licensed Civil or Traffic Engineer registered in the State of California. Speed measurements were obtained using a radar gun calibrated for each use using the manufacturer supplied tuning fork. Care was taken to only survey cars that were traveling in free flow conditions during non-peak hour time periods. Only lead vehicles in a group of cars were measured, or those traveling alone. Both directions of travel were measured when collecting the speed data and were used to create composite travel speed data.

Ideally the speed of 100 vehicles was recorded at each study location; however, at some study locations, it was not possible to record the speed of 100 vehicles due to low traffic volumes. At such locations, as many vehicle speeds as could be collected in a one-hour period were recorded.

Each radar travel speed sample was recorded and logged in the field for subsequent computer software analysis. Based on this data, we determined the following regarding prevailing vehicle speeds at each study location:

a. **The 85th Percentile Speed (Critical Speed).** This is the speed at or below which 85 percent of the recorded vehicles were traveling.
b. **The Average Speed.** This is the mean speed of the sample, or the total of all the vehicle speeds divided by the number of vehicles in the sample.
c. **The 10 mph Pace Speed.** This is the 10 mile per hour range that contains the greatest number of observed vehicle speeds. Also provided is the percentage of vehicles traveling at or below the lower limit of the pace, the percentage of vehicles traveling within the pace, and the percentage of vehicles traveling above the upper limit of the pace. The number of vehicles within the pace is an indication of the uniformity of vehicular speeds for vehicles traveling on the given roadway.

Accident Records

Five (5) years of accident records were obtained from the *Statewide Integrated Traffic Records System* (SWITRS). The data was reviewed to identify the number of accidents that occurred within each study segment and whether crash history is within a range expected for the study roadways.

Roadside Conditions

GCW staff visited each study roadway segment to determine if any highway, traffic, or roadside conditions that are not readily apparent to the driver exist in the study segments.

Additional data collected for each study segment included:

a. Date and time of speed survey
b. Existing posted speed limit, if any
c. Direction of travel for surveyed vehicles
d. Number of travel lanes
e. Weather condition at time of speed survey
f. Type of area: Residence or Business District, school zone, senior center, public park, high pedestrian activity, if applicable
g. Roadway classification – Determine if the roadway is classified as a “local” roadway on the *California Road System – Functional Classification Map* that are maintained by Caltrans

STUDY ROADWAYS

Four (4) roadway segments were selected by the City of Chico for inclusion in this Engineering & Traffic Survey. The study segments are listed below in **Table 1** and shown in **Figure 1**.

Table 1. Engineering & Traffic Survey Roadway Segments

No.	Survey Street	Segment Start	Segment End	Length
1	Cussick Avenue	Shasta Avenue	East Avenue	3,300
2	Godman Avenue	Eaton Road	Lassen Avenue	4,160
3	Morseman Avenue	Eaton Road	Lassen Avenue	3,100
4	Burnap Avenue	Eaton Road	Lassen Avenue	2,120

Source: GCW, 2025.

Burnap Avenue, Eaton Road to Lassen Avenue, meets the criteria for a "residential district" (having at least 13 fronting residences on one side or 16 fronting residences including both sides per ¼ mile) for the study roadway segment, as shown in **Attachment D**. Therefore, the residential district speed limit of 25 mph is recommended on Burnap Avenue in accordance with CVC §22352. No further analysis is required for Burnap Avenue.

For the other three roadway segments (Cussick Avenue, Godman Avenue, and Morseman Avenue), the required three elements of an Engineering & Traffic Survey (prevailing travel speeds, accident records, and roadway conditions not readily apparent) were analyzed to develop speed limit recommendations.

All of the road segments evaluated in this study are classified as "local" roadways on the *California Road Systems Maps*. The City of Chico is shown on Maps 5D21, 5D22, 5D31, and 5D32. Therefore, the City of Chico may use electronic devices to enforce the speed limits developed in this Engineering & Traffic Survey indefinitely without any future updates.

SPEED LIMIT RECOMMENDATIONS

Each roadway segment was evaluated using the methodology and parameters described in the Introduction & Methodology section of this report and a speed limit is recommended for each segment.

The speed survey and data summary sheets for each road segment are provided in **Attachment A** through **D.** The summary sheets satisfy the requirements of CVC §627 and include prevailing speeds, accident records, and highway / traffic / roadway conditions not readily apparent to the driver.

Crash data from 2019 to 2023 was analyzed for Cussick Avenue, Godman Avenue, and Morseman Avenue. During the five-year period, three crashes occurred on Cussick Avenue, one crash occurred on Godman Avenue, and one crash occurred on Morseman Avenue. Crash history for all of the study segments was within a typical range for the study roadways and therefore, did not influence the speed limit recommendations. None of the roadways had conditions that were not readily apparent to drivers.

Speed limit recommendations for each study segment are based on the following:

- Cussick Avenue - nearest 5-mph increment when rounded down from the 85th percentile speed
- Godman Avenue – nearest 5-mph increment when rounded down from the 85th percentile and reduced another 5-mph based on the high number of residential driveways, numerous driveways with limited sight lines and poor visibility for approaching drivers, narrow roadway widths and lack of roadway edge definition due to no curb and gutter, presence of on-street parking, and overall conditions that are residential in nature. The speed survey was conducted in a location that is wider and has more improvements than most of the segment and is therefore not representative of the entire segment.
- Morseman Avenue – nearest 5-mph increment when rounded down from the 85th percentile
- Burnap Avenue – residential district speed limit of 25 mph

Speed limit recommendations for each roadway segment are presented in **Table 2**.

Table 2. Recommended Speed Limits

Study Segment	Existing Posted Speed Limit	Survey Date	85th Percentile Speed	Unique Conditions	Recommended Speed Limit
Cussick Avenue (Shasta to East)	25 mph	5/7/2024	33 mph	None	**30 mph**
Godman Avenue (Eaton to Lassen)	25 mph	5/7/2024	39 mph	Numerous driveways with limited sight lines	**30 mph**
Morseman Avenue (Eaton to Lassen)	35 mph	5/7/2024	33 mph	None	**30 mph**
Burnap Avenue (Eaton to Lassen)	25 mph	5/7/2024	35 mph	None	**25 mph (Residential District)**

Source: GCW, 2025.

GCW ENGINEERS \ SURVEYORS

NO SCALE

- Study Segment
- Segment Number
- Speed Survey Location

Attachment C

Figure 1

Engineering & Traffic Survey
City of Chico

Study Segment Locations

Attachment A

Cussick Avenue - Data Sheets

ENGINEERS \ SURVEYORS

VEHICLE SPOT SPEED STUDY

General Information				Site Information	
Analyst/Observer:	Diego Gonzalez			Location:	Cussick Ave
Agency or Company:	GCW Engineering			City:	Chico CA
Date Performed:	Tuesday, May 7, 2024			County:	
Time Period From:	2:45 PM	To:	3:45 PM	Roadway ID:	
Weather/Road Condition:	Clear			Milepost :	-
Posted Speed (mph):	25			Remarks:	North of W Lassen Ave

Vehicles traveling **North** bound							Speed (mph)	Vehicles traveling **South** bound						Both Directions	
Cum Total	Total	20	15	10	5			5	10	15	20	Total	Cum Total	Total	Cum Total
							≥ 80								
							78 - 79.9								
							76 - 77.9								
							74 - 75.9								
							72 - 73.9								
							70 - 71.9								
							68 - 69.9								
							66 - 67.9								
							64 - 65.9								
							62 - 63.9								
							60 - 61.9								
							58 - 59.9								
							56 - 57.9								
							54 - 55.9								
							52 - 53.9								
							50 - 51.9								
							48 - 49.9								
							46 - 47.9								
							44 - 45.9								
							42 - 43.9								
							40 - 41.9								
							38 - 39.9								
69	6				1	1 1 1 1 1	36 - 37.9	1 1 1 1				4	37	10	106
63	4					1 1 1 1	34 - 35.9	1 1				2	33	6	96
59	8			1 1 1	1 1 1 1 1		32 - 33.9	1 1 1 1 1	1 1 1 1			9	31	17	90
51	20	1 1 1 1 1	1 1 1 1 1	1 1 1 1 1	1 1 1 1 1		30 - 31.9	1 1 1 1 1	1			6	22	26	73
31	16	1	1 1 1 1 1	1 1 1 1 1	1 1 1 1 1		28 - 29.9	1 1 1 1				4	16	20	47
15	10			1 1 1 1 1	1 1 1 1 1		26 - 27.9	1 1 1 1 1	1 1 1 1			9	12	19	27
5	5				1 1 1 1 1		24 - 25.9	1 1 1				3	3	8	8
							22 - 23.9								
							20 - 21.9								
							18 - 19.9								
							16 - 17.9								
							14 - 15.9								
							12 - 13.9								
							10 - 11.9								
							≤ 10								
69		**TOTALS**										**37**		**106**	

Travel Direction 1 →	North	**Speed Data Summary**	South	← Travel Direction 2	Both Directions
	59	**85th Percentile Vehicle**	31		90
	33	**85th Percentile Speed**	33		33
	24-34	**10 mph Pace**	24-34		24-34
	OK		OK	OK	

Attachment C

Cussick Avenue - Crash Data and Roadway Conditions

Crashes (2019 - 2023):

Crash #	accident_year	collision_date	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	pcf_violation	type_of_collision	ped_action	lighting	truck_accident	alcohol_involved
1	2019	7/3/2019	7:05 PM	Wednesday	CUSSICK AV	HENSHAW AV	0		Y	Clear	PDO	0	0	Hit and Run resulting in Property Damage	Rear End	No ped involved	Daylight		
2	2020	11/14/2020	4:37 PM	Saturday	HENSHAW AV	CUSSICK AV	0		Y	Cloudy	PDO	0	0	Driving under the influence of drugs or alcohol	Broadside	No ped involved	Dusk - Dawn		Y
3	2020	9/20/2020		Sunday	HENSHAW AV	CUSSICK AV	0		Y	Clear	PDO	0	0	Unsafe Speed	Rear End	No ped involved	Dark - Street Lights	Y	

Collision History: Three (3) collisions occurred during the 5-year period from 2019 to 2023, violations included Hit and Run, DUI, and Unsafe Speed.

Conditions Not Readily Apparent: None.

Roadway Conditions: Cussick Avenue is a two lane (one in each direction) residential roadway. The posted speed limit is 25 MPH.

Attachment B

Godman Avenue - Data Sheets

ENGINEERS \ SURVEYORS

VEHICLE SPOT SPEED STUDY

General Information				Site Information	
Analyst/Observer:	Diego Gonzalez			Location:	Godman Ave
Agency or Company:	GCW Engineering			City:	Chico CA
Date Performed:	Tuesday, May 7, 2024			County:	
Time Period From:	10:25 AM	To:	11:25 AM	Roadway ID:	
Weather/Road Condition:	Clear			Milepost :	-
Posted Speed (mph):	25			Remarks:	South of Grand Teton Way

Vehicles traveling North bound						Speed (mph)	Vehicles traveling South bound						Both Directions	
Cum Total	Total	20	15	10	5		5	10	15	20	Total	Cum Total	Total	Cum Total
						≥ 80								
						78 - 79.9								
						76 - 77.9								
						74 - 75.9								
						72 - 73.9								
						70 - 71.9								
						68 - 69.9								
						66 - 67.9								
						64 - 65.9								
						62 - 63.9								
						60 - 61.9								
						58 - 59.9								
						56 - 57.9								
						54 - 55.9								
						52 - 53.9								
						50 - 51.9								
						48 - 49.9								
38	1				1	46 - 47.9							1	63
37	1				1	44 - 45.9	1				1	25	2	62
36	2				1 1	42 - 43.9	1 1				2	24	4	60
34	1				1	40 - 41.9	1				1	22	2	56
33	3				1 1 1	38 - 39.9	1 1				2	21	5	54
30	6				1 1 1 1 1 1	36 - 37.9	1 1 1 1 1 1				6	19	12	49
24	7				1 1 1 1 1 1 1	34 - 35.9	1 1 1 1				4	13	11	37
17	2				1 1	32 - 33.9	1 1 1				3	9	5	26
15	9			1 1 1 1 1 1 1 1 1		30 - 31.9	1				1	6	10	21
6	3				1 1 1	28 - 29.9	1				1	5	4	11
3	2				1 1	26 - 27.9	1 1 1 1				4	4	6	7
1	1				1	24 - 25.9							1	1
						22 - 23.9								
						20 - 21.9								
						18 - 19.9								
						16 - 17.9								
						14 - 15.9								
						12 - 13.9								
						10 - 11.9								
						≤ 10								
38						TOTALS					25		63	

Travel Direction 1 →	North	Speed Data Summary	South	← Travel Direction 2	Both Directions
	32	85th Percentile Vehicle	21		54
	39	85th Percentile Speed	39		39
	30-40	10 mph Pace	32-42		30-40
	Warning: Multiple 10 mph Paces. Highest range shown		Warning: Multiple 10 mph Paces. Highest range shown		

OK

Attachment C

Godman Avenue - Crash Data and Roadway Conditions

Crashes (2019 - 2023):

Crash #	accident_year	collision_date	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	pcf_violation	type_of_collision	ped_action	lighting	truck_accident	alcohol_involved
1	2022	6/7/2022	7:30 PM	Tuesday	REDEEMERS LOOP	GODMAN AV	0		N	Clear	PDO	0	0	Hit and Run resulting in Property Damage	Sideswipe	No ped involved	Daylight		

Collision History: One (1) collision during the 5-year period from 2019 to 2023, violation was a Hit and Run.

Conditions Not Readily Apparent: Numerous driveways with limited sight lines.

Roadway Conditions: Godman Avenue is a two lane (one in each direction) residential roadway. The posted speed limit is 25 MPH.

Attachment C

Morseman Avenue - Data Sheets

ENGINEERS \ SURVEYORS

VEHICLE SPOT SPEED STUDY

General Information				Site Information	
Analyst/Observer:	Diego Gonzalez			Location:	Morseman Ave
Agency or Company:	GCW Engineering			City:	Chico CA
Date Performed:	Tuesday, May 7, 2024			County:	
Time Period From:	11:30 AM	To:	12:30 PM	Roadway ID:	
Weather/Road Condition:	Clear			Milepost :	-
Posted Speed (mph):	35			Remarks:	South of Reece Ln

Vehicles traveling South bound						Speed (mph)	Vehicles traveling North bound						Both Directions	
Cum Total	Total	20	15	10	5		5	10	15	20	Total	Cum Total	Total	Cum Total
						≥ 80								
						78 - 79.9								
						76 - 77.9								
						74 - 75.9								
						72 - 73.9								
						70 - 71.9								
						68 - 69.9								
						66 - 67.9								
						64 - 65.9								
						62 - 63.9								
						60 - 61.9								
						58 - 59.9								
						56 - 57.9								
						54 - 55.9								
						52 - 53.9								
						50 - 51.9								
						48 - 49.9								
						46 - 47.9								
						44 - 45.9								
						42 - 43.9								
						40 - 41.9								
40	1				1	38 - 39.9	1				1	31	2	71
39	1				1	36 - 37.9	1 1				2	30	3	69
38	3				1 1 1	34 - 35.9	1				1	28	4	66
35	1				1	32 - 33.9	1 1				2	27	3	62
34	6			1	1 1 1 1 1	30 - 31.9	1 1 1 1 1				5	25	11	59
28	10			1 1 1 1 1	1 1 1 1 1	28 - 29.9	1 1 1 1 1 1 1				7	20	17	48
18	4				1 1 1 1	26 - 27.9	1 1 1 1 1 1				6	13	10	31
14	11		1	1 1 1 1 1	1 1 1 1 1	24 - 25.9	1 1 1 1				4	7	15	21
3	1				1	22 - 23.9	1 1				2	3	3	6
2	1				1	20 - 21.9	1				1	1	2	3
1	1				1	18 - 19.9							1	1
						16 - 17.9								
						14 - 15.9								
						12 - 13.9								
						10 - 11.9								
						≤ 10								
40		TOTALS									31		71	

Travel Direction 1 →	South	Speed Data Summary	North	← Travel Direction 2	Both Directions
	34	85th Percentile Vehicle	26		60
	31	85th Percentile Speed	33		33
	24-34	10 mph Pace	24-34		24-34
	Warning: Multiple 10 mph Paces. Highest range shown		Warning: Multiple 10 mph Paces. Highest range shown		Warning: Multiple 10 mph Paces. Highest range shown

Morseman Avenue - Crash Data and Roadway Conditions

Crashes (2019 - 2023):

Crash #	accident_year	collision_date	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	pcf_violation	type_of_collision	ped_action	lighting	truck_accident	alcohol_involved
1	2020	8/29/2020	1:56 AM	Satuday	MORSEMAN AV	ALYNN LN	64	N	N	Clear	PDO	0	0	Driving under the influence of drugs or alcohol	Broadside	No ped involved	Dark - Street Lights		Y

Collision History: One (1) collision during the 5-year period from 2019 through 2023; violation was DUI.

Conditions Not Readily Apparent: None.

Roadway Conditions: Morseman Avenue is a two lane (one in each direction) residential roadway. The posted speed limit is 35 MPH.

Attachment D

Burnap Avenue - Data Sheets

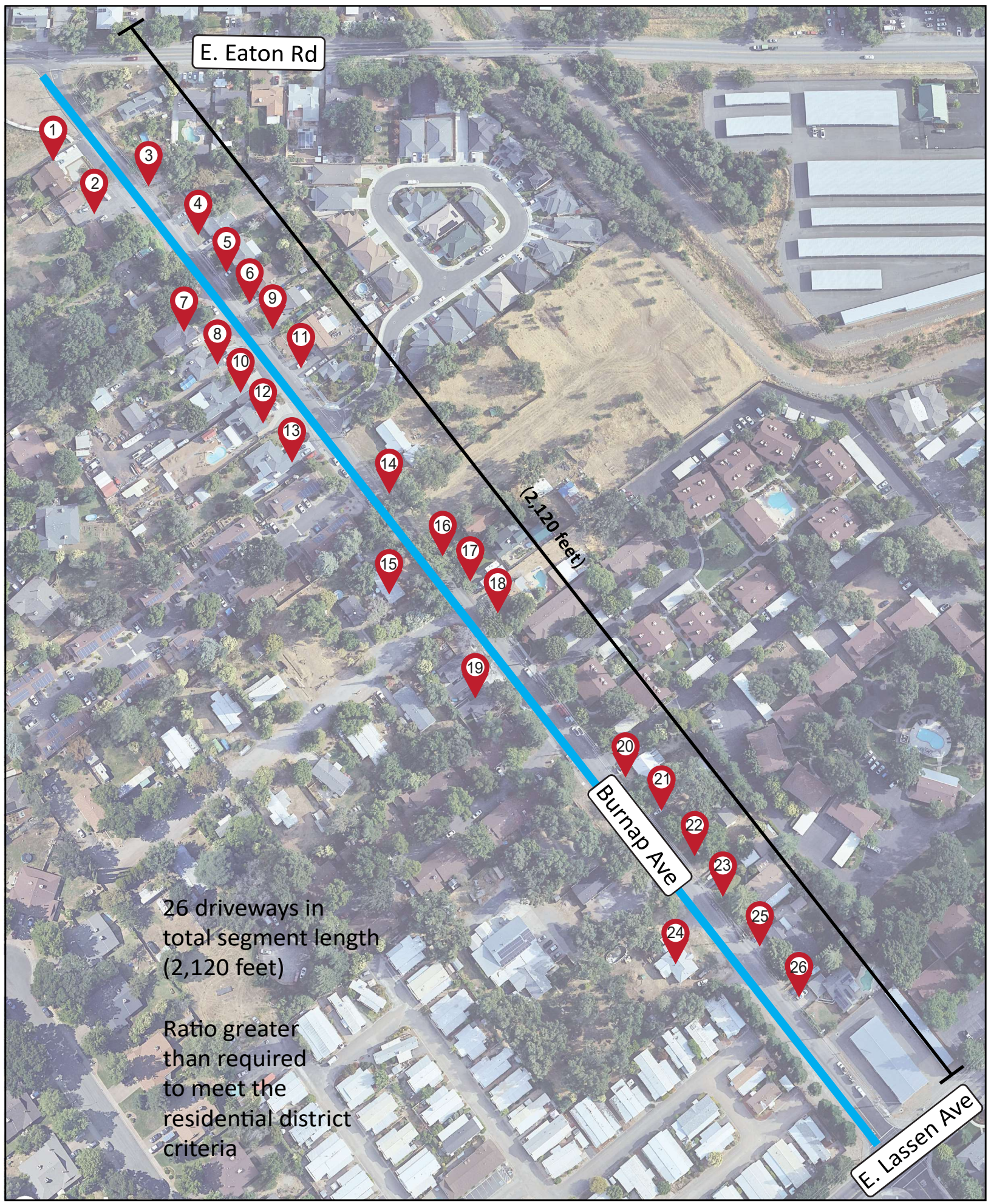
ENGINEERS \ SURVEYORS

VEHICLE SPOT SPEED STUDY

General Information		Site Information	
Analyst/Observer:	Diego Gonzalez	Location:	Burnap Ave
Agency or Company:	GCW Engineering	City:	Chico CA
Date Performed:	Tuesday, May 7, 2024	County:	
Time Period From:	1:15 PM To: 2:15 PM	Roadway ID:	
Weather/Road Condition:	Clear	Milepost :	-
Posted Speed (mph):	25	Remarks:	South of Mort Ln

Vehicles traveling South bound						Speed (mph)	Vehicles traveling North bound						Both Directions	
Cum Total	Total	20	15	10	5		5	10	15	20	Total	Cum Total	Total	Cum Total
						≥ 80								
						78 - 79.9								
						76 - 77.9								
						74 - 75.9								
						72 - 73.9								
						70 - 71.9								
						68 - 69.9								
						66 - 67.9								
						64 - 65.9								
						62 - 63.9								
						60 - 61.9								
						58 - 59.9								
						56 - 57.9								
						54 - 55.9								
						52 - 53.9								
						50 - 51.9								
						48 - 49.9								
						46 - 47.9								
						44 - 45.9								
						42 - 43.9								
22	1				1	40 - 41.9								49
						38 - 39.9	1				1	27	1	48
21	2				1 1	36 - 37.9	1				1	26		47
19	2				1 1	34 - 35.9	1				1	25		44
17	2				1 1	32 - 33.9	1				1	24	3	41
15	2				1 1	30 - 31.9	1 1 1 1				4	23	6	38
13	1				1	28 - 29.9	1 1 1				3	19	4	32
12	3				1 1 1	26 - 27.9	1 1 1 1 1				5	16	8	28
9	3				1 1 1	24 - 25.9	1				1	11	4	20
6	3				1 1 1	22 - 23.9	1 1 1 1 1 1 1				7	10	10	16
3	2				1 1	20 - 21.9	1 1 1				3	3	5	6
1	1				1	18 - 19.9							1	1
						16 - 17.9								
						14 - 15.9								
						12 - 13.9								
						10 - 11.9								
						≤ 10								
22		TOTALS									27		49	

Travel Direction 1 →	South	Speed Data Summary	North	← Travel Direction 2	Both Directions
	19	85th Percentile Vehicle	23		42
	35	85th Percentile Speed	31		35
	22-32	10 mph Pace	22-32		22-32
	Warning: Multiple 10 mph Paces. Highest range shown		OK	OK	



GCW ENGINEERS \ SURVEYORS

NO SCALE

- Study Segment

- Driveways

Attachment D

Attachment C
Engineering & Traffic Survey
City of Chico
Burnap Avenue - Residential Driveways

Engineering & Traffic Survey:

City of Chico

April 1, 2025

PREPARED FOR:

City of Chico

PREPARED BY:

GCW
ENGINEERS \ SURVEYORS

GCW, Inc.
5482 Longley Lane, Suite B, Reno, Nevada 89511
775.322.4300
www.GCWengineering.com

Attachment D

EXECUTIVE SUMMARY

This Engineering & Traffic Survey conducted for the City of Chico, as documented in this report, fully complies with the methodology presented in the CA MUTCD. The purpose of this study is to recommend speed limits for the study roadways based on criteria in the State of California Vehicle Code (CVC). The State of California Vehicle Code (CVC) contains laws applicable to speed limits and their enforcement within the State of California.

The Residential District Speed Limit methodology was used for one roadway segment (Guynn Avenue). Methodology contained in Section 2B.13 of the CA MUTCD as required by CVC §627 was used for the other 18 study segments. This document allows the City of Chico to modify or install new speed limit signage and have these speed limits enforced by law enforcement using electronic devices.

The following are the study segments, the speed limit recommendations, and the existing posted speed limits:

- Springfield Drive (Forest Avenue N to Forest Avenue S) – 35 mph (none posted)
- Springfield Drive (Forest Avenue to Notre Dame Boulevard) – 30 mph (25 mph posted)
- E. 20th Street (Park Avenue to Franklin Street) – 35 mph (same as posted)
- E. 20th Street (Franklin Street to Notre Dame Boulevard) – 35 mph (same as posted)
- E. 20th Street (Notre Dame Boulevard to Bruce Road) – 35 mph (same as posted)
- Park Avenue (Humboldt Avenue to E. 20th Street) – 35 mph with 25 mph school zone (posted 30 mph with 25 mph school zone)
- Park Avenue (E. 20th Street to E. Park Ave) – 40 mph (same as posted)
- Guynn Avenue (Henshaw Avenue to East Avenue) – 25 mph (same as posted)
- W. East Avenue (Cussick Avenue to Highway 32) – 45 mph (same as posted)
- W. East Avenue (Esplanade to Cussick Avenue) – 45 mph (same as posted)
- W. East Avenue (Highway 99 to Esplanade) – 35 mph with 25 mph school zone (same as posted)
- East Avenue (Cohasset Road to Highway 99) – 35 mph (same as posted)
- Cohasset Road (Esplanade to Mangrove Avenue) – 35 mph (same as posted)
- East Avenue (Manzanita Avenue to Mariposa Avenue) – 35 mph with 25 mph school zone (same as posted)
- East Avenue (Mariposa Avenue to Cohasset Road) - 35 mph with 25 mph school zone (same as posted)
- Eaton Road (Floral Avenue to Ceanothus Avenue) – 40 mph (35 mph posted)
- Eaton Road (Ceanothus Avenue to Wildwood Avenue) – 40 mph (35 mph posted)
- Cohasset Road (Highway 99 to Eaton Road) – 40 mph (same as posted)
- Cohasset Road (Eaton Road to Airpark Boulevard) – 60 mph (posted 55 mph)
- Cohasset Road (Airpark Boulevard to Ryan Avenue) – 55 mph (same as posted)

LIST OF FIGURES

LIST OF ATTACHMENTS

INTRODUCTION & METHODOLOGY

The State of California Vehicle Code (CVC), Division 11. Rules of the Road, Chapter 7. Speed Laws, establishes the laws applicable to setting speed limits and their enforcement within the State of California.

Statutory Prima Facie Speed Limits

Most highways have a prima facie speed limit of 65 miles per hour (mph) (CVC §22349).

A maximum prima facie speed limit of 55 mph is established for two-lane undivided highways unless posted for a higher speed (CVC §22349).

The CVC defines the prima facie speed limits for residence[1] and business[2] district streets to be 25 mph (CVC §22352). A 25-mph prima facie speed limit also applies when approaching or passing a school when posted with a "SCHOOL" warning sign and when children are present. A 25-mph prima facie speed limit also applies when passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign (CVC §22352).

A 15-mph prima facie speed limit applies when traversing a railway grade crossing with limited sight lines, when traversing any uncontrolled intersection with limited sight lines, and when travelling on any alley (CVC §22352).

[1] CVC §515 - A "residence district" is defined when within ¼ mile there are 13 or more separate dwellings or business structures upon one side of a highway or 16 or more separate dwellings or business structures upon both sides of a highway. A residence district may be longer than ¼ mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists. CVC §240 provides the following limitations: 1) the entrance of any building included must face the highway, and the front of the building must be within 75 feet of the roadway; 2) all churches, apartments, hotels, multiple dwelling units, clubs, and public buildings other than schools, shall be deemed business structures; 3) buildings considered must have rights of access to the highway.

[2] CVC §235 – A "business district" is defined when 50% or more of a highway is fronted by buildings in use for business within 600 feet on one side of a highway, or 300 feet on both sides of a highway. CVC §240 provides the following limitations: 1) the entrance of any building included must face the highway, and the front of the building must be within 75 feet of the roadway; 2) all churches, apartments, hotels, multiple dwelling units, clubs, and public buildings other than schools, shall be deemed business structures; 3) buildings considered must have rights of access to the highway.

Setting of Alternate Speed Limits

The statutory prima facie speed limits can be overridden, and a revised prima facie speed limit may, by ordinance or resolution, be declared by a local agency and a roadway posted at a higher or lower speed limit when justified by an Engineering & Traffic Survey (CVC §22357, CVC §22357.1, CVC §22358, CVC §22358 subsections 3 through 9, CVC §22360, CVC §22413, and portions of other CVC sections).

The City of Chico Municipal Code designates the right to set and adjust speed limits to the city council. Section 10.05.030 states "…the city council shall have the sole and exclusive authority to adopt vehicle and traffic regulations which control or restrict use of the public streets, sidewalks, parking lots and other public ways and places within the city by the operators of vehicles, bicyclists, roller skaters, pedestrians and persons using other means of transport or travel; to cause the installation of traffic control devices necessary to implement such regulations; and to cause the preparation of the studies or performance of such other duties required to adopt such regulations or to install such devices." Under the City of Chico Municipal Code, section 10.05.030, "The city council's authority to adopt vehicle and traffic regulations shall include, but not be limited to, regulations which alter prima facie speed limits from those established in the California Vehicle Code in the manner provided in such code".

The CVC (§22357 and §22358) further defines the rationale in declaring speed limits other than the statutory prima facie speed limits. When an Engineering & Traffic Survey is conducted, a local agency may determine either: 1) "that a speed greater than 25 mph would facilitate the orderly movement of vehicular traffic and would be reasonable and safe …"; or 2) "that the limit of 65 miles per hour is more than is reasonable or safe ...". When this occurs, the CVC (§22357 and §22358) allows a local agency, by ordinance, to determine and declare a prima facie speed limit of 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, or 65 mph, "whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe." The CVC (§22358.3) also allows a local agency, by ordinance or resolution, on the basis of an Engineering & Traffic Survey, to determine and declare a prima facie speed limit of 20 or 15 mph in business or residence districts, or in a public park, on roadways not exceeding 25 feet in width.

Engineering & Traffic Survey Requirements

The requirements for an Engineering & Traffic Survey are defined in CVC §627. Three elements are required for consideration in an Engineering & Traffic Survey: 1) prevailing speeds as determined by traffic engineering measurements; 2) accident records; and 3) highway, traffic, and roadside conditions not readily apparent to the driver. When local authorities conduct an Engineering & Traffic Survey, residential density and pedestrian and bicycle safety, with increased consideration for vulnerable users, may also be considered.

In order for the speed data sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.

The methodology used in conducting an Engineering & Traffic Survey must be consistent with the methods determined by the State Department of Transportation (Caltrans), which are contained in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.13. The following requirements are set forth per CVC §22358.6 through CVC §22358.9, CVC §22413, and the CA MUTCD:

- When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, except as described in the two options below:
    1. In cases where rounding down is appropriate, the speed limit should be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, and a local authority may lower the speed limit by five miles per hour from the nearest five mile per hour increment of the 85th-percentile speed (CVC §22358.6), if the reasons for the lower speed limit are documented in the Engineering & Traffic Survey. Stated in simpler terms, the posted speed may be reduced by 5 mph from the rounded down 5 mph increment of the 85th percentile speed.
    2. For cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction from Option 1 is used.

- If the speed limit to be posted has had the 5-mph reduction applied, then the Engineering & Traffic Survey must be approved by a registered Civil or Traffic Engineer, and it shall document, in writing, the conditions and justification for the lower speed limit. The reasons for the lower speed limit shall be in compliance with CVC §627 and §22358.5, meaning that the justification must be based primarily on conditions that are not readily apparent to the driver in addition to residential density and pedestrian and bicyclist safety.

- Other factors that may be considered in the Engineering & Traffic Survey include:
    1. Road characteristics, shoulder condition, grade, alignment, and sight distance
    2. The pace
    3. Roadside development and environment
    4. Parking practices and pedestrian activity; and
    5. Reported crash experience for at least a 12-month period.

  Generally, the most decisive evidence of conditions not readily apparent to the driver is collision history.

- A local authority may additionally lower the speed limit as provided in Section 22358.7, which states “If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either

of the following reasons: 1) The portion of highway has been designated as a "safety corridor" or 2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused."

- The total reduction in the speed limit shall not exceed 12.4 miles per hour from the 85th percentile speed.

- A local authority may, by ordinance, retain the currently adopted speed limit as provided in CVC §22358.8 without further reduction, or restore the immediately prior adopted speed limit as provided in CVC §22358.8 without further reduction. In order to retain the current or prior speed limit, the agency must 1) make the determination through an engineering and traffic survey, 2) the prior speed limit must have been established by an engineering and traffic survey, and 3) a registered engineer must evaluate the section of roadway and determine that no additional general purpose lanes have been added to the roadway since completion of the prior traffic survey that established that speed limit.

- A local authority may, by ordinance, determine and declare a 25 or 20 miles per hour prima facie speed limit on a highway contiguous to a business activity district. All of the conditions stated in CVC §22358.9 must be met.

- A local authority may determine that a prima facie limit of 25 miles per hour is more than is reasonable and safe on a portion of a street with a grade in excess of 10 percent and may by ordinance determine and declare a maximum limit of 20 or 15 miles per hour. The conditions of CVC §22413 must be met.

Update Requirements & Enforcement

The preparation and periodic update of Engineering & Traffic Surveys are needed to set and enforce prima facie speed limits that are legally enforceable with electronic enforcement tools such as radar. When justified by an Engineering & Traffic Survey, a local agency may, by ordinance or resolution, declare and enforce the prima facie speed limit. However, there are limitations to such enforcement.

CVC §40801 prohibits the use of a "speed trap" in the enforcement of speed limits. CVC §40802 defines "speed trap" as the enforcement, through the use of any electronic device such as radar, of any prima facie speed limit that is not justified by an Engineering & Traffic Survey prepared within five years prior to the speed violation. Two extensions to the five year period are permitted by CVC §40802: 1) to seven years when the citing officer has completed applicable training courses and the electronic device meets operational standards and has been calibrated within three years prior; and 2) to fourteen years when the above conditions are satisfied and a registered engineer evaluates the section of the highway and

determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume.

According to CVC §40802, the requirement for an Engineering & Traffic Survey within the five, seven, or fourteen-year time period does not apply to a "local" street or road, school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

A local street or road is one that is functionally classified as "local" on the "California Road System Maps" that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.

As such, there is no requirement to periodically update the Engineering & Traffic Survey for "local" roadways to enable the continued use of radar or other electronic means of enforcement.

Further, no Engineering & Traffic Survey is required for a local street, road, school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8; the standard prima facie 25-mph speed limit on such roads may be posted and enforced through the use of radar or other electronic means without the preparation of an Engineering & Traffic Survey.

DATA COLLECTION

Prevailing Speed Surveys

Radar speed surveys were conducted at each study location. All data collection and procedures were overseen by a licensed Civil or Traffic Engineer registered in the State of California. Speed measurements were obtained using a radar gun calibrated for each use using the manufacturer supplied tuning fork. Care was taken to only survey cars that were traveling in free flow conditions during non-peak hour time periods. Only lead vehicles in a group of cars were measured, or those traveling alone. Both directions of travel were measured when collecting the speed data and were used to create composite travel speed data.

Ideally the speed of 100 vehicles was recorded at each study location; however, at some study locations, it was not possible to record the speed of 100 vehicles due to low traffic volumes. At such locations, as many vehicle speeds as could be collected in a one-hour period were recorded.

Each radar travel speed sample was recorded and logged in the field for subsequent computer software analysis. Based on this data, we determined the following regarding prevailing vehicle speeds at each study location:

a. **The 85th Percentile Speed (Critical Speed).** This is the speed at or below which 85 percent of the recorded vehicles were traveling.
b. **The Average Speed.** This is the mean speed of the sample, or the total of all the vehicle speeds divided by the number of vehicles in the sample.
c. **The 10 mph Pace Speed.** This is the 10 mile per hour range that contains the greatest number of observed vehicle speeds. Also provided is the percentage of vehicles traveling at or below the lower limit of the pace, the percentage of vehicles traveling within the pace, and the percentage of vehicles traveling above the upper limit of the pace. The number of vehicles within the pace is an indication of the uniformity of vehicular speeds for vehicles traveling on the given roadway.

Accident Records

Five (5) years of accident records were obtained from the *Statewide Integrated Traffic Records System* (SWITRS). The data was reviewed to identify the number of accidents that occurred within each study segment and whether crash history is within a range expected for the study roadways.

Roadside Conditions

GCW staff visited each study roadway segment to determine if any highway, traffic, or roadside conditions that are not readily apparent to the driver exist in the study segments.

Additional data collected for each study segment included:

a. Date and time of speed survey
b. Existing posted speed limit, if any
c. Direction of travel for surveyed vehicles
d. Number of travel lanes
e. Weather condition at time of speed survey
f. Type of area: Residence or Business District, school zone, senior center, public park, high pedestrian activity, if applicable
g. Roadway classification – Determine if the roadway is classified as a “local” roadway on the *California Road System – Functional Classification Map* that are maintained by Caltrans

STUDY ROADWAYS

A total of 20 roadway segments were selected by the City of Chico for inclusion in this Engineering & Traffic Survey. The study segments are listed below in **Table 1** and shown in **Figures 1, 2,** and **3**.

Table 1. Engineering & Traffic Survey Roadway Segments

No.	Survey Street	Segment Start	Segment End	Length (ft)
1	Springfield Drive	Forest Avenue (N)	Forest Avenue (S)	5,170
2	Springfield Drive	Forest Avenue	Notre Dame Boulevard	1,730
3	E. 20th Street	Park Avenue	Franklin Street	2,350
4	E. 20th Street	Franklin Street	Notre Dame Boulevard	6,350
5	E. 20th Street	Notre Dame Boulevard	Bruce Road	2,570
6	Park Avenue	Humboldt Avenue	E. 20th St	3,770
7	Park Avenue	E. 20th St	E. Park Avenue	3,310
8	Guynn Avenue	Henshaw Avenue	East Avenue	1,400
9	W. East Avenue	Cussick Avenue	Highway 32	4,890
10	W. East Avenue	Esplanade	Cussick Avenue	3,325
11	W. East Avenue	Highway 99	Esplanade	2,040
12	East Avenue	Cohasset Road	Highway 99	3,620
13	Cohasset Road	Esplanade	Mangrove Avenue	3,030
14	East Avenue	Manzanita Avenue	Mariposa Avenue	5,460
15	East Avenue	Mariposa Avenue	Cohasset Road	5,310
16	Eaton Road	Floral Avenue	Ceanothus Avenue	2,650
17	Eaton Road	Ceanothus Avenue	Wildwood Avenue	6,050
18	Cohasset Road	Highway 99	Eaton Road	7,980
19	Cohasset Road	Eaton Road	Airpark Boulevard	9,460
20	Cohasset Road	Airpark Boulevard	Ryan Avenue	2,400

Source: GCW, 2025.

Guynn Avenue, Henshaw Avenue to East Avenue, meets the criteria for a "residential district" (having at least 13 fronting residences on one side or 16 fronting residences including both sides per ¼ mile) for the study roadway segment, as shown in **Attachment H**. Therefore, the residential district speed limit of 25 mph is recommended on Guynn Avenue in accordance with CVC §22352. No further analysis is required for Guynn Avenue.

The other 19 study segments required consideration of the three elements of an Engineering & Traffic Survey (prevailing travel speeds, accident records, and roadway conditions not readily apparent) to develop speed limit recommendations. It is important to note that the three elements are provided for Segments 19 and 20 as a single E&TS attachment (Cohasset Road from Eaton Rd to Ryan Ave) but for the

purposes of recommending speed limits, the overall segment was divided into two parts at Airpark Boulevard because the characteristics of the roadway change north of Airpark Boulevard.
Roads classified as "local" do not require an Engineering & Traffic Survey within the five, seven, or fourteen-year time periods and speed limits set on these roadways are electronically enforceable indefinitely. **Table 2** shows the study segments classified as "local" roads.

Table 2: Study Segments Classified as "Local" Streets / Roads

No.	Study Segment	Functional Classification
1	Springfield Drive (Forest Ave N to Forest Ave S)	Local
2	Springfield Drive (Forest Ave to Notre Dame Blvd)	Local
8	Guynn Avenue (Henshaw Ave to East Ave)	Local

Source: Caltrans, 2024.

SPEED LIMIT RECOMMENDATIONS

Each roadway segment was evaluated using the methodology and parameters described in the Introduction & Methodology section of this report and a speed limit is recommended for each segment.

The speed survey and data summary sheets for each road segment are provided in **Attachments A** through **R.** The summary sheets satisfy the requirements of CVC §627 and include prevailing speeds, accident records, and highway / traffic / roadway conditions not readily apparent to the driver.

Speed limit recommendations for many of the study segments were based on rounding down to the nearest 5 mph increment from the observed 85th percentile speed (per CVC 22358.6, section C). This method was used for the following study segments:

- Springfield Drive (Forest Ave N to Forest Ave S)
- E. 20th Street (Park Ave to Franklin Ave)
- E. 20th Street (Notre Dame Blvd to Bruce Rd)
- Park Avenue (E. 20th St to E. Park Ave)
- W. East Avenue (Cussick Avenue to Highway 32)
- W. East Avenue (Esplanade to Cussick Ave)
- W. East Avenue (Highway 99 to Esplanade) (includes a school zone)
- Eaton Road (Floral Ave to Ceanothus Ave)
- Eaton Road (Ceanothus Ave to Wildwood Ave)

- Cohasset Road (Esplanade to Mangrove Ave)
- Cohasset Road (Highway 99 to Eaton Rd)
- Cohasset Road (Eaton Rd to Airpark Blvd)

The other study segments have unique conditions that required further consideration before making speed limit recommendations. Speed limit recommendations for these study segments are based on the following:

- Springfield Drive (Forest Ave to Notre Dame Blvd) - nearest 5 mph increment when rounded down from 85th percentile speed and reduced another 5-mph based on side streets with limited sight lines, residential nature of the street, narrow roadway width, presence of pedestrians crossing, and the multi-use path along Bedford Drive intersecting with Springfield Drive.
- E. 20th Street (Franklin St to Notre Dame Blvd) - nearest 5 mph increment when rounded down from the 85th percentile speed and reduced another 5-mph due to adjacent facilities that produce high pedestrian volumes (Chico Bike Path) and the higher crash rate per mile (24) than other parts of E. 20th Street.
- Park Avenue (Humboldt Ave to E. 20th St) - nearest 5 mph when rounded down from the 85th percentile speed and reduced another 5-mph based on an adjacent land use the produces pedestrians and a vulnerable population of seniors (senior apartments - 1200 park avenue) and a crash per mile rate (27) higher than other parts of Park Avenue. Furthermore, there is a TK-8 charter school (Chico Country Day School) in this segment that generates an additional vulnerable population of pedestrians (children).
- East Avenue (Cohasset Rd to Hwy 99) - nearest 5 mph when rounded down from the 85th percentile speed and reduced another 5-mph based on adjacent land uses and facilities that generate pedestrians and cyclists (commercial uses, numerous residences fronting the roadway, a multi-use path with a Pedestrian Hybrid Beacon (PHB) crossing west of Pilsbury Road).
- East Avenue (Manzanita Ave to Mariposa Ave) - nearest 5 mph when rounded down from 85th percentile speed and reduced another 5-mph based on adjacent land uses that produces a high number of peds and cyclists (three schools, shopping center, numerous residences that front the roadway).
- East Avenue (Mariposa Ave to Cohasset Rd) - nearest 5 mph when rounded down from 85th percentile speed and reduced another 5-mph based on an adjacent land uses that produce a high number of peds and cyclists (School, commercial uses, numerous residences that front the roadway).
- Cohasset Road (Airpark Blvd to Ryan Ave) – North of Airpark Blvd, Cohasset Road is a two-lane undivided highway. A maximum prima facie speed limit of 55 mph is established for two-lane undivided highways unless posted for a higher speed (CVC §22349).

Speed limit recommendations for each roadway segment are presented in **Table 3**.

Table 3. Recommended Speed Limits

Segment #	Study Segment	Existing Posted Speed Limit (MPH)	Survey Date	85th Percentile Speed	Unique Conditions	Recommended Speed Limit (MPH)
1	Springfield Drive (Forest Ave N to Forest Ave S)	None posted	9/4/2024	39	None	**35**
2	Springfield Drive (Forest Ave to Notre Dame Blvd)	25	9/4/2024	37	Residential nature of the street, presence of pedestrians crossing the street / using multi-use path	**30**
3	E. 20th Street (Park Ave to Franklin St)	35	9/4/2024	37	None	**35**
4	E. 20th Street (Franklin St to Notre Dame Blvd)	35	9/4/2024	41	High pedestrian volumes (Chico Bike Path) and higher crash rate per mile than other parts of E. 20th Street	**35**
5	E. 20th Street (Notre Dame Blvd to Bruce Rd)	35	9/4/2024	39	None	**35**
6	Park Avenue (Humboldt Ave to E. 20th St)	30 w/ 25 SZ[1]	9/5/2024	45	Adjacent land use the produces pedestrians and a vulnerable population of seniors	**35 w/ 25 SZ[1]**

Segment #	Study Segment	Existing Posted Speed Limit (MPH)	Survey Date	85th Percentile Speed	Unique Conditions	Recommended Speed Limit (MPH)
7	Park Avenue (E. 20th St to E. Park Ave)	40	9/5/2024	45	None	**40**
8	Guynn Avenue (Henshaw Ave to East Ave)	25	9/5/2024	35	None	**25 (Residential District)**
9	W. East Avenue (Cussick Avenue to Highway 32)	45	9/5/2024	49	None	**45**
10	W. East Avenue (Esplanade to Cussick Ave)	45	9/5/2024	45	None	**45**
11	W. East Avenue (Highway 99 to Esplanade)	35 w/ 25 SZ[1]	3/26/2025	35	None	**35 w/ 25 mph SZ[1]**
12	East Avenue (Cohasset Rd to Highway 99)	35	9/5/2024	41	Adjacent land uses/ facilities that generate pedestrians/cyclists	**35**
13	Cohasset Road (Esplanade to Mangrove Ave)	35	9/4/2024	39	None	**35**
14	East Avenue (Manzanita Ave to Mariposa Ave)	35 w/ 25 SZ[1]	9/5/2024	41	Adjacent land use that produces a high number of peds and cyclists	**35 w/ 25 SZ[1]**
15	East Avenue (Mariposa Ave to Cohasset Rd)	35 w/ 25 SZ[1]	9/5/2024	43	Adjacent land use that produces a high number of peds / cyclists and fronting residences	**35 w/ 25 SZ[1]**
16	Eaton Road (Floral Ave to Ceanothus Ave)	35	9/5/2024	43	None	**40**

Segment #	Study Segment	Existing Posted Speed Limit (MPH)	Survey Date	85th Percentile Speed	Unique Conditions	Recommended Speed Limit (MPH)
17	Eaton Road (Ceanothus Ave to Wildwood Ave)	35	9/5/2024	41	None	**40**
18	Cohasset Road (Highway 99 to Eaton Rd)	40	9/4/2024	45	None	**40**
19	Cohasset Road (Eaton Rd to Airpark Blvd)	55	9/4/2024	63	None	**60**
20	Cohasset Road (Airpark Blvd to Ryan Ave)	55	9/4/2024	63	Maximum prima facie speed limit for two-lane undivided highway (per CVC 22349)	**55**

Notes:

1. Sz = School Zone

Source: GCW, 2025.

Please do not hesitate to contact us at 775.322.4300 with any questions.

Sincerely,

GCW, Inc.

Loren E. Chilson, PE
Principal

GCV ENGINEERS \ SURVEYORS

NO SCALE

- Segment #1
- Segment #2
- Segment #3
- Segment #4
- Segment #5
- Segment #6
- Segment #7
- Survey Location

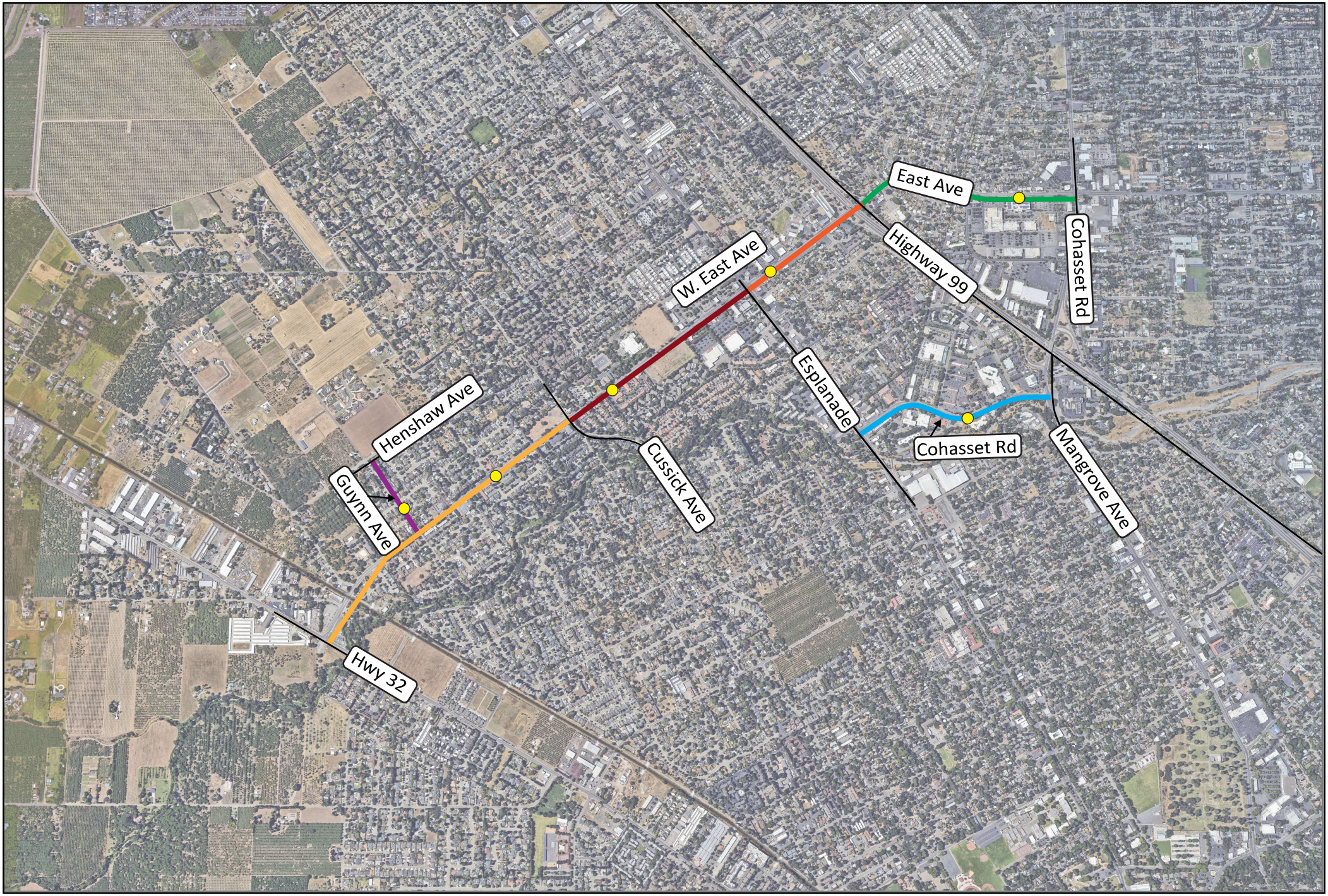
Figure 1

City of Chico

Engineering & Traffic Survey

Attachment D

South Roadways



GCV ENGINEERS \ SURVEYORS

NO SCALE

- Segment #8
- Segment #9
- Segment #10
- Segment #11
- Segment #12
- Segment #13
- Survey Location

Figure 2

City of Chico

Engineering & Traffic Survey

Attachment D

Northwest Roadways

GCV ENGINEERS \ SURVEYORS

NO SCALE

- Segment #14
- Segment #15
- Segment #16
- Segment #17
- Segment #18
- Segment #19
- Segment #20
- Survey Location

Figure 3

City of Chico

Engineering & Traffic Survey

Attachment D

Northeast Roadways

Attachment A

Springfield Drive (Forest Ave N to Forest Ave S)

Data Sheets

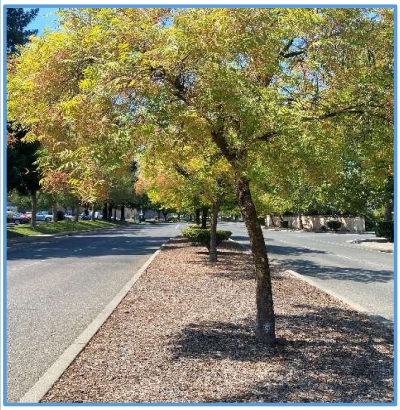
GCW
ENGINEERS \ SURVEYORS

LOCATION: #1 -- Springfield Drive from Forest Ave (N) to Forest Ave (S). Length=5170 ft.

DATE: September 4th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 12:44 PM **END TIME:** 1:22 PM

EXISTING POSTED SPEED LIMIT: None posted **BUS OR RES DISTRICT?** No

DIRECTION: EAST and WEST **# LANES:** 4 **LOCAL ROAD?** Yes **OBSERVER:** Nora Pizzella



SUMMARY OF RESULTS

Recommended:	**35**	**mph**
85th Percentile:	39	
Avg. Speed:	35	

10 MPH PACE SPEED CALC

Pace (mph):	29	to	38

% IN Pace:	76%
% BELOW Pace:	8%
% ABOVE Pace:	16%

MPH	EAST DIRECTION	WEST DIRECTION	Frequency Total	Frequency %	Cumulative Total	Cumulative %	Speed Total
77	0	0	0	0%	105	100%	0
75	0	0	0	0%	105	100%	0
73	0	0	0	0%	105	100%	0
71	0	0	0	0%	105	100%	0
69	0	0	0	0%	105	100%	0
67	0	0	0	0%	105	100%	0
65	0	0	0	0%	105	100%	0
63	0	0	0	0%	105	100%	0
61	0	0	0	0%	105	100%	0
59	0	0	0	0%	105	100%	0
57	0	0	0	0%	105	100%	0
55	0	0	0	0%	105	100%	0
53	0	0	0	0%	105	100%	0
51	0	0	0	0%	105	100%	0
49	1	1	2	2%	105	100%	98
47	0	1	1	1%	103	98%	47
45	1	1	2	2%	102	97%	90
43	2	3	5	5%	100	95%	215
41	1	1	2	2%	95	90%	82
39	3	6	9	9%	93	89%	351
37	5	11	16	15%	84	80%	592
35	9	12	21	20%	68	65%	735
33	13	3	16	15%	47	45%	528
31	11	7	18	17%	31	30%	558
29	8	2	10	10%	13	12%	290
27	2	0	2	2%	3	3%	54
25	1	0	1	1%	1	1%	25
23	0	0	0	0%	0	0%	0
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
10	0	0	0	0%	0	0%	0
	57	48	105	100%	105	100%	3665

Attachment D

Springfield Drive (Forest Avenue N to Forest Avenue S) - Crash Data and Roadway Conditions

Crashes (2019 to 2023):

Accident_Year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	pcf_violation	pcf_viol_subsection	hit_and_run	type_of_collision	ped_action	lighting	control_device	pedestrian_accident	bicycle_accident
2019	1749	7	SPRINGFIELD DR	AUTUMN OAK WY	185	S	N	Clear	0	0	0	21650		N	D	A	A	D		
2021	806	2	SPRINGFIELD DR	CHRISTOPHER ALAN	340	W	N	Clear	3	0	1	22107		N	E	A	A	D		
2022	1101	2	SPRINGFIELD DR	FOREST AV	78	W	N	Clear	4	0	1	22350		N	-	A	A	A		
2022	1405	3	SPRINGFIELD DR	AUTUMN OAK WAY	260	S	N	Clear	0	0	0	21804	A	N	D	A	A	D		

Collision History: A total of four (4) collisions occurred within the segment during the 5-year period from 2019 to 2023. One resulted in visible injury, one collision resulted in complaint of pain, and two resulted in property damage only. None of the collisions involved pedestrians. Violations include unsafe passing, unsafe lane changes, and failing to yield when entering the roadway.

Conditions Not Readily Apparent: There is a crosswalk with degraded marking and minimal signage adjacent to the Calvary Chapel.

Roadway Conditions: This roadway segment is functionally classified as a Local Roadway by Caltrans.

Attachment B

Springfield Drive (Forest Ave to Notre Dame Blvd)

Data Sheets

GCW

ENGINEERS \ SURVEYORS

LOCATION: #2 -- Springfield Drive from Forest Ave to Notre Dame Blvd. Length=1730 ft.

DATE: September 4th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 1:27 PM **END TIME:** 2:06 PM

EXISTING POSTED SPEED LIMIT: 25 mph **BUS OR RES DISTRICT?** No

DIRECTION: EAST and WEST **# LANES:** 2 **LOCAL ROAD?** Yes **OBSERVER:** Nora Pizzella

SUMMARY OF RESULTS

Recommended:	**30**	**mph**
85th Percentile:	37	
Avg. Speed:	33	

10 MPH PACE SPEED CALC

Pace (mph):	29	to	38
% IN Pace:	75%		
% BELOW Pace:	17%		
% ABOVE Pace:	8%		

Speed			Frequency		Cumulative		Speed
MPH	EAST DIRECTION	WEST DIRECTION	Total	%	Total	%	Total
77	0	0	0	0%	103	100%	0
75	0	0	0	0%	103	100%	0
73	0	0	0	0%	103	100%	0
71	0	0	0	0%	103	100%	0
69	0	0	0	0%	103	100%	0
67	0	0	0	0%	103	100%	0
65	0	0	0	0%	103	100%	0
63	0	0	0	0%	103	100%	0
61	0	0	0	0%	103	100%	0
59	0	0	0	0%	103	100%	0
57	0	0	0	0%	103	100%	0
55	0	0	0	0%	103	100%	0
53	0	0	0	0%	103	100%	0
51	0	0	0	0%	103	100%	0
49	0	0	0	0%	103	100%	0
47	0	0	0	0%	103	100%	0
45	0	1	1	1%	103	100%	45
43	0	0	0	0%	102	99%	0
41	1	2	3	3%	102	99%	123
39	5	3	8	8%	99	96%	312
37	8	6	14	14%	91	88%	518
35	8	9	17	17%	77	75%	595
33	6	9	15	15%	60	58%	495
31	10	9	19	18%	45	44%	589
29	6	10	16	16%	26	25%	464
27	1	6	7	7%	10	10%	189
25	1	2	3	3%	3	3%	75
23	0	0	0	0%	0	0%	0
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
10	0	0	0	0%	0	0%	0
	46	57	103	100%	103	100%	3405

Precise Survey Location: 39°43'47.5"N 121°47'54.0"W (West of Devonshire Drive)

Conditions Not Readily Apparent: None

Collision History: Two (2) collisions occurred within the study segment during the five year period from 2019 to 2023. No collisions involved pedestrians. Both collisions resulted in property damage only.

Comments: This roadway segment is functionally classified as a Local Roadway by Caltrans.

Springfield Drive (Forest Avenue to Notre Dame Blvd) - Crash Data and Roadway Conditions

Crashes (2019 to 2023): None

Conditions Not Readily Apparent: Side Streets with limited sight lines, residential nature of the roadway, narrow roadway width, presence of pedestrians using multi-use path along Bedford Drive.

Roadway Conditions: This roadway segment is functionally classified as a Local Roadway by Caltrans.

Attachment C

E. 20th Street (Park Ave to Franklin St)

Data Sheets

ENGINEERS \ SURVEYORS

LOCATION: #3 -- E. 20th Street from Park Avenue to Franklin Street. Length=2350 ft.

DATE: September 5th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 11:24 AM **END TIME:** 12:24 PM

EXISTING POSTED SPEED LIMIT: 35 MPH **BUS OR RES DISTRICT?** No

DIRECTION: WEST and EAST **# LANES:** 4 **LOCAL ROAD?** No **OBSERVER:** Nora Pizzella

Speed

MPH	WEST DIRECTION	EAST DIRECTION
77	0	0
75	0	0
73	0	0
71	0	0
69	0	0
67	0	0
65	0	0
63	0	0
61	0	0
59	0	0
57	0	0
55	0	0
53	0	0
51	0	0
49	0	0
47	0	0
45	0	0
43	1	0
41	1	0
39	5	2
37	2	4
35	15	3
33	13	3
31	5	10
29	5	4
27	1	1
25	0	0
23	0	0
21	0	0
19	0	0
17	0	0
15	0	0
13	0	0
11	0	0
10	0	0
	48	27

SUMMARY OF RESULTS

Recommended:	**35**	**mph**
85th Percentile:	37	
Avg. Speed:	34	

10 MPH PACE SPEED CALC

Pace (mph):	27	to	36
% IN Pace:	83%		
% BELOW Pace:	1%		
% ABOVE Pace:	16%		

Frequency		Cumulative		Speed
Total	%	Total	%	Total
0	0%	75	100%	0
0	0%	75	100%	0
0	0%	75	100%	0
0	0%	75	100%	0
0	0%	75	100%	0
0	0%	75	100%	0
0	0%	75	100%	0
0	0%	75	100%	0
0	0%	75	100%	0
0	0%	75	100%	0
0	0%	75	100%	0
0	0%	75	100%	0
0	0%	75	100%	0
0	0%	75	100%	0
0	0%	75	100%	0
0	0%	75	100%	0
0	0%	75	100%	0
1	1%	75	100%	43
1	1%	74	99%	41
7	9%	73	97%	273
6	8%	66	88%	222
18	24%	60	80%	630
16	21%	42	56%	528
15	20%	26	35%	465
9	12%	11	15%	261
2	3%	2	3%	54
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
75	100%	75	100%	2517

E. 20th Street (Park Avenue to Franklin Street) - Crash Data and Roadway Conditions

Crashes (2019 to 2023):

accident_year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	primary_coll_factor	pcf_violation	hit_and_run	type_of_collision	ped_action	lighting	pedestrian_accident	bicycle_accident	motorcycle_accident
2019	1912	3	E 20TH ST	ELM ST	0		Y	A	0	0	0	A	21804	N	D	A	C			
2020	1957	6	E 20TH ST	C STREET	0		N	A	3	0	1	A	23152	N	E	A	D			
2021	1706	4	E 20TH ST	ELM ST	0		Y	A	3	0	1	A	23103	N	F	A	A			Y
2020	1039	4	E 20TH ST	FAIR ST	0		Y	-	3	0	2	A	21453	N	-	A	A			
2021	2147	6	E 20TH ST	C ST	0		Y	E	3	0	1	A	23152	N	D	A	C			
2023	327	6	E 20TH ST	RICKY CT	0		Y	A	4	0	1	A	21658	N	E	A	C			
2020	1728	5	FAIR ST	E 20TH ST	0		Y	-	4	0	1	A	21453	N	-	A	-			
2019	1445	5	MULBERRY ST	E 20TH ST	0		Y	A	3	0	1	A	21453	N	D	A	A			

Collision History: A total of eight (8) collisions occurred within the study segment during the five (5) year period from 2019 to 2023. Of the collisions, five (5) resulted in visible injury, two (2) resulted in complaint of pain, and one (1) resulted in property damage only. None of the collisions involved a pedestrian. Primary violations include DUI and running a red light.

Conditions Not Readily Apparent: None

Roadway Conditions: This roadway segment is functionally classified as a Principal Arterial.

Attachment D

E. 20th Street (Franklin St to Notre Dame Blvd)

Data Sheets

GCW

ENGINEERS \ SURVEYORS

LOCATION: #4 -- E. 20th Street from Franklin Street to Notre Dame Boulevard. Length=6350 ft.

DATE: September 4th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 10:41 AM **END TIME:** 11:17 AM

EXISTING POSTED SPEED LIMIT: 35 MPH **BUS OR RES DISTRICT?** No

DIRECTION: WEST and EAST **# LANES:** 4 **LOCAL ROAD?** No **OBSERVER:** Nora Pizzella

Speed

MPH	WEST DIRECTION	EAST DIRECTION
77	0	0
75	0	0
73	0	0
71	0	0
69	0	0
67	0	0
65	0	0
63	0	0
61	0	0
59	0	0
57	0	0
55	0	0
53	0	0
51	0	0
49	0	0
47	1	1
45	2	1
43	4	2
41	1	5
39	10	5
37	11	11
35	9	12
33	5	6
31	5	7
29	1	1
27	1	1
25	0	0
23	0	0
21	0	0
19	0	0
17	0	0
15	0	0
13	0	0
11	0	0
10	0	0
	50	52

SUMMARY OF RESULTS

Recommended:	**35**	**mph**	
85th Percentile:	41		
Avg. Speed:	36		
10 MPH PACE SPEED CALC			
Pace (mph):	32	to	41
% IN Pace:	76%		
% BELOW Pace:	10%		
% ABOVE Pace:	14%		

Frequency		Cumulative		Speed
Total	%	Total	%	Total
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
2	2%	102	100%	94
3	3%	100	98%	135
6	6%	97	95%	258
6	6%	91	89%	246
15	15%	85	83%	585
22	22%	70	69%	814
21	21%	48	47%	735
11	11%	27	26%	363
12	12%	16	16%	372
2	2%	4	4%	58
2	2%	2	2%	54
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
102	100%	102	100%	3714

Attachment D

E. 20th Street (Franklin Street to Notre Dame Boulevard) - Crash Data and Roadway Conditions

Crashes (2019 to 2023):

accident_year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	primary_coll_factor	pcf_violation	hit_and_run	type_of_collision	ped_action	lighting	pedestrian_accident	bicycle_accident	motorcycle_accident
2019	1610	4	E 20TH ST	CHICO MALL W	0		-	B	0	0	0	A	23152	N	D	A	A			
2019	1546	7	E 20TH ST	FOREST AV	0		Y	A	3	0	2	A	21804	N	D	A	A			
2021	116	7	E 20TH ST	FOREST AV	26	S	N	A	3	0	2	D		N	D	A	C			
2019	2111	3	EAST 20TH ST	RT 99	0		Y	A	3	0	2	A	23152	N	D	A	C			
2019	1237	3	EAST 20TH ST	BUSINESS LN	0		Y	A	0	0	0	A	22107	N	D	A	A			
2024	1437	1	EAST 20TH STREET	DR MARTIN LUTHER KING JR PARKWAY	0		Y	C	0	0	0	A	21801	M	B	A	A			
2022	1426	4	E 20TH ST	RT 99	0		Y	A	3	0	1	A	21950	N	G	B	A	Y		
2022	1445	3	E 20TH ST	FOREST AV	0		Y	A	3	0	1	A	21453	N	-	A	A		Y	
2021	1839	6	E 20TH ST	FOREST AV	1032	W	N	A	4	0	1	A	21453	N	D	A	A		Y	
2021	1222	5	E 20TH ST	HUNTINGTON DR	0		Y	A	3	0	2	A	21800	N	D	A	A			
2022	1056	5	E 20TH ST	DR MARTIN LUTHER KING JR PKWY	0		Y	A	4	0	1	A	21453	N	D	A	A			
2022	2353	1	E 20TH ST	DR MARTIN LUTHER KING JR PKWY	0	W	N	A	4	0	1	A	22107	N	A	A	C			
2020	426	6	E 20TH ST	RT 99	0		Y	A	0	0	0	D		N	E	A	C			
2020	1351	6	E 20TH ST	CHICO MALL ENTR	0		Y	A	2	0	1	A	23152	F	D	E	A	Y		
2021	1339	2	E 20TH ST	RT 99	0		Y	A	3	0	2	A	21453	N	D	A	A			
2022	1738	4	E 20TH ST	BUSINESS LN	0		Y	C	4	0	1	A	21955	N	G	D	C	Y		
2022	1656	7	E 20TH ST	RT 99	0		Y	A	3	0	1	A	21200	N	H	A	A		Y	
2021	1726	5	E 20TH ST	RT 99	0		N	A	0	0	0	A	22350	M	C	A	C			
2022	1227	2	E 20TH ST	FOREST AV	423	W	N	A	4	0	2	A	21804	N	D	A	A			Y
2022	1132	6	E 20TH ST	HUNTINGTON DR	0		N	A	4	0	1	A	21954	N	G	D	A	Y		
2022	1515	7	E 20TH ST	DR MARTIN LUTHER KING JR PKWY	0		-	A	4	0	1	A	22350	F	C	A	A			
2023	2200	1	E 20TH ST	RT 99	0		Y	A	3	0	1	A	23123	N	D	A	C			
2023	1039	1	E 20TH ST	FOREST AV	0		Y	A	3	0	1	A	21703	N	C	A	A			
2020	1816	3	MARTIN LUTHER KING BL	E 20TH ST	0		Y	A	4	0	2	A	21658	N	-	A	C			
2020	539	4	RT 99	E 20TH ST	0		Y	A	3	0	1	A	21202	N	G	A	B		Y	
2020	1440	3	SR-99 ON RAMP FROM E 20TH ST	E 20TH STREET	60	N	N	A	4	0	1	A	22107	N	E	A	A			
2019	1610	1	SR-99 N/B	E 20TH STREET	100	S	N	C	0	0	0	A	22107	N	E	A	A			
2023	1425	5	S/B SR-99 TO E 20TH ST.	E 20TH ST.	15	N	N	A	4	0	1	A	22350	N	C	A	A			
2019	2250	4	SR-99 N/B	E 20 ST	105	N	N	B	0	0	0	A	22107	N	E	A	C			

Collision History: A total of 29 collisions occurred within the study segment during the five (5) year period between 2019 and 2023. Of the collisions, one (1) resulted in severe injury, 11 resulted in visible injury, 10 resulted in complaint of pain, and seven (7) resulted in property damage only. Four (4) of the collisions involved pedestrians: two (2) occured not in a crosswalk, one (1) occured in the roadway, including the shoulder, and one (1) was crossing in a crosswalk at intersection. Primary violations include running a red light, DUI, unsafe speed, and unsafe lane change.

Conditions Not Readily Apparent: Adjacent facilities that produce high pedestrian volumes (Chico Bike Path) and the higher crash rate per mile (24) than other parts of E. 20th Street.

Roadway Conditions: This roadway is functionally classified as a Minor Arterial east of Highway 99 and a Principal Arterial west of Highway 99.

Attachment E

E. 20th Street (Notre Dame Blvd to Bruce Rd)

Data Sheets

GCW

ENGINEERS \ SURVEYORS

LOCATION: #5 -- E. 20th Street from Notre Dame Blvd to Bruce Rd. Length=2570 ft.

DATE: September 4th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 10:00 AM **END TIME:** 10:35 AM

EXISTING POSTED SPEED LIMIT: 35 **BUS OR RES DISTRICT?** No

DIRECTION: EAST and WEST **# LANES:** 2 **LOCAL ROAD?** Yes **OBSERVER:** Nora Pizzella

Speed

MPH	EAST DIRECTION	WEST DIRECTION
77	0	0
75	0	0
73	0	0
71	0	0
69	0	0
67	0	0
65	0	0
63	0	0
61	0	0
59	0	0
57	0	0
55	0	0
53	0	0
51	0	0
49	0	0
47	0	0
45	0	1
43	2	2
41	0	9
39	2	3
37	4	5
35	4	12
33	10	10
31	5	10
29	3	6
27	2	5
25	2	1
23	2	0
21	0	2
19	0	0
17	0	0
15	0	0
13	0	0
11	0	0
10	0	0
	36	66

SUMMARY OF RESULTS

Recommended:	**35 mph**
85th Percentile:	39
Avg. Speed:	33

10 MPH PACE SPEED CALC

Pace (mph):	29	to	38

% IN Pace:	68%
% BELOW Pace:	22%
% ABOVE Pace:	10%

Frequency		Cumulative		
Total	%	Total	%	**Total**
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
0	0%	102	100%	0
1	1%	102	100%	45
4	4%	101	99%	172
9	9%	97	95%	369
5	5%	88	86%	195
9	9%	83	81%	333
16	16%	74	73%	560
20	20%	58	57%	660
15	15%	38	37%	465
9	9%	23	23%	261
7	7%	14	14%	189
3	3%	7	7%	75
2	2%	4	4%	46
2	2%	2	2%	42
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
102	100%	102	100%	3412

Attachment D

E. 20th Street (Notre Dame Boulevard to Bruce Road) - Crash Data and Roadway Conditions

Crashes (2019 to 2023):

accident_year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	primary_coll_factor	pcf_violation	hit_and_run	type_of_collision	ped_action	lighting	pedestrian_accident	bicycle_accident	motorcycle_accident
2023	659	6	20TH ST	ALCOTT AVE	58	E	N	A	0	0	0	A	22350	N	E	A	A			

Collision History: one (1) collision occurred during the five (5) year period from 2019 to 2023. No collisions involved pedestrians. The cited violation was unsafe speed.

Conditions Not Readily Apparent: None.

Roadway Conditions: This roadway segment is functionally classified as a Minor Arterial.

Attachment F

Park Avenue (Humboldt Ave to E. 20th St)

Data Sheets

GCW

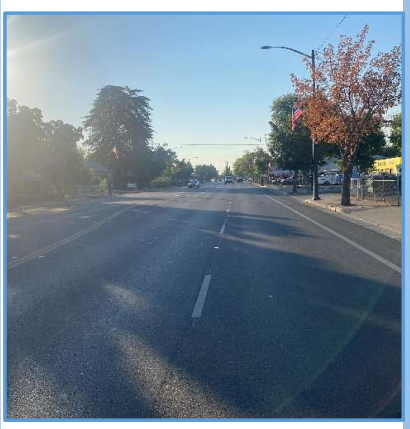
ENGINEERS \ SURVEYORS

LOCATION: #6 -- Park Avenue from Humboldt Avenue to E. 20th Street. Length=3770 ft.

DATE: September 5th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 7:25 AM **END TIME:** 7:54 AM

EXISTING POSTED SPEED LIMIT: 30 MPH w/ 25 MPH school zone **BUS OR RES DISTRICT?** No

DIRECTION: NORTH and SOUTH **# LANES:** 4 **LOCAL ROAD?** No **OBSERVER:** Nora Pizzella



SUMMARY OF RESULTS

Recommended:	**35**	**mph**
85th Percentile:	45	
Avg. Speed:	39	
10 MPH PACE SPEED CALC		
Pace (mph):	32	to 41
% IN Pace:	69%	
% BELOW Pace:	5%	
% ABOVE Pace:	26%	

Speed	NORTH DIRECTION	SOUTH DIRECTION	Frequency		Cumulative		Speed
MPH			Total	%	Total	%	Total
77	0	0	0	0%	105	100%	0
75	0	0	0	0%	105	100%	0
73	0	0	0	0%	105	100%	0
71	0	0	0	0%	105	100%	0
69	0	0	0	0%	105	100%	0
67	0	0	0	0%	105	100%	0
65	0	0	0	0%	105	100%	0
63	0	0	0	0%	105	100%	0
61	0	0	0	0%	105	100%	0
59	0	0	0	0%	105	100%	0
57	0	0	0	0%	105	100%	0
55	0	0	0	0%	105	100%	0
53	0	0	0	0%	105	100%	0
51	0	0	0	0%	105	100%	0
49	0	5	5	5%	105	100%	245
47	2	2	4	4%	100	95%	188
45	2	5	7	7%	96	91%	315
43	3	5	8	8%	89	85%	344
41	3	6	9	9%	81	77%	369
39	9	10	19	18%	72	69%	741
37	12	11	23	22%	53	50%	851
35	2	9	11	10%	30	29%	385
33	5	5	10	10%	19	18%	330
31	5	3	8	8%	9	9%	248
29	1	0	1	1%	1	1%	29
27	0	0	0	0%	0	0%	0
25	0	0	0	0%	0	0%	0
23	0	0	0	0%	0	0%	0
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
10	0	0	0	0%	0	0%	0
	44	61	105	100%	105	100%	4045

Park Avenue (Humboldt Avenue to E. 20th Street) - Crash Data and Roadway Conditions

Crashes (2019 to 2023):

accident_year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	primary_coll_factor	pcf_violation	hit_and_run	type_of_collision	ped_action	lighting	pedestrian_accide	bicycle_accident	motorcycle_accident
2019	1359	6	PARK AV	W 12TH ST	0		Y	B	3	0	1	A	21650	N	D	A	A		Y	
2019	1902	6	PARK AV	E 12TH ST	5	S	N	A	4	0	1	A	21456	N	G	B	B	Y		
2019	1717	2	PARK AV	11TH ST	0		Y	A	4	0	1	A	22350	N	C	A	A			
2019	1340	2	PARK AV	14TH ST	19	S	N	A	2	0	1	A	22106	N	C	A	A			Y
2019	1352	6	PARK AV	E 16TH ST	0		Y	A	3	0	1	A	21453	N	A	A	A		Y	
2021	2104	5	PARK AV	E 15TH ST	0		Y	A	2	0	1	A	21801	F	D	A	C			Y
2019	824	2	PARK AV	E 16TH ST	0		Y	A	3	0	2	A	21801	N	A	A	A			
2020	740	5	PARK AV	W 11TH ST	0		Y	A	3	0	1	A	21802	N	D	A	A			
2022	1117	4	PARK AV	12TH ST	0		Y	A	0	0	0	A	21703	M	C	A	A			
2021	1902	1	PARK AV	W 16TH ST	0		Y	A	3	0	2	D		N	D	A	A			
2021	1847	6	PARK AV	E 12TH ST	0		Y	A	4	0	1	A	22107	N	A	A	A			
2022	628	2	PARK AV	W 13TH ST	11	N	N	B	4	0	1	A	21950	N	G	B	C	Y		
2020	1218	4	PARK AV	16TH ST	0		Y	A	3	0	1	A	22350	N	C	A	A			
2023	959	5	PARK AVE	13TH ST	0		Y	A	3	0	1	A	21804	N	D	A	A			
2019	1400	5	15TH ST	PARK AV	0		Y	A	4	0	1	A	21950	F	A	D	A	Y		
2019	2138	5	W 16TH ST	PARK AV	0		-	A	0	0	0	A	23152	N	C	A	C			
2021	1227	5	16TH ST	PARK AV	0		Y	A	2	0	1	A	21801	N	A	A	A			Y
2020	1940	1	E 12TH ST	PARK AV	0		Y	B	0	0	0	A	23152	N	C	A	B			
2021	1843	6	E 14TH ST	PARK AV	0		Y	A	3	0	2	A	22107	N	D	A	C			

Collision History: A total of 19 collisions occurred within the study segment during the five (5) year period from 2019 to 2023. Of the collisions, three (3) resulted in severe injury, eight (8) resulted in visible injury, five (5) resulted in complaint of pain, and three (3) resulted in property damage only. Three (3) collisions involved pedestrians: two (2) occured when pedestrians were in the crosswalk at an intersection and one (1) occurred when a pedestrian was crossing not in a crosswalk. Primary violations include failing to yield when making a U-turn, DUI, and unsafe speed.

Conditions Not Readily Apparent: Adjacent land use the produces pedestrians and a vulnerable population of seniors (senior apartments - 1200 park avenue) and a crash per mile rate (27) higher than other parts of Park Avenue.

Roadway Conditions: This roadway segment is functionally classified as a Principal Arterial.

Attachment G

Park Avenue (E. 20th to E. Park Ave)

Data Sheets

ENGINEERS \ SURVEYORS

LOCATION: #7 -- Park Avenue from E. 20th Street to E. Park Avenue. Length=3310 ft.

DATE: September 5th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 2:52 PM **END TIME:** 3:28 PM

EXISTING POSTED SPEED LIMIT: 40 MPH **BUS OR RES DISTRICT?** No

DIRECTION: NORTH and SOUTH **# LANES:** 4 **LOCAL ROAD?** No **OBSERVER:** Nora Pizzella

SUMMARY OF RESULTS

Recommended:	**40**	**mph**	
85th Percentile:	45		
Avg. Speed:	40		
10 MPH PACE SPEED CALC			
Pace (mph):	32	to	41
% IN Pace:	74%		
% BELOW Pace:	12%		
% ABOVE Pace:	14%		

Speed	NORTH DIRECTION	SOUTH DIRECTION	Frequency		Cumulative		Speed
MPH			Total	%	Total	%	Total
77	0	0	0	0%	101	100%	0
75	0	0	0	0%	101	100%	0
73	0	0	0	0%	101	100%	0
71	0	0	0	0%	101	100%	0
69	0	0	0	0%	101	100%	0
67	0	0	0	0%	101	100%	0
65	0	0	0	0%	101	100%	0
63	0	0	0	0%	101	100%	0
61	0	0	0	0%	101	100%	0
59	0	0	0	0%	101	100%	0
57	0	0	0	0%	101	100%	0
55	0	0	0	0%	101	100%	0
53	1	0	1	1%	101	100%	53
51	1	0	1	1%	100	99%	51
49	2	0	2	2%	99	98%	98
47	3	2	5	5%	97	96%	235
45	8	3	11	11%	92	91%	495
43	7	4	11	11%	81	80%	473
41	8	11	19	19%	70	69%	779
39	9	8	17	17%	51	50%	663
37	11	5	16	16%	34	34%	592
35	6	5	11	11%	18	18%	385
33	5	1	6	6%	7	7%	198
31	0	0	0	0%	1	1%	0
29	1	0	1	1%	1	1%	29
27	0	0	0	0%	0	0%	0
25	0	0	0	0%	0	0%	0
23	0	0	0	0%	0	0%	0
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
10	0	0	0	0%	0	0%	0
	62	39	101	100%	101	100%	4051

Attachment D

Park Avenue (E. 20th Street to E. Park Ave) - Crash Data and Roadway Conditions

Crashes (2019 to 2023):

accident_year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	primary_coll_factor	pcf_violation	hit_and_run	type_of_collision	ped_action	lighting	pedestrian_accide	bicycle_accident	motorcycle_accident
2019	2149	2	PARK AV	MYERS ST	0		-	A	0	0	0	A	23152	N	B	A	C			
2023	317	7	PARK AVE	WESTFIELD LN	332	S	N	A	3	0	1	A	22107	N	D	A	C			Y

Collision History: A total of two (2) collisions occurred within the five (5) year period from 2019 to 2023. One collision resulted in visible injury and one resulted in property damage only. None of the collisions involved pedestrians. Violations include DUI and unsafe lane changes.

Conditions Not Readily Apparent: None

Roadway Conditions: This roadway is classified as a Principal Arterial by Caltrans.

Attachment H

Guynn Avenue (Henshaw Ave to East Ave)

Data Sheets

ENGINEERS \ SURVEYORS

LOCATION: #8 -- Guynn Avenue from Henshaw Avenue to East Avenue. Length=1400 ft.

DATE: September 5th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 8:22 AM **END TIME:** 9:22 AM

EXISTING POSTED SPEED LIMIT: 25 MPH **BUS OR RES DISTRICT?** Residential

DIRECTION: NORTH and SOUTH **# LANES:** 2 **LOCAL ROAD?** Yes **OBSERVER:** Nora Pizzella

SUMMARY OF RESULTS

Recommended:	**25**	**mph**
85th Percentile:	35	
Avg. Speed:	31	
10 MPH PACE SPEED CALC		
Pace (mph):	25	to 34
% IN Pace:	80%	
% BELOW Pace:	12%	
% ABOVE Pace:	8%	

Speed MPH	NORTH DIRECTION	SOUTH DIRECTION	Frequency Total	Frequency %	Cumulative Total	Cumulative %	Speed Total
77	0	0	0	0%	25	100%	0
75	0	0	0	0%	25	100%	0
73	0	0	0	0%	25	100%	0
71	0	0	0	0%	25	100%	0
69	0	0	0	0%	25	100%	0
67	0	0	0	0%	25	100%	0
65	0	0	0	0%	25	100%	0
63	0	0	0	0%	25	100%	0
61	0	0	0	0%	25	100%	0
59	0	0	0	0%	25	100%	0
57	0	0	0	0%	25	100%	0
55	0	0	0	0%	25	100%	0
53	0	0	0	0%	25	100%	0
51	0	0	0	0%	25	100%	0
49	0	0	0	0%	25	100%	0
47	0	0	0	0%	25	100%	0
45	0	0	0	0%	25	100%	0
43	0	1	1	4%	25	100%	43
41	0	0	0	0%	24	96%	0
39	0	1	1	4%	24	96%	39
37	0	1	1	4%	23	92%	37
35	0	1	1	4%	22	88%	35
33	3	1	4	16%	21	84%	132
31	1	2	3	12%	17	68%	93
29	6	2	8	32%	14	56%	232
27	4	0	4	16%	6	24%	108
25	1	0	1	4%	2	8%	25
23	1	0	1	4%	1	4%	23
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
10	0	0	0	0%	0	0%	0
	16	9	25	100%	25	100%	767

Attachment D

GCV ENGINEERS \ SURVEYORS

NO SCALE

- Study Segment
- Driveways

Attachment H

Attachment D
City of Chico
Engineering & Traffic Survey
Guynn Avenue - Residential Driveways

Attachment I

W. East Avenue (Cussick Ave to Highway 32)

Data Sheets

GCW
ENGINEERS \ SURVEYORS

LOCATION: #9 -- W. East Avenue from Cussick Avenue to Highway 32. Length=4890 ft.

DATE: September 5th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 9:25 AM **END TIME:** 9:47 AM

EXISTING POSTED SPEED LIMIT: 45 MPH **BUS OR RES DISTRICT?** No

DIRECTION: WEST and EAST **# LANES:** 4 **LOCAL ROAD?** No **OBSERVER:** Nora Pizzella

SUMMARY OF RESULTS

Recommended:	**45**	**mph**
85th Percentile:	49	
Avg. Speed:	44	
10 MPH PACE SPEED CALC		
Pace (mph):	40 to	49
% IN Pace:	75%	
% BELOW Pace:	12%	
% ABOVE Pace:	13%	

Speed

MPH	WEST DIRECTION	EAST DIRECTION	Frequency Total	Frequency %	Cumulative Total	Cumulative %	Speed Total
77	0	0	0	0%	109	100%	0
75	0	0	0	0%	109	100%	0
73	0	0	0	0%	109	100%	0
71	0	0	0	0%	109	100%	0
69	0	0	0	0%	109	100%	0
67	0	0	0	0%	109	100%	0
65	0	0	0	0%	109	100%	0
63	0	0	0	0%	109	100%	0
61	0	0	0	0%	109	100%	0
59	0	0	0	0%	109	100%	0
57	0	1	1	1%	109	100%	57
55	1	2	3	3%	108	99%	165
53	1	2	3	3%	105	96%	159
51	0	3	3	3%	102	94%	153
49	4	5	9	8%	99	91%	441
47	6	9	15	14%	90	83%	705
45	8	6	14	13%	75	69%	630
43	9	13	22	20%	61	56%	946
41	6	14	20	18%	39	36%	820
39	6	5	11	10%	19	17%	429
37	3	4	7	6%	8	7%	259
35	0	1	1	1%	1	1%	35
33	0	0	0	0%	0	0%	0
31	0	0	0	0%	0	0%	0
29	0	0	0	0%	0	0%	0
27	0	0	0	0%	0	0%	0
25	0	0	0	0%	0	0%	0
23	0	0	0	0%	0	0%	0
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
10	0	0	0	0%	0	0%	0
	44	65	109	100%	109	100%	4799

Attachment D

W. East Avenue (Cussick Avenue to Highway 32) - Crash Data and Roadway Conditions

Crashes (2019 to 2023):

accident_year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	primary_coll_factor	pcf_violation	hit_and_run	type_of_collision	ped_action	lighting	pedestrian_acciden	bicycle_acciden	motorcycle_acciden
2024	1417	7	EAST AVE	ALAMO AVE	327	W	N	A	4	0	2	C		N	A	A	A			
2022	1505	6	EAST AVE.	NORD AVE.	260	E	N	A	0	0	0	A	22107	M	E	A	A			
2019	1700	2	EAST AVE	KENNEDY AVE	40	W	N	A	0	0	0	A	21658	N	D	A	A			

Collision History: Three (3) collisions occurred within the study segment during the five (5) year period between 2019 and 2023. One (1) collision resulted in complaint of pain and two (2) collisions resulted in property damage only. No collisions involved pedestrians. Primary violations include unsafe lane changes and lane weaving / straddling.

Conditions Not Readily Apparent: There is a railroad crossing west of Nord Avenue.

Roadway Conditions: This roadway segment is functionally classified as a Minor Arterial.

Attachment J

W. East Avenue (Esplanade to Cussick Ave)

Data Sheets

GCW

ENGINEERS \ SURVEYORS

LOCATION: #10 -- W. East Avenue from Esplanade to Cussick Avenue. Length=3325 ft.

DATE: September 5th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 9:56 AM **END TIME:** 10:27 AM

EXISTING POSTED SPEED LIMIT: 45 MPH **BUS OR RES DISTRICT?** No

DIRECTION: WEST and EAST **# LANES:** 4 **LOCAL ROAD?** No **OBSERVER:** Nora Pizzella

SUMMARY OF RESULTS

Recommended:	**45**	**mph**
85th Percentile:	45	
Avg. Speed:	41	
10 MPH PACE SPEED CALC		
Pace (mph):	35	to 44
% IN Pace:	76%	
% BELOW Pace:	8%	
% ABOVE Pace:	16%	

Speed	WEST DIRECTION	EAST DIRECTION	Frequency		Cumulative		Speed
MPH			Total	%	Total	%	Total
77	0	0	0	0%	105	100%	0
75	0	0	0	0%	105	100%	0
73	0	0	0	0%	105	100%	0
71	0	0	0	0%	105	100%	0
69	0	0	0	0%	105	100%	0
67	0	0	0	0%	105	100%	0
65	0	0	0	0%	105	100%	0
63	0	0	0	0%	105	100%	0
61	0	0	0	0%	105	100%	0
59	1	0	1	1%	105	100%	59
57	0	0	0	0%	104	99%	0
55	2	0	2	2%	104	99%	110
53	1	0	1	1%	102	97%	53
51	0	0	0	0%	101	96%	0
49	3	1	4	4%	101	96%	196
47	2	2	4	4%	97	92%	188
45	9	2	11	10%	93	89%	495
43	10	5	15	14%	82	78%	645
41	10	7	17	16%	67	64%	697
39	12	10	22	21%	50	48%	858
37	12	3	15	14%	28	27%	555
35	4	6	10	10%	13	12%	350
33	2	1	3	3%	3	3%	99
31	0	0	0	0%	0	0%	0
29	0	0	0	0%	0	0%	0
27	0	0	0	0%	0	0%	0
25	0	0	0	0%	0	0%	0
23	0	0	0	0%	0	0%	0
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
10	0	0	0	0%	0	0%	0
	68	37	105	100%	105	100%	4305

Precise Study Location: 39°45'38.5"N 121°50'46.2"W (Behind Cinemark)

Conditions Not Readily Apparent: There is a school within this segment (Blue Oak Charter School).

Collision History: a total of 2 collisions occurred within the study segment during the five (5) year period from 2019 to 2023. Both collision resulted in Property Damage Only and both were the result of unsafe lane changes/ weaving.

Comments: This roadway segment is classified as principal arterial by Caltrans.

East Ave - Esplanade to Cussick

accident_year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	party_count	primary_coll_factor	pcf_violation	hit_and_run	type_of_collision	ped_action	lighting	pedestrian_accident	bicycle_accident	motorcycle_accident
2024	844	1	EAST AVE	CUSSICK AVE	0		Y	A	0	0	0	2	A	22107	N	B	A	A			
2024	1941	3	EAST AVE	CUSSICK AVE	528	W	N	B	0	0	0	1	A	21658	M	E	A	C			

Attachment K

W. East Avenue (Highway 99 to Esplanade)

Data Sheets

GCW
ENGINEERS \ SURVEYORS

LOCATION: #11 -- W. East Avenue from Highway 99 to Esplanade. Length=2040 ft.

DATE: March 27, 2025 **WEATHER:** Sunny **BEGIN TIME:** 10:25 AM **END TIME:** 11:00 AM

EXISTING POSTED SPEED LIMIT: 35 MPH w/ 25 MPH school zone **BUS OR RES DISTRICT?** No

DIRECTION: WEST and EAST **# LANES:** 4 **LOCAL ROAD?** No **OBSERVER:** Nora Pizzella

SUMMARY OF RESULTS

Recommended:	**35 mph**
85th Percentile:	35
Avg. Speed:	32

10 MPH PACE SPEED CALC

Pace (mph):	35	to	44
% IN Pace:	25%		
% BELOW Pace:	25%		
% ABOVE Pace:	5%		

Speed	WEST DIRECTION	EAST DIRECTION	Frequency		Cumulative		Speed
MPH			Total	%	Total	%	Total
77	0	0	0	0%	102	100%	0
75	0	0	0	0%	102	100%	0
73	0	0	0	0%	102	100%	0
71	0	0	0	0%	102	100%	0
69	0	0	0	0%	102	100%	0
67	0	0	0	0%	102	100%	0
65	0	0	0	0%	102	100%	0
63	0	0	0	0%	102	100%	0
61	0	0	0	0%	102	100%	0
59	0	0	0	0%	102	100%	0
57	0	0	0	0%	102	100%	0
55	0	0	0	0%	102	100%	0
53	0	0	0	0%	102	100%	0
51	0	0	0	0%	102	100%	0
49	0	0	0	0%	102	100%	0
47	0	0	0	0%	102	100%	0
45	0	0	0	0%	102	100%	0
43	0	0	0	0%	102	100%	0
41	0	2	2	2%	102	100%	82
39	3	1	4	4%	100	98%	156
37	6	2	8	8%	96	94%	296
35	12	10	22	22%	88	86%	770
33	9	11	20	20%	66	65%	660
31	4	19	23	23%	46	45%	713
29	4	8	12	12%	23	23%	348
27	2	5	7	7%	11	11%	189
25	2	2	4	4%	4	4%	100
23	0	0	0	0%	0	0%	0
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
10	0	0	0	0%	0	0%	0
	42	60	102	100%	102	100%	3314

Precise Study Location: 39°45'38.5"N 121°50'46.2"W (Behind Cinemark)

Conditions Not Readily Apparent: There is one (1) school within this segment (Fairview High School).

Collision History: a total of 27 collisions occurred within the study segment during the five (5) year period from 2019 to 2023. Of the collisions, one (1) resulted in severe injury, 10 resulted in visible injury, nine (9) resulted in complaint of pain, and seven (7) resulted in property damage only. Four (4) collisions involved pedestrians: two (2) involved a pedestrian crossing in a crosswalk at an intersection and two (2) involved pedestrians not in a crosswalk. Primary violations include running a red light, DUI, unsafe speed, and failure to yield to pedestrians.

Comments: This roadway segment is classified as principal arterial by Caltrans.

East Ave - Hwy 99 to Esplanade

accident_year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	party_count	primary_coll_factor	pcf_violation	hit_and_run	type_of_collision	ped_action	lighting	pedestrian_accident	bicycle_accident	motorcycle_accident
2019	1720	5	EAST AV	CONNERS AV	854	W	N	A	3	0	2	3	A	22350	N	C	A	A			
2019	1000	2	EAST AV	ESPLANADE	263	E	N	A	2	0	1	3	A	21804	N	D	A	A			
2019	1315	3	EAST AV	CONNERS AV	0		-	A	4	0	1	2	A	21453	M	D	A	A		Y	
2019	1124	5	EAST AV	ESPLANADE	610	E	N	A	4	0	1	2	A	21804	N	D	A	A			
2019	8	2	EAST AV	ESPLANADE	563	E	N	A	0	0	0	2	A	23152	N	D	A	C			
2024	1634	4	EAST AVE	CONNORS AVE	0	E	Y	A	3	0	1	2	A	22350	N	C	A	A			
2022	1103	2	EAST AV	ESPLANADE	650	E	N	A	4	0	1	2	A	22350	N	C	A	A			Y
2021	1358	7	EAST AV	ESPLANADE	150	E	N	A	3	0	1	2	A	21804	N	D	A	A			
2021	1504	3	EAST AV	ESPLANADE	30	E	N	A	0	0	0	2	A	22107	M	B	A	A			
2022	1046	2	EAST AV	ESPLANADE	0		Y	A	3	0	2	2	A	21800	N	D	A	A			
2019	15	6	EAST AV	CONNORS AV	0		Y	A	4	0	1	2	A	23153	N	D	A	E			
2019	1339	6	EAST AV	CONNORS AV	0		Y	A	4	0	1	2	A	21950	M	G	B	A	Y		
2020	1748	7	EAST AV	ESPLANADE	0		Y	A	3	0	1	2	A	21453	N	A	A	C			
2022	2036	1	EAST AV	ESPLANADE	0		Y	A	0	0	0	1	A	23152	N	E	A	C			
2022	1340	4	EAST AV	ESPLANADE	0		Y	A	4	0	1	2	A	22350	N	C	A	A			
2023	1850	2	EAST AV	CONNORS AV	0		Y	A	0	0	0	1	A	23152	N	E	A	C			
2023	1810	5	EAST AVE	ESPLANADE	253	E	N	A	4	0	1	2	A	23152	N	C	A	C			
2023	1901	1	EAST AVE	CONNORS AVE.	699	W	N	A	3	0	1	3	A	23152	N	-	A	C			
2024	1700	3	ESPLANADE	EAST AVE	0		Y	B	3	0	1	2	A	21950	F	G	B	B	Y		
2022	350	1	ESPLANADE	EAST AV	0		N	A	0	0	0	2	A	21453	N	B	A	C			
2024	1440	6	ESPLANADE	EAST AVE	0		Y	A	4	0	1	3	A	21703	N	C	A	A			
2019	1930	2	ESPLANADE	EAST AV	0		Y	C	3	0	1	2	A	21453	N	A	A	C			
2024	311	6	ESPLANADE	EAST AVE	137	N	N	A	0	0	0	1	A	23103	N	E	A	C			
2020	1122	2	ESPLANADE	EAST AV	0		Y	A	4	0	2	2	A	21453	N	D	A	A			
2021	1623	2	ESPLANADE	EAST AV	0		Y	A	0	0	0	2	A	22350	M	C	A	A			
2021	2211	4	ESPLANADE	EAST AV	150	N	N	A	3	0	1	2	A	21950	F	G	D	C	Y		
2020	1821	4	ESPLANADE	EAST AV	0		N	A	3	0	1	2	A	21950	N	G	D	D	Y		

Attachment D

Attachment L

East Avenue (Cohasset Rd to Hwy 99)

Data Sheets

ENGINEERS \ SURVEYORS

LOCATION: #12 -- East Avenue from Cohasset Road to Highway 99. Length=3620 ft.

DATE: September 5th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 10:37 AM **END TIME:** 11:15 AM

EXISTING POSTED SPEED LIMIT: 35 MPH **BUS OR RES DISTRICT?** No

DIRECTION: WEST and EAST **# LANES:** 4 **LOCAL ROAD?** No **OBSERVER:** Nora Pizzella

SUMMARY OF RESULTS

Recommended:	**35**	**mph**
85th Percentile:	41	
Avg. Speed:	36	
10 MPH PACE SPEED CALC		
Pace (mph):	32	to 41
% IN Pace:	77%	
% BELOW Pace:	8%	
% ABOVE Pace:	15%	

Speed	WEST DIRECTION	EAST DIRECTION	Frequency		Cumulative		Speed
MPH			Total	%	Total	%	Total
77	0	0	0	0%	116	100%	0
75	0	0	0	0%	116	100%	0
73	0	0	0	0%	116	100%	0
71	0	0	0	0%	116	100%	0
69	0	0	0	0%	116	100%	0
67	0	0	0	0%	116	100%	0
65	0	0	0	0%	116	100%	0
63	0	0	0	0%	116	100%	0
61	0	0	0	0%	116	100%	0
59	0	0	0	0%	116	100%	0
57	0	0	0	0%	116	100%	0
55	0	0	0	0%	116	100%	0
53	0	0	0	0%	116	100%	0
51	0	0	0	0%	116	100%	0
49	0	0	0	0%	116	100%	0
47	0	1	1	1%	116	100%	47
45	1	3	4	3%	115	99%	180
43	4	4	8	7%	111	96%	344
41	2	7	9	8%	103	89%	369
39	11	5	16	14%	94	81%	624
37	6	10	16	14%	78	67%	592
35	14	19	33	28%	62	53%	1155
33	6	7	13	11%	29	25%	429
31	4	7	11	9%	16	14%	341
29	3	1	4	3%	5	4%	116
27	0	1	1	1%	1	1%	27
25	0	0	0	0%	0	0%	0
23	0	0	0	0%	0	0%	0
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
10	0	0	0	0%	0	0%	0
	51	65	116	100%	116	100%	4224

East Avenue (Cohasset Road to Highway 99) - Crash Data and Road Conditions

Crashes (2019 to 2023):

accident_year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	primary_coll_factor	pcf_violation	hit_and_run	type_of_collision	ped_action	lighting	pedestrian_accident	bicycle_accident	motorcycle_accident
2019	1704	2	EAST AV	WHITE AV	0		-	A	3	0	1	B		N	C	A	A			
2021	136	1	EAST AV	EL PASO WY	418	E	N	C	0	0	0	A	23152	N	C	A	C			
2019	752	4	EAST AV	WHITE AV	0		Y	A	4	0	1	A	22350	N	C	A	A			
2024	2008	5	EAST AVE	PILLSBURY RD	0		Y	A	0	0	0	A	22350	N	C	A	C			
2022	1904	3	EAST AV	WHITE AV	155	E	N	A	4	0	1	A	21453	N	D	A	A		Y	
2021	1220	4	EAST AV	PILLSBURY RD	499	W	N	A	2	0	2	A	23152	N	D	A	A			
2024	1308	1	EAST AVE	WHITE AVE	140	E	N	A	3	0	1	A	21804	N	H	A	A		Y	
2021	2156	6	EAST AV	PILLSBURY RD	0		Y	A	0	0	0	A	21453	M	D	A	C			
2019	1350	2	EAST AV	TOM POLK AV	0		Y	A	0	0	0	A	21802	N	D	A	A			
2021	720	5	EAST AV	WHITE AV	144	E	N	A	4	0	1	A	21453	N	H	A	A		Y	
2024	2206	7	EAST AVE	EL PASO WAY (E)	0		Y	A	3	0	1	A	21453	N	F	A	C			Y
2022	635	7	EAST AV	EL PASO WY	115	E	N	A	4	0	1	A	23152	N	E	A	B			
2020	2114	2	EAST AV	TOM POLK AV	0		Y	A	2	0	1	A	21800	N	D	A	C		Y	
2022	1445	5	EAST AV	TOM POLK AV	0		Y	A	4	0	1	A	22107	N	B	A	A			Y
2022	809	4	EAST AV	PILLSBURY RD	175	W	N	A	3	0	1	A	21453	N	G	B	A	Y		
2022	1839	1	EAST AV	PILLSBURY RD	0		Y	A	3	0	1	A	21802	N	-	A	A		Y	
2023	1820	1	EAST AV	TOM POLK AV	0		Y	B	4	0	1	A	21703	N	C	A	C			
2023	1548	7	EAST AVE	TOM POLK AVE	0		Y	A	0	0	0	A	21801	N	D	A	A			Y
2021	1603	6	EAST AV	PILLSBURY RD	0		Y	A	4	0	1	A	21453	N	D	A	B			

Collision History: A total of 19 collisions occurred within the study segment during the five (5) year period from 2019 to 2023. Of the collisions, two (2) resulted in severe injury , five (5) resulted in visible injury, seven (7) resulted in complaint of pain, and five (5) resulted in property damage only. No collisions involved pedestrians. Primary violations include failure to obey red light, DUI, unsafe speed, and failure to yield when making a U-turn.

Conditions Not Readily Apparent: Adjacent land uses and facilities that generate pedestrians a cyclists (commercial uses, residences fronting the roadway, a multi-use path with a Pedestrian Hybrid Beacon (PHB) crossing west of Pilsbury Road).

Road Conditions: This roadway is functionally classified as a Principal Arterial by Caltrans

Attachment M

Cohasset Road (Esplanade to Mangrove Ave)

Data Sheets

GCW

ENGINEERS \ SURVEYORS

LOCATION: #13 -- Cohasset Road from Esplanade to Mangrove Avenue. Length=3030 ft.

DATE: September 4th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 2:20 PM **END TIME:** 3:04 PM

EXISTING POSTED SPEED LIMIT: 35 mph **BUS OR RES DISTRICT?** No

DIRECTION: EAST and WEST **# LANES:** 4 **LOCAL ROAD?** No **OBSERVER:** Nora Pizzella

SUMMARY OF RESULTS

Recommended:	**35**	**mph**
85th Percentile:	39	
Avg. Speed:	36	

10 MPH PACE SPEED CALC

Pace (mph):	33	to	42

% IN Pace:	77%
% BELOW Pace:	18%
% ABOVE Pace:	5%

Speed

MPH	EAST DIRECTION	WEST DIRECTION	Frequency Total	Frequency %	Cumulative Total	Cumulative %	Speed Total
77	0	0	0	0%	102	100%	0
75	0	0	0	0%	102	100%	0
73	0	0	0	0%	102	100%	0
71	0	0	0	0%	102	100%	0
69	0	0	0	0%	102	100%	0
67	0	0	0	0%	102	100%	0
65	0	0	0	0%	102	100%	0
63	0	0	0	0%	102	100%	0
61	0	0	0	0%	102	100%	0
59	0	0	0	0%	102	100%	0
57	0	0	0	0%	102	100%	0
55	0	0	0	0%	102	100%	0
53	0	0	0	0%	102	100%	0
51	0	0	0	0%	102	100%	0
49	0	0	0	0%	102	100%	0
47	0	0	0	0%	102	100%	0
45	3	0	3	3%	102	100%	135
43	2	1	3	3%	99	97%	129
41	4	5	9	9%	96	94%	369
39	7	8	15	15%	87	85%	585
37	11	10	21	21%	72	71%	777
35	17	9	26	25%	51	50%	910
33	7	7	14	14%	25	25%	462
31	6	2	8	8%	11	11%	248
29	2	0	2	2%	3	3%	58
27	1	0	1	1%	1	1%	27
25	0	0	0	0%	0	0%	0
23	0	0	0	0%	0	0%	0
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
10	0	0	0	0%	0	0%	0
	60	42	102	100%	102	100%	3700

Attachment D

Cohasset Road (Esplanade to Mangrove Avenue) - Crash Data and Roadway Conditions

Crashes (2019 to 2023):

accident_year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	primary_coll_factor	pcf_violation	hit_and_run	type_of_collision	ped_action	lighting	pedestrian_accident	bicycle_accident	motorcycle_acciden
2021	3	2	COHASSET RD	PARMAC RD	171	E	N	A	0	0	0	A	23152	N	E	A	C			
2020	1041	1	COHASSET RD	COHASSET LN	0		Y	A	3	0	1	A	21804	N	D	A	A			
2021	1512	5	COHASSET RD	ESPLANADE	780	E	N	A	2	0	1	A	21804	N	G	A	A		Y	
2020	1742	6	COHASSETT RD	RIO LINDO AV	0		Y	A	4	0	2	A	21801	N	D	A	A			
2020	1036	5	COHASSET RD	RIO LINDO AV	0		Y	A	4	0	1	A	21801	N	D	A	A			
2022	1750	6	COHASSET RD	RIO LINDA AV	0		Y	A	3	0	1	A	21453	N	-	B	A	Y		
2020	421	5	COHASSET RD	RIO LINDA AV	0		N	A	0	0	0	A	23152	N	A	A	C			
2023	1231	3	COHASSET RD	PARMAC RD	0		Y	A	3	0	1	A	22450	N	D	A	A			
2023	1905	4	COHASSET RD	ESPLANADE	415	E	N	C	4	0	1	A	21801	N	D	A	C			
2023	2358	4	COHASSET RD	COHASSET LN	0		Y	A	0	0	0	A	23152	N	E	A	C			

Collision History: There were a total of 10 collisions within the study segment during the five (5) year period from 2019 to 2023. One (1) collision resulted in serious injury, three (3) collisions resulted in minor / visible injury, three (3) resulted in complaint of pain, and three (3) resulted in property damage only. One collision involved a pedestrian crossing in a crosswalk at an intersection. Violations included DUI, failure to yield, and failure to obey traffic controls.

Conditions Not Readily Apparent: There is an RRFB at a multi-use path crossing where the roadway first turns for drivers traveling eastbound from Esplanade. Additionally, there is a midblock crosswalk with degraded markings west of Parmac Drive.

Roadway Conditions: This roadway segment is functionally classified by Caltrans as a Principal Arterial.

Attachment N

East Avenue (Manzanita Ave to Mariposa Ave)

Data Sheets

ENGINEERS \ SURVEYORS

LOCATION: #14 -- East Avenue from Manzanita Avenue to Mariposa Avenue. Length=5460 ft.

DATE: September 5th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 12:25 PM **END TIME:** 1:03 PM

EXISTING POSTED SPEED LIMIT: 35 MPH with 25 MPH school zones **BUS OR RES DISTRICT?** No

DIRECTION: WEST and EAST **# LANES:** 4 **LOCAL ROAD?** No **OBSERVER:** Nora Pizzella

SUMMARY OF RESULTS

Recommended:	**35**	**mph**	
85th Percentile:	41		
Avg. Speed:	36		
10 MPH PACE SPEED CALC			
Pace (mph):	31	to	40
% IN Pace:	80%		
% BELOW Pace:	7%		
% ABOVE Pace:	13%		

Speed	WEST DIRECTION	EAST DIRECTION	Frequency		Cumulative		Speed
MPH			Total	%	Total	%	Total
77	0	0	0	0%	106	100%	0
75	0	0	0	0%	106	100%	0
73	0	0	0	0%	106	100%	0
71	0	0	0	0%	106	100%	0
69	0	0	0	0%	106	100%	0
67	0	0	0	0%	106	100%	0
65	0	0	0	0%	106	100%	0
63	0	0	0	0%	106	100%	0
61	0	0	0	0%	106	100%	0
59	0	0	0	0%	106	100%	0
57	0	0	0	0%	106	100%	0
55	0	0	0	0%	106	100%	0
53	0	0	0	0%	106	100%	0
51	1	0	1	1%	106	100%	51
49	0	0	0	0%	105	99%	0
47	0	0	0	0%	105	99%	0
45	1	1	2	2%	105	99%	90
43	3	5	8	8%	103	97%	344
41	3	3	6	6%	95	90%	246
39	11	2	13	12%	89	84%	507
37	13	7	20	19%	76	72%	740
35	20	11	31	29%	56	53%	1085
33	8	4	12	11%	25	24%	396
31	7	4	11	10%	13	12%	341
29	0	1	1	1%	2	2%	29
27	0	1	1	1%	1	1%	27
25	0	0	0	0%	0	0%	0
23	0	0	0	0%	0	0%	0
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
10	0	0	0	0%	0	0%	0
	67	39	106	100%	106	100%	3856

Attachment D

East Avenue (Manzanita Avenue to Mariposa Avenue) - Crash Data and Roadway Conditions

Crashes (2019 to 2023):

accident_year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	primary_coll_factor	pcf_violation	hit_and_run	type_of_collision	ped_action	lighting	control_device	pedestrian_accident	bicycle_accident	motorcycle_accident
2019	1129	5	EAST AV	CEANOTHUS AV	400	W	N	B	4	0	2	A	21804	N	D	A	A	A			
2019	735	1	EAST AV	CACTUS AV	0		Y	A	0	0	0	A	22350	N	B	A	A	D			
2019	735	5	EAST AV	CEANOTHUS AV	188	W	N	A	3	0	1	A	21950	N	D	A	A	D		Y	
2019	1750	6	EAST AV	MARIGOLD AV	0		Y	A	1	1	2	A	23152	N	D	A	A	A			
2021	2326	6	EAST AV	NAVARRO DR	0		Y	A	0	0	0	A	23152	N	E	A	C	D			
2022	1651	3	EAST AV	MARIGOLD AV	201	W	N	B	3	0	1	A	21801	N	D	A	A	D			
2021	1549	1	EAST AV	MARIGOLD AV	0		Y	A	4	0	1	A	21200	N	D	A	A	A		Y	
2021	505	1	EAST AVE	MARIGOLD AV	0		Y	A	0	0	0	A	21453	N	D	A	B	A			
2022	1048	1	EAST AV	MARIGOLD AV	0		Y	B	4	0	1	A	21453	N	-	A	A	A			
2023	1932	1	EAST AVE	CEANOTHUS AVE	0		Y	A	3	0	1	A	21801	N	A	A	B	A			
2023	14	7	EAST AVE	CACTUS AVE	417	W	N	A	1	1	0	A	21954	F	G	D	C	D	Y		
2019	742	1	CEANOTHUS AV	EAST AV	0	S	N	A	3	0	5	A	23152	N	C	A	A	A			
2021	1409	5	CEANOTHUS AV	EAST AV	8	W	N	A	3	0	2	A	21801	N	A	A	A	D			

Collision History: A total of 13 collisions occurred along the segment during the five (5) year period from 2019 to 2023. Of the collisions, two (2) were fatal, five (5) resulted in visible injury, three (3) resulted in complaint of pain, and three (3) resulted in property damage only. Of the fatal collisions, one involved a pedestrian not crossing in a crosswalk and one involved a DUI violation. Other primary violations associated with collisions included failure to yield when making a U-turn (3) and running a red light (2).

Conditions Not Readily Apparent: Adjacent land uses that produces a high number of peds and cyclists (three schools and shopping center).

Roadway Conditions: This roadway segment is classified as a Minor Arterial by Caltrans.

Attachment O

East Avenue (Mariposa Ave to Cohasset Rd)

Data Sheets

GCW
ENGINEERS \ SURVEYORS

LOCATION: #15 -- East Avenue from Mariposa Avenue to Cohasset Road. Length=5310 ft.

DATE: September 5th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 11:34 AM **END TIME:** 12:01 PM

EXISTING POSTED SPEED LIMIT: 35 MPH with 25 MPH school zones **BUS OR RES DISTRICT?** No

DIRECTION: WEST and EAST **# LANES:** 4 **LOCAL ROAD?** No **OBSERVER:** Nora Pizzella

SUMMARY OF RESULTS

Recommended:	**35**	**mph**	
85th Percentile:	43		
Avg. Speed:	39		
10 MPH PACE SPEED CALC			
Pace (mph):	34	to	43
% IN Pace:	78%		
% BELOW Pace:	8%		
% ABOVE Pace:	14%		

Speed

MPH	WEST DIRECTION	EAST DIRECTION	Frequency Total	Frequency %	Cumulative Total	Cumulative %	Speed Total
77	0	0	0	0%	102	100%	0
75	0	0	0	0%	102	100%	0
73	0	0	0	0%	102	100%	0
71	0	0	0	0%	102	100%	0
69	0	0	0	0%	102	100%	0
67	0	0	0	0%	102	100%	0
65	0	0	0	0%	102	100%	0
63	0	0	0	0%	102	100%	0
61	0	0	0	0%	102	100%	0
59	0	0	0	0%	102	100%	0
57	1	0	1	1%	102	100%	57
55	0	0	0	0%	101	99%	0
53	1	0	1	1%	101	99%	53
51	0	0	0	0%	100	98%	0
49	0	0	0	0%	100	98%	0
47	0	1	1	1%	100	98%	47
45	4	4	8	8%	99	97%	360
43	1	5	6	6%	91	89%	258
41	8	5	13	13%	85	83%	533
39	14	10	24	24%	72	71%	936
37	10	11	21	21%	48	47%	777
35	9	5	14	14%	27	26%	490
33	6	3	9	9%	13	13%	297
31	2	0	2	2%	4	4%	62
29	1	1	2	2%	2	2%	58
27	0	0	0	0%	0	0%	0
25	0	0	0	0%	0	0%	0
23	0	0	0	0%	0	0%	0
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
10	0	0	0	0%	0	0%	0
	57	**45**	**102**	**100%**	**102**	**100%**	**3928**

Attachment D

East Avenue (Mariposa Avenue to Cohasset Road) - Crash Data and Roadway Conditions

Crashes (2019 to 2023):

accident_year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	primary_coll_factor	pcf_violation	hit_and_run	type_of_collision	ped_action	lighting	pedestrian_accident	bicycle_accident	motorcycle_accident
2019	2312	1	EAST AV	CERES AV	0		Y	A	0	0	0	A	21651	N	-	A	C			
2024	1751	5	EAST AVE	CERES AVE	0		Y	A	4	0	1	A	22350	N	D	A	C			
2019	1431	5	EAST AV	FLORAL AV	0		Y	A	4	0	1	A	23152	M	A	A	A			
2021	1355	5	EAST AV	FLORAL AV	223	E	N	A	4	0	1	A	21801	N	D	A	A			
2021	1200	2	EAST AV	NORTH AV	0		Y	A	3	0	2	A	23152	N	B	A	A			
2022	1424	4	EAST AV	NORTH AV	0		Y	A	4	0	1	A	21453	N	D	A	A			
2020	1027	3	EAST AV	NORTH AV	130	E	N	A	4	0	2	A	22350	N	C	A	A			
2022	2207	3	EAST AV	RAMADA WY	0		Y	A	3	0	1	A	21658	N	-	A	C			
2022	936	1	EAST AV	FLORAL	420	E	N	B	3	0	1	A	22350	N	C	A	A			Y
2022	1746	2	EAST AV	CERES AV	0		Y	A	2	0	1	A	21703	N	-	A	A			
2023	1017	5	EAST AVE	CERES AVE	0		Y	A	0	0	0	D		N	D	A	A			
2020	1134	6	CERES AV	EAST AV	146	N	N	A	0	0	0	A	21801	N	D	A	A			
2021	2100	3	FLORAL AV	EAST AV	0		N	A	0	0	0	A	23152	N	B	A	C			
2021	1858	3	FLORAL AV	EAST AV	0		Y	A	4	0	1	A	21801	N	A	A	C			
2021	1054	6	FLORAL AV	EAST AV	0		Y	A	3	0	3	A	21801	N	A	A	A			
2021	1720	7	FLORAL AV	EAST AV	0		Y	A	0	0	0	A	21451	N	A	A	A			

Collision History: There were a total of 16 collisions within the study segment during the five (5) year period from 2019 to 2023. Of the collisions, one (1) resulted in severe injury, four (4) resulted in visible injury, six (6) resulted in complaint of pain, and five (5) resulted in property damage only. Primary violations include unsafe speed, failure to yield when making a U-turn, and DUI.

Conditions Not Readily Apparent: Adjacent land uses that produce a high number of peds and cyclists (School, commercial uses, residences front the roadway).

Roadway Conditions: This roadway segment is functionally classified as a minor arterial by Caltrans.

Attachment P

Eaton Road (Floral Ave to Ceanothus Ave)

Data Sheets

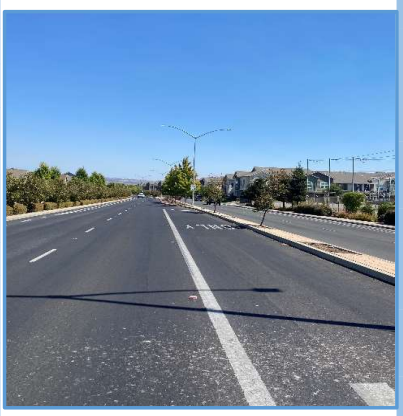
GCW
ENGINEERS \ SURVEYORS

LOCATION: #16 -- Eaton Street from Floral Avenue to Ceanothus Ave. Length=2650 ft.

DATE: September 5th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 1:25 PM **END TIME:** 1:52 PM

EXISTING POSTED SPEED LIMIT: 35 MPH **BUS OR RES DISTRICT?** No

DIRECTION: WEST and EAST **# LANES:** 4 **LOCAL ROAD?** No **OBSERVER:** Nora Pizzella



SUMMARY OF RESULTS

Recommended:	**40**	**mph**
85th Percentile:	43	
Avg. Speed:	38	

10 MPH PACE SPEED CALC

Pace (mph):	34	to	43
% IN Pace:	74%		
% BELOW Pace:	10%		
% ABOVE Pace:	16%		

Speed

MPH	WEST DIRECTION	EAST DIRECTION	Frequency Total	Frequency %	Cumulative Total	Cumulative %	Speed Total
77	0	0	0	0%	104	100%	0
75	0	0	0	0%	104	100%	0
73	0	0	0	0%	104	100%	0
71	0	0	0	0%	104	100%	0
69	0	0	0	0%	104	100%	0
67	0	0	0	0%	104	100%	0
65	0	0	0	0%	104	100%	0
63	0	0	0	0%	104	100%	0
61	0	0	0	0%	104	100%	0
59	0	0	0	0%	104	100%	0
57	0	0	0	0%	104	100%	0
55	0	0	0	0%	104	100%	0
53	0	0	0	0%	104	100%	0
51	0	0	0	0%	104	100%	0
49	1	0	1	1%	104	100%	49
47	0	3	3	3%	103	99%	141
45	4	4	8	8%	100	96%	360
43	4	7	11	11%	92	88%	473
41	11	8	19	18%	81	78%	779
39	8	5	13	13%	62	60%	507
37	6	10	16	15%	49	47%	592
35	6	11	17	16%	33	32%	595
33	5	6	11	11%	16	15%	363
31	1	1	2	2%	5	5%	62
29	1	0	1	1%	3	3%	29
27	0	1	1	1%	2	2%	27
25	1	0	1	1%	1	1%	25
23	0	0	0	0%	0	0%	0
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
10	0	0	0	0%	0	0%	0
	48	56	104	100%	104	100%	4002

Precise Study Location: 39°46'09.6"N 121°49'28.0"W (Frontage Road @ Mariposa Avenue)

Conditions Not Readily Apparent: None

Collision History: a total of two (2) collisions occurred within the study segment during the five (5) year period from 2019 to 2023. Neither of the collisions involved a pedestrian. Both collisions were DUI violations and both resulted in property damage only.

Comments: This roadway segment is classified as a Minor Arterial.

Eaton Road (Floral Avenue to Ceanothus Ave)

Crashes (2019 to 2023):

accident_year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	primary_coll_factor	pcf_violation	hit_and_run	type_of_collision	ped_action	lighting	pedestrian_accident	bicycle_accident	motorcycle_accident
2021	743	2	E EATON RD	MARIPOSA AV	0		Y	A	0	0	0	A	23152	N	B	A	A			
2022	601	6	E EATON RD	MARIPOSA AV	0		Y	B	0	0	0	A	23152	N	E	A	C			

Collision History: A total of two (2) collisions occurred within the study segment during the five (5) year period from 2019 to 2023. None of the collisions involved a pedestrian. Both collisions were DUI violations and resulted in PDO.

Conditions Not Readily Apparent: None.

Roadway Conditions: This roadway segment is classified as Minor Arterial.

Attachment Q

Eaton Road (Ceanothus Ave to Wildwood Ave)

Data Sheets

GCW
ENGINEERS \ SURVEYORS

LOCATION: #17 -- Eaton Street from Ceanothus Avenue to Wildwood Avenue. Length=6050 ft.

DATE: September 5th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 1:57 PM **END TIME:** 2:33 PM

EXISTING POSTED SPEED LIMIT: 35 MPH **BUS OR RES DISTRICT?** Residential

DIRECTION: NORTH and SOUTH **# LANES:** 4 **LOCAL ROAD?** No **OBSERVER:** Nora Pizzella

SUMMARY OF RESULTS

Recommended:	**40 mph**
85th Percentile:	41
Avg. Speed:	38

10 MPH PACE SPEED CALC

Pace (mph):	34	to	43
% IN Pace:	77%		
% BELOW Pace:	13%		
% ABOVE Pace:	10%		

Speed

MPH	NORTH DIRECTION	SOUTH DIRECTION	Frequency Total	Frequency %	Cumulative Total	Cumulative %	Speed Total
77	0	0	0	0%	101	100%	0
75	0	0	0	0%	101	100%	0
73	0	0	0	0%	101	100%	0
71	0	0	0	0%	101	100%	0
69	0	0	0	0%	101	100%	0
67	0	0	0	0%	101	100%	0
65	0	0	0	0%	101	100%	0
63	0	0	0	0%	101	100%	0
61	0	0	0	0%	101	100%	0
59	0	0	0	0%	101	100%	0
57	0	0	0	0%	101	100%	0
55	0	0	0	0%	101	100%	0
53	0	0	0	0%	101	100%	0
51	0	0	0	0%	101	100%	0
49	0	0	0	0%	101	100%	0
47	1	2	3	3%	101	100%	141
45	2	0	2	2%	98	97%	90
43	4	6	10	10%	96	95%	430
41	10	7	17	17%	86	85%	697
39	10	8	18	18%	69	68%	702
37	6	7	13	13%	51	50%	481
35	12	8	20	20%	38	38%	700
33	6	4	10	10%	18	18%	330
31	3	2	5	5%	8	8%	155
29	1	2	3	3%	3	3%	87
27	0	0	0	0%	0	0%	0
25	0	0	0	0%	0	0%	0
23	0	0	0	0%	0	0%	0
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
10	0	0	0	0%	0	0%	0
	55	46	101	100%	101	100%	3813

Precise Study Location: 39°45'57.2"N 121°48'22.2"W (Wildwood Pump Track Parking Lot)

Conditions Not Readily Apparent: None

Collision History: One (1) collision occurred within the study segment during the five (5) year period from 2019 to 2023. The collision resulted in complaint of pain. No pedestrians were involved. The collision was the result of unsafe lane changes.

Eaton Road (Ceanothus Ave to Wildwood Ave)

Crashes (2019 to 2023):

accident_year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	primary_coll_facto	pcf_violation	hit_and_run	type_of_collision	ped_action	lighting	pedestrian_accident	bicycle_accident	motorcycle_accident
2020	2127	5	E EATON RD	MARIGOLD AV	0		Y	A	4	0	1	A	22107	N	E	A	C			

Collision History: One collision occurred within the study segment during the five (5) year period from 2019 to 2023. No pedestrians were involved in the collision. The collision resulted in complaint of pain.

Conditions Not Readily Apparent: None.

Roadway Conditions: This roadway segment is classified as a Minor Arterial and a Local Roadway.

Attachment R

Cohasset Road (Hwy 99 to Eaton Rd)

Data Sheets

ENGINEERS \ SURVEYORS

LOCATION: #18 -- Cohasset Road from Hwy 99 to Eaton Road. Length=7980 ft.

DATE: September 4th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 3:22 PM **END TIME:** 4:10 PM

EXISTING POSTED SPEED LIMIT: 40 MPH **BUS OR RES DISTRICT?** No

DIRECTION: NORTH and SOUTH **# LANES:** 4 **LOCAL ROAD?** No **OBSERVER:** Nora Pizzella

SUMMARY OF RESULTS

Recommended:	**40**	**mph**	
85th Percentile:	45		
Avg. Speed:	41		
10 MPH PACE SPEED CALC			
Pace (mph):	37	to	46
% IN Pace:	73%		
% BELOW Pace:	17%		
% ABOVE Pace:	10%		

Speed

MPH	NORTH DIRECTION	SOUTH DIRECTION	Frequency Total	Frequency %	Cumulative Total	Cumulative %	Speed Total
77	0	0	0	0%	101	100%	0
75	0	0	0	0%	101	100%	0
73	0	0	0	0%	101	100%	0
71	0	0	0	0%	101	100%	0
69	0	0	0	0%	101	100%	0
67	0	0	0	0%	101	100%	0
65	0	0	0	0%	101	100%	0
63	0	0	0	0%	101	100%	0
61	0	0	0	0%	101	100%	0
59	0	0	0	0%	101	100%	0
57	0	0	0	0%	101	100%	0
55	0	0	0	0%	101	100%	0
53	1	0	1	1%	101	100%	53
51	0	3	3	3%	100	99%	153
49	1	2	3	3%	97	96%	147
47	1	5	6	6%	94	93%	282
45	3	7	10	10%	88	87%	450
43	6	12	18	18%	78	77%	774
41	7	17	24	24%	60	59%	984
39	6	8	14	14%	36	36%	546
37	8	3	11	11%	22	22%	407
35	6	3	9	9%	11	11%	315
33	2	0	2	2%	2	2%	66
31	0	0	0	0%	0	0%	0
29	0	0	0	0%	0	0%	0
27	0	0	0	0%	0	0%	0
25	0	0	0	0%	0	0%	0
23	0	0	0	0%	0	0%	0
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
10	0	0	0	0%	0	0%	0
	41	**60**	**101**	**100%**	**101**	**100%**	**4177**

Attachment D

Cohasset Road (Highway 99 to Eaton Road) - Crash Data and Roadway Conditions

Crashes (2019 to 2023):

accident_year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	primary_coll_factor	pcf_violation	hit_and_run	type_of_collision	ped_action	lighting	control_device	pedestrian_accident	bicycle_accident	motorcycle_accident
2019	1746	5	COHASSETT RD	PILLSBURY RD	364	S	N	A	0	0	0	A	22350	N	C	A	A	A			
2021	840	5	COHASETT RD	EAST AV	196	S	N	B	0	0	0	A	23152	N	E	A	A	D			
2019	1151	1	COHASSETT RD	PILLSBURY RD	834	S	N	A	0	0	0	A	23152	N	C	A	A	A			
2021	1922	2	COHASSET RD	PILLSBURY RD	67	N	N	C	4	0	1	A	21703	F	C	A	C	A			
2022	1906	7	COHASSET RD	CHRISTI LN	0		Y	A	3	0	1	A	21801	N	A	A	A	D			
2022	1138	2	COHASSET RD	EAST AV	30	N	N	A	0	0	0	A	22350	N	C	A	A	D			
2022	1101	3	COHASSET RD	EAST AV	0		Y	A	4	0	1	A	22350	F	C	A	A	A			
2024	2102	6	COHASSET RD	BURNAP AVE	0		Y	A	4	0	1	A	21950	N	G	D	C	A	Y		
2024	1421	3	COHASSET RD	PILLSBURY RD (S)	376	S	N	A	3	0	1	A	21703	M	C	A	A	A			
2024	545	7	COHASSET RD	LUPIN AVE	0		Y	A	0	0	0	D		M	E	A	A	A			
2022	1448	2	COHASSET RD	CYNDI CIR	110	N	N	A	3	0	1	A	21650	N	D	A	A	D		Y	
2021	1447	2	COHASSET RD	AZALEA AV	0		Y	A	3	0	2	A	23152	N	D	A	A	A			
2020	1300	3	COHASSETT RD	LUPIN AV	27	S	N	A	4	0	1	A	22350	M	C	A	A	A			
2020	1538	5	COHASSET RD	EAST AV	2	S	N	A	3	0	1	A	21950	F	D	B	A	A	Y		
2022	2202	5	COHASSET RD	PILLSBURY RD	0		Y	A	3	0	1	A	21453	N	D	A	C	A		Y	
2021	2333	2	COHASSET RD	BURNAP AV	57	S	N	A	2	0	1	A	23152	F	G	-	C	D	Y		
2020	1834	5	COHASSETT RD	LINDO LN	0		-	A	2	0	1	A	21955	N	G	D	D	D	Y		
2022	1216	6	COHASSET RD	LUPIN AV	0		Y	B	3	0	1	A	21453	N	D	A	A	A			
2021	2043	5	COHASSET RD	PILLSBURY RD	0		Y	A	0	0	0	A	23152	N	A	A	C	A			
2022	1254	7	COHASSET RD	PILLSBURY RD	0		Y	A	4	0	1	A	22100	F	B	A	A	D			
2022	1833	7	COHASSET RD	BURNAP AV	0		Y	A	3	0	1	A	21950	N	E	D	A	A	Y		
2022	1411	2	COHASSET RD	LORINDA LN	195	S	N	A	3	0	1	A	24804	N	D	A	A	D			
2022	2323	2	COHASSET RD	EAST AV	0		Y	A	0	0	0	A	23152	N	D	A	C	A			
2022	3	2	COHASSET RD	PILLSBURY RD	59	N	N	A	2	0	1	A	21950	N	G	D	C	A	Y		
2022	1541	3	COHASSET RD	CHRISTI LN	0		Y	A	0	0	0	A	21800	N	D	A	A	A			
2022	1346	2	COHASSET RD	PILLSBURY RD	240	S	N	B	4	0	1	A	22350	N	C	A	A	D			
2023	1949	5	COHASSET RD	PILLSBURY RD (N)	0		Y	-	0	0	0	A	23152	N	C	A	C	A			
2023	1003	5	COHASSET RD	LUPIN AV	0		Y	A	4	0	4	A	21453	N	A	A	A	A			
2023	2027	1	COHASSET RD	PILSBURY RD	0		Y	A	0	0	0	A	20002	M	B	A	C	A			
2023	1308	7	COHASSET RD	BURNAP AVE	0		Y	A	3	0	3	A	22107	N	D	A	A	D			
2023	1724	5	COHASSET RD	LINDO LN	0		Y	A	0	0	0	A	21950	N	G	B	A	A	Y		
2023	1738	6	COHASSET RD	LASSEN AVE	0		Y	A	0	0	0	A	23152	N	A	A	C	A			
2022	1708	4	PILLSBURY RD	COHASSET RD	0		Y	A	3	0	1	A	21804	N	B	A	A	D			
2021	1418	2	EAST AV	COHASSET RD	0		Y	A	3	0	1	A	21453	N	D	A	A	A		Y	
2020	1337	5	AZALEA AV	COHASSET RD	0		Y	A	3	0	1	-		M	H	A	A	D			
2019	2209	7	PILLSBURY RD	COHASSETT RD	0		Y	A	0	0	0	D		M	G	F	B	D	Y		
2021	1837	7	PILLSBURY RD	COHASSETT RD	0		Y	A	4	0	2	A	21650	N	G	F	A	A	Y		
2022	1038	3	PILLSBURY RD	COHASSET RD	0		Y	A	4	0	1	A	21950	N	G	B	A	A	Y		
2022	543	2	EAST AV	COHASSET RD	0		Y	A	3	0	1	A	21950	N	G	B	C	A	Y		
2022	1406	1	EAST AV	COHASSET RD	0		Y	A	3	0	1	A	21650	N	D	A	A	A		Y	
2023	936	2	EAST AVE.	COHASSET RD	0		Y	A	4	0	1	A	21461	N	D	A	A	A			

Collision History: A total of 41 collisions occurred within the study segment during the five (5) year period from 2019 to 2023. Of the collisions, three (3) resulted in severe injury, 15 resulted in visible injury, 10 resulted in complaint of pain, and 13 resulted in property damage only. Eleven (11) collisions involved pedestrians. Of the pedestrian collisions, four (4) involved pedestrians not crossing in crosswalks, four (4) involved pedestrians crossing in crosswalks at intersections, two (2) involved pedestrians not in the roadway, and one (1) collision did not include pedestrian action details. Primary violations included unsafe speeds, DUI, failure to yield to pedestrian, unsafe passing, and "jaywalking".

Conditions Not Readily Apparent: Higher density of driveways (commercial) in the south end of the segment. Minimal safety lighting in the northern part of the segment.

Roadway Conditions: This roadway segment is functionally classified as a Minor Arterial by Caltrans.

Attachment S

Cohasset Road (Eaton Rd to Ryan Ave)

Data Sheets

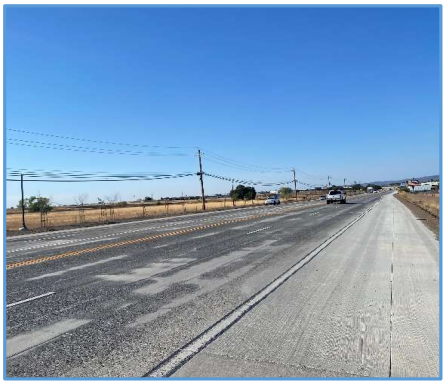
ENGINEERS \ SURVEYORS

LOCATION:#19 & #20 Cohasset Road from Eaton Road to Ryan Avenue. Length=11960 ft.

DATE: September 4th, 2024 **WEATHER:** Sunny **BEGIN TIME:** 4:18 PM **END TIME:** 4:50 PM

EXISTING POSTED SPEED LIMIT: 55 MPH **BUS OR RES DISTRICT?** No

DIRECTION: NORTH and SOUTH **# LANES:** 4 **LOCAL ROAD?** No **OBSERVER:** Nora Pizzella



SUMMARY OF RESULTS

Recommended:	**60 mph**	**Eaton Rd to Airpark Blvd**
	55 mph	**Airpark Blvd to Ryan Ave**

85th Percentile:	63
Avg. Speed:	58

10 MPH PACE SPEED CALC

Pace (mph):	55	to	64

% IN Pace:	62%
% BELOW Pace:	29%
% ABOVE Pace:	9%

Speed	NORTH DIRECTION	SOUTH DIRECTION	Frequency		Cumulative		Speed
MPH			Total	%	Total	%	Total
77	0	0	0	0%	105	100%	0
75	0	0	0	0%	105	100%	0
73	1	0	1	1%	105	100%	73
71	1	0	1	1%	104	99%	71
69	3	0	3	3%	103	98%	207
67	3	0	3	3%	100	95%	201
65	4	1	5	5%	97	92%	325
63	6	5	11	10%	92	88%	693
61	4	2	6	6%	81	77%	366
59	16	7	23	22%	75	71%	1357
57	6	8	14	13%	52	50%	798
55	4	11	15	14%	38	36%	825
53	3	5	8	8%	23	22%	424
51	1	5	6	6%	15	14%	306
49	1	1	2	2%	9	9%	98
47	0	3	3	3%	7	7%	141
45	1	3	4	4%	4	4%	180
43	0	0	0	0%	0	0%	0
41	0	0	0	0%	0	0%	0
39	0	0	0	0%	0	0%	0
37	0	0	0	0%	0	0%	0
35	0	0	0	0%	0	0%	0
33	0	0	0	0%	0	0%	0
31	0	0	0	0%	0	0%	0
29	0	0	0	0%	0	0%	0
27	0	0	0	0%	0	0%	0
25	0	0	0	0%	0	0%	0
23	0	0	0	0%	0	0%	0
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
10	0	0	0	0%	0	0%	0
	54	51	105	100%	105	100%	6065

Attachment D

Cohasset Road (Eaton Road to Ryan Avenue) - Crash Data and Roadway Conditions

Crashes (2019 to 2023):

accident_year	collision_time	day_of_week	primary_rd	secondary_rd	distance	direction	intersection	weather_1	collision_severity	number_killed	number_injured	party_count	primary_coll_factor	pcf_violation	hit_and_run	type_of_collision	ped_action	lighting	control_device	pedestrian_accident	bicycle_accident	motorcycle_accident
2019	1858	1	COHASSET RD	AIRPARK BL	100	S	N	A	0	0	0	1	A	23152	N	H	A	D	D			
2020	1951	3	COHASSET RD	BOEING AV	511	S	N	A	3	0	1	1	A	23152	N	F	A	A	D			
2021	813	3	COHASSET RD	TWO OAKS DR	945	N	N	A	4	0	2	2	A	21460	N	A	A	A	D			

Collision History: A total of three (3) collisions occurred on this segment during the five (5) year period between 2019 and 2023. Two (2) collisions resulted in visible injury and one (1) collision resulted in property damage only. Violations include DUI and unsafe lane changes.

Conditions Not Readily Apparent: North of Airpark Boulevard, Cohasset Road becomes a two-lane undivided highway.

Roadway Conditions: This roadway segment is functionally classified as a Minor Arterial.