



Regular Meeting  
**AGENDA**

**Civic Center Council Chamber ♦ 300 Seminary Avenue ♦ Ukiah, CA 95482**

**October 2, 2019 - 6:00 PM**

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**1. ROLL CALL**

**2. PLEDGE OF ALLEGIANCE**

**3. PROCLAMATIONS/INTRODUCTIONS/PRESENTATIONS**

- 3.a. Proclamation Recognizing the Month of October as Domestic Violence Awareness Month in the City of Ukiah.

***Recommended Action: Issue Proclamation.***

Attachments:

1. Proclamation Recognizing Domestic Violence Awareness Month

- 3.b. Proclamation of the Ukiah City Council Recognizing California Clean Air Day as October 2, 2019.

***Recommended Action: Issue a Proclamation of the Ukiah City Council recognizing California Clean Air Day as October 2, 2019.***

Attachments:

1. Proclamation Clean Air 2019

**4. PETITIONS AND COMMUNICATIONS**

**5. APPROVAL OF MINUTES**

- 5.a. Approval of the Minutes for the September 18, 2019, Regular Meeting.

***Recommended Action: Approve the Minutes of September 18, 2019, a Regular Meeting, as submitted.***

Attachments:

1. September 18, 2019, Draft Minutes

**6. RIGHT TO APPEAL DECISION**

Persons who are dissatisfied with a decision of the City Council may have the right to a review of that decision by a court. The City has adopted Section 1094.6 of the California Code of Civil Procedure, which generally limits to ninety days (90) the time within which the decision of the City Boards and Agencies may be judicially challenged.

## 7. CONSENT CALENDAR

The following items listed are considered routine and will be enacted by a single motion and roll call vote by the City Council. Items may be removed from the Consent Calendar upon request of a Councilmember or a citizen in which event the item will be considered at the completion of all other items on the agenda. The motion by the City Council on the Consent Calendar will approve and make findings in accordance with Administrative Staff and/or Planning Commission recommendations.

- 7.a. Adoption of Resolution to Extend the Declaration of a Local Emergency Related to the 2019 Winter Storm Event.

***Recommended Action: Adopt Resolution to extend the declaration of a local emergency related to the 2019 winter storm events.***

Attachments:

1. Attachment\_1\_Local\_Emergency\_City\_of\_Ukiah
2. Attachment 2 Local Emergency City of Ukiah
3. Attachment 3 Local Emergency City of Ukiah
4. Attachment 4 Local Emergency City of Ukiah
5. Attachment 5 Local Emergency City of Ukiah
6. Attachment 6 - Local Emergency City of Ukiah
7. Attachment 7 Local Emergency City of Ukiah
8. Attachment 8 -Local Emergency City of Ukiah
9. Attachment 9 Local Emergency City of Ukiah
10. Attachment 10 Local Emergency City of Ukiah
11. Attachment 11 Local Emergency City of Ukiah

- 7.b. Authorize City Manager to Execute Construction Administration Services Agreement with Mead and Hunt Inc. for Runway 15-33 Pavement Rehabilitation Phase 1 Construction and Approve Corresponding Budget Amendment.

***Recommended Action: Authorize City Manager to Execute Construction Administration Services Agreement with Mead and Hunt Inc. for Runway 15-33 Pavement Rehabilitation Phase 1 Construction, and approve corresponding budget amendment.***

Attachments:

1. Administration services agreement
2. IFE Spreadsheet

## 8. AUDIENCE COMMENTS ON NON-AGENDA ITEMS

The City Council welcomes input from the audience. If there is a matter of business on the agenda that you are interested in, you may address the Council when this matter is considered. If you wish to speak on a matter that is not on this agenda, you may do so at this time. In order for everyone to be heard, please limit your comments to three (3) minutes per person and not more than ten (10) minutes per subject. The Brown Act regulations do not allow action to be taken on audience comments in which the subject is not listed on the agenda.

## 9. COUNCIL REPORTS

### 10. CITY MANAGER/CITY CLERK REPORTS

### 11. PUBLIC HEARINGS (6:15 PM)



- 11.a. Annual Review and Possible Approval of the Fee Schedule for the Ukiah Police Department.  
**Recommended Action: Review and approve the Fee Schedule for the Ukiah Police Department.**  
Attachments:

1. Police Department Fee Schedule

- 11.b. Appeal of Planning Commission Decision to Deny a Request for Waiver from Location Limitations for Proposed Cannabis Microbusiness Located at 270, 272, and 274 East Smith Street

**Recommended Action: Staff recommends the City Council uphold the Planning Commission's denial of the waiver request.**

**Actions for Council to consider are included for review in the Discussion Section of the Agenda Summary Report.**

Attachments:

1. August 28, 2019 Planning Commission Staff Report
2. Draft Minutes of the August 28, 2019 Planning Commission meeting
3. Application for Appeal to the City Council
4. 11b Correspondence Received - Bruce Ledford
5. 11b Correspondence Received - Petition
6. 11b Correspondence Received - Ronald Meaux

## **12. UNFINISHED BUSINESS**

- 12.a. Receive Report Regarding Review of Ordinance for Marijuana Dispensaries and Provide Direction as Necessary.

**Recommended Action: Receive report from Staff and provide direction as necessary.**

Attachments:

1. Ordinance No. 1176
2. Ordinance No. 1182

- 12.b. Determination of Notification of Intent to Adjust Curbside Collection and Transfer Station Service Rates.

**Recommended Action: Confirm the determination of the City Manager of compliance with the provisions of the agreements between the City of Ukiah and Ukiah Waste Solutions, Inc. and Solid Waste Systems, Inc. regarding the company's notice of intent to adjust curbside collection and transfer station rates.**

Attachments:

1. UWS SWS Rate with MSWMA
2. UWS August 15 Rate Notice FINAL 2020 - curbside services
3. SWS August 15 Rate Notice FINAL 2020 - transfer station services

- 12.c. Approval of Notice of Completion for Recycled Water Project, Phases 1 - 3, Specification No. 17-08.

**Recommended Action: Approval of Notice of Completion for Recycled Water Project, Phases 1 - 3, Specification No. 17-08.**

Attachments:

1. Notice of Completion-Spec17-08

- 12.d. Authorize Execution of Amendment to the Agreement with GHD in an Amount not to Exceed \$13,930 for Additional Services for the Traffic Analysis for Ukiah Schools and Surrounding Area.

**Recommended Action: Authorize execution of amendment to the agreement with GHD in an amount not to exceed \$13,930 for additional services for the Traffic Analysis for Ukiah Schools and Surrounding Area.**

Attachments:

1. GHD amendment 1 - Traffic Analysis for Ukiah Schools & Surrounding Area
2. 2018-05-10 Agreement -Traffic Analysis for Ukiah Schools & Surrounding Area

### **13. NEW BUSINESS**

- 13.a. Receive and Approve Report of Citywide Engineering and Traffic Survey.

**Recommended Action: Receive and Approve Report of Citywide Engineering and Traffic Survey.**

Attachments:

1. Ukiah Engineering and Traffic Survey
2. Ukiah City Code Section 7071
3. Ukiah City Code Section 7070

- 13.b. Nomination and Possible Adoption of Resolution Making an Appointment to the Planning Commission to Fill the Remaining Term of Christopher Watt.

**Recommended Action: 1) Councilmember Orozco may make a nomination for a Planning Commissioner; 2) Council can discuss and possibly accept the nomination; and 3) Adopt resolution making the appointment to the Planning Commission filling the remaining term of Christopher Watt, expiring in December 2022.**

Attachments:

1. Ukiah City Code Sections 1150-1158
2. Applications Received
3. Nomination to Planning Commission
4. Resolution

- 13.c. Discussion and Possible Action Regarding the Cancellation of the October 16, 2019, City Council Regular Meeting, with the Option for the Mayor and/or City Manager to Call for a Special Meeting on an Alternate Date if Time Sensitive Business Arises.

**Recommended Action: Approve the cancellation of the October 16, 2019, Regular City Council Meeting with the option for the Mayor and/or City Manager to call for a special meeting on an alternate date if time sensitive business arises.**

Attachments: None

- 13.d. Receive Updates on City Council Committee and Ad Hoc Assignments and, if Necessary, Consider Modifications to Assignments and/or the Creation/Elimination of Ad hoc(s).  
**Recommended Action: Receive report(s). The Council may also consider modifications to committee and ad hoc assignments along with the creation/elimination ad hoc(s).**  
Attachments:

1. 2019 City Council Special Assignments and Ad Hoc

**14. CLOSED SESSION - CLOSED SESSION MAY BE HELD AT ANY TIME DURING THE MEETING**

**14.a. Conference with Legal Counsel—Anticipated Litigation**

(Government Code Section 54956.9(d))

A. Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Government Code Section 54956.9: (Number of potential cases: 1.)

B. Significant exposure to litigation pursuant to paragraph (2) or (3) of subdivision (d) of Section 54956.9: (Number of potential cases: 1)

**Recommended Action: Confer in Closed Session**

Attachments: None

**14.b. Conference with Legal Counsel—Anticipated Litigation**

(Government Code Section 54956.9(d)) Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2) (Number of potential cases: 1)

**Recommended Action: Confer in Closed Session**

Attachments: None

**14.c. Conference with Legal Counsel – Existing Litigation**

(Government Code Section 54956.9(d)(1))

Name of case: Vichy Springs Resort v. City of Ukiah, Et Al; Case No. SCUk-CVPT-2018-70200

**Recommended Action: Confer in Closed Session**

Attachments: None

**14.d. Conference with Legal Counsel – Existing Litigation**

(Cal. Gov't Code Section 54956.9(d)(1))

Name of case: City of Ukiah v. Questex, LTD, et al, Mendocino County Superior Court, Case No. SCUk- CVPT-15-66036

**Recommended Action: Confer in Closed Session**

Attachments: None

**14.e. Conference with Real Property Negotiators**

(Cal. Gov't Code Section 54956.8)

Property: APN Nos: 002-273-19-00 and 002-273-30-00

Negotiator: Sage Sangiacomo, City Manager;

Negotiating Parties: Bank of America

Under Negotiation: Price & Terms of Payment

**Recommended Action: Confer in Closed Session**

Attachments: None

14.f. **Conference with Real Property Negotiators**

(Cal. Gov't Code Section 54956.8)

Property: APN Nos: 002-192-14-00 (280 E. Standley)

Negotiator: Sage Sangiacomo, City Manager;

Negotiating Parties: Onetogogether Solutions

Under Negotiation: Price & Terms of Payment

**Recommended Action: Confer in Closed Session**

Attachments: None

14.g. **Conference with Labor Negotiator (54957.6)**

Agency Representative: Sage Sangiacomo, City Manager

Employee Organizations: Fire Unit

**Recommended Action: Confer in Closed Session**

Attachments: None

**15. ADJOURNMENT**

Please be advised that the City needs to be notified 72 hours in advance of a meeting if any specific accommodations or interpreter services are needed in order for you to attend. The City complies with ADA requirements and will attempt to reasonably accommodate individuals with disabilities upon request. Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available for public inspection at the front counter at the Ukiah Civic Center, 300 Seminary Avenue, Ukiah, CA 95482, during normal business hours, Monday through Friday, 8:00 am to 5:00 pm.

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted on the bulletin board at the main entrance of the City of Ukiah City Hall, located at 300 Seminary Avenue, Ukiah, California, not less than 72 hours prior to the meeting set forth on this agenda.

Dated this 27th day of September, 2019

Kristine Lawler, City Clerk

# PROCLAMATION

## *RECOGNIZING THE MONTH OF OCTOBER AS DOMESTIC VIOLENCE AWARENESS MONTH IN THE CITY OF UKIAH*

**WHEREAS**, October 2019 marks the 33<sup>rd</sup> annual commemoration of National Domestic Violence Awareness Month, and

**WHEREAS**, home should be a place of warmth, unconditional love, tranquility and security: but, for many Americans, is tainted with violence and fear, and

**WHEREAS**, every woman, child, and man in America has the right to live free from violence in their homes, neighborhoods, and communities, and

**WHEREAS**, children who are subjected to domestic violence often grow up to inflict violence on others, creating a circle of violence that must be stopped, and

**WHEREAS**, domestic violence is a public health issue that impacts people of all races, ages, income levels, and gender, and

**WHEREAS**, the U.S. Department of Justice estimates that more than 10 million women and men are victimized by domestic violence each year, with less than half of all crimes actually reported, and

**WHEREAS**, efforts to end domestic violence require collaboration and commitment from criminal and juvenile justice agencies, victim assistance organizations, physical and mental health care organizations, legal communities, schools, social services, and civic and community leaders, as well as the strength and courage of survivors, and

**WHEREAS**, continued education and intervention efforts improve public awareness of the severity of domestic violence, help to prevent violence and reduce the related costs to society, and

**WHEREAS**, in 2019, Project Sanctuary provided 73 women and children housing for 3 months or more for a total of 3,477 nights of safe shelter, received 550 crisis calls, housed 13 families in their transitional home for one year, provided individual peer counseling to 489 victims of domestic violence, held 2900 individual counseling sessions, counseled 60 individuals in support groups, assisted 206 people obtain temporary restraining orders, and provided prevention education to preschoolers, students from kindergarten through the 12<sup>th</sup> grade, and for college students and other adults in our communities, and

**WHEREAS**, the City of Ukiah Civic Center will be accented in purple lighting throughout the month of October in commemoration of National Domestic Violence Awareness Month for survivors of Domestic Violence, who may be wounded both physically and emotionally, as the color purple is meant to be a symbol of peace, courage, survival, honor and dedication to ending violence.

**NOW, THEREFORE**, in honor of those who have survived domestic violence, in remembrance of those who have not, and in gratitude to all who devote themselves to ending domestic violence that the City Council of the City of Ukiah hereby proclaims the month of October, 2019, as

### **Domestic Violence Awareness Month in the City of Ukiah**

***Signed and sealed, this 2<sup>nd</sup> day of October, in the year Two Thousand and Nineteen.***

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***Maureen Mulheren, Mayor***

# PROCLAMATION

## California Cities Support for and Declaration of Clean Air Day for the City of Ukiah

### Building Awareness Among California Residents of Air Quality and What Can be Done to Help Mitigate Negative Impacts

WHEREAS, air pollution contributes to higher rates of cancer and heart and lung diseases, which adversely affect health; and

WHEREAS, it is vital that we protect the health and well-being of our residents, visitors, and workforce; and

WHEREAS, emissions from vehicles, industry, and even household sources significantly, affects the natural environment, air quality and well-being of residents, employees, and visitors of the City of Ukiah; and

WHEREAS, individual actions such as not idling vehicles, walking or biking to work and school, carpooling, and conserving energy can directly improve air quality in our region; and

WHEREAS, everyone can play a role; and

WHEREAS, education about air quality can raise community awareness, encourage our community to develop better habits, and improve our community's health; and

WHEREAS, Californians will be joining together across the state to clear the air on October 2, 2019; and

WHEREAS, the Ukiah community will be joining together for a walk on the Ukiah Rail Trail on Sunday, October 6<sup>th</sup> (meet at the corner of Norton and Mason at 10am) and supporting Clean Air Day by planting thirty new trees this fall to encourage and promote the urban tree forest per City of Ukiah Tree Management Guidelines; and

WHEREAS, the City of Ukiah is committed to the health of our residents, workforce, visitors, and community at large; and

THEREFORE, I, Maureen Mulheren and my fellow Ukiah City Council members Douglas Crane, Steve Scalmanini, Jim Brown, and Juan Orozco do hereby join together to recognize and celebrate that October 2, 2019 be declared "Clean Air Day" in the City, and we encourage all residents, businesses, employees, and community members to participate in Clean Air Day and help clear the air for all Californians.

**Signed and sealed, this 2<sup>nd</sup> day of October, in the year Two Thousand and Nineteen.**

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*Maureen Mulheren, Mayor*

**CITY OF UKIAH  
CITY COUNCIL MINUTES  
Regular Meeting  
CIVIC CENTER COUNCIL CHAMBERS  
300 Seminary Avenue  
Ukiah, CA 95482  
September 18, 2019  
6:00 p.m.**

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**1. ROLL CALL**

**2. PLEDGE OF ALLEGIANCE**

Ukiah City Council met at a Regular Meeting on September 18, 2019, having been legally noticed on September 13, 2019. Mayor Mulheren called the meeting to order at 6:01 p.m. Roll was taken with the following **Councilmembers Present:** Juan V. Orozco, Jim O. Brown, Stephen G. Scalmanini, Douglas F. Crane, and Maureen Mulheren. **Staff Present:** Sage Sangiacomo, City Manager; David Rapport, City Attorney; and Kristine Lawler, City Clerk.

*MAYOR MULHEREN PRESIDING.*

*The Pledge of Allegiance was led by Mayor Mulheren.*

**3. PROCLAMATIONS/INTRODUCTIONS/PRESENTATIONS**

**4. PETITIONS AND COMMUNICATIONS**

**5. APPROVAL OF MINUTES**

**a. Approval of the September 4, 2019, Regular Meeting Minutes**

**Motion/Second:** Crane/Orozco to approve Minutes of September 4, 2019, a regular meeting, as submitted. Motion **carried** by the following roll call votes: AYES: Orozco, Brown, Scalmanini, Crane, and Mulheren. NOES: None. ABSENT: None. ABSTAIN: None.

**6. RIGHT TO APPEAL DECISION**

**7. CONSENT CALENDAR**

a. Report of Disbursements for the Month of August 2019 – *Finance*.

~~b. Award Professional Services Agreement to Sally Swanson Architects, Inc. of San Francisco, CA to prepare an ADA Right of Way Access Plan in the amount of \$42,374.94 and Approve Budget Amendment – *Public Works*. Pulled by Vice Mayor Crane and placed as Agenda Item 13c.~~

c. Award a three (3) year Unit Price Contract (COU No. 1920-149) to Cintas Corporation in the amount of \$22,523.15, for Facility Services (maintenance and supply of uniforms, mats/rugs and miscellaneous janitorial/safety supplies) – *Finance*.

d. Receive a Report of the Purchase of iWorQ Systems Software Licensing Agreement (COU No. 1920-150) as an Annual Term in the Amount of \$19,000, Plus Applicable Sales Tax, for the Purpose of Public Works Asset and Utility Management, and Approval of Corresponding Budget Amendment – *Public Works*.

**Motion/Second:** Crane/Brown to approve Consent Calendar Items 7a, c, and d, as submitted. Motion **carried** by the following roll call votes: AYES: Orozco, Brown, Scalmanini, Crane, and Mulheren. NOES: None. ABSENT: None. ABSTAIN: None.

8. **AUDIENCE COMMENTS ON NON-AGENDA ITEMS**

9. **COUNCIL REPORTS**

**Presenters:** Councilmember Scalmanini and Mayor Mulheren.

10. **CITY MANAGER/CITY CLERK REPORTS**

**Presenters:**

- Parking Day; Thursday Night Market; Surplus Auction - Sage Sangiacomo, City Manager
- Construction Activity - Tim Eriksen, Public Works Director / City Engineer
- General Plan Workshop announcement - Craig Schlatter, Community Development Director.
- Contractor Round-table Discussions - Craig Schlatter, Community Development Director.
- Fire Mitigation - Sage Sangiacomo, City Manager

**Council Consensus** to direct staff to schedule an update regarding the status of the Great Redwood Trail (*Note: this update has been tentatively scheduled for January, 2020*)

11. **PUBLIC HEARINGS (6:15 PM)**

12. **UNFINISHED BUSINESS**

**a. Review Landfill Closure Financial Plan Update.**

**Presenter:** Tim Eriksen, Public Works Director / City Engineer.

*Report was received.*

**b. Receive Annual Report on the Status and Evaluation of the Ukiah Housing Strategy and Provide Direction as Necessary.**

**Presenter:** Craig Schlatter, Community Development Director.

*Report was received.*

**Council Consensus** directs staff to incorporate the Housing Strategy into the Housing Element, including the following five implementation objectives:

1. Implement housing programs outlined in draft 2019-2027 Housing Element (*once Housing Element is adopted by Council*)
2. Assist Public Works in hosting LID workshop or formulate alternatives for Council consideration and present alternatives to Council at a date in the near future.
3. Continue deployment of Ukiah Housing Trust Fund (UHTF) resources
4. Expand housing program services in Housing Division
5. Establish recurring Council report on program implementation status as part of Housing Element Annual Progress Report (first report March 2020)

13. **NEW BUSINESS**

**a. Discussion and Possible Action to Determine the City's Position on the 2019 Resolutions being Considered by the League of California Cities and Provide Corresponding Voting Instructions to the City of Ukiah's Voting Delegate.**

**Presenter:** Kristine Lawler, City Clerk.



**Motion/Second:** Crane/Scalmanini to direct the Mayor Mulheren, the voting delegate, to support the resolutions proposed by the League of California Cities. Motion **carried** by the following roll call votes: AYES: Orozco, Brown, Scalmanini, Crane, and Mulheren. NOES: None. ABSENT: None. ABSTAIN: None.

**b. Receive Updates on City Council Committee and Ad Hoc Assignments and, if Necessary, Consider Modifications to Assignments and/or the Creation/Elimination of Ad hoc(s).**

**Presenters:** Councilmembers Brown and Orozco, and Mayor Mulheren

*Reports were received.*

**c. Award Professional Services Agreement to Sally Swanson Architects, Inc. of San Francisco, CA to prepare an ADA Right of Way Access Plan in the amount of \$42,374.94 and Approve Budget Amendment. (From Consent Calendar Item No. 7b)**

**Presenter:** Tim Eriksen, Public Works Director / City Engineer.

**Motion/Second:** Crane/Scalmanini to award professional services agreement (*COU No. 1920-151*) to Sally Swanson Architects, Inc. to prepare an ADA Right of Way Access Plan in the amount of \$42,374.94 and Approve a Budget Amendment. Motion **carried** by the following roll call votes: AYES: Orozco, Brown, Scalmanini, Crane, and Mulheren. NOES: None. ABSENT: None. ABSTAIN: None.

*THE CITY COUNCIL ADJOURNED TO CLOSED SESSION AT 7:26 P.M.*

**14. CLOSED SESSION**

**a. Conference with Legal Counsel—Anticipated Litigation**

(Government Code Section 54956.9(d))

A. Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Government Code Section 54956.9: (Number of potential cases: 1.)

B. Significant exposure to litigation pursuant to paragraph (2) or (3) of subdivision (d) of Section 54956.9: (Number of potential cases: 1)

**b. Conference with Legal Counsel—Anticipated Litigation**

Government Code Section 54956.9(d)(2)

Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2) (Number of potential cases: 1)

**c. Conference with Legal Counsel - Anticipated Litigation**

(Government Code Section 54956.9)

Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Government Section 54956.9: (1 potential case)

**d. Conference with Legal Counsel – Existing Litigation**

(Government Code Section 54956.9(d)(1))

Name of case: *Vichy Springs Resort v. City of Ukiah, Et Al; Case No. SCUK-CVPT-2018-70200*

**e. Conference with Legal Counsel – Existing Litigation**

(Cal. Gov't Code Section 54956.9(d)(1))

Name of case: *City of Ukiah v. Questex, LTD, et al, Mendocino County Superior Court, Case No. SCUK- CVPT-15-66036*

**f. Conference with Real Property Negotiators**

(Cal. Gov't Code Section 54956.8)

Property: APN Nos: 157-050-03, 157-060-02, 157-050-04, 157-050-03, 157-030-02, 157-050-01, 157-050-02, 157-050-10, 157-050-09, 157-070-01, 157-070-02, 003-190-01

Negotiator: Sage Sangiacomo, City Manager;

Negotiating Parties: Dave Hull and Ric Piffero

Under Negotiation: Price & Terms of Payment

**g. Conference with Real Property Negotiators**

(Cal. Gov't Code Section 54956.8)

Property: APN Nos: 003-040-77; 003-040-78; 003-040-79

Negotiator: Sage Sangiacomo, City Manager;

Negotiating Parties: Shapiro/Danco

Under Negotiation: Price & Terms of Payment

**h. Conference with Real Property Negotiators**

(Cal. Gov't Code Section 54956.8)

Property: APN Nos: 002-273-19-00 and 002-273-30-00

Negotiator: Sage Sangiacomo, City Manager;

Negotiating Parties: Bank of America

Under Negotiation: Price & Terms of Payment

**i. Conference with Real Property Negotiators**

(Cal. Gov't Code Section 54956.8)

Property: APN Nos: 002-192-14-00 (280 E. Standley)

Negotiator: Sage Sangiacomo, City Manager;

Negotiating Parties: Onetogether Solutions

Under Negotiation: Price & Terms of Payment

*No report out was received.*

**15. ADJOURNMENT**

There being no further business, the meeting adjourned at 7:48 p.m.

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Kristine Lawler, City Clerk

**CITY OF UKIAH  
CITY COUNCIL MINUTES  
Regular Meeting  
CIVIC CENTER COUNCIL CHAMBERS  
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*MAYOR MULHEREN PRESIDING.*

*The Pledge of Allegiance was led by Mayor Mulheren.*

**3. PROCLAMATIONS/INTRODUCTIONS/PRESENTATIONS****4. PETITIONS AND COMMUNICATIONS****5. APPROVAL OF MINUTES****a. Approval of the September 4, 2019, Regular Meeting Minutes**

**Motion/Second:** Crane/Orozco to approve Minutes of September 4, 2019, a regular meeting, as submitted. Motion **carried** by the following roll call votes: AYES: Orozco, Brown, Scalmanini, Crane, and Mulheren. NOES: None. ABSENT: None. ABSTAIN: None.

**6. RIGHT TO APPEAL DECISION****7. CONSENT CALENDAR**

a. Report of Disbursements for the Month of August 2019 – *Finance*.

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8. **AUDIENCE COMMENTS ON NON-AGENDA ITEMS**

9. **COUNCIL REPORTS**

**Presenters:** Councilmember Scalmanini and Mayor Mulheren.

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11. **PUBLIC HEARINGS (6:15 PM)**

12. **UNFINISHED BUSINESS**

**a. Review Landfill Closure Financial Plan Update.**

**Presenter:** Tim Eriksen, Public Works Director / City Engineer.

*Report was received.*

**b. Receive Annual Report on the Status and Evaluation of the Ukiah Housing Strategy and Provide Direction as Necessary.**

**Presenter:** Craig Schlatter, Community Development Director.

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**Presenters:** Councilmembers Brown and Orozco, and Mayor Mulheren

*Reports were received.*

**c. Award Professional Services Agreement to Sally Swanson Architects, Inc. of San Francisco, CA to prepare an ADA Right of Way Access Plan in the amount of \$42,374.94 and Approve Budget Amendment. (From Consent Calendar Item No. 7b)**

**Presenter:** Tim Eriksen, Public Works Director / City Engineer.

**Motion/Second:** Crane/Scalmanini to award professional services agreement (COU No. 1920-151) to Sally Swanson Architects, Inc. to prepare an ADA Right of Way Access Plan in the amount of \$42,374.94 and Approve a Budget Amendment. Motion **carried** by the following roll call votes: AYES: Orozco, Brown, Scalmanini, Crane, and Mulheren. NOES: None. ABSENT: None. ABSTAIN: None.

*NOTE: The 'Construction Related ADA Compliance' ad hoc will participate in the process of developing the ADA Compliance Plan.*

*THE CITY COUNCIL ADJOURNED TO CLOSED SESSION AT 7:26 P.M.*

**14. CLOSED SESSION**

**a. Conference with Legal Counsel—Anticipated Litigation**

(Government Code Section 54956.9(d))

A. Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Government Code Section 54956.9: (Number of potential cases: 1.)

B. Significant exposure to litigation pursuant to paragraph (2) or (3) of subdivision (d) of Section 54956.9: (Number of potential cases: 1)

**b. Conference with Legal Counsel—Anticipated Litigation**

Government Code Section 54956.9(d)(2)

Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2) (Number of potential cases: 1)

**c. Conference with Legal Counsel - Anticipated Litigation**

(Government Code Section 54956.9)

Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Government Section 54956.9: (1 potential case)

**d. Conference with Legal Counsel – Existing Litigation**

(Government Code Section 54956.9(d)(1))

Name of case: *Vichy Springs Resort v. City of Ukiah, Et Al; Case No. SCU-K-CVPT-2018-70200*

**e. Conference with Legal Counsel – Existing Litigation**

(Cal. Gov't Code Section 54956.9(d)(1))

Name of case: *City of Ukiah v. Questex, LTD, et al, Mendocino County Superior Court, Case No. SCUk- CVPT-15-66036*

**f. Conference with Real Property Negotiators**

(Cal. Gov't Code Section 54956.8)

Property: APN Nos: 157-050-03, 157-060-02, 157-050-04, 157-050-03, 157-030-02, 157-050-01, 157-050-02, 157-050-10, 157-050-09, 157-070-01, 157-070-02, 003-190-01

Negotiator: Sage Sangiacomo, City Manager;

Negotiating Parties: Dave Hull and Ric Piffero

Under Negotiation: Price & Terms of Payment

**g. Conference with Real Property Negotiators**

(Cal. Gov't Code Section 54956.8)

Property: APN Nos: 003-040-77; 003-040-78; 003-040-79

Negotiator: Sage Sangiacomo, City Manager;

Negotiating Parties: Shapiro/Danco

Under Negotiation: Price & Terms of Payment

**h. Conference with Real Property Negotiators**

(Cal. Gov't Code Section 54956.8)

Property: APN Nos: 002-273-19-00 and 002-273-30-00

Negotiator: Sage Sangiacomo, City Manager;

Negotiating Parties: Bank of America

Under Negotiation: Price & Terms of Payment

**i. Conference with Real Property Negotiators**

(Cal. Gov't Code Section 54956.8)

Property: APN Nos: 002-192-14-00 (280 E. Standley)

Negotiator: Sage Sangiacomo, City Manager;

Negotiating Parties: Onetogether Solutions

Under Negotiation: Price & Terms of Payment

*No report out was received.*

**15. ADJOURNMENT**

There being no further business, the meeting adjourned at 7:48 p.m.

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Kristine Lawler, City Clerk



## AGENDA SUMMARY REPORT

**SUBJECT:** Adoption of Resolution to Extend the Declaration of a Local Emergency Related to the 2019 Winter Storm Event.

**DEPARTMENT:** Community  
Services

**PREPARED BY:** Tami Bartolomei, Community Services  
Administrator

**ATTACHMENTS:**

1. Attachment\_1\_Local\_Emergency\_City\_of\_Ukiah
2. Attachment 2 Local Emergency City of Ukiah
3. Attachment 3 Local Emergency City of Ukiah
4. Attachment 4 Local Emergency City of Ukiah
5. Attachment 5 Local Emergency City of Ukiah
6. Attachment 6 - Local Emergency City of Ukiah
7. Attachment 7 Local Emergency City of Ukiah
8. Attachment 8 -Local Emergency City of Ukiah
9. Attachment 9 Local Emergency City of Ukiah
10. Attachment 10 Local Emergency City of Ukiah
11. Attachment 11 Local Emergency City of Ukiah

**Summary:** Council will consider adopting a resolution extending the declaration of a local emergency related to the 2019 Winter Storm Events.

**Background:** On February 27, 2019, the City Manager/Emergency Director, under the authority in Ukiah City Code Section (5125 (Ordinance No. 995, §1), proclaimed the existence of a local emergency as a result of conditions created by the severe winter storm affecting the City of Ukiah (Attachment 1). Under Ukiah City Code Section 5127, the City Council must review the declaration of a local emergency at least every forty-five (45) days until the need for continuing the local emergency has ended.

On March 6, 2019, City Council agreed with the City Manager/Emergency Director and ratified and adopted Resolution No. 2019-08 (Attachment 2).

On March 20, 2019, City Council approved the renewal and continuing of a Local Emergency Resolution No. 2019-09 (Attachment 3).

On April 3, 2019, City Council approved the renewal and continuing of a Local Emergency Resolution No. 2019-12 (Attachment 4).

On April 17, 2019, City Council approved the renewal and continuing of a Local Emergency Resolution No. 2019-16 (Attachment 5).

On May 1, 2019, City Council approved the renewal and continuing of a Local Emergency Resolution No. 2019-20 (Attachment 6).

On May 15, 2019, City Council approved the renewal and continuing of a Local Emergency Resolution No. 2019-22 (Attachment 7).

On June 19, 2019, City Council approved the renewal and continuing of a Local Emergency Resolution No. 2019-27 (Attachment 8).

On July 17, 2019, City Council approved the renewal and continuing of a Local Emergency Resolution No. 2019-38 (Attachment 9).

On August 21, 2019, City Council approved the renewal and continuing of a local Emergency Resolution No. 2019-44 (Attachment 10).

**Discussion:** State and Federal recovery agencies, California Office of Emergency Services, and FEMA visited the City of Ukiah on March 7, 2019, and completed a preliminary damage assessment summary. This assessment estimated the total cost of storm damage at \$1,588,000. Included in these costs were equipment use and staff response costs to the disaster emergency, and damages to both the Waste Water Treatment Plant and Water Treatment Plant.

On July 10, 2019, City staff attended the required Recovery Scoping Meeting (RSM) with FEMA and Cal OES to review cost damages. Upon the completion of this meeting, the City of Ukiah has 60 days from the date of the RSM to identify all damages to be claimed for the winter storm disaster. Staff informed FEMA and Cal OES that, in addition to damages at the Water and Waste Water Treatment Plants, damages were also identified to two storm drains that run through the golf course (servicing drainage throughout that region) with an estimated repair cost of \$400,000. Additionally, staff had identified damages to the south percolation pond levee. An estimator from FEMA came and evaluated the additional damages and gave approval to include these damages in the reimbursement process.

Staff is recommending Council determine that the need for a declaration of a local emergency has not ended by adopting the proposed Resolution (Attachment 11) because of ongoing assessments/repairs.

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**Recommended Action:** Adopt Resolution to extend the declaration of a local emergency related to the 2019 winter storm events.

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**BUDGET AMENDMENT REQUIRED:** N/A

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**CURRENT BUDGET AMOUNT:** N/A

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**PROPOSED BUDGET AMOUNT:** N/A

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**FINANCING SOURCE:** N/A

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**PREVIOUS CONTRACT/PURCHASE ORDER NO.:** N/A

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**COORDINATED WITH:** Sage Sangiacomo, City Manager

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Approved:   
Sage Sangiacomo, City Manager



## RESOLUTION PROCLAIMING EXISTENCE OF A LOCAL EMERGENCY

**WHEREAS**, Ukiah City Code Section 5125 (Ordinance No. 995, §1) empowers the Director of Emergency Services to proclaim the existence or threatened existence of a local emergency when said city is affected or likely to be affected by a public calamity and the City Council is not in session: and

**WHEREAS**, on February 21, 2019, the Governor of California proclaimed that the atmospheric river system that has swept across California has created conditions producing a State of Emergency in counties throughout the state; and

**WHEREAS**, the County of Mendocino proclaimed a Local Emergency on February 26, 2019, due to the severe winter storms commencing on February 25, 2019; and

**WHEREAS**, the Director of Emergency Services of the City of Ukiah does hereby find that conditions of extreme peril to the safety of persons and property have arisen within the City, caused by the severe winter storms which began to impact the City on February 25, 2019; and

**WHEREAS**, on the February 26, 2019, heavy rains from the winter storm have produced inflows to the City's Wastewater Treatment Plant that exceed the secondary effluent storage capacity of the plant's percolation ponds; and

**WHEREAS**, these conditions are likely to be beyond the control of the services, personnel, equipment, and facilities of the City; and

**WHEREAS**, the City Council of the City of Ukiah is not in session (and cannot immediately be called into session);

**NOW, THEREFORE, IT IS HEREBY PROCLAIMED** that a local emergency now exists throughout the City of Ukiah.

**IT IS FURTHER PROCLAIMED AND ORDERED** that during the existence of said local emergency the powers, functions, and duties of the emergency organization of this City shall be those prescribed by state law and ordinances and resolutions of this City, and that this emergency proclamation shall expire in 7 days after issuance unless confirmed and ratified by City Council of the City of Ukiah.

Dated: 2-27-19 By: Sage Squire  
Director of Emergency Services

Print Name Sage Squire  
Address 300 Seminar, Ave.

## RESOLUTION NO. 2019-08

## RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH RATIFYING FEBRUARY 27, 2019, PROCLAMATION OF A LOCAL EMERGENCY

## WHEREAS:

1. On February 27, 2019, under the authority in Ukiah City Code Section 5125 (Ordinance No. 995, §1), the Director of Emergency Services proclaimed the existence of a local emergency as a result of conditions created by the severe winter storm affecting the City of Ukiah ("City") beginning February 25<sup>th</sup> and conditions still exists. A true and correct copy of the Resolution Proclaiming Existence of a Local Emergency is attached hereto as Exhibit A and incorporated herein by this reference; and
2. While heavy rainfall has temporarily stopped, soils are saturated, heavy run-off continues, conditions at the City's Wastewater Treatment Plant continue to risk a breach of the holding ponds, and additional rainfall is predicted, all of which threaten to continue or create local emergency conditions; and
3. The City Council has reviewed Exhibit A and concurs with the findings in the Proclamation; and
4. The City Council will review this declaration at its next regular meeting, occurring not more than 14 days from the date the Resolution Proclaiming Existence of a Local Emergency is ratified by this resolution;

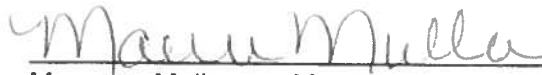
**NOW, THEREFORE, BE IT RESOLVED** that the City Council hereby ratifies the proclamation of a "local emergency" by the Director of Emergency Services and proclaims and orders that said local emergency shall be deemed to continue to exist until its termination is proclaimed by the City Council. The City Council shall review the need for continuing the local emergency at least once every 14 days until its termination is proclaimed by the City Council.

**BE IT FURTHER RESOLVED** that the City Council hereby proclaims and orders that during the existence of a local emergency, the powers, functions, and duties of the Director of Emergency Services and the emergency organization of the City shall be those prescribed by (1) state law, (2) City ordinances and resolutions adopted by the City Council and (3) the City Operational Area Emergency Plan, as approved by the City Council.

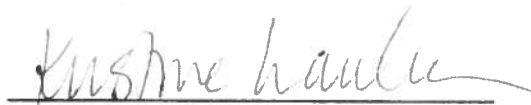
**BE IT FURTHER RESOLVED** that a copy of this declaration shall be forwarded to the County of Mendocino Office of Emergency Services (OES) with a request that OES forward the Resolution to California Office of Emergency Services Director, Mark Ghilarducci for concurrence of a local emergency.

**PASSED AND ADOPTED** this 6<sup>th</sup> day of March 2019, by the following roll call vote:

AYES: Councilmembers Orozco, Brown, Scalmanini, Crane, and Mayor Mulheren  
 NOES: None  
 ABSENT: None  
 ABSTAIN: None

  
 Maureen Mulheren, Mayor

ATTEST:

  
 Kristine Lawler, City Clerk

**WHEREAS**, on February 21, 2019, the Governor of California proclaimed that the atmospheric river system that has swept across California has created conditions producing a State of Emergency in counties throughout the state; and

**WHEREAS**, the County of Mendocino proclaimed a Local Emergency on February 26, 2019, due to the severe winter storms commencing on February 25, 2019; and

**WHEREAS**, the Director of Emergency Services of the City of Ukiah does hereby find that conditions of extreme peril to the safety of persons and property have arisen within the City, caused by the severe winter storms which began to impact the City on February 25, 2019; and

**WHEREAS**, on the February 26, 2019, heavy rains from the winter storm have produced inflows to the City's Wastewater Treatment Plant that exceed the secondary effluent storage capacity of the plant's percolation ponds; and

**WHEREAS**, these conditions are likely to be beyond the control of the services, personnel, equipment, and facilities of the City; and

**WHEREAS**, the City Council of the City of Ukiah is not in session (and cannot immediately be called into session);

**NOW, THEREFORE, IT IS HEREBY PROCLAIMED** that a local emergency now exists throughout the City of Ukiah.

**IT IS FURTHER PROCLAIMED AND ORDERED** that during the existence of said local emergency the powers, functions, and duties of the emergency organization of this City shall be those prescribed by state law and ordinances and resolutions of this City, and that this emergency proclamation shall expire in 7 days after issuance unless confirmed and ratified by City Council of the City of Ukiah.

Dated: 2-27-19 By: Sgt. Squire  
Director of Emergency Services

Print Name Sage Sargisome  
Address 300 Seminary Ave

## RESOLUTION NO. 2019-09

## RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH RATIFYING FEBRUARY 27, 2019, PROCLAMATION OF A LOCAL EMERGENCY

## WHEREAS:

1. On February 27, 2019, under the authority in Ukiah City Code Section 5125 (Ordinance No. 995, §1), the Director of Emergency Services proclaimed the existence of a local emergency as a result of conditions created by the severe winter storm affecting the City of Ukiah ("City") beginning February 25<sup>th</sup> and conditions still exists. A true and correct copy of the Resolution Proclaiming Existence of a Local Emergency is attached hereto as Exhibit A and incorporated herein by this reference; and
2. While heavy rainfall has temporarily stopped, soils are saturated, heavy run-off continues, conditions at the City's Wastewater Treatment Plant continue to risk a breach of the holding ponds, and additional rainfall is predicted, all of which threaten to continue or create local emergency conditions; and
3. The City Council has reviewed Exhibit A and concurs with the findings in the Proclamation; and
4. The City Council will review this declaration at its next regular meeting, occurring not more than 14 days from the date the Resolution Proclaiming Existence of a Local Emergency is ratified by this resolution;

**NOW, THEREFORE, BE IT RESOLVED** that the City Council hereby ratifies the proclamation of a "local emergency" by the Director of Emergency Services and proclaims and orders that said local emergency shall be deemed to continue to exist until its termination is proclaimed by the City Council. The City Council shall review the need for continuing the local emergency at least once every 14 days until its termination is proclaimed by the City Council.

**BE IT FURTHER RESOLVED** that the City Council hereby proclaims and orders that during the existence of a local emergency, the powers, functions, and duties of the Director of Emergency Services and the emergency organization of the City shall be those prescribed by (1) state law, (2) City ordinances and resolutions adopted by the City Council and (3) the City Operational Area Emergency Plan, as approved by the City Council.

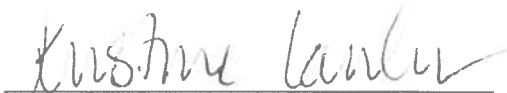
**BE IT FURTHER RESOLVED** that a copy of this declaration shall be forwarded to the County of Mendocino Office of Emergency Services (OES) with a request that OES forward the Resolution to California Office of Emergency Services Director, Mark Ghilarducci for concurrence of a local emergency.

**PASSED AND ADOPTED** this 20<sup>th</sup> day of March 2019, by the following roll call vote:

AYES: Councilmembers Orozco, Brown, Scalmanini, Crane, and Mayor Mulheren  
 NOES: None  
 ABSENT: None  
 ABSTAIN: None

  
 Maureen Mulheren, Mayor

ATTEST:

  
 Kristine Lawler, City Clerk

## RESOLUTION PROCLAIMING EXISTENCE OF A LOCAL EMERGENCY

**WHEREAS**, Ukiah City Code Section 5125 (Ordinance No. 995, §1) empowers the Director of Emergency Services to proclaim the existence or threatened existence of a local emergency when said city is affected or likely to be affected by a public calamity and the City Council is not in session; and

**WHEREAS**, on February 21, 2019, the Governor of California proclaimed that the atmospheric river system that has swept across California has created conditions producing a State of Emergency in counties throughout the state; and

**WHEREAS**, the County of Mendocino proclaimed a Local Emergency on February 26, 2019, due to the severe winter storms commencing on February 25, 2019; and

**WHEREAS**, the Director of Emergency Services of the City of Ukiah does hereby find that conditions of extreme peril to the safety of persons and property have arisen within the City, caused by the severe winter storms which began to impact the City on February 25, 2019; and

**WHEREAS**, on the February 26, 2019, heavy rains from the winter storm have produced inflows to the City's Wastewater Treatment Plant that exceed the secondary effluent storage capacity of the plant's percolation ponds; and

**WHEREAS**, these conditions are likely to be beyond the control of the services, personnel, equipment, and facilities of the City; and

**WHEREAS**, the City Council of the City of Ukiah is not in session (and cannot immediately be called into session);

**NOW, THEREFORE, IT IS HEREBY PROCLAIMED** that a local emergency now exists throughout the City of Ukiah.

**IT IS FURTHER PROCLAIMED AND ORDERED** that during the existence of said local emergency the powers, functions, and duties of the emergency organization of this City shall be those prescribed by state law and ordinances and resolutions of this City, and that this emergency proclamation shall expire in 7 days after issuance unless confirmed and ratified by City Council of the City of Ukiah.

Dated: 2-27-19

By: Sgt. Squire  
Director of Emergency Services

Print Name Sgt. S. Squire

Address 300 Seminar Ave

## RESOLUTION NO. 2019-12

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH CONTINUING OF A PROCLAMATION OF A LOCAL EMERGENCY FOR THE CITY OF UKIAH****WHEREAS:**

1. On February 27, 2019, under the authority in Ukiah City Code Section 5125 (Ordinance No. 995, §1), the Director of Emergency Services ("Director") proclaimed the existence of a local emergency as a result of conditions created by the severe winter storm affecting the City of Ukiah ("City"); and
2. On March 6, 2019, City Council adopted Resolution 2019-8 ratifying the Director's February 27, 2019 proclamation of a "local emergency" and proclaimed and ordered that said local emergency shall be deemed to continue to exist until its termination is proclaimed by the City Council.
3. On March 20, 2019, City Council approved continuing of the Local Emergency Resolution Proclamation.
4. Rainfall continues throughout the Ukiah Valley, soils are saturated, run-off continues, conditions at the City's Wastewater Treatment Plant continue to be at risk, all of which threaten to continue or create local emergency conditions; and
5. The City Council will review this declaration at its April 17<sup>th</sup> regular meeting, occurring not more than 14 days from the date this resolution is adopted;

**NOW, THEREFORE, BE IT RESOLVED** that the local emergency continues to exist and shall be deemed to continue until it is further reviewed by the City Council.

**BE IT FURTHER RESOLVED** that the City Council hereby proclaims and orders that during the existence of a local emergency, the powers, functions, and duties of the Director of Emergency Services and the emergency organization of the City shall be those prescribed by (1) state law, (2) City ordinances and resolutions adopted by the City Council and (3) the City Operational Area Emergency Plan, as approved by the City Council.

**BE IT FURTHER RESOLVED** that a copy of this declaration shall be forwarded to the County of Mendocino Office of Emergency Services (OES) with a request that OES forward the Resolution to California Office of Emergency Services Director, Mark Ghilarducci for concurrence of a local emergency.

**PASSED AND ADOPTED** this 3<sup>rd</sup> day of April 2019, by the following roll call vote:

AYES: Councilmembers Orozco, Brown, Scalmanini, Crane, and Mayor Mulheren  
 NOES: None  
 ABSENT: None  
 ABSTAIN: None

  
 Maureen Mulheren, Mayor

ATTEST:

  
 Kristine Lawler, City Clerk

## RESOLUTION PROCLAIMING EXISTENCE OF A LOCAL EMERGENCY

**WHEREAS**, Ukiah City Code Section 5125 (Ordinance No. 995, §1) empowers the Director of Emergency Services to proclaim the existence or threatened existence of a local emergency when said city is affected or likely to be affected by a public calamity and the City Council is not in session: and

**WHEREAS**, on February 21, 2019, the Governor of California proclaimed that the atmospheric river system that has swept across California has created conditions producing a State of Emergency in counties throughout the state; and

**WHEREAS**, the County of Mendocino proclaimed a Local Emergency on February 26, 2019, due to the severe winter storms commencing on February 25, 2019; and

**WHEREAS**, the Director of Emergency Services of the City of Ukiah does hereby find that conditions of extreme peril to the safety of persons and property have arisen within the City, caused by the severe winter storms which began to impact the City on February 25, 2019; and

**WHEREAS**, on the February 26, 2019, heavy rains from the winter storm have produced inflows to the City's Wastewater Treatment Plant that exceed the secondary effluent storage capacity of the plant's percolation ponds; and

**WHEREAS**, these conditions are likely to be beyond the control of the services, personnel, equipment, and facilities of the City; and

**WHEREAS**, the City Council of the City of Ukiah is not in session (and cannot immediately be called into session);

**NOW, THEREFORE, IT IS HEREBY PROCLAIMED** that a local emergency now exists throughout the City of Ukiah.

**IT IS FURTHER PROCLAIMED AND ORDERED** that during the existence of said local emergency the powers, functions, and duties of the emergency organization of this City shall be those prescribed by state law and ordinances and resolutions of this City, and that this emergency proclamation shall expire in 7 days after issuance unless confirmed and ratified by City Council of the City of Ukiah.

Dated: 2-27-19

By: Sage Singsome  
Director of Emergency Services

Print Name Sage Singsome  
Address 300 Seminary Ave



## RESOLUTION NO. 2019-16

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH RENEWAL AND CONTINUING OF A PROCLAMATION OF A LOCAL EMERGENCY FOR THE CITY OF UKIAH****WHEREAS:**

1. On February 27, 2019, under the authority in Ukiah City Code Section 5125 (Ordinance No. 995, §1), the Director of Emergency Services ("Director") proclaimed the existence of a local emergency as a result of conditions created by the severe winter storm affecting the City of Ukiah ("City"); and
2. On March 6, 2019, City Council adopted Resolution 2019-8 ratifying the Director's February 27, 2019 proclamation of a "local emergency" and proclaimed and ordered that said local emergency shall be deemed to continue to exist until its termination is proclaimed by the City Council.
3. On March 20, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
4. On April 3, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
5. Rainfall continues throughout the Ukiah Valley, soils are saturated, run-off continues, conditions at the City's Wastewater Treatment Plant continue to be at risk, all of which threaten to continue or create local emergency conditions; and
6. The City Council will review this declaration at its May 15<sup>th</sup> regular meeting, occurring not more than 45 days from the date this resolution is adopted;

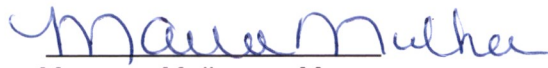
**NOW, THEREFORE, BE IT RESOLVED** that the local emergency continues to exist and shall be deemed to continue until it is further reviewed by the City Council at its regular meeting on May 15, 2019.

**BE IT FURTHER RESOLVED** that the City Council hereby proclaims and orders that during the existence of a local emergency, the powers, functions, and duties of the Director of Emergency Services and the emergency organization of the City shall be those prescribed by (1) state law, (2) City ordinances and resolutions adopted by the City Council and (3) the City Operational Area Emergency Plan, as approved by the City Council.

**BE IT FURTHER RESOLVED** that a copy of this declaration shall be forwarded to the County of Mendocino Office of Emergency Services (OES) with a request that OES forward the Resolution to California Office of Emergency Services Director, Mark Ghilarducci for concurrence of a local emergency.

**PASSED AND ADOPTED** this 17<sup>th</sup> day of April 2019, by the following roll call vote:

AYES: Councilmembers Orozco, Brown, Scalmanini, Crane, and Mayor Mulheren  
 NOES: None  
 ABSENT: None  
 ABSTAIN: None

  
 Maureen Mulheren, Mayor

ATTEST:



Kristine Lawler, City Clerk



**RESOLUTION NO. 2019-20****RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH RENEWAL AND CONTINUING OF A PROCLAMATION OF A LOCAL EMERGENCY FOR THE CITY OF UKIAH****WHEREAS:**

1. On February 27, 2019, under the authority in Ukiah City Code Section 5125 (Ordinance No. 995, §1), the Director of Emergency Services ("Director") proclaimed the existence of a local emergency as a result of conditions created by the severe winter storm affecting the City of Ukiah ("City"); and
2. On March 6, 2019, City Council adopted Resolution 2019-8 ratifying the Director's February 27, 2019 proclamation of a "local emergency" and proclaimed and ordered that said local emergency shall be deemed to continue to exist until its termination is proclaimed by the City Council.
3. On March 20, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
4. On April 3, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
5. On April 17, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
6. Rainfall continues throughout the Ukiah Valley, soils are saturated, run-off continues, conditions at the City's Wastewater Treatment Plant continue to be at risk, all of which threaten to continue or create local emergency conditions; and
7. The City Council will review this declaration at its May 15<sup>th</sup> regular meeting, occurring not more than 14 days from the date this resolution is adopted;

**NOW, THEREFORE, BE IT RESOLVED** that the local emergency continues to exist and shall be deemed to continue until it is further reviewed by the City Council at its regular meeting on May 15, 2019.

**BE IT FURTHER RESOLVED** that the City Council hereby proclaims and orders that during the existence of a local emergency, the powers, functions, and duties of the Director of Emergency Services and the emergency organization of the City shall be those prescribed by (1) state law, (2) City ordinances and resolutions adopted by the City Council and (3) the City Operational Area Emergency Plan, as approved by the City Council.

**BE IT FURTHER RESOLVED** that a copy of this declaration shall be forwarded to the County of Mendocino Office of Emergency Services (OES) with a request that OES forward the Resolution to California Office of Emergency Services Director, Mark Ghilarducci for concurrence of a local emergency.

**PASSED AND ADOPTED** this 1<sup>st</sup> day of May 2019, by the following roll call vote:

AYES: Councilmembers Orozco, Brown, Scalmanini, Crane, and Mayor Mulheren  
 NOES: None  
 ABSENT: None  
 ABSTAIN: None

  
 Maureen Mulheren, Mayor

ATTEST:

  
 Kristine Lawler, City Clerk

**RESOLUTION NO. 2019-22****RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH RENEWAL AND CONTINUING OF A PROCLAMATION OF A LOCAL EMERGENCY FOR THE CITY OF UKIAH****WHEREAS:**

1. On February 27, 2019, under the authority in Ukiah City Code Section 5125 (Ordinance No. 995, §1), the Director of Emergency Services ("Director") proclaimed the existence of a local emergency as a result of conditions created by the severe winter storm affecting the City of Ukiah ("City"); and
2. On March 6, 2019, City Council adopted Resolution 2019-8 ratifying the Director's February 27, 2019 proclamation of a "local emergency" and proclaimed and ordered that said local emergency shall be deemed to continue to exist until its termination is proclaimed by the City Council.
3. On March 20, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
4. On April 3, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
5. On April 17, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
6. On May 1, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
7. Impacts from heavy rainfall continue as soils are saturated, run-off continues, conditions at the City's Wastewater Treatment Plant continue to be at risk, all of which threaten to continue or create local emergency conditions; and
8. The City Council will review this declaration at its June 19<sup>th</sup> regular meeting, occurring not more than 45 days from the date this resolution is adopted;

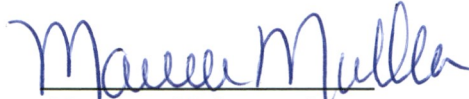
**NOW, THEREFORE, BE IT RESOLVED** that the local emergency continues to exist and shall be deemed to continue until it is further reviewed by the City Council at its regular meeting on June 19, 2019.

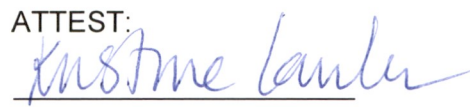
**BE IT FURTHER RESOLVED** that the City Council hereby proclaims and orders that during the existence of a local emergency, the powers, functions, and duties of the Director of Emergency Services and the emergency organization of the City shall be those prescribed by (1) state law, (2) City ordinances and resolutions adopted by the City Council and (3) the City Operational Area Emergency Plan, as approved by the City Council.

**BE IT FURTHER RESOLVED** that a copy of this declaration shall be forwarded to the County of Mendocino Office of Emergency Services (OES) with a request that OES forward the Resolution to California Office of Emergency Services Director, Mark Ghilarducci for concurrence of a local emergency.

**PASSED AND ADOPTED** this 15<sup>th</sup> day of May 2019, by the following roll call vote:

AYES: Councilmembers Orozco, Brown, Scalmanini, Crane, and Mayor Mulheren  
NOES: None  
ABSENT: None  
ABSTAIN: None

  
Maureen Mulheren, Mayor

ATTEST:  
  
Kristine Lawler, City Clerk



**RESOLUTION NO. 2019-27****RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH RENEWAL AND CONTINUING OF A PROCLAMATION OF A LOCAL EMERGENCY FOR THE CITY OF UKIAH****WHEREAS:**

1. On February 27, 2019, under the authority in Ukiah City Code Section 5125 (Ordinance No. 995, §1), the Director of Emergency Services ("Director") proclaimed the existence of a local emergency as a result of conditions created by the severe winter storm affecting the City of Ukiah ("City"); and
2. On March 6, 2019, City Council adopted Resolution 2019-8 ratifying the Director's February 27, 2019 proclamation of a "local emergency" and proclaimed and ordered that said local emergency shall be deemed to continue to exist until its termination is proclaimed by the City Council.
3. On March 20, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
4. On April 3, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
5. On April 17, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
6. On May 1, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
7. On May 15, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
8. Impacts from heavy rainfall continue as conditions at the City's Wastewater Treatment Plant continue to be at risk, all of which threaten to continue or create local emergency conditions; and
9. The City Council will review this declaration at its July 17<sup>th</sup> regular meeting, occurring not more than 45 days from the date this resolution is adopted;

**NOW, THEREFORE, BE IT RESOLVED** that the local emergency continues to exist and shall be deemed to continue until it is further reviewed by the City Council at its regular meeting on July 17, 2019.

**BE IT FURTHER RESOLVED** that the City Council hereby proclaims and orders that during the existence of a local emergency, the powers, functions, and duties of the Director of Emergency Services and the emergency organization of the City shall be those prescribed by (1) state law, (2) City ordinances and resolutions adopted by the City Council and (3) the City Operational Area Emergency Plan, as approved by the City Council.

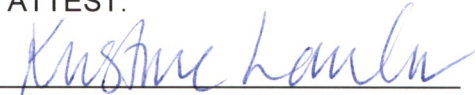
**BE IT FURTHER RESOLVED** that a copy of this declaration shall be forwarded to the County of Mendocino Office of Emergency Services (OES) with a request that OES forward the Resolution to California Office of Emergency Services Director, Mark Ghilarducci for concurrence of a local emergency.

**PASSED AND ADOPTED** this 19<sup>th</sup> day of June 2019, by the following roll call vote:

AYES: Councilmembers Orozco, Brown, Scalmanini, Crane, and Mayor Mulheren  
NOES: None  
ABSENT: None  
ABSTAIN: None

  
Maureen Mulheren, Mayor

ATTEST:

  
Kristine Lawler, City Clerk

**RESOLUTION NO. 2019-38****RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH RENEWAL AND CONTINUING OF A PROCLAMATION OF A LOCAL EMERGENCY FOR THE CITY OF UKIAH****WHEREAS:**

1. On February 27, 2019, under the authority in Ukiah City Code Section 5125 (Ordinance No. 995, §1), the Director of Emergency Services ("Director") proclaimed the existence of a local emergency as a result of conditions created by the severe winter storm affecting the City of Ukiah ("City"); and
2. On March 6, 2019, City Council adopted Resolution 2019-8 ratifying the Director's February 27, 2019 proclamation of a "local emergency" and proclaimed and ordered that said local emergency shall be deemed to continue to exist until its termination is proclaimed by the City Council.
3. On March 20, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
4. On April 3, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
5. On April 17, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
6. On May 1, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
7. On May 15, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
8. On June 19, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
9. Impacts from heavy rainfall continue as conditions at the City's Wastewater Treatment Plant continue to be at risk, all of which threaten to continue or create local emergency conditions; and
10. The City Council will review this declaration at its August 21<sup>st</sup> regular meeting, occurring not more than 45 days from the date this resolution is adopted;

**NOW, THEREFORE, BE IT RESOLVED** that the local emergency continues to exist and shall be deemed to continue until it is further reviewed by the City Council at its regular meeting on August 21, 2019.

**BE IT FURTHER RESOLVED** that the City Council hereby proclaims and orders that during the existence of a local emergency, the powers, functions, and duties of the Director of Emergency Services and the emergency organization of the City shall be those prescribed by (1) state law, (2) City ordinances and resolutions adopted by the City Council and (3) the City Operational Area Emergency Plan, as approved by the City Council.

**BE IT FURTHER RESOLVED** that a copy of this declaration shall be forwarded to the County of Mendocino Office of Emergency Services (OES) with a request that OES forward the Resolution to California Office of

Emergency Services Director, Mark Ghilarducci for concurrence of a local emergency.

**PASSED AND ADOPTED** this 17<sup>th</sup> day of July 2019, by the following roll call vote:

AYES: Councilmembers Orozco, Brown, Scalmanini, Crane, and Mayor Mulheren  
NOES: None  
ABSTAIN: None  
ABSENT: None

  
Maureen Mulheren, Mayor

ATTEST:

  
\_\_\_\_\_  
Kristine Lawler, City Clerk



**RESOLUTION NO. 2019-44****RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH RENEWAL AND CONTINUING OF A PROCLAMATION OF A LOCAL EMERGENCY FOR THE CITY OF UKIAH****WHEREAS:**

1. On February 27, 2019, under the authority in Ukiah City Code Section 5125 (Ordinance No. 995, §1), the Director of Emergency Services ("Director") proclaimed the existence of a local emergency as a result of conditions created by the severe winter storm affecting the City of Ukiah ("City"); and
2. On March 6, 2019, City Council adopted Resolution 2019-8 ratifying the Director's February 27, 2019 proclamation of a "local emergency" and proclaimed and ordered that said local emergency shall be deemed to continue to exist until its termination is proclaimed by the City Council.
3. On March 20, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
4. On April 3, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
5. On April 17, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
6. On May 1, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
7. On May 15, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
8. On June 19, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
9. On July 17, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
10. Impacts from heavy rainfall continue as conditions at the City's Wastewater Treatment Plant continue to be at risk, all of which threaten to continue or create local emergency conditions; and
11. The City Council will review this declaration at its October 2nd regular meeting, occurring not more than 45 days from the date this resolution is adopted;

**NOW, THEREFORE, BE IT RESOLVED** that the local emergency continues to exist and shall be deemed to continue until it is further reviewed by the City Council at its regular meeting on October 2, 2019.

**BE IT FURTHER RESOLVED** that the City Council hereby proclaims and orders that during the existence of a local emergency, the powers, functions, and duties of the Director of Emergency Services and the emergency organization of the City shall be those prescribed by (1) state law, (2) City ordinances and resolutions adopted by the City Council and (3) the City Operational Area Emergency Plan, as approved by the City Council.



**BE IT FURTHER RESOLVED** that a copy of this declaration shall be forwarded to the County of Mendocino Office of Emergency Services (OES) with a request that OES forward the Resolution to California Office of Emergency Services Director, Mark Ghilarducci for concurrence of a local emergency.

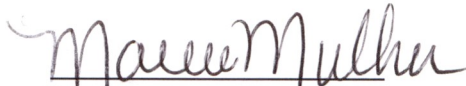
**PASSED AND ADOPTED** this 21<sup>st</sup> day of August 2019, by the following roll call vote:

AYES: Councilmembers Orozco, Brown, Scalmanini, Crane and Mayor Mulheren

NOES: None

ABSENT: None

ABSTAIN: None

  
Maureen Mulheren, Mayor

ATTEST:

  
Kristine Lawler, City Clerk

**RESOLUTION NO. 2019-**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH RENEWAL AND CONTINUING OF A PROCLAMATION OF A LOCAL EMERGENCY FOR THE CITY OF UKIAH**

**WHEREAS:**

1. On February 27, 2019, under the authority in Ukiah City Code Section 5125 (Ordinance No. 995, §1), the Director of Emergency Services ("Director") proclaimed the existence of a local emergency as a result of conditions created by the severe winter storm affecting the City of Ukiah ("City"); and
2. On March 6, 2019, City Council adopted Resolution 2019-8 ratifying the Director's February 27, 2019 proclamation of a "local emergency" and proclaimed and ordered that said local emergency shall be deemed to continue to exist until its termination is proclaimed by the City Council.
3. On March 20, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
4. On April 3, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
5. On April 17, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
6. On May 1, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
7. On May 15, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
8. On June 19, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
9. On July 17, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
10. On August 21, 2019, City Council approved the renewal and continuing of the Local Emergency Resolution Proclamation.
11. Impacts from heavy rainfall continue as conditions at the City's Wastewater Treatment Plant continue to be at risk, all of which threaten to continue or create local emergency conditions; and
12. The City Council will review this declaration at its November 6th regular meeting, occurring not more than 45 days from the date this resolution is adopted;

**NOW, THEREFORE, BE IT RESOLVED** that the local emergency continues to exist and shall be deemed to continue until it is further reviewed by the City Council at its regular meeting on November 6, 2019.

**BE IT FURTHER RESOLVED** that the City Council hereby proclaims and orders that during the existence of

a local emergency, the powers, functions, and duties of the Director of Emergency Services and the emergency organization of the City shall be those prescribed by (1) state law, (2) City ordinances and resolutions adopted by the City Council and (3) the City Operational Area Emergency Plan, as approved by the City Council.

**BE IT FURTHER RESOLVED** that a copy of this declaration shall be forwarded to the County of Mendocino Office of Emergency Services (OES) with a request that OES forward the Resolution to California Office of Emergency Services Director, Mark Ghilarducci for concurrence of a local emergency.

**PASSED AND ADOPTED** this 2<sup>nd</sup> day of October 2019, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

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Maureen Mulheren, Mayor

ATTEST:

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Kristine Lawler, City Clerk



## AGENDA SUMMARY REPORT

**SUBJECT:** Authorize City Manager to Execute Construction Administration Services Agreement with Mead and Hunt Inc. for Runway 15-33 Pavement Rehabilitation Phase 1 Construction and Approve Corresponding Budget Amendment.

**DEPARTMENT:** Airport      **PREPARED BY:** Greg Owen, Airport Manager

**ATTACHMENTS:**

1. Administration services agreement
2. IFE Spreadsheet

**Summary:** The FAA has awarded the Airport with a construction grant for runway 15-33 pavement rehabilitation and taxiway realignment. Mead and Hunt has submitted a contract to provide construction administration services.

**Background:** The Project was solicited for competitive bids, and were opened July 10, 2019. The lowest responsive and responsible bid was Granite Construction in the amount of \$3,425,623.95. Council awarded the contract to Granite Construction on July 17, 2019, contingent upon the FAA grant offer, which was finalized on September 24, 2019. The Notice of Award was issued to Granite Construction on the same day, and construction is planned to commence this fall.

The Project is funded by the FAA under Airport Improvement Program (AIP) Grant No. 3-06-0268-015-2019, and is subject to compliance to all FAA regulations and standards. The Project includes the demolition of Taxiway B, removing and replacing the center 75 feet of Runway 15-33 ("keel section") with a new pavement section. The existing pavement outside of the 75-foot pavement section will receive a surface treatment of P-608 Emulsified Asphalt Seal Coat. The existing in-line taxiway will be re-marked as a blast pad. Once the new pavement and seal coat are complete, new standard runway markings will be applied. The existing threshold lights will be removed from their current position and relocated inboard. The existing Federal Aviation Administration (FAA) owned REILs will be removed and stored at the airport for the FAA. The northern two runway edge lights on each side of the runway will be adjusted to maintain AC required spacing.

In addition, a new taxiway connector will be constructed to tie into Runway 15, meeting current standards, and will be designated Taxiway A2. The Taxiway A2 pavement will have a pavement section consisting of 4 inches of P-401 Asphalt Mix Pavement surface course, placed on top of 6 inches of P-209 Crushed Aggregate Base Course. Following Taxiway A2 pavement construction, edge lights and signs will be installed, and standard pavement markings will be applied.

**Discussion:** Staff is requesting that the City Manager be authorized to execute the construction administration services agreement (Attachment 1) with Mead & Hunt Inc. For Runway 15-33 Pavement Rehabilitation Phase 1.

As part of the of the grant process a fee estimate is required from an independent consulting firm. Staff requested Independent Fee Estimates to perform the required review of this project. IFE Spreadsheet is provided for as Attachment 2.

Staff has found Mead and Hunt total project cost are within the FAA allowable 10% of the independent fee estimate. The cost of Mead and Hunt's contract is included in the total cost of the grant and has been approved by the FAA.

Independent Fee Estimate Total Project Cost: \$298,645.68

Mead & Hunt Total Project Cost: \$328,247.51

As part of the recommended action, a budget amendment needs to be approved in the amount of \$328,248 in 77825200.80230.13044 (Airport CIP, Infrastructure), for a full project cost, including Granite's construction contract, of \$3,753,871.46. Of this amount, the FAA grant will cover \$3,461,962. The remaining amount of \$336,910, will be funded by a Caltrans Grant, which is currently being applied for, and will provide up to a maximum of \$150,000. The balance of the funds will come from Fund 777 fund balance. In the event the Caltrans Grant falls through, \$150,000 will need to be financed by either an external or internal loan.

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**Recommended Action:** Authorize City Manager to Execute Construction Administration Services Agreement with Mead and Hunt Inc. for Runway 15-33 Pavement Rehabilitation Phase 1 Construction, and approve corresponding budget amendment.

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**BUDGET AMENDMENT REQUIRED:** YES

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**CURRENT BUDGET AMOUNT:** 77825200.80230.13044: \$3,759,524.39

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**PROPOSED BUDGET AMOUNT:** 77825200.80230.13044: Add \$328,248, for revised budget of \$3,753,871.46.

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**FINANCING SOURCE:** \$3,416,962 FAA Grant, Caltrans Grant \$150,000, \$186,909.46 Fund 777 Airport Fund.

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**PREVIOUS CONTRACT/PURCHASE ORDER NO.:** N/A

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**COORDINATED WITH:** Mary Horger, Financial Services Manager

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Approved:   
Sage Sangiacomo, City Manager

**City of Ukiah**  
**UKIAH MUNICIPAL AIRPORT**  
**Construction Administration Scope of Services**  
**for**  
**Runway 15-33 Pavement Rehabilitation Phase 1**

**September 23, 2019**

## **PROJECT OVERVIEW**

This Scope of Services details the construction administration services proposed to be provided by Mead & Hunt, Inc. (CONSULTANT) for the Runway 15-33 Pavement Rehabilitation Phase 1 project (Project) at Ukiah Municipal Airport for the City of Ukiah (CITY). The Project was designed by Mead & Hunt, Inc. under a separate contract with the CITY.

The Project includes the demolition of Taxiway B, removing and replacing the center 75 feet of Runway 15-33 ("keel section") with a new pavement section. The existing pavement outside of the 75-foot pavement section will receive a surface treatment of P-608 Emulsified Asphalt Seal Coat. The existing in-line taxiway will be re-marked as a blast pad. Once the new pavement and seal coat are complete, new standard runway markings will be applied. The existing threshold lights will be removed from their current position and relocated inboard. The existing Federal Aviation Administration (FAA) owned REILs will be removed and stored at the airport for the FAA. The northern two runway edge lights on each side of the runway will be adjusted to maintain AC required spacing.

In addition, a new taxiway connector will be constructed to tie into Runway 15, meeting current standards, and will be designated Taxiway A2. The Taxiway A2 pavement will have a pavement section consisting of 4 inches of P-401 Asphalt Mix Pavement surface course, placed on top of 6 inches of P-209 Crushed Aggregate Base Course. Following Taxiway A2 pavement construction, edge lights and signs will be installed, and standard pavement markings will be applied.

The Project was solicited for competitive bids and bids were opened July 10, 2019. The lowest responsive and responsible bid was made by Granite Construction in the amount of \$3,425,624. The award will be made to Granite Construction and construction will commence in late summer 2019.

The Project is funded by the FAA under Airport Improvement Program (AIP) Grant No. 3-06-0268-027-2019 and is subject to compliance to all FAA regulations and standards.

## **SCOPE OF SERVICES**

This Scope of Services includes details services to be provided by CONSULTANT for the CITY after the award of a construction contract. CONSULTANT will exercise their best judgment, guided by consultation with the City of Ukiah (CITY), in determining the balance between the needs of the CITY, the FAA design standards, the quality of construction, and the CITY funds available to achieve optimum construction of the Project.

CONSULTANT will assist the CITY in establishing the requirements for the Project and perform the professional services described in this scope.

This scope assumes a thirty (30) calendar day mobilization period and thirty-eight (38) calendar days of construction. Materials and pavement testing will be performed in conformance with the FAA standard specifications FAA AC 150/5370-10H, *Standards for Specifying Construction of Airports* by a competent geotechnical lab under the direction of CONSULTANT.

**Summary of Tasks in this Scope of Services:**

Task 1 – Project Management

Task 2 – Pre-Construction Services

Task 3 – Construction Administration Services

Task 4 – Construction Observation

Task 5 – Materials Testing

*Task 6 – SWPPP – Not in Contract*

*Task 7 – Biological Testing – Not in Contract*

Task 8 – Post Construction Services

Upon Notice to Proceed, CONSULTANT proposes to provide the following work as detailed in the following Tasks.

**TASK 1 PROJECT MANAGEMENT****Task 1.1 Project Management**

Project management is a set of interrelated actions and processes performed by the CONSULTANT to identify, assemble, and employ appropriate resources to accomplish the Scope of Services.

The CONSULTANT will use correspondence and administration to accomplish Project management, which is expected to include: development of Scope of Services, fee estimate, schedule, and agreement; assignment of appropriate staff and resources; monitoring of scope, budget, and schedule to determine status, action, and effort; and invoicing and reporting (expected monthly).

A Project Manager (PM) will be assigned to the Project and will be responsible for the overall administration and review of construction progress. Work will be performed under the supervision of the PM, with the assistance of office-based engineering staff supporting the PM, as appropriate. Periodic site visits by the PM are not anticipated for this Task.

**TASK 2 PRE-CONSTRUCTION****Task 2.1 Pre-Construction Conference**

CONSULTANT will arrange for and conduct the pre-construction conference. The PM will establish this meeting to review FAA and Project-specific requirements prior to commencing construction. The meeting will be conducted at the Airport and will include (as applicable) the CITY, representatives of the FAA Airports District Office, Contractor, and subcontractors. The CONSULTANT will provide / perform the following services under this Task:

- a. Schedule meeting, provide meeting materials, and prepare pre-meeting materials.
- b. Obtain and review the Project construction schedules from the Contractor or Contractors prior to presentation at the pre-construction conference. The CITY shall be provided with copies of all the construction schedules.

- c. Preside at the pre-construction conference, prepare a record of the conference, submit meeting minutes to the CITY for review and comment, and distribute the final meeting minutes to all attendees via email. CONSULTANT attendees will be the PM and Project Engineer.

## **Task 2.2 Preparation of Construction Documents**

CONSULTANT will update, if necessary, the project plans and specifications to include bid addenda items that may have been issued during bidding. The Contractor will be provided with one (1) hardcopy Construction Set of Plans (both half-size and full-size) and Specifications (including Contract Documents). An electronic set of these documents may also be provided to the Contractor pending execution of a data disclaimer form from Contractor to CONSULTANT.

## **Task 2.3 Review Submittals for Compliance**

CONSULTANT will review Contractor submittals and Contractor-submitted certificates for compliance with design concepts. It is expected that up to thirty (30) submittals will be reviewed. The budget assumes half of the submittals will require resubmittal. The costs for resubmittals, in excess of two (2) submittals, will be the responsibility of the Contractor as stated in the Bid Documents.

## **Task 2.4 Prepare Construction Management Plan (CMP)**

The CONSULTANT will prepare a Construction Management Plan (CMP) for the project. It is CONSULTANT's intent to have the Contractor provide the required Quality Control (QC) Plan, prior to preparation of the CMP. The CMP combines data from the QC Plan with information of responsibilities from the CITY and CONSULTANT. The CMP will outline the submittal requirements and materials testing requirements, as set forth in the construction documents and contained in Federal Advisory Circular 150/5370-10G. The CMP summarizes the types and frequency of testing required for quality acceptance, in addition to the credential requirements of those performing the testing. The CMP may contain forms such as quantity sheets, testing sheets, and construction documenting forms for use by the Contractor. A preliminary copy of the CMP will be submitted to the CITY and FAA for approval. After FAA review, the CMP will be revised if needed, and issued to the Contractor for use during the project.

## **Task 2.5 Prepare Project Files**

The quantity sheets, testing sheets, FAA reporting documents, and construction report format will be prepared on CONSULTANT standard forms or CITY-provided forms. Contractor will be provided with electronic copies of the construction set of plans and specifications.

The CONSULTANT will prepare Project files for use during the Project.

## **Task 2.6 Grant Application for Federal Assistance**

As directed by CITY, CONSULTANT will assist in revising the pre-application documents for final grant application submittal to the FAA. CONSULTANT's assistance with preparation of the final application includes the following:

- a. Revising Federal forms 424 and 5100-100.
- b. Updating Project funding summary.
- c. Updating Project cost estimate.
- d. Inclusion of current Exhibit A Property Map.
- e. An exhibit of proposed project area to be submitted with application.
- f. Sponsor's Certifications (as applicable).



- g. Current Grant Assurances.
- h. Title VI Assurances.
- i. Bid Tabulation showing all bidders, and lowest bidder.
- j. Relevant bid documents, if necessary.

**Task 2 Deliverables**

- 1) Pre-Construction Meeting Minutes – Electronic files to CITY and attendees.
- 2) Construction Management Plan – Electronic files.
- 3) Construction Set of Plans and Specifications – one (1) hardcopy of each (Plans will include one half-size and one full size set) and electronic submittal.
- 4) Final AIP Grant Application – Electronic files.

**TASK 3 CONSTRUCTION ADMINISTRATION SERVICES****Task 3.1 Construction Administration**

The CONSULTANT agrees to provide Construction Administration Services required for the execution of the contracted work as detailed below.

The PM will provide the following services:

- a. Provide interpretation of plans and specifications.
- b. Check construction activities to obtain compliance with plans and specifications.
- c. Review and provide comment on Project compliance issues for quality control testing performed by the Contractor.

**Task 3.2 Requests for Information (RFIs) and Change Orders**

Preparation of written responses to Contractor RFIs to clarify design intent. CONSULTANT will assist the CITY with preparation of change orders, which include a cost estimate, cost/price analysis, and preparation and/or negotiation of necessary interpretations and clarifications, additions, and deletions to change orders and supplemental agreements, as required. Change orders will be submitted to the CITY for review. Up to ten (10) RFIs and up to four (4) change orders are anticipated for the Project.

**Task 3.3 Weekly Meetings**

The CONSULTANT will attend weekly construction progress meetings. Up to eight (8) weekly meetings are anticipated.

**Task 3.4 Site Visits During Construction**

The PM will review the Project and make site visits (two (2) anticipated) to monitor construction activities. The Project Engineer will also make up to two (2) site visits to monitor construction activities.

**Task 3.5 Weekly FAA Progress Reports**

COUNSULTANT will be responsible for preparing and submitting weekly FAA progress reports.

**Task 3.6 Review Pay Estimates**

CONSULTANT will review pay estimates and provide an explanation of variation between the contract and pay quantities.

**Task 3.7 Certified Payroll and Davis Bacon Requirements**

CONSULTANT will review payroll reports and monitor Contractor's compliance with paying employees, per the Davis-Bacon Act requirements.

**Task 3.8 DBE Program - NIC**

There is no DBE goal for this project. A Race Neutral approach is used for this project.

**Task 3 Deliverables**

- 1) Electronic or hard copy review of Contractor' submittals.
- 2) Weekly progress reports to CITY and to the FAA.
- 3) Monthly Contractor Pay Requests.
- 4) Verified certified payroll
- 5) Change Orders and RFIs as necessary.

**TASK 4 CONSTRUCTION OBSERVATION****Task 4.1 Construction Observation**

This task will include construction observation, and on-site construction administration during the construction of the Project. A full-time, on-site Resident Project Representative (RPR) will be assigned to this Project. The RPR will work with the PM to oversee the construction progress. (RPR estimated time on-site is 38 calendar days.)

The RPR will be on-site to coordinate and schedule staff, answer questions, observe quality control activities, and record as-built changes. The RPR will report non-compliance issues to the Project Engineer and the CITY.

The RPR will maintain a construction diary to record the construction progress of the Project. The diary will be made available to the CITY upon request for review during inspections or visits. The Project diary typically includes information such as weather conditions, job site conditions, work in progress, general location of work, equipment in use, Contractor's work force and hours worked, delivered materials, tests performed, failed tests (if any) and action taken, instructions to Contractors, record of visitors to Project site and verbal or written instructions given, record of telephone conversations and any verbal instructions received or authorizations granted, engineering field force activity and hours worked, and any delays to construction and the reason for delays.

Construction observation services may include the following, as determined by CONSULTANT and CITY:

- a. Review layout and surveys conducted by the Contractor to see if they are in accordance with the plans and specifications.
- b. Check construction activities for compliance with plans and specifications.
- c. Evaluate and determine the acceptability of substitute materials and equipment proposed by the Contractor.
- d. Evaluate the Contractor's suggestions on drawings or specifications modifications and report those suggestions to the CITY.
- e. Acquire field measurements.

- f. Monitor the Contractor's compliance with the Construction Safety and Phasing Plan and immediately bring any non-compliance issues to the attention of the Contractor.
- g. Monitor Contractor's compliance with the Contractor's Quality Control Program (if applicable).
- h. Conduct coordination of materials inspections and acceptance tests required by the FAA and observe and evaluate such tests made by the Contractor in the field and laboratory as necessary in accordance with plans and specifications.
- i. Monitor Contractor's performance of the required quality control tests and furnish Contractor-provided copies of observed test reports to the CITY. Any non-compliance issues shall immediately be reported to the Contractor and CITY.
- j. Establish and conduct weekly construction progress meetings with the Contractor to discuss work progress and pertinent construction issues such as schedules, road closures, materials submittals, mix design approvals, and the need for Contractor supplied traffic control devices.
- k. Furnish the CITY and FAA with weekly construction progress and inspection reports.
- l. Review Contractor's weekly submitted payrolls for compliance with Federal and State law on classification and wage rates.
- m. Prepare agreed to change orders, which shall include a cost estimate, cost/price analysis, and record of negotiations. Prepare and negotiate necessary interpretations and clarifications, additions and deletions to change orders, and supplemental agreements as required. Copies of the change order(s) shall be submitted to the CITY and the FAA for approval and signature before proceeding with the work. Any additional design is not to be considered as part of this scope of services.
- n. Prepare and submit periodic pay estimates, including the final estimate, during construction of the Project. Determine the amount owed to the Contractor and recommend those payment amounts in writing to the Contractor. Submit periodic payment recommendations to the CITY for concurrence and to the FAA for federal participation payment requests. The payment recommendations will demonstrate that work has progressed to the point indicated for payment and that, to the CONSULTANT's best knowledge, information, and belief, the quality of such work is in accordance with the contract documents. The CONSULTANT, as an experienced and qualified professional, will make payment recommendations from information provided by the Contractor, reviewed from payment applications and accompanying data and schedules, and/or measured in the field.
- o. Receive from Contractor and review maintenance and operating instructions, schedules, guarantees, bonds, inspection certificates, tests, approvals, as deemed necessary by the CONSULTANT.
- p. Conduct a substantial completion inspection to determine if in the opinion of the CONSULTANT the work is completed and ready for final acceptance. After consultation with the CITY, the CONSULTANT will furnish the Contractor with a list of items that were observed and require completion or correction, prior to final acceptance.

## **TASK 5 MATERIALS TESTING**

### **Task 5.1 Materials Testing**

- a. The materials testing services shall be performed in conformance with the Project specifications by a subconsultant to the CONSULTANT. The CONSULTANT will be responsible to coordinate and

schedule Quality Assurance (QA) materials testing with the subconsultant throughout the Project duration.

- b. Under direction of CONSULTANT, the subconsultant shall make necessary acceptance tests in accordance with the cited requirements and standard methods of ASTM, and AASHTO; record all test results on the appropriate forms; prepare a summary and disposition of all testing and materials inspection; record all deviating tests; conduct materials inspections and acceptance tests in accordance with plans and specifications; and furnish copies of all test reports to the CITY. Any non-compliance issues shall immediately be reported to the Contractor and CITY.
- c. This scope assumes the following materials testing and construction administration support from the subconsultant:
  - Item P-152 Excavation, Subgrade, and Embankment: Density testing
  - Item P-155 Lime-Treated Subgrade: Density testing
  - Item P-209 Crushed Aggregate Base Course: Density testing
  - Item P-401 Asphalt Mix Pavement: Test section and Production air voids, density testing
- d. Material testing will be performed by certified testers and inspectors. The subconsultant will prepare and submit Daily Field Reports and Laboratory Test Reports to the CONSULTANT for transmittal to the CITY.

## **TASK 6 SWPPP MONITORING AND REPORTS - NIC**

Contractor will provide and manage the Storm Water Pollution Prevention Plan (SWPPP) for the duration of the Project. CONSULTANT will observe and note that BMPs and BATs are in place and being maintained.

## **TASK 7 BIOLOGICAL TESTING - NIC**

## **TASK 8 POST CONSTRUCTION SERVICES (Lump sum)**

### **Task 8.1 Final Inspection and Documentation**

#### **8.1.1 Final Inspection**

CONSULTANT will schedule and conduct a final inspection with the CITY, Contractor, and FAA representatives to determine whether the Project has reached substantial completion and verify that the work is in accordance with the plans and specifications. The CONSULTANT will document items found to be deficient and will provide the Contractor a list of those items. The CONSULTANT team for final inspection will include PM and RPR.

**8.1.1.1** A surveying subconsultant, under contract with CONSULTANT, will confirm the as-built elevations and configuration of the drainage basin improvements and confirm construction acceptance.

#### **8.1.2 Final Punch List**

CONSULTANT will prepare a punch list correspondence to include the deficient items discovered during final inspection and will forward the correspondence to the Contractor. It will state the items in need of correction and will request a schedule for completion. The CONSULTANT will send a copy to the CITY and may include a copy in the Final Construction Report.

#### **8.1.3 Final Construction Certification**

Once the punch list items have been completed to the satisfaction of the CITY, the CONSULTANT will prepare a Sponsor Certification of Final Construction Acceptance for the Project to be signed off by the CITY. This certification will also be included in the Final Construction Report.

## **Task 8.2 Record Drawings**

### **8.2.1 Record Drawings**

The CONSULTANT, CITY, and Contractor will collaboratively assemble the Project Record Drawings. The Record Drawings will detail field constructed conditions included as part of this Project and will include the results of field surveying required to compute final quantities and confirm basin geometry. Any Drawings will become record information. The CONSULTANT will provide the CITY with a set of reproducible Record Drawings in both digital and hardcopy format.

## **Task 8.3 Final Construction Report (FCR)**

Once the Project is complete, an FCR will be prepared and assembled in conformance with FAA standards and requirements. Components of the report will include a summarization of the Project description, Project pay requests, change orders, Project certifications, documentation of final Project acceptance, and test results for material testing performed during construction. As part of this Task, the Project closeout will be coordinated with the CITY and the FAA.

## **Task 8.4 Airport Layout Plan Record Drawing Update - NIC**

The Airport Layout Plan (ALP) will be updated with the Project-specific improvements under separate contract with the CITY.

## **Task 8.5 Update Airfield Pavement Management Plan (APMP) - NIC**

The Airfield Pavement Management Plan will be updated under separate contract with the CITY.

## **RESPONSIBILITIES OF CITY**

This Scope of Services and compensation are based on the CITY performing or providing the following:

- 1) Issue Notices to Airmen (NOTAMs) and announcements regarding the impact of the Project on aviation activities.
- 2) Guarantee access to and make all provisions for the CONSULTANT/Engineer to enter upon public land as required for the Engineer to perform his work under this Agreement.
- 3) Examine all documents requested by the CITY and presented by the CONSULTANT and render, in writing, decisions pertaining thereto within a reasonable time so as not to delay the work of the Engineer.
- 4) The CITY will submit to the SWRCB the initial Permit Registration Documents (PRD) in accordance with requirements of the Construction General Permit (CGP) for the discharge of storm water from the site during the construction of the Project.
- 5) Preparation of reimbursement requests from grant projects.

## **EXCLUDED SERVICES**

Services not outlined in this Scope of Services may be added for additional compensation by amendment if desired by the CITY.

## SCHEDULE OF COMPLETION

The CONSULTANT will complete all work called for under in this scope on a schedule submitted by the Contractor and approved by the CITY (except Task 8). Construction is expected to begin in September 2019 and be completed by December 2019.

The CONSULTANT will complete the work called for under Task 8, Post Construction Services within 30 working days of the receipt of a copy of the Notice of Completion filed by the CITY.

## COMPENSATION FOR SERVICES

The CONSULTANT shall be compensated for the services described in Task 1 Project Management, Task 2 Pre-construction Services, and Task 8 Post Construction Services on a **Lump Sum** basis for a fee of **One Hundred Fifteen Thousand Nine Hundred Fifty-five Dollars Eighty-two Cents (\$115,955.82)**. Payment for Lump Sum Tasks shall be made in proportion to the work completed to the total service to be performed.

CONSULTANT shall be compensated for the services described in Task 3 Construction Administration Services, Task 4 Construction Observation, and Task 5 Materials Testing on a **Time-and-Expense** basis not to exceed **Two Hundred Twelve Thousand Two Hundred Ninety-one Dollars Sixty-nine Cents (\$212,291.69)**. Payment for Time-and-Expense Tasks shall be made based upon actual time and expenses as approved by the CITY

**Total** compensation will not exceed **Three Hundred Twenty-eight Thousand Two Hundred Forty-seven Dollars Fifty-one Cents (\$328,247.51)**. This amount shall not be exceeded without written authorization from the CITY. The Engineer's Cost Estimate is included as Attachment 1 to this scope.

All payments shall be based upon Mead & Hunt Inc.'s Project Billing Rates. Payment for satisfactory performance includes, without limitation, salary, fringe benefits, overhead, profit and expenses.

| Ukiah Municipal Airport (UKI)<br>Runway 15-33 Pavement Rehabilitation Phase 1<br>Construction Administration Services |                                                                    |                                     |                                           |                                    |                                      |             |                |                          |          | Date:         | 9/23/2019     |
|-----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|-------------------------------------|-------------------------------------------|------------------------------------|--------------------------------------|-------------|----------------|--------------------------|----------|---------------|---------------|
| PHASES and TASKS                                                                                                      |                                                                    | Mead & Hunt (labor hours and rates) |                                           |                                    |                                      |             |                |                          |          | Expenses      | Total Cost    |
|                                                                                                                       |                                                                    | Senior Associate                    | Senior Project Engineer / Project Manager | Senior Engineer / Senior Architect | Construction Observer / Engineer III | Engineer II | Technician III | Administrative Assistant | Clerical |               |               |
|                                                                                                                       |                                                                    | 318.56                              | 247.67                                    | 217.28                             | 157.05                               | 117.17      | 146.74         | 98.55                    | 65.22    |               |               |
| TASK 1 - PROJECT MANAGEMENT (Lump Sum)                                                                                |                                                                    |                                     |                                           |                                    |                                      |             |                |                          |          |               |               |
| 1.1                                                                                                                   | Project Management                                                 | 10.0                                | 30.0                                      | 36.0                               | 0.0                                  | 20.0        | 20.0           | 45.0                     | 25.0     | \$ -          | \$ 29,781.23  |
|                                                                                                                       | Subtotal Task 1 - Project Management                               |                                     |                                           |                                    |                                      |             |                |                          |          | \$ -          | \$ 29,781.23  |
| TASK 2 - PRE-CONSTRUCTION (Lump Sum)                                                                                  |                                                                    |                                     |                                           |                                    |                                      |             |                |                          |          |               |               |
| 2.1                                                                                                                   | Pre-construction Conference                                        |                                     | 12.0                                      |                                    | 12.0                                 |             |                | 4.0                      | 1.0      | \$ 125.00     | \$ 5,441.06   |
| 2.2                                                                                                                   | Preparation of Construction Documents                              |                                     | 1.0                                       | 10.0                               | 0.0                                  | 16.0        |                | 8.0                      | 5.0      | \$ -          | \$ 5,409.69   |
| 2.3                                                                                                                   | Review Submittal/Shop Drawings for Compliance                      |                                     | 6.0                                       | 8.0                                | 0.0                                  | 4.0         | 10.0           | 30.0                     | 15.0     | \$ -          | \$ 9,095.14   |
| 2.4                                                                                                                   | Prepare Construction Management Plan (CMP)                         |                                     | 2.0                                       | 1.0                                | 20.0                                 | 8.0         |                | 4.0                      | 1.0      | \$ -          | \$ 5,250.40   |
| 2.5                                                                                                                   | Prepare Project Files                                              |                                     |                                           | 8.0                                |                                      | 16.0        | 10.0           | 16.0                     | 1.0      | \$ -          | \$ 6,722.38   |
| 2.6                                                                                                                   | Grant Application for Federal Assistance                           |                                     | 8.0                                       |                                    |                                      |             |                | 2.0                      |          |               | \$ 2,178.46   |
|                                                                                                                       | Subtotal Task 2 - Pre-construction                                 | 0.0                                 | 29.0                                      | 27.0                               | 32.0                                 | 44.0        | 20.0           | 64.0                     | 23.0     | \$ 125.00     | \$ 34,097.13  |
| TASK 3 - CONSTRUCTION ADMINISTRATION SERVICES (T&E)                                                                   |                                                                    |                                     |                                           |                                    |                                      |             |                |                          |          |               |               |
| 3.1                                                                                                                   | Construction Administration                                        |                                     | 5.0                                       | 5.0                                | 0.0                                  | 2.0         |                |                          | 2.0      | \$ -          | \$ 2,689.53   |
| 3.2                                                                                                                   | Request for Information (10 assumed) and Change Orders (4 assumed) |                                     | 8.0                                       | 12.0                               | 0.0                                  | 4.0         |                | 2.0                      | 2.0      | \$ -          | \$ 5,384.94   |
| 3.3                                                                                                                   | Weekly Meetings (up to 7 anticipated)                              |                                     | 7.0                                       | 14.0                               | 0.0                                  |             |                |                          | 4.0      | \$ 630.00     | \$ 5,666.49   |
| 3.4                                                                                                                   | Site Visits During Construction by PM & PE (2 Assumed)             |                                     | 12.0                                      | 12.0                               | 0.0                                  |             |                |                          | 2.0      | \$ 180.00     | \$ 5,889.84   |
| 3.5                                                                                                                   | Weekly FAA Progress Reports                                        |                                     | 0.0                                       |                                    | 0.0                                  | 12.0        |                |                          |          | \$ -          | \$ 1,406.04   |
| 3.6                                                                                                                   | Review Pay Estimates                                               |                                     | 1.0                                       | 9.0                                | 0.0                                  | 4.0         |                | 3.0                      | 2.0      | \$ -          | \$ 3,097.96   |
| 3.7                                                                                                                   | Certified Payroll and Davis-Bacon Act Requirements                 |                                     | 0.0                                       |                                    |                                      |             |                | 2.0                      | 17.0     | \$ -          | \$ 1,305.84   |
| 3.8                                                                                                                   | DBE Program - NIC                                                  |                                     |                                           |                                    |                                      |             |                |                          |          | \$ -          | \$ -          |
|                                                                                                                       | Subtotal Section 3 Construction Administration Services            | 0.0                                 | 33.0                                      | 52.0                               | 0.0                                  | 22.0        | 0.0            | 7.0                      | 29.0     | \$ 810.00     | \$ 25,440.64  |
| TASK 4 - Construction Observation (T&E)                                                                               |                                                                    |                                     |                                           |                                    |                                      |             |                |                          |          |               |               |
| 4.1                                                                                                                   | Resident Project Representative (RPR) - 38 Calendar Days           | 0.0                                 | 0.0                                       | 0.0                                | 458.0                                | 0.0         | 0.0            | 0.0                      | 0.0      | \$ 9,995.00   | \$ 81,923.90  |
|                                                                                                                       | Subtotal Section 4 - Construction Observation                      | 0.0                                 | 0.0                                       | 0.0                                | 458.0                                | 0.0         | 0.0            | 0.0                      | 0.0      | \$ 9,995.00   | \$ 81,923.90  |
| TASK 5 - Materials Testing (T&E)                                                                                      |                                                                    |                                     |                                           |                                    |                                      |             |                |                          |          |               |               |
| 5.1                                                                                                                   | Materials Testing                                                  | 0.0                                 | 0.0                                       | 0.0                                | 0.0                                  | 0.0         | 0.0            | 0.0                      | 0.0      | \$ 104,927.15 | \$ 104,927.15 |
|                                                                                                                       | Subtotal Section 5 - Materials Testing                             | 0.0                                 | 0.0                                       | 0.0                                | 0.0                                  | 0.0         | 0.0            | 0.0                      | 0.0      | \$ 104,927.15 | \$ 104,927.15 |
| TASK 6 - SWPPP Monitoring and Reports - NIC                                                                           |                                                                    |                                     |                                           |                                    |                                      |             |                |                          |          |               |               |



| Ukiah Municipal Airport (UKI)                  |                                                              |                                     |                                           |                                    |                                      |             |                |                          |          |              |               |
|------------------------------------------------|--------------------------------------------------------------|-------------------------------------|-------------------------------------------|------------------------------------|--------------------------------------|-------------|----------------|--------------------------|----------|--------------|---------------|
| Runway 15-33 Pavement Rehabilitation Phase 1   |                                                              |                                     |                                           |                                    |                                      |             |                |                          |          |              |               |
| Construction Administration Services           |                                                              |                                     |                                           |                                    |                                      |             |                |                          |          | Date:        | 9/23/2019     |
| PHASES and TASKS                               |                                                              | Mead & Hunt (labor hours and rates) |                                           |                                    |                                      |             |                |                          |          |              |               |
|                                                |                                                              | Senior Associate                    | Senior Project Engineer / Project Manager | Senior Engineer / Senior Architect | Construction Observer / Engineer III | Engineer II | Technician III | Administrative Assistant | Clerical | Expenses     | Total Cost    |
|                                                |                                                              |                                     |                                           |                                    |                                      |             |                |                          |          |              |               |
|                                                |                                                              | 318.56                              | 247.67                                    | 217.28                             | 157.05                               | 117.17      | 146.74         | 98.55                    | 65.22    |              |               |
|                                                | Subtotal Section 6 - SWPPP Monitoring and Reports            | 0.0                                 | 0.0                                       | 0.0                                | 0.0                                  | 0.0         | 0.0            | 0.0                      | 0.0      | \$ -         | \$ -          |
| TASK 7 - Biological Testing - NIC              |                                                              |                                     |                                           |                                    |                                      |             |                |                          |          |              |               |
|                                                | Subtotal Section 7 - Biological Testing                      | 0.0                                 | 0.0                                       | 0.0                                | 0.0                                  | 0.0         | 0.0            | 0.0                      | 0.0      | \$ -         | \$ -          |
| TASK 8 - POST CONSTRUCTION SERVICES (Lump Sum) |                                                              |                                     |                                           |                                    |                                      |             |                |                          |          |              |               |
| 8.1.1                                          | Final Inspection and Documentation                           | 0.0                                 | 12.0                                      | 12.0                               | 0.0                                  | 0.0         | 0.0            | 4.0                      | 1.0      | \$ -         | \$ 6,038.82   |
| 8.1.1.1                                        | Subconsultant for Survey Control and Construction Acceptance |                                     |                                           |                                    |                                      |             |                |                          |          | \$ 27,600.00 | \$ 27,600.00  |
| 8.1.2                                          | Final Punch List                                             | 0.0                                 | 4.0                                       | 4.0                                | 0.0                                  | 0.0         | 0.0            | 4.0                      | 1.0      | \$ -         | \$ 2,319.22   |
| 8.1.3                                          | Final Construction Certification                             | 0.0                                 | 1.0                                       | 5.0                                | 0.0                                  | 0.0         | 0.0            | 2.0                      | 1.0      | \$ -         | \$ 1,596.39   |
| 8.2.1                                          | Record Drawings                                              | 0.0                                 | 1.0                                       | 0.0                                | 0.0                                  | 10.0        | 36.0           | 4.0                      | 0.0      | \$ -         | \$ 7,096.21   |
| 8.3                                            | Final Construction Report (FCR)                              | 0.0                                 | 4.0                                       | 20.0                               | 0.0                                  | 10.0        | 0.0            | 8.0                      | 2.0      | \$ -         | \$ 7,426.82   |
| 8.4                                            | Airport Layout Plan Record Drawing Update - NIC              |                                     |                                           |                                    |                                      |             |                |                          |          | \$ -         | \$ -          |
| 8.5                                            | Airport Pavement Management Plan Update - NIC                |                                     |                                           |                                    |                                      |             |                |                          |          | \$ -         | \$ -          |
|                                                | Subtotal Section 8 - Post Construction Services              | 0.0                                 | 22.0                                      | 41.0                               | 0.0                                  | 20.0        | 36.0           | 22.0                     | 5.0      | \$ 27,600.00 | \$ 52,077.46  |
|                                                | TOTAL PROJECT BUDGET                                         |                                     |                                           |                                    |                                      |             |                |                          |          |              | \$ 328,247.51 |



|                                               |                                                         |                  |                                           |                                    |                                      |             |                |                          |          |              |              |
|-----------------------------------------------|---------------------------------------------------------|------------------|-------------------------------------------|------------------------------------|--------------------------------------|-------------|----------------|--------------------------|----------|--------------|--------------|
| Independent Fee Estimate                      |                                                         |                  |                                           |                                    |                                      |             |                |                          |          |              |              |
| Ukiah Municipal Airport                       |                                                         |                  |                                           |                                    |                                      |             |                |                          |          |              |              |
| Runway 15-33 Pavement Rehabilitation Phase 1  |                                                         |                  |                                           |                                    |                                      |             |                |                          |          |              |              |
| Construction Administration Services          |                                                         |                  |                                           |                                    |                                      |             |                |                          |          |              |              |
| PHASES and TASKS                              |                                                         | Senior Associate | Senior Project Engineer / Project Manager | Senior Engineer / Senior Architect | Construction Observer / Engineer III | Engineer II | Technician III | Administrative Assistant | Clerical | Expenses     | Total Cost   |
|                                               |                                                         | \$315            | \$240                                     | \$218                              | \$145                                | \$135       | \$115          | \$95                     | \$83     |              |              |
| TASK 1 - PROJECT MANAGEMENT                   |                                                         |                  |                                           |                                    |                                      |             |                |                          |          |              |              |
| 1.1                                           | Project Management                                      | 4                | 24                                        |                                    |                                      |             |                | 6                        |          | \$ 52.00     | \$ 7,642.00  |
|                                               | Subtotal Task 1 - Project Management                    |                  |                                           |                                    |                                      |             |                |                          |          | \$ 52.00     | \$ 7,642.00  |
| TASK 2 - PRE-CONSTRUCTION                     |                                                         |                  |                                           |                                    |                                      |             |                |                          |          |              |              |
| 2.1                                           | Pre-construction Conference                             |                  | 20                                        |                                    | 16                                   |             | 2              |                          | 1        | \$ 301.20    | \$ 7,734.20  |
| 2.2                                           | Preparation of Construction Documents                   |                  | 2                                         | 2                                  | 4                                    |             | 8              |                          | 2        | \$ 396.75    | \$ 2,978.75  |
| 2.3                                           | Review Submittal/Shop Drawings for Compliance           |                  | 25                                        |                                    |                                      | 70          |                |                          | 10       | \$ 90.00     | \$ 16,370.00 |
| 2.4                                           | Prepare Construction Management Plan (CMP)              |                  | 1                                         | 3                                  |                                      | 10          |                |                          |          | \$ 12.00     | \$ 2,256.00  |
| 2.5                                           | Prepare Project Files                                   |                  | 1                                         |                                    | 10                                   |             |                |                          | 2        | \$ 16.00     | \$ 1,872.00  |
| 2.6                                           | Grant Application for Federal Assistance                |                  | 2                                         | 3                                  |                                      | 6           |                |                          | 1        | \$ 41.00     | \$ 2,068.00  |
|                                               | Subtotal Task 2 - Pre-construction                      | 0                | 51                                        | 8                                  | 30                                   | 86          | 10             | 0                        | 16       | \$ 856.95    | \$ 33,278.95 |
| TASK 3 - CONSTRUCTION ADMINISTRATION SERVICES |                                                         |                  |                                           |                                    |                                      |             |                |                          |          |              |              |
| 3.1                                           | Construction Administration                             |                  |                                           |                                    |                                      |             |                |                          |          | \$ -         | \$ -         |
| 3.2                                           | Request for Info (10 assumed) and Change Orders (4 )    | 2                | 36                                        |                                    |                                      | 34          | 12             |                          | 4        | \$ 96.00     | \$ 15,668.00 |
| 3.3                                           | Weekly Meetings (up to 8 anticipated via telecon)       |                  | 16                                        | 16                                 |                                      |             |                |                          |          | \$ 8.00      | \$ 7,336.00  |
| 3.4                                           | Site Visits During Const by PM & PE (2 Assumed by each) |                  | 24                                        | 24                                 |                                      |             |                |                          |          | \$ 576.00    | \$ 11,568.00 |
| 3.5                                           | Weekly FAA Progress Reports                             |                  | 16                                        |                                    |                                      |             |                |                          |          | \$ 3.20      | \$ 3,843.20  |
| 3.6                                           | Review Pay Estimates (4 estimated)                      |                  | 4                                         | 12                                 |                                      | 20          |                |                          |          | \$ 24.80     | \$ 6,300.80  |
| 3.7                                           | Certified Payroll and Davis-Bacon Act Requirements      |                  | 4                                         | 8                                  |                                      | 16          |                |                          |          | \$ 16.00     | \$ 4,880.00  |
| 3.8                                           | DBE Program - <b>NIC</b>                                |                  |                                           |                                    |                                      |             |                |                          |          | \$ -         | \$ -         |
|                                               | Subtotal Section 3 Construction Administration Services | 2                | 100                                       | 60                                 | 0                                    | 70          | 12             | 0                        | 4        | \$ 724.00    | \$ 49,596.00 |
| TASK 4 - CONSTRUCTION OBSERVATION             |                                                         |                  |                                           |                                    |                                      |             |                |                          |          |              |              |
| 4.1                                           | Construction Observation ( <b>38 Calendar Days</b> )    |                  |                                           |                                    | 490                                  |             |                |                          |          | \$ 8,832.00  | \$ 79,882.00 |
|                                               | Subtotal Section 4 - Construction Observation           | 0                | 0                                         | 0                                  | 490                                  | 0           | 0              | 0                        | 0        | \$ 8,832.00  | \$ 79,882.00 |
| TASK 5 - MATERIALS TESTING                    |                                                         |                  |                                           |                                    |                                      |             |                |                          |          |              |              |
| 5.1                                           | Materials Testing                                       | 1                | 16                                        | 24                                 |                                      |             |                | 3                        |          | \$ 74,270.00 | \$ 83,942.00 |
|                                               | Subtotal Section 5 - Materials Testing                  | 1                | 16                                        | 24                                 | 0                                    | 0           | 0              | 3                        | 0        | \$ 74,270.00 | \$ 83,942.00 |

|                                                                                                                                                                         |                                                   |                     |                                                       |                                             |                                            |             |                   |                             |          |              |                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|---------------------|-------------------------------------------------------|---------------------------------------------|--------------------------------------------|-------------|-------------------|-----------------------------|----------|--------------|----------------------|
| <b>Independent Fee Estimate</b><br><b>Ukiah Municipal Airport</b><br><b>Runway 15-33 Pavement Rehabilitation Phase 1</b><br><b>Construction Administration Services</b> |                                                   |                     |                                                       |                                             |                                            |             |                   |                             |          |              |                      |
| PHASES and TASKS                                                                                                                                                        |                                                   | Senior<br>Associate | Senior<br>Project<br>Engineer /<br>Project<br>Manager | Senior<br>Engineer /<br>Senior<br>Architect | Construction<br>Observer /<br>Engineer III | Engineer II | Technician<br>III | Administrative<br>Assistant | Clerical | Expenses     | Total Cost           |
|                                                                                                                                                                         |                                                   | \$315               | \$240                                                 | \$218                                       | \$145                                      | \$135       | \$115             | \$95                        | \$83     |              |                      |
| TASK 6 - SWPPP Monitoring and Reports - NIC                                                                                                                             |                                                   |                     |                                                       |                                             |                                            |             |                   |                             |          |              |                      |
| 6.1                                                                                                                                                                     | SWPPP Assistance - NIC                            |                     |                                                       |                                             |                                            |             |                   |                             |          | \$ -         | \$ -                 |
|                                                                                                                                                                         | Subtotal Section 6 - SWPPP Monitoring and Reports | 0                   | 0                                                     | 0                                           | 0                                          | 0           | 0                 | 0                           | 0        | \$ -         | \$ -                 |
| TASK 7 - Biological Testing                                                                                                                                             |                                                   |                     |                                                       |                                             |                                            |             |                   |                             |          |              |                      |
| 7.1                                                                                                                                                                     | Not in Contract                                   |                     |                                                       |                                             |                                            |             |                   |                             |          | \$ -         | \$ -                 |
|                                                                                                                                                                         | Subtotal Section 7 -                              | 0                   | 0                                                     | 0                                           | 0                                          | 0           | 0                 | 0                           | 0        | \$ -         | \$ -                 |
| TASK 8 - POST CONSTRUCTION SERVICES                                                                                                                                     |                                                   |                     |                                                       |                                             |                                            |             |                   |                             |          |              |                      |
| 8.1.1                                                                                                                                                                   | Final Inspection and Documentation                |                     | 12                                                    |                                             | 12                                         |             |                   |                             |          | \$ 293.00    | \$ 4,913.00          |
| 8.1.2                                                                                                                                                                   | Final Punch List                                  |                     | 2                                                     |                                             | 4                                          |             |                   |                             |          | \$ -         | \$ 1,060.00          |
| 8.1.2.b                                                                                                                                                                 | Survey Control and Const Acceptance Surveys       |                     | 2                                                     |                                             | 4                                          |             |                   |                             |          | \$ 21,347.58 | \$ 22,407.58         |
| 8.1.3                                                                                                                                                                   | Final Construction Certification                  |                     | 2                                                     |                                             | 4                                          |             |                   |                             | 1        | \$ 6.40      | \$ 1,149.40          |
| 8.2.1                                                                                                                                                                   | Record Drawings                                   |                     | 2                                                     | 4                                           | 8                                          |             | 24                |                             | 1        | \$ 213.75    | \$ 5,568.75          |
| 8.3                                                                                                                                                                     | Final Construction Report (FCR)                   |                     | 6                                                     | 8                                           | 40                                         |             |                   |                             | 2        | \$ 56.00     | \$ 9,206.00          |
| 8.4                                                                                                                                                                     | Airport Layout Plan Record Drawing Update - NIC   |                     |                                                       |                                             |                                            |             |                   |                             |          | \$ -         | \$ -                 |
| 8.5                                                                                                                                                                     | Airport Pavement Management Plan Update - NIC     |                     |                                                       |                                             |                                            |             |                   |                             |          | \$ -         | \$ -                 |
|                                                                                                                                                                         | Subtotal Section 8 - Post Construction Services   | 0                   | 26                                                    | 12                                          | 72                                         | 0           | 24                | 0                           | 4        | \$ 21,916.73 | \$ 44,304.73         |
|                                                                                                                                                                         | <b>TOTAL PROJECT BUDGET</b>                       |                     |                                                       |                                             |                                            |             |                   |                             |          |              | <b>\$ 298,645.68</b> |



## AGENDA SUMMARY REPORT

**SUBJECT:** Annual Review and Possible Approval of the Fee Schedule for the Ukiah Police Department.

**DEPARTMENT:** Police      **PREPARED BY:** Justin Wyatt, Police Chief

**ATTACHMENTS:**

1. Police Department Fee Schedule

**Summary:** The City Council will review the Fee Schedule for the Ukiah Police Department. No adjustments or increases are proposed at this time.

**Background:** The Ukiah Police Department is a public agency and does not profit from fees charged for certain services, but it is important to recover costs incurred from specific services offered to the public.

The Ukiah Police Department performed a comprehensive review and revision of the fee schedule in 2017, which resulted in the increase of Ukiah Police Department fees associated with issuing Bike Licenses, Concealed Weapons Permits, Clearance Letters, Live-Scan Fingerprinting, Photographs on CD, Secondhand Dealer Permits, Taxi Permits, and Traffic Accident Reports. These fee increases were found to be necessary to meet current and projected costs for providing services associated with the operation of the Ukiah Police Department.

The Stored Vehicle Administrative Fee and fees associated with Copy of Police Report and Prints of Photographs were set by local resolution.

The fees associated with Civil Subpoena for Officer, Subpoena for Records, and Vehicle Repossession Release were set by California law.

These fees and revisions were found to be reasonable for the types of services provided by the Ukiah Police Department, and were incorporated into the Ukiah Police Department Fee Schedule (Attachment 1) which was passed and adopted by Council on November 1, 2017.

**Discussion:** The fees associated with Civil Subpoena for Officer, Subpoena for Records, and Vehicle Repossession Release remain set by California law. Fees associated with Copy of Police Report and Prints of Photographs are set by local resolution. Staff performed a review of current law and resolution associated with these fees and determined no modification or changes existed and that the current fees remain consistent with California law and local resolution.

Current operating costs and time demands on staff and related salary costs were considered and evaluated, and a local comparison was conducted of similar fees pertaining to the fees associated with Bike Licensing, Concealed Weapons Permit, Clearance Letters, Live-Scan Fingerprinting, Photographs on CD, Second Hand Dealer Licensing, Taxi Permits, Traffic Accident Reports, and Stored Vehicle.

Staff has reviewed the fees for specific services offered to the public to ensure cost recovery remains sustainable, and is recommending no adjustments or increases to the fee schedule and is seeking Council

approval.

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**Recommended Action:** Review and approve the Fee Schedule for the Ukiah Police Department.

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**BUDGET AMENDMENT REQUIRED:** N/A

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**CURRENT BUDGET AMOUNT:** N/A

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**PROPOSED BUDGET AMOUNT:** N/A

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**FINANCING SOURCE:** N/A

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**PREVIOUS CONTRACT/PURCHASE ORDER NO.:** N/a

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**COORDINATED WITH:** Tracey Porter; Police Communications and Records Supervisor

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Approved:

  
Sage Sangiacomo, City Manager

## RESOLUTION NO. 2017- 52

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH MODIFYING THE UKIAH POLICE DEPARTMENT FEE SCHEDULE.**

**WHEREAS**, the City Council of the City of Ukiah desires to modify the fee schedule for various services provided by the Ukiah Police Department.

**WHEREAS**, the City of Ukiah Police Department and City Staff have recommended an increase of fees for various services provided by the Ukiah Police Department.

**WHEREAS**, according to analysis and study, the following are reasonable fees for the types of services provided by the Ukiah Police Department.

**WHEREAS**, the increased fees are necessary to meet current and projected costs for providing services, as assessed in the aforementioned analysis, associated with the operation of the Ukiah Police Department.

**NOW, THEREFORE, BE IT RESOLVED** the City Council of the City of Ukiah hereby adopts the following fee schedule for the Ukiah Police Department to become effective December 1, 2017.

| <u>SERVICE</u>                                      | <u>FEE</u>          |
|-----------------------------------------------------|---------------------|
| Bike License                                        | \$10.00             |
| Concealed Weapon Permit                             | \$150.00            |
| Concealed Weapon Renewal                            | \$100.00            |
| Concealed Weapon Modification                       | \$20.00             |
| Civil Subpoena for Officer                          | \$275.00            |
| Local Criminal History Letter                       | \$10.00             |
| Local Criminal History Letter with Notary Signature | \$20.00             |
| Copy of Police Report                               | See Res No. 2017-33 |
| Live-Scan Fingerprinting                            | \$30.00             |
| CD with Photographs                                 | \$10.00             |
| Prints of Photographs                               | See Res No. 2017-33 |
| Secondhand Dealer License                           | \$50.00             |
| Stored Vehicle                                      | \$65.00             |
| Subpoena for Records                                | \$15.00             |
| Taxi Permit                                         | \$86.00             |
| Traffic Accident Reports                            | \$10.00             |
| Vehicle Repossession Release                        | \$15.00             |

**BE IT FURTHER RESOLVED** the following fees: Civil Subpoena for Officer, Copy of Police Reports, Subpoena for Records and Vehicle Repossession Release, are set by California law. If these fees are increased in the future by the California legislature, these fees may be executed by the Chief of the Police on behalf of the City of Ukiah, to remain consistent with State law.

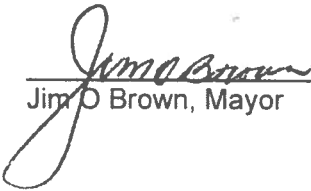
**PASSED AND ADOPTED** as Amended by the City Council of the City of Ukiah at a regular meeting duly held on November 1, 2017, by the following vote:

AYES: Councilmembers Scalmanini, Crane, Mulheren, Doble, and Mayor Brown

NOES: None

ABSENT: None

ABSTAIN: None

  
Jim O Brown, Mayor

ATTEST:

  
Kristine Lawler, City Clerk



## AGENDA SUMMARY REPORT

**SUBJECT:** Appeal of Planning Commission Decision to Deny a Request for Waiver from Location Limitations for Proposed Cannabis Microbusiness Located at 270, 272, and 274 East Smith Street

**DEPARTMENT:** Community Development      **PREPARED BY:** Mireya Turner, Associate Planner

**ATTACHMENTS:**

1. August 28, 2019 Planning Commission Staff Report
2. Draft Minutes of the August 28, 2019 Planning Commission meeting
3. Application for Appeal to the City Council
4. 11b Correspondence Received - Bruce Ledford
5. 11b Correspondence Received - Petition
6. 11b Correspondence Received - Ronald Meaux

**Summary:** The Council is presented with an appeal of the August 28, 2019, Planning Commission's denial of a request for waiver from location limitations for a proposed cannabis microbusiness at 270, 272 and 274 East Smith Street. An appeal to the Planning Commission's decision was filed on September 9, 2019 by the Applicant, JPJ and Associates dba Wine Country Cannasseurs. Proposed amendments to the project were received on September 9 and 10, 2019.

Staff recommends City Council uphold the Planning Commission's denial of the request for waiver from location limitations. Actions for Council to consider are included for review in the Recommendation Section of the Agenda Summary Report.

**Background:**

Wine Country Cannasseurs has applied for a Major Use Permit to operate a cannabis microbusiness occupying three suites of a five-suite commercial building at 270, 272 and 274 East Smith Street. The microbusiness would include indoor cultivation, distribution, and retail. The other two suites, 266 and 268 East Smith Street are occupied by La Iglesia Methodist United Church, a youth-oriented facility. Circle Trailer Park, a mobile home park located directly to the north, is within the Community Commercial (C1) zoning district, but has a long established and ongoing primary residential use.

The Major Use Permit application includes a request for waiver from the location limitation requirements set forth for cannabis related businesses in UCC §9174.2 (see Attachment 3 of **Attachment 1**) which state:

*1. All cannabis-related businesses, as defined in section 9278 of this code, operating subject to use permits under this chapter, will operate indoors in a fully enclosed secure structure, as defined in section 9254 of this code, and shall not be allowed in the following areas:*

*a. Within six hundred feet (600') of a school, as defined in section 5702P of this code, with that distance measured as the horizontal distance in a straight line from the property line of the school to the closest property line of the lot on which the cannabis-related business is to be located without*

*regard to intervening structures, pursuant to California Health and Safety Code section 11362.768; or*

*b. Within two hundred fifty feet (250') of a youth-oriented facility other than a school, as defined in section 5702R of this code, with that distance measured by street frontage from the property line of the youth-oriented facility to the closest property line of the lot on which the cannabis-related business is to be located, and not radial distance; or*

*c. Abutting, on any side of the parcel upon which the cannabis-related business is located, a parcel occupied by a youth-oriented facility or a school; or*

*d. Within any residential zoned parcel or primary land use, or any property with an underlying residential or mobile homes general plan land use designation; or*

*e. On a parcel having a residential unit, or on a parcel directly abutting a residentially zoned property, unless there are intervening nonresidential uses between the cannabis-related business and the residential unit or the residentially zoned property that the decision-making entity charged with hearing and making the decision on the use permit application or the appeal of that decision determines sufficient to provide an appropriate separation.*

UCC §9174.2(F)(2) states “A waiver of the provisions in subsections F1a through e of this section may be granted if the applicant demonstrates on plans and materials presented for review and the Planning Commission determines that a physical barrier or other condition exists which achieves the same purpose and intent as the distance separation requirement established herein, and that, as a result, the Zoning Administrator or the Planning Commission makes a finding of no adverse impact resulting from the proposed location of the cannabis-related business.”

The request for waiver from location limitations must be granted prior to consideration of the Use Permit. If Council upholds the Planning Commission’s decision to deny the waiver, the Major Use Permit application cannot proceed. However, if Council overturns the Planning Commission’s decision to deny the waiver, the Major Use Permit application may proceed and will go before the Planning Commission for consideration.

The Planning Commission denied the request for waiver at its August 28, 2019 meeting, finding that UCC §9082 lists location limitations to avoid conflicts between commercial cannabis and select other types of uses, and that the applicant failed to establish criteria to avoid possible conflicts with the youth-oriented facility (church) and the residential use of the mobile home park. The Planning Commission found that the proposed Project did not satisfy the requirements to grant the waiver. Planning Commission Findings can be found in Attachment 2 of **Attachment 1** and Planning Commission Draft Minutes can be found in **Attachment 2**.

The Applicant filed an appeal of the Planning Commission’s August 28, 2019, decision to the City Council on September 9, 2019 (**Attachment 3**). The Applicant/Appellant identifies five reasons for the appeal, and adds two proposed amendments to the project proposal in response to the Planning Commission’s findings.

#### **Discussion:**

The Applicant’s reasons for the appeal, proposed project amendments, and Staff’s responses are provided below.

1. *We agree with the Staff’s position that Wine Country Cannasseurs’ limited hours on Sundays and Wednesdays creates a condition that achieves the same purpose and intent as the distance separation requirement from the church, a youth-oriented facility.*

**Staff response:** UCC §9174.2 (F)(1) states all cannabis-related businesses shall not be allowed in the following areas:

*“b. Within two hundred fifty feet (250') of a youth-oriented facility other than a school, as defined in section 5702R of this code, with that distance measured by street frontage from the property line of the youth-oriented facility to the closest property line of the lot on which*

*the cannabis-related business is to be located, and not radial distance.”*

The Iglesia Methodist United Church occupies 266 and 268 East Smith Street, within the same commercial building as the proposed cannabis microbusiness. The church holds services on Sundays at 10:00 a.m., and Wednesdays at 6:30 p.m. UCC §5708(E) allows for the operation of cannabis dispensaries between 9 a.m. and 9 p.m., Monday through Sunday. Wine Country Cannasseurs proposed to operate no earlier than noon on Sundays, and close by 6:00 p.m. on Wednesday evenings, to avoid an overlap of operational hours with the church services.

At its August 28, 2019 meeting, the Planning Commission found that not operating the microbusiness during the church service hours did not establish sufficient conditions to avoid adverse impacts from the proposed location of the microbusiness. Further, the Planning Commission found that the wall between the church and the proposed cannabis microbusiness does not qualify as a physical barrier.

On September 10, 2019, Staff received an email from Ashley Bargaquist, attorney for Wine Country Cannasseurs, proposing to close the dispensary portion of the microbusiness, for the entire day on Sundays (**Attachment 3**).

2. *“We disagree with the Staff’s position regarding the Circle Trailer Park and how it should be treated under the code” and*

3. *“Circle Trailer Park is not located on a residentially zoned property but is rather located on a Community Commercial (C-1) property. That section 9174.2(F)(1)(e) distinguishes between parcels having a residential unit and parcels that are residentially zoned, shows that the code contemplates the difference between the particular zoning of a parcel and one with a specific use.”*

**Staff response to items 2 and 3:** UCC §9174.2(F)(1) states all cannabis-related businesses shall not be allowed in the following areas:

*“e. On a parcel having a residential unit, or on a parcel directly abutting a residentially zoned property, unless there are intervening nonresidential uses between the cannabis-related business and the residential unit or the residentially zoned property that the decision-making entity charged with hearing and making the decision on the use permit application or the appeal of that decision determines sufficient to provide an appropriate separation.”*

Prior to applying for the Major Use Permit, the Applicant applied for a Director’s Determination, specific to the location limitations listed in the City Code. The Director’s Determination, dated November 30, 2018 (Attachment 4 of **Attachment 1**), noted the location of the mobile home park adjacent to the project location. It also stated *“The intention of this section of Ordinance No. 1186 is that cannabis businesses are not sited next to, or abutting, residential properties. Although the mobile home park is not located in a district only zoned for residential use, it is a residential use that would be located next to the proposed cannabis microbusiness project.”*

Staff noted to the Applicant at the time that the Planning Commission may, *“see the neighboring mobile home park residential use as a residentially zoned property.”*

Based on the Director’s Determination, in addition to prevailing and historical decision-making and policy pertaining to residentially zoned parcels; in consideration of not unduly restricting the potential for future or current housing, Staff interprets the mobile home park land use to meet the intent of the Code’s description of residentially zoned property.

At its August 28, 2019 meeting, the Planning Commission found that the mobile home park, located directly adjacent to the Project parcel, is a primary residential use of the parcel which meets the intent of the ordinance to protect residentially zoned parcels.

4. *“We acknowledge the concerns that arise from our proximity to a residential use and propose the following:*

*a. That an intervening physical barrier of a 7-foot sheet metal fence, similar to the one installed on the adjacent property to the east of the microbusiness parcel, with no gate or other access point be installed between the two parcels. This would be in lieu of the currently contemplated 6-foot chain link fence.*

*b. That a series of Cypress trees be planted along this fence on the microbusiness parcel, to both beautify the area and provide for further screening of the trailer park from the microbusiness.*

*c. Both of these contemplated barriers have been discussed with Mr. Ledford, the owner of Circle Trailer Park, and he is amenable to the installation and the planting of them”.*

**Staff response:** At the August 28, 2019 meeting, the Planning Commission determined that the existing six-foot wooden panel fence along the lot line shared by the Project site and the mobile home park, as well as the proposed six-foot chain link fence enclosing the Project’s rear parking lot, did not establish a condition similar to the location limitation.



On September 10, 2019, Staff received an email from Ashley Bargenquast, attorney for Wine Country Cannasseurs, proposing the above fence and tree planting details (see **Attachment 3**).

5. "With this physical barrier in place, the Circle Trailer Park is only accessible from the microbusiness parcel through either public roads or by passing through other parcels with intervening nonresidential uses".

**Staff response:** Please see response to Item #4.

Staff recommends City Council uphold the Planning Commission's denial of the request for waiver from location limitations. Below, Staff has listed a set of actions for Council consideration:

1. The City Council upholds the August 28, 2019, Planning Commission's denial of the Request for Waiver from Location Limitations for a proposed cannabis microbusiness at 270, 272 and 274 East Smith Street, not allowing the proposed Major Use Permit application to proceed.
2. The City Council overturns the Planning Commission's denial of the Request for Waiver from Location Limitations for a proposed cannabis microbusiness at 270, 272 and 274 East Smith Street, granting the waiver and allowing the proposed Major Use Permit application to proceed.

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**Recommended Action:** Staff recommends the City Council uphold the Planning Commission's denial of the waiver request.

Actions for Council to consider are included for review in the Discussion Section of the Agenda Summary Report.

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**BUDGET AMENDMENT REQUIRED:** N/A

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**CURRENT BUDGET AMOUNT:** N/A

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**PROPOSED BUDGET AMOUNT:** N/A

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**FINANCING SOURCE:** N/A

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**PREVIOUS CONTRACT/PURCHASE ORDER NO.:** N/A

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**COORDINATED WITH:** N/A

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Approved:   
Sage Sangiacomo, City Manager

**AGENDA ITEM NO. 12A**

Department of Community Development  
 Planning Division  
 300 Seminary Ave.  
 Ukiah, CA 95482

**DATE:** August 28, 2019

**TO:** Planning Commission

**FROM:** Mireya Turner, Associate Planner

**SUBJECT:** Consideration of request for waiver of location limitations for a proposed cannabis microbusiness at 270, 272 & 274 East Smith Street. APN 002-191-23; File No. 19-4635.

**SUMMARY**

**OWNERS:** Robert & Karla Gitlin

**APPLICANT:** Jay Donnellan, Owner/Manager  
 Wine Country Cannasseurs

**LOCATION:** 270, 272 & 274 East Smith Street. Portion of APN 002-191-23

**TOTAL ACREAGE:** ±0.63-acre (27,442 sf)

**GENERAL PLAN:** Commercial (C)

**ZONING DISTRICT:** General Urban (GU), Downtown Zoning Code

**ENVIRONMENTAL DETERMINATION:** Not applicable. This item does not constitute a project in the California Environmental Quality Act (CEQA)

**RECOMMENDATION:** Staff requests the consideration of the request of a waiver from the Limits of Location application, and direction on how to proceed.

Staff Report  
 Waiver Request for Cannabis Microbusiness MaUP  
 Wine Country Cannasseurs  
 270, 272 & 274 East Smith Street  
 File No.: 19-4635

## BACKGROUND

The Applicant, Wine Country Cannasseurs, has applied for a Major Use Permit to operate a cannabis microbusiness, consisting of indoor cultivation, distribution, and retail in three adjacent suites of an existing five suite commercial building, located at 270, 272 & 274 East Smith Street.

Ukiah City Code (UCC) §9174.2(F)(1) prohibits the location of all commercial cannabis businesses within a certain proximity to a number of land uses, including schools, youth-oriented facilities, and parcels within residential zoning districts or parcels with residential primary land use (see **Attachment 3** and the Staff Analysis Section below). The building is located adjacent to a mobile home park, and there is a church occupying two of the five suites of the building and project site, which do not meet the location limitation regulations outlined in the UCC.

On November 30, 2018, a Director's Determination was issued by Craig Schlatter, Director of Community Development, regarding the location limitation considerations for the proposed project (included as **Attachment 4**). The Determination stated that *"Although the owner of the church submitted a letter of support for the proposed project, this siting limitation still applies"*. It further stated that *"Although mixed-use residential and commercial development is a permitted use in the C-1 zoning district, the parcel containing the mobile home park is not a residentially zoned parcel. The intention of this section of Ordinance No. 1186 is that cannabis businesses are not sited next to, or abutting, residential properties. Although the mobile home park is not located in a district only zoned for residential use, it is a residential use that would be located next to the proposed cannabis microbusiness project"*. Lastly, the Determination concluded that *"There is some question as to if the proposed project will be able to satisfy the distance limitations due to the neighboring church. There is also question of whether or not the Planning Commission will see the neighboring mobile home park residential use as a residentially zoned property"*. Per UCC §9174.2(F)(2), the Applicant has requested a waiver from the Limitations of Location for its vicinity to residential uses (location limitation regulation e), and a youth-oriented facility (location limitation regulation b). Information submitted by the Applicant regarding the waiver request is included as **Attachment 5** and is summarized below in the Staff Analysis Section.

In order to move forward with processing of the Major Use Permit application, Staff requests the Planning Commission consider and take action regarding the waiver request. For clarification, project details not relevant to the waiver consideration have not been included in this Staff Report. The Major Use Permit application will come before the Planning Commission at a later date, contingent on approval of the waiver request. Draft findings to both grant and deny the waiver request are included as **Attachments 1 and 2**.

## SURROUNDING LAND USE AND ZONING

The parcel carries a General Plan land use designation of Commercial (C) and is zoned General Urban (GU) within the Downtown Zoning Code. The project is surrounded by the following zoning districts and existing uses.

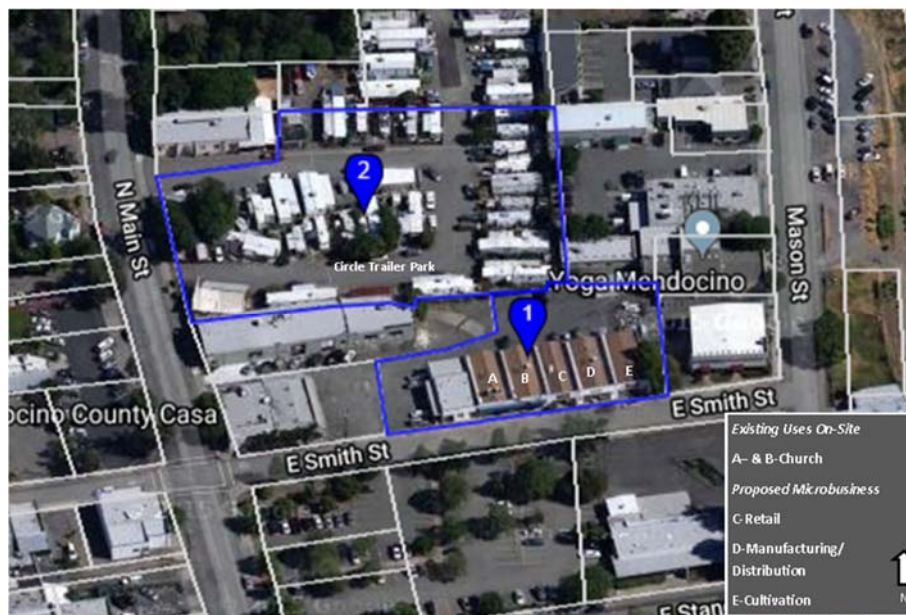
Staff Report  
Waiver Request for Cannabis Microbusiness MaUP  
Wine Country Cannasseurs  
270, 272 & 274 East Smith Street  
File No.: 19-4635

| ZONING: |                                | USE:                                               |
|---------|--------------------------------|----------------------------------------------------|
| NORTH   | Community Commercial (C1)      | Mobile home park                                   |
| EAST    | Community and Heavy Commercial | Vacant parcel, railroad tracks and medical offices |
| SOUTH   | General Urban                  | Parking lot                                        |
| WEST    | General Urban and Urban Center | Church, retail shops, and parking                  |

Figure 1. Zoning Map



Figure 2. Aerial Map



Staff Report  
Waiver Request for Cannabis Microbusiness MaUP  
Wine Country Cannasseurs  
270, 272 & 274 East Smith Street  
File No.: 19-4635



**Iglesia Pentecostal United Church.** The Iglesia Pentecostal United Church occupies two of the five suites in the building where the cannabis related business is proposed. It has been in this location since at least 2010. Services are held on Sundays at 10:00 a.m. and Wednesdays at 6:30 p.m. Churches are included in the definition of youth-oriented facilities in §5702 of the Municipal Code.

*Figure 3. Iglesia Pentecostal United Church located on the project parcel*



**Circle Trailer Park.** Circle Trailer Park is located directly adjacent (north) to the proposed site and shares a portion of the parcel line with the proposed project parcel. The mobile home park was established in 1976. The 55 dwelling spaces span two parcels, totaling ±2.83 acres. Entrances are located on North Main Street and Mason Street (see Figure 4). A six-foot tall, solid wooden fence spans the parcel line shared by the mobile home park and the project site (see Figure 5). This fence blocks all direct, pedestrian access from the park to the project site. Travel from the park to the project site is possible by way of North Main Street or Mason Street to East Smith Street.



Figure 4. Entrances to Circle Trailer Park (identified by yellow arrows)



Figure 5. Circle Trailer Park (directly north of the site) as seen from rear of project site



## STAFF ANALYSIS

UCC §9174.2(F)(1) prohibits the location of all commercial cannabis businesses within a certain proximity to a number of land uses, including schools, youth-oriented facilities, and parcels within residential zoning districts or parcels with residential primary land use. Wine Country Cannasseurs has requested a waiver from §9174.2, Sections F(1)(b) and F(1)(e).

*1. All cannabis-related businesses, as defined in section 9278 of this code, operating subject to use permits under this chapter, will operate indoors in a fully enclosed secure structure, as defined in section 9254 of this code, and shall not be allowed in the following areas:*

*b. Within two hundred fifty feet (250') of a youth-oriented facility other than a school, as defined in section 5702R of this code, with that distance measured by street frontage from the property line of the youth-oriented facility to the closest property line of the lot on which the cannabis-related business is to be located, and not radial distance;*

*e. On a parcel having a residential unit, or on a parcel directly abutting a residentially zoned property, unless there are intervening nonresidential uses between the cannabis-related business and the residential unit or the residentially zoned property that the decision-making entity charged with hearing and making the decision on the use permit application or the appeal of that decision determines sufficient to provide an appropriate separation.*

Section 2 provides criteria for the granting of a waiver from the above restrictions.

*2. A waiver of the provisions in subsections F1a through e of this section may be granted if the applicant demonstrates on plans and materials presented for review and the Planning Commission determines that a physical barrier or other condition exists which achieves the same purpose and intent as the distance separation requirement established herein, and that, as a result, the Zoning Administrator or the Planning Commission makes a finding of no adverse impact resulting from the proposed location of the cannabis-related business.*

**Proximity to the church.** In its application, Wine Country Cannasseurs attested to communications with both the Pastor of the church and the property owner regarding the proximity of the church to the project site.

*"First, the church has no objection to the presence of a cannabis business as their neighbor. The owner of the church, Salomon Flores, wrote a letter to the City of Ukiah, supporting the dispensary's operations there. They have no negative feelings towards cannabis, believe in safe access for patients, and believe that our business would benefit the neighborhood. They feel so strongly about this that they wrote a letter to the same effect that we submitted with our Directors Determination and have attached here. See Exhibit L. Second; we have arranged our work schedule to be limited on Sundays to ensure that our facilities do not interfere with church services. There will be no competition for parking, nor any commercial foot traffic while the church is active. Third, the landlord of the church is also our landlord and has indicated that should the church prevent the establishment of our business, that the landlord would not elect to renew the church's lease after the*

Staff Report  
Waiver Request for Cannabis Microbusiness MaUP  
Wine Country Cannasseurs  
270, 272 & 274 East Smith Street  
File No.: 19-4635

*current lease expires. Wine Country Cannasseurs does not want to see the church have to find a new location and would prefer that the City grant the waiver rather than the church has to move. Since there are no issues between the church and Wine Country Cannasseurs personally, and the church will not be permitted to stay if they prevent us from working, we believe a waiver is the best for all involved."*

The entrance to the church is approximately 25 feet away from the proposed entrance to the dispensary, along the building frontage. As such, Staff is unable to recommend the above as sufficient criteria to create conditions achieving the same purpose and intent as the 250 feet separation between commercial cannabis activity and a church, or other youth-oriented facility. However, UCC §9174.2 states that a waiver may be granted if physical barrier or other condition exists which achieves the distance separation requirement. Because it is located within the same building as the proposed microbusiness, the only physical separation between the two uses is the solid wall separating the suites. The church suite and the suite proposed for the retail dispensary have separate entrances, addresses, and are not accessed from one another. Also, in the project summary, the Applicant expressed his intention to not operate during the Sunday morning church services. Additionally, an email declaring his intention to also not operate during Wednesday evening services is included as **Attachment 6**. It is Staff's position that the closure of the microbusiness during the Sunday morning and Wednesday evening service hours creates a condition which achieves the same purpose and intent as the distance separation requirement from the church, a youth-oriented facility.

**Proximity to Circle Trailer Park.** In its waiver request, Wine Country Cannasseurs offers the following,

*"City Ordinance section 9173.7A.5 specifies that a commercial cannabis business cannot be located on a parcel having a residential unit or on a parcel abutting a residentially zoned property unless there are intervening nonresidential uses between the business and the unit or residentially zoned parcel. The parcel that abuts our proposed facility is C-1, Community Commercial. This means that the parcel is not residentially zoned, as the ordinance prohibits, but it does contain a mobile-home park. The space between the proposed cannabis facility and the park itself is filled with a parking lot and a six-foot fence. The closest entrance to the mobile-home park is more than 600 feet from the microbusiness entrance. This shows that despite the proximity, the closeness does not interfere nor endanger the mobile-home park at all. If anything, the heightened security along the back fence of the park will benefit the residents.*

*Further, we have reached out to the mobile-home park regarding our proposed use. We did this by meeting with the owner Mr. Bruce Ledford in person and discussing any concerns he might have. We assured him that we appreciate any feedback he would like to give to us or the city. Further, we plan to implement a "friendly neighbor" discount of 10% on dispensary purchases for any individual who can show proof of residence in the mobile-home park."*

Staff Report  
Waiver Request for Cannabis Microbusiness MaUP  
Wine Country Cannasseurs  
270, 272 & 274 East Smith Street  
File No.: 19-4635



The zoning of the adjacent parcel containing the mobile home park is Community Commercial (C-1). The purpose of the C-1 zoning district is to provide a broad range of commercial land use opportunities along the primary transportation corridors within the City. Although mixed-use residential and commercial development is a permitted use in the C-1 zoning district, the parcel containing the mobile home park is not primarily zoned for residential. Examples of zoning districts with primary residential uses include Single Family Residential (R-1), Medium Density Residential (R-2), or High Density Residential (R-3). However, the parcel in question contains an established primary residential use.

It is Staff's understanding that the intention of the location limitation requirements in the UCC are to ensure cannabis businesses are not sited next to, or abutting, residential properties. Although the mobile home park is not located in a district zoned for primary residential use, it is a residential use that would be located next to the proposed cannabis microbusiness project. It is the department's position that the intent of the location limitation is to impose distance between primary residential uses and commercial cannabis uses, and therefore, the primary residential use of the mobile home park is included in this location limitation.

Although the project parcel and the mobile home park parcel are adjacent, there is a 6' solid wood panel fence separating them. Mobile home park residents wishing to access the proposed microbusiness location must travel there using South Main or Mason Street, to East Smith Street, a distance between 500-800 feet, depending on the route. In addition to the wooden fence, the proposed cannabis project includes an additional chain link fence enclosing the rear parking area of the three included suites, in order to secure the area for deliveries and employee parking. While the fencing provides a physical barrier between the project area and the park, it does not appear there is an intervening nonresidential use between the two uses, as required in §9174.2(F)(1)(e).

It is Staff's position that without the intervening nonresidential use, the project does not achieve the same purpose and intent as the distance separation requirement established, as allowed in §9174.2(F)(2).

## **ENVIRONMENTAL DOCUMENTATION**

The California Environmental Quality Act (CEQA) defines a project as an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following (Sections 15378, 21065):

- (a) An activity directly undertaken by any public agency.
- (b) An activity undertaken by a person which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
- (c) An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

Consideration of the waiver request by the Planning Commission is not a project within this CEQA definition, and therefore, a CEQA determination is not required.

Staff Report  
Waiver Request for Cannabis Microbusiness MaUP  
Wine Country Cannasseurs  
270, 272 & 274 East Smith Street  
File No.: 19-4635

## **NOTICE**

Notice of the Public Hearing was provided in the following manner, in accordance with UCC §9262(C):

- Published in the Ukiah Daily Journal on August 17, 2019
- Posted on the Project site on August 15, 2019
- Posted at the Civic Center (glass case) 72 hours prior to the public hearing
- Mailed to property owners within 300 feet of the project parcels on August 15, 2019

## **RECOMMENDATION**

It is Staff's position that the closure of the microbusiness during the Sunday morning and Wednesday evening service hours creates a condition which achieves the same purpose and intent as the distance separation requirement from the church, a youth-oriented facility. However, it is Staff's position that the fencing between the project area and the mobile home park does not meet the requirement of a non-intervening use, nor does it achieve the same purpose and intent as the distance separation requirement from the parcel containing a primary residential use.

Staff requests the consideration of the request for waiver from the Limits of Location, and Commission direction on how to proceed.

## **ATTACHMENTS**

1. Draft Findings to Grant the Waiver Request
2. Draft Findings to Deny the Waiver Request
3. UCC Chapter 2, Article 15.7 Standards for Specific Land Uses That are Subject to Discretionary Review
4. Community Development Department Director's Determination, dated November 30, 2018
5. Portions of the Use Permit application pertinent to the Applicant's request for waiver
6. Email from Applicant's attorney, regarding Wednesday night closure, dated August 22, 2019
7. Public Input, as of August 22, 2019

Staff Report  
Waiver Request for Cannabis Microbusiness MaUP  
Wine Country Cannasseurs  
270, 272 & 274 East Smith Street  
File No.: 19-4635

**DRAFT FINDINGS TO GRANT A WAIVER OF LOCATION LIMITATIONS FOR  
A PROPOSED CANNABIS MICROBUSINESS AT  
270, 272 & 274 EAST SMITH STREET.  
APN 002-191-23; FILE NO. 19-4635**

The following findings are supported by and based on information contained in this Staff Report, the application materials and documentation, and the public record, in accordance with UCC Section 9174.

1. The proposed land use is consistent with the provisions of the Ukiah City Code as well as the goals and policies of the City General Plan.

*The Ukiah City Code (UCC) §9082 lists cannabis microbusiness as a permitted use in the Community Commercial zoning district, with an approved Use Permit. Wine Country Cannasseurs has submitted an application for a major use permit to operate a microbusiness at 270, 272 & 274 East Smith Street, within the Community Commercial zoning district. If the waiver request is granted, the Use Permit application will come before the Planning Commission for review at a later date.*

2. The purpose of UCC §9174 Regulating Cannabis Businesses is to provide site planning, development, and/or operational standards for certain land uses that are allowed in certain zoning districts and are subject to discretionary review through the use permit process but that may have unique adverse impacts. The standards for each use are intended to mitigate any potentially adverse impacts associated with the specific use.

§9174.2(F)(b) prohibits cannabis-related businesses “Within two hundred fifty feet (250’) of a youth-oriented facility other than a school, as defined in Section 5702R of this code, with that distance measured by street frontage from the property line of the youth-oriented facility to the closest property line of the lot on which the cannabis-related business is to be located, and not radial distance.”

§ 9174.2(F)(2) allows for, “A waiver of the provisions in subsections F1a through b of this section may be granted if the applicant demonstrates on plans and materials presented for review and the Planning Commission determines that a physical barrier or other conditions exists which achieves the same purpose and intent as the distance separation requirements established herein, and that, as a result, the Zoning Administrator or the Planning Commission makes a finding of no adverse impact resulting from the proposed location of the cannabis-related business.

*It is also the position of the Planning Commission that by not operating the microbusiness during the church service hours, Wine Country Cannasseurs has established conditions which results in no adverse impact resulting from the proposed location of the microbusiness.*

3. UCC §9174.2(F)(1)(e) prohibits all cannabis-related businesses “On a parcel having a residential unit, or on a parcel directly abutting a residentially zoned property, unless there

Draft Findings  
Waiver Request for Cannabis Microbusiness MaUP  
Wine Country Cannasseurs  
270, 272 & 274 East Smith Street  
File No.: 19-4635

are intervening nonresidential uses between the cannabis-related business and the residential unit or the residentially zoned property that the decision making entity charged with hearing and making the decision on the use permit application or the appeal of that decision determines sufficient to provide an appropriate separation.”

*The Circle Trailer Park, established in 1976, and located at 317 North Main Street, is located on two parcels within the Community Commercial zoning district. According to UCC §9080, the purpose and intent of the Community Commercial zoning district is, “to provide a broad range of commercial land use opportunities along the primary transportation corridors within the City. It is intended to promote, and provide flexibility for commercial development, and to encourage the establishment of community-wide commercial serving land uses.”*

*It is the position of the Planning Commission that the mobile home park, located at 317 North Main Street, and directly adjacent to the project parcel, is a primary residential use of the parcel. However, the Planning Commission does not consider the Community Commercial zoning district a residentially zoned parcel. Because the Community Commercial zoning district is not a residentially zoned parcel, there is no conflict with the proposed location of Wine Country Cannasseurs project.*

4. The granting of the waiver in no way grants or approves the Major Use Permit application. A separate hearing will be scheduled at a future date in order for the Planning Commission to review the Use Permit.
5. Consideration of the waiver request by the Planning Commission is not considered a “project” under the California Environmental Quality Act (CEQA) guidelines 15378 and 21065. Therefore, a CEQA determination is not required.

Based on the above analysis, the findings required to grant the waiver from the Location Limitations outlined in UCC §9174 can be made.

### **Notice of Public Hearing**

Notice of the Public Hearing was provided in the following manner, in accordance with UCC §9262(C):

- Published in the Ukiah Daily Journal on August 17, 2019
- Posted on the Project site on August 15, 2019
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**DRAFT FINDINGS TO DENY A WAIVER OF LOCATION LIMITATIONS FOR  
A PROPOSED CANNABIS MICROBUSINESS AT  
270, 272 & 274 EAST SMITH STREET.  
APN 002-191-23; FILE NO. 19-4635**

The following findings are supported by and based on information contained in this Staff Report, the application materials and documentation, and the public record, in accordance with UCC Section 9174.

1. The proposed land use is consistent with the provisions of the Ukiah City Code as well as the goals and policies of the City General Plan.

*The Ukiah City Code (UCC) §9082 lists location limitations to avoid conflicts between commercial cannabis and select other types of uses. It is the position of the Planning Commission that the applicant has failed to establish criteria to avoid possible conflicts with the youth-oriented facility (church) and the residential use of the mobile home park. Therefore, the Planning Commission is unable to find the proposed cannabis microbusiness consistent with the provisions of the Ukiah City Code as well as the goals and policies of the City General Plan.*

2. The purpose of UCC §9174 Regulating Cannabis Businesses is to provide site planning, development, and/or operational standards for certain land uses that are allowed in certain zoning districts and are subject to discretionary review through the use permit process but that may have unique adverse impacts. The standards for each use are intended to mitigate any potentially adverse impacts associated with the specific use.

§9174.2(F)(b) prohibits cannabis-related businesses “Within two hundred fifty feet (250’) of a youth-oriented facility other than a school, as defined in Section 5702R of this code, with that distance measured by street frontage from the property line of the youth-oriented facility to the closest property line of the lot on which the cannabis-related business is to be located, and not radial distance.”

§ 9174.2(F)(2) allows for, “A waiver of the provisions in subsections F1a through b of this section may be granted if the applicant demonstrates on plans and materials presented for review and the Planning Commission determines that a physical barrier or other conditions exists which achieves the same purpose and intent as the distance separation requirements established herein, and that, as a result, the Zoning Administrator or the Planning Commission makes a finding of no adverse impact resulting from the proposed location of the cannabis-related business.”

*It is the position of the Planning Commission that the wall between the church at 268 E. Smith Street and the proposed cannabis microbusiness at 270 East Smith Street does not qualify as a physical barrier between the church and the proposed microbusiness.*

*It is further the position of the Planning Commission that by not operating the microbusiness during the church service hours, Wine Country Cannasseurs has not established conditions to avoid adverse impacts from the proposed location of the microbusiness.*

3. UCC §9174.2(F)(1)(e) prohibits all cannabis-related businesses “On a parcel having a residential unit, or on a parcel directly abutting a residentially zoned property, unless there are intervening nonresidential uses between the cannabis-related business and the residential unit or the residentially zoned property that the decision making entity charged with hearing and making the decision on the use permit application or the appeal of that decision determines sufficient to provide an appropriate separation.”

*The Circle Trailer Park, established in 1976, and located at 317 North Main Street, is located on two parcels within the Community Commercial zoning district. According to UCC §9080, the purpose and intent of the Community Commercial zoning district is, “to provide a broad range of commercial land use opportunities along the primary transportation corridors within the City. It is intended to promote, and provide flexibility for commercial development, and to encourage the establishment of community-wide commercial serving land uses.”*

*It is the position of the Planning Commission that the mobile home park, located at 317 North Main Street and directly adjacent to the project parcel, is a primary residential use of the parcel. The Planning Commission considers the primary residential use of the parcels to meet the intent of the ordinance to protect residentially zoned parcels. Therefore, the proposed location of Wine Country Cannasseurs project does not meet the location limitations within the code, nor has it satisfied the requirements to grant the waiver.*

4. Consideration of the waiver request by the Planning Commission is not considered a “project” under the California Environmental Quality Act (CEQA) guidelines 15378 and 21065. Therefore, a CEQA determination is not required.

Based on the above analysis, the findings required to deny the waiver from the Location Limitations outlined in UCC §9174 can be made.

### **Notice of Public Hearing**

Notice of the Public Hearing was provided in the following manner, in accordance with UCC §9262(C):

- Published in the Ukiah Daily Journal on August 17, 2019
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270, 272 & 274 East Smith Street  
File No.: 19-4635

## CHAPTER 2 ZONING

### ARTICLE 15.7. STANDARDS FOR SPECIFIC LAND USES THAT ARE SUBJECT TO DISCRETIONARY REVIEW

Section:

- §9174: Purpose
- §9174.1: Applicability
- §9174.2: Cannabis-Related Businesses
- §9174.3: Reserved
- §9174.4: Reserved
- §9174.5: Reserved
- §9174.6: Reserved
- §9174.7: Reserved
- §9174.8: Reserved
- §9174.9: Reserved

#### **§9174 PURPOSE**

Section 9174.2 in this article provides site planning, development, and/or operational standards for certain land uses that are allowed in certain zoning districts and are subject to discretionary review through the use permit process but that may have unique adverse impacts. The standards for each use are intended to mitigate any potentially adverse impacts associated with the specific use. (Ord. 1190, §3, adopted 2018)

#### **§9174.1 APPLICABILITY**

The land uses and activities included in sections 9174.2 through 9174.9 of this code shall comply with the provisions of the section applicable to the specific land use, in addition to all other applicable provisions of this article and the Ukiah City Code.

A. Where Allowed: The uses that are subject to the standards in sections 9174.2 through 9174.9 of this code shall only be located in the zoning districts indicated in Chapter 2, Articles 3 through 15 or as otherwise indicated in this chapter.



B. Development Standards: The standards for specific land uses included in sections 9174.2 through 9174.9 of this code are required and supplement those included in the Ukiah City Code. In the event of any conflict between the requirements of sections 9174.2 through 9174.9 of this code and those included elsewhere in the City Code, the requirements of sections 9174.2 through 9174.9 of this code shall control. (Ord. 1190, §3, adopted 2018)

## **§9174.2 CANNABIS-RELATED BUSINESSES**

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### **A. Cannabis-Related Business Use Permit Application Requirements:**

1. Submission: A complete use permit application submittal packet shall be submitted in accordance with section 9262 of this code, including a detailed written statement as to how the proposed cannabis-related business complies with this section, and any other information or submissions required by this code. All applications for use permits for cannabis-related businesses shall be filed with the Planning Department, using forms provided by the City, and accompanied by the applicable filing fee and any other applicable fees or charges. It is the responsibility of the applicant to provide information required for approval of the permit. The application shall be made under penalty of perjury.

2. Effect of Other Permits or Licenses: The fact that an applicant possesses other types of State or City permits or licenses does not exempt the applicant from the requirement of obtaining a use permit.

3. Submittal Requirements: Any application for a use permit for a cannabis-related business shall include the following information:

a. Applicant(s) Name: The full name (including any current or prior aliases, or other legal names the applicant is or has been known by, including maiden names), present address, and telephone number of the applicant;

b. Applicant(s) Mailing Address: The address to which notice of action on the application is to be mailed;

c. Previous Addresses: Previous addresses for the past five (5) years immediately prior to the present address of the applicant;

d. Verification of Age: Written proof that the applicant is at least twenty-one (21) years of age;

e. Physical Description: Applicant's height, weight, color of eyes and hair;

- f. Photographs: Passport quality photographs for identification purposes;
- g. Employment History: All business, occupation, or employment of the applicant for the five (5) years immediately preceding the date of the application;
- h. Tax History: The cannabis-related business tax history of the applicant, including whether such person, in previously operating in this or another city, county or state under license has had a business license revoked or suspended, the reason therefor, and the business or activity or occupation in which the applicant engaged subsequent to such action of suspension or revocation;
- i. Management Information: The name or names and addresses of the person or persons having the management or supervision of applicant's business;
- j. Criminal Background: A completed background investigation verifying whether the person or person having the management or supervision of applicant's business has been convicted of a crime(s), the nature of such offense(s), and the sentence(s) received therefor;
- k. Employee Information: Number of employees, volunteers, and other persons who will work at the cannabis-related business;
- l. Plan of Operations: A plan of operations describing how the cannabis-related business will operate consistent with the intent of State law, including obtaining all applicable State licenses, and the provisions of this section, including but not limited to ensuring that the cannabis-related business will not engage in cannabis-related commercial activities that violate California law or this chapter;
- m. Written Response to Cannabis-Related Business Standards: The applicant shall provide a comprehensive written response identifying how the cannabis-related business plan complies with each of the standards for review in this chapter, specifically the limitation on location and operating requirements in this article;
- n. Security Plan: A detailed security plan outlining the proposed security arrangements for ensuring the safety of persons and to protect the premises from theft. The plan shall include installation of security cameras, a premises and panic alarm system monitored by a licensed operator, and a security assessment of the site conducted by a qualified professional;

o. Floor Plan: A sketch or diagram showing the interior configuration of the premises, including a statement of the total floor area occupied by the cannabis-related business. The sketch or diagram need not be professionally prepared, but must be drawn to a designated scale or drawn with marked dimensions of the interior of the premises to an accuracy of plus or minus six inches (6");

p. Site Plan: A sketch or diagram showing exterior configuration of the premises, including the outline of all existing and proposed structures, parking and landscape areas, and property boundaries. The sketch or diagram need not be professionally prepared, but must be drawn to a designated scale or drawn with marked dimensions to an accuracy of plus or minus six inches (6");

q. Accessibility Evaluation: A written evaluation of accessibility to and within the building, and identification of any planned accessibility improvements;

r. Neighborhood Context Map: An accurate straight-line drawing depicting the building and the portion thereof to be occupied by the cannabis-related business, and: (1) the property lines of any school within six hundred feet (600') of the property line of the business for which a permit is requested, (2) the property lines of any cannabis-related business within two hundred fifty feet (250') of the primary entrance of the business for which a permit is requested, and (3) the property lines of any youth-oriented facility or residential zone or use within two hundred fifty feet (250') of the primary entrance of the business;

s. Lighting Plan: A lighting plan showing existing and proposed exterior premises and interior lighting levels that would be the minimum necessary to provide adequate security lighting for the use and comply with all City standards regarding lighting design and installation. All lighting shall be fully hooded and downcast, and shall not shine towards the night sky, adjacent property or any street;

t. City Authorization: Written authorization for the City, its agents and employees to seek verification of the information contained within the application;

u. Statement of Owner's Consent: A statement in writing by the owner that he or she certifies under penalty of perjury that the applicant has the consent of the owner and landlord to operate a cannabis-related business at the location;

v. Applicant's Certification: A statement in writing by the applicant that he or she certifies under penalty of perjury that all the information contained in the application is true and correct;

w. Other Information: Such other information as deemed necessary by the Planning Department to demonstrate compliance with this section including all City and State codes, including operating requirements established in this section.

B. Operating Requirements for Cannabis-Related Businesses: Cannabis-related business operations shall be established and managed only in compliance with the following standards:

1. Criminal History: Any applicant, his or her agent or employees, volunteer workers, or any person exercising managerial authority of a cannabis-related business on behalf of the applicant shall not have been convicted of any of the felony offenses enumerated in Business and Professions Code section 26057(b)(4), or of a felony or misdemeanor involving moral turpitude, or on probation for a drug offense, or engaged in misconduct related to the qualifications, functions or duties of a permittee. Notwithstanding the above, an application shall not be denied solely on the basis that the applicant or any manager has been convicted of a felony, if the person convicted has obtained a certificate of rehabilitation (expungement of felony record) under California law or under a similar Federal statute or State law where the expungement was granted. In addition, notwithstanding the above, a prior conviction, where the sentence, including any term of probation, incarceration, or supervised release, is completed, for possession of, possession for sale, sale, manufacture, transportation, or cultivation of cannabis or cannabinoid preparations, is not considered related to the qualifications, functions, or duties of a permittee, and shall not be the sole ground for denial of an application.

2. Minors:

a. It is unlawful for any permittee, operator, or other person in charge of any cannabis-related business to employ any person who is not at least twenty-one (21) years of age.

b. The burden of proof is on the cannabis-related business personnel to establish compliance with this subsection B2 of this section by clear and convincing evidence.

3. Inventory and Tracking: Cannabis-related businesses shall at all times operate in a manner to prevent diversion of cannabis and shall promptly comply with any track and trace program established by the State.

4. Multiple Permits per Site: Multiple cannabis-related businesses proposed on any one site or parcel shall be granted permit approval only if all of the proposed cannabis businesses and their co-location are authorized by both City and State law. Operators of cannabis-related businesses issued use permits for

multiple business types or State license types at the same physical address shall maintain clear separation between license types unless otherwise authorized by this code and State law.

5. Operating Plans: An operating plan for a cannabis-related business must contain the following unless not applicable:

a. Storage: A cannabis-related business shall have suitable locked storage on premises, identified and approved as a part of the security plan, for after-hours storage of cannabis and cannabis products.

b. Odors Control: The cannabis-related business shall have an air treatment system that prevents odors generated from any storage and cultivation of cannabis on the business property from being detected by any reasonable person of normal sensitivity outside the cannabis-related business premises. To achieve this, both the storage and cultivation areas shall be, at minimum, mechanically ventilated with a carbon filter or superior method.

c. Security Plans: A cannabis-related business shall provide adequate security on the premises, as approved by the Chief of Police, including lighting and a premises and panic alarm system monitored by a licensed operator, to ensure the safety of persons and to protect the premises from theft.

d. Security Cameras: Security surveillance cameras shall be installed to monitor the main entrance and exterior of the premises to discourage loitering, crime, illegal or nuisance activities. The security surveillance system shall comply with current State standards for digital video surveillance systems to be installed on the premises of licensed cannabis businesses, currently codified in the California Code of Regulations, Title 16, Section 5044, and as may be amended.

e. Security Video Retention: Security video shall be maintained for ninety (90) days. In the event of a crime on site or anywhere within range of the cannabis-related business's security cameras, the cannabis-related business shall provide the Chief of Police or his or her designee with a useable digital copy of the security video upon request or at the earliest convenience.

f. Alarm System: Professionally monitored premises and panic alarm system shall be installed and maintained in good working condition.

g. Emergency Access: Security measures shall be designed to ensure emergency access in compliance the California Fire Code and Ukiah Valley Fire Authority standards.

h. Emergency Contact: A cannabis-related business shall provide the Chief of Police with the name, email address, phone number and facsimile number of an on-site community relations staff person to whom one can provide notice if there are operating problems associated with the business. The business shall make every good faith effort to encourage neighborhood residents to call this person to try to solve operating problems, if any, before any calls or complaints are made to the City.

6. Signage and Notices:

a. Address identification shall comply with illuminated address signs requirements.

b. Business identification signage shall be limited to that needed for identification only, consisting of a single window sign or wall sign that shall comply with section 3227 of this code and any other City Code provisions regulating signage.

7. Employee Records: Each owner or operator of a cannabis-related business shall maintain a current register of the names of all volunteers and employees currently working at or employed by the cannabis-related business, and shall disclose such registration for inspection by any City officer or official for purposes of determining compliance with the requirements of this article.

8. Compliance with Other Requirements: The operator shall comply with all applicable provisions of local, State or Federal laws, regulations or orders, as well as any condition imposed on any permits issued pursuant to applicable laws, regulations or orders.

9. Confidentiality: The information provided for purposes of this section shall be maintained by the City as confidential information, and shall not be disclosed as public records unless pursuant to subpoena issued by a court of competent jurisdiction or otherwise compelled by court order or the California Public Records Act.

10. Display of Permit: Every cannabis-related business shall display at all times during business hours the use permit issued pursuant to the provisions of this chapter for such business in a conspicuous place so that the same may be readily seen by all persons entering the business.

11. Inspections: During normal business hours, cannabis-related businesses permitted under this chapter shall provide access for administrative inspections by City officials or officers or consultants hired by the City to verify compliance with this article. Any cannabis-related business's refusal to comply with this section shall be deemed a violation of this article.

12. Notification of Theft, Loss, and Criminal Activity: Cannabis-related businesses shall comply with the California Code of Regulations, Title 16, Section 5036, or as may be amended, by notifying the applicable State authorities and the Ukiah Police Department within twenty-four (24) hours of discovery of any of the following situations:

- a. A significant discrepancy in the business's inventory.
- b. The operator becomes aware of or has reason to suspect diversion, theft, loss, or any other criminal activity pertaining to the operations of the business.
- c. The operator becomes aware of or has reason to suspect diversion, theft, loss, or any other criminal activity by an agent or employee of the business pertaining to the operations of the business.
- d. The operator becomes aware of or has reason to suspect the loss or unauthorized alteration of records related to cannabis goods, customers or clients, or the business's employees or agents.
- e. The operator becomes aware of or has reason to suspect any other breach of security.

The notification shall be in writing and include the date and time of occurrence of the theft, loss, or criminal activity and a description of the incident including, where applicable, the item(s) that were taken or lost.

C. Review and Revocation: Use permits issued for cannabis-related businesses shall be subject to annual review according to the procedures set forth in subsection D of this section, and shall be subject to revocation according to the procedures set forth in subsection E of this section.

D. Annual Review of Use Permits for Cannabis-Related Businesses:

1. Use permits for cannabis-related business will be subject to annual review by the Zoning Administrator, including inspection of the business by the Zoning Administrator or his designee, to determine whether the business is being operated in accordance with any conditions of approval

imposed on the use permit as issued by the Planning Commission or Zoning Administrator. The City Council may, from time to time by resolution in accordance with the procedures required by law, establish fees to be charged and collected for annual review pursuant to this subsection.

2. In the course of annual review and after annual inspection, the Zoning Administrator shall make findings of fact regarding the cannabis-related business operator's adherence to the conditions of approval for the use permit. In addition, the Zoning Administrator will consider the following nonexclusive criteria in making findings of fact which may be grounds for revocation of a use permit for a cannabis-related business:

a. Whether the cannabis-related business operated pursuant to the use permit has generated an excessive number of calls for police service compared to similarly situated businesses of the same size as the cannabis-related business.

b. Whether there have been excessive secondary criminal or public nuisance impacts in the surrounding area or neighborhood, including, but not limited to, disturbances of the peace, illegal drug activity, marijuana use in public, harassment of passersby, littering, loitering, illegal parking, loud noises, odors, or lewd conduct.

c. Whether the cannabis-related business operating pursuant to a use permit has a history of inadequate safeguards or procedures that show it is likely that it will not comply with any operating requirements and standards required in the conditions of approval.

d. Whether the cannabis-related business has failed to pay fees, penalties, or taxes required by the conditions of approval of the use permit or by this code or State law, or has failed to comply with any requirements for the production of records or other reporting requirements of this code.

e. Whether the operator of the cannabis-related business or one or more of its officers, employees, partners, managers or members with management responsibilities ("managers") has been convicted of a felony, or has engaged in misconduct that is substantially related to the qualifications, functions or duties of an operator of a cannabis-related businesses. A "conviction" within the meaning of this chapter means a plea or verdict of guilty, or a conviction following a plea of nolo contendere. Notwithstanding the above, an application shall not be denied solely on the basis that the applicant or any manager has been convicted of a felony, if the person convicted has obtained a certificate of rehabilitation (expungement of felony record) under California law or under a similar Federal statute or State law where the expungement was granted.



f. Whether the operator or managers of the cannabis-related business have previously or are currently engaged in unlawful, fraudulent, unfair, or deceptive business acts or practices.

g. Whether the cannabis-related business has been operated in compliance with applicable State law and provisions of this code generally.

3. If the Zoning Administrator determines that the cannabis-related business is being operated in violation of any conditions of approval imposed on the use permit as issued by the Planning Commission or the Zoning Administrator, the use permit may be subject to revocation.

E. Revocation of Use Permits for Cannabis-Related Businesses:

1. In addition to the reasons for revocation of an approved use permit set forth in subsection 9262H2 of this code and subsection D2 of this section, an approved use permit for a cannabis-related business may be revoked through the City's revocation process, as set forth in subsection 9262H2 of this code, except that all references therein to the Planning Commission shall be deemed to refer to the Zoning Administrator, if the cannabis-related business is operated in a manner that violates the conditions of approval imposed by the use permit or the provisions of this code, or conflicts with State law. At the public hearing to be conducted by the Zoning Administrator as set forth in subsection 9262H2 of this code, the Zoning Administrator shall make findings regarding the alleged specific violations of this code or State law.

2. An appeal of the Zoning Administrator's decision on revocation of a use permit for a cannabis-related business may be made to the Planning Commission for a final decision. Any such appeal must comply with the requirements of section 9266 of this code, except that all references therein to the City Council shall be deemed to refer to the Planning Commission.

3. When a final decision revoking a use permit for a cannabis-related business is made as provided in this section, the permittee shall become ineligible for a period of three (3) years thereafter to apply for a use permit for a cannabis-related business. The ineligibility shall include any corporation or other business entity, including, but not limited to, a partnership or limited liability company, in which the permittee has any direct or indirect beneficial, financial or ownership interest.

F. Limitations on Locations of Cannabis-Related Businesses:

1. All cannabis-related businesses, as defined in section 9278 of this code, operating subject to use permits under this chapter, will operate indoors in a fully enclosed secure structure, as defined in section 9254 of this code, and shall not be allowed in the following areas:

a. Within six hundred feet (600') of a school, as defined in section 5702P of this code, with that distance measured as the horizontal distance in a straight line from the property line of the school to the closest property line of the lot on which the cannabis-related business is to be located without regard to intervening structures, pursuant to California Health and Safety Code section 11362.768; or

b. Within two hundred fifty feet (250') of a youth-oriented facility other than a school, as defined in section 5702R of this code, with that distance measured by street frontage from the property line of the youth-oriented facility to the closest property line of the lot on which the cannabis-related business is to be located, and not radial distance; or

c. Abutting, on any side of the parcel upon which the cannabis-related business is located, a parcel occupied by a youth-oriented facility or a school; or

d. Within any residential zoned parcel or primary land use, or any property with an underlying residential or mobile homes general plan land use designation; or

e. On a parcel having a residential unit, or on a parcel directly abutting a residentially zoned property, unless there are intervening nonresidential uses between the cannabis-related business and the residential unit or the residentially zoned property that the decision-making entity charged with hearing and making the decision on the use permit application or the appeal of that decision determines sufficient to provide an appropriate separation.

2. A waiver of the provisions in subsections F1a through b of this section may be granted if the applicant demonstrates on plans and materials presented for review and the Planning Commission determines that a physical barrier or other condition exists which achieves the same purpose and intent as the distance separation requirements established herein, and that, as a result, the Zoning Administrator or the Planning Commission makes a finding of no adverse impact resulting from the proposed location of the cannabis-related business. (Ord. 1190, §3, adopted 2018)



Department of Community Development  
 Planning Services Division  
 300 Seminary Ave.  
 Ukiah, CA 95482  
[planning@cityofukiah.com](mailto:planning@cityofukiah.com)  
 (707) 463-6203

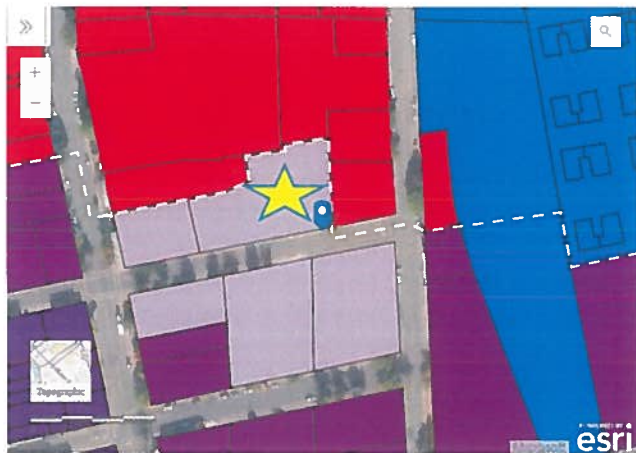
**Date:** November 30, 2018

**To:** 272 & 274 E Smith Street - Planning Director Determinations File

**From:** Craig Schlatter, Director 

**Subject:** Director Determination – Siting and Locational Considerations for Proposed Cannabis Microbusiness at 272 and 274 East Smith Street

Jay Donnellan has inquired about the possible operation of a cannabis microbusiness, consisting of retail, cultivation, and distribution, within two existing commercial units located at 272 and 274 East Smith Street. The two commercial units are located on a parcel zoned General Urban (GU) in the City's Downtown Zoning Code.



### Siting and Locational Considerations

The parcel is located directly adjacent a C-1 district. Section §9173.7 of the City's Ordinance No. 1186, the Cannabis-Related Businesses Ordinance, notes proximity restrictions for cannabis-related businesses (including microbusinesses). None appear to be of concern, with the exception of §9173.7 Sections A.2. and A.5. Please see below (*italics added*).

*A. All Cannabis Related Businesses, as defined in Section 9278 of this Code, operating subject to Use Permits under this Chapter will operate indoors in a fully enclosed secure structure, as defined in Section 9254 of this Code, and shall not be allowed in the following areas:*

*2. Within two hundred fifty feet (250') of a youth-oriented facility other than a school, as defined in Section 5702R of this Code, with that distance measured by street frontage from the property line of the youth-oriented facility to the closest property line of the lot on which the Cannabis Related Business is to be located, and not radial distance;*

Per City Ordinance No. 1188 §5702AA, the definition of youth-oriented facility “means a public park, church, museum, library, or licensed daycare facility.”

There is a church located approximately 25 ft. from the proposed location of the cannabis microbusiness. Although the owner of the church submitted a letter of support for the proposed project, this siting limitation still applies.

There may be other youth-oriented facilities, such as licensed daycares, within the proximity of the proposed project. More detailed research will be undertaken once an application for the proposed project is received.

*5. On a parcel having a residential unit, or on a parcel directly abutting a residentially zoned property, unless there are intervening nonresidential uses between the Cannabis Related Business and the residential unit or the residentially zoned property that the decision-making entity charged with hearing and making the decision on the Use Permit application or the appeal of that decision determines sufficient to provide an appropriate separation.*

A mobile home park is located directly adjacent the proposed location. The zoning of this adjacent parcel is C-1 (Community Commercial). Although mixed-use residential and commercial development is a permitted use in the C-1 zoning district, the parcel containing the mobile home park is not a residentially zoned parcel.

The intention of this section of Ordinance No. 1186 is that cannabis businesses are not sited next to, or abutting, residential properties. Although the mobile home park is not located in a district only zoned for residential use, it is a residential use that would be located next to the proposed cannabis microbusiness project.



## **Conclusion**

There is some question as to if the proposed project will be able to satisfy the distance limitations due to the neighboring church. There is also question of whether or not the Planning Commission will see the neighboring mobile home park residential use as a residentially zoned property. It is recommended the applicant carefully review these considerations.

Based on this preliminary research, it appears an application for a Major Use Permit would be most appropriate as the next step for proceeding with the project.

## REQUEST FOR DETERMINATION OF APPROPRIATE USE

### Context/Request:

We are requesting a waiver from the locational limitations laid out in section 9174.2(F) in establishing a Cannabis Related Business, specifically a Microbusiness, at 272 and 274 E. Smith Street, in Ukiah, California (APN 002-191-023). This request is based on the fact that there will be no adverse impact resulting from our proposed location, despite the facility being located within 250 feet of a youth-oriented facility as defined by section 5702(AA), specifically a church.

We are confident that the Planning Commission will agree that no adverse impact will occur because, the church itself which is within 250 feet of the proposed location, welcomes the proposed microbusiness, and, like JPJ-Ukiah-Inc., believes in safe access to medicine for all cannabis patients, and believes we fit in with the character of the neighborhood. (See attached letter from Salomon Flores.)

Other than the church, the property is appropriately zoned as General Urban (GU) and maintains an appropriate distance from all other uses. The nearest youth-oriented facility, including libraries, is further than 250 feet away, as measured by street frontage property line to the closest property line of the proposed microbusiness. Further, the abutting trailer park is not zoned as a residential use, but rather exists on a Community Commercial (CI) parcel, making it a permitted abutting use. (See attached 7/13/18 email from Shannon Riley, Deputy City Manager). Moreover, the trailer park's entrance is more than 600 feet from the proposed facility's entrance, and a six-foot fence separates the parcels where they abut. Finally, JPJ-Ukiah-Inc. will provide unique employment, security, and development opportunities to the area that outweigh any potential negative impact.

### Business Overview:

JPJ-Ukiah-Inc. will be a commercial cannabis microbusiness serving both medicinal cannabis patients and individuals over the age of 21 with valid identification. Pursuant to this license, JPJ-Ukiah-Inc. will provide storefront retail and delivery for those individuals lawfully permitted to purchase and use cannabis within California, will collaborate with an experienced cultivator to cultivate just less than 1,000 square feet of indoor canopy, and will provide in-house and third-party distribution services.

Being a retail operator, JPJ-Ukiah-Inc.'s main competition is other dispensaries that have vertically integrated. Being able to grow cannabis and

handle the distributor's responsibilities, such as packaging and quality assurance, allows for a company to keep the cost of the products lower for the consumers. By operating as a microbusiness, we are able to not only vertically integrate to keep our prices lower, but to bring an as-of-yet unlicensed cultivator onto our team and give them an opportunity to leave the black market and enter the legal regulated market.

In order to successfully operate a microbusiness, we will operate from two adjacent units that we are currently renting on East Street, both of which are properly zoned for commercial cannabis operations. One unit will be used for cultivation and distribution and one will be used for retail. This will ensure safety and compliance with local and state regulations by eliminating any public access to the distribution or cultivation facility. By separating the uses by those open to the public and those not, we demonstrate our commitment to safety and service.

The landlord for the property has also agreed to give us first right to the other four units also on the appropriately zoned property. This means that as the property becomes available and we can grow, we will be able to expand our business and ultimately move distribution to a building all its own, providing more room for cultivation and the opportunity to provide distribution services to more other commercial cannabis businesses. All of this expansion will be able to occur without compromising the storefront and delivery retail that we are confident Ukiah residents will come to use and rely on. This possibility for expansion provides us with current and future opportunities to provide jobs to the community and tax revenue to the city. Our current configuration will require us to fill a total of twelve jobs in addition to the work of our four founders.

#### Retail Services:

JPJ-Ukiah-Inc. will serve not only as a welcoming storefront location for both veteran cannabis users and individuals trying cannabis for the first time, or maybe just for the first time in a long time, but as a safe and reliable source for cannabis delivered directly to an individual's home. Many individuals have physical or mental obstacles that make it very difficult to go to a storefront to get their cannabis. Whether this is the physical difficulty of driving to a location, a lack of transportation, or crippling social anxiety, JPJ-Ukiah-Inc. will provide safe quality cannabis to Ukiah.

JPJ-Ukiah-Inc. is dedicated to complying with both the City of Ukiah and the State of California regulations in our operations, and work closely with a compliance attorney in staying up to date on our legal duties. This includes

securing our corresponding state license, carefully screening our employees, preventing access or employment of minors, and complying with all operational requirements by both the state and city.

Beyond providing safe access for consumers, the operation of our storefront and delivery retail services would encourage development in the area. We are dedicated to providing stable jobs to members of the community and working to make our neighborhood a more enjoyable place to visit. The retail portion of our microbusiness will require the filling of eight employees, who will serve as delivery drivers, bud tenders, administration, and will do some work within the distribution facility as needed. These jobs will cover our proposed hours of 9:00 a.m. to 9:00 p.m. Monday through Saturday, and from 1:00 p.m. to 9:00 p.m. on Sundays. This later start time will prevent any interference with dispensary operation and church serve. Additionally, successful retail storefronts attract people to the area, benefiting those other businesses nearby and encouraging improvement and evolution of the neighborhood.

#### Cultivation Services:

The cultivation and distribution facility is located directly next door to the proposed dispensary and is separated by a permanently affixed wall. This permanent separation between the two facilities will ensure that the public has no access to the cultivation or distribution facility, but that the facilities are still maintained on a single contiguous premise as required by state law. The cultivation activities of the cannabis will take place within two rooms, labeled Cultivation A and Cultivation B on our prepared plans, both of which are equipped with locking doors to prevent unauthorized access. The entirety of these two rooms does not exceed 1,000 square feet, ensuring that the canopy being cultivated shall never exceed 1,000 square feet at any given time. All cannabis stored from the cultivation will be clearly marked and kept distinctly from that product held in distribution.

The cultivation services provided by JPJ-Ukiah-Inc. are aimed at providing an opportunity to cultivators would otherwise be unable to enter the regulated market, and to providing the highest quality indoor cannabis flower at an affordable price point. We have previously worked with several craft farmers that produce some of the best flowers that we have seen, and these are the farmers we would have cultivating under our license. The cultivation facility will require one master grower and two cultivator job positions. By bringing in tried and true cultivators we ensure that our dispensary will carry only the highest quality products at the best price.



This dedication to locally produced, high quality indoor cannabis would bring positive attention and business to Ukiah. According to regulations released by the California Department of Food and Agriculture, labels on cannabis may only specify a county of origin if 100% of the cannabis in the packable was produced within that county. By producing cannabis in-house, we will be able to proudly label our cannabis as grown not only in Mendocino County, but in the City of Ukiah. Our careful selection of talented cultivators will allow us to build Ukiah as a brand in addition to JPJ-Ukiah-Inc.

#### Distribution Services:

Distribution services will take place in the cultivation and distribution facility unit of the premise. Distribution activities shall take place within the properly designated areas and shall consist primarily of in-house packaging, labeling, and storage of the cannabis flower grown at the facility, as permitted by state law. This flower will then be distributed to the retail facility of our microbusiness, which is located just next door. Some third-party distribution will also take place from this facility, again primarily, though not entirely, to the retail facility of our microbusiness. As our business grows, we hope to expand into yet another unit of the building so as to be able to provide more third-party distribution services and offer more employment opportunities to the area. Currently, we contemplate a single individual who will work solely in the distribution facility, but that retail employees will also work shifts at the facility based on need.

JPJ-Ukiah-Inc. seeks the ability to distribute in order to vertically integrate. This vertical integration, as we previously mentioned, allows us to compete with other dispensaries and provide high quality but low-cost products. In-house distribution permits us to package, label, order testing, pay taxes, quality control, and otherwise manage our own product. It also has the potential of attracting other cannabis related business to the area, whether based within the city or not. By allowing JPJ-Ukiah-Inc. to provide distribution services, those cannabis businesses in the surrounding areas can access the legal market, which serves to remove product from the black market and can create more revenue for the city.

We plan to run our distribution services from a building separate from our retail storefront to prevent any access by the public, to carefully separate our secure storage vaults between uses, and to allow all microbusiness operations to benefit from the security of the others. All employees will be provided with training, and by having the different uses on the same parcel, but in separate buildings, we create a highly secure campus-like atmosphere. Security cameras will capture activity both inside and outside each building, and will provide

overlapping security lighting, alarm systems, and video surveillance. Anybody planning to commit a crime at any of the facilities will know that not only is the building they are breaking into professionally monitored with a panic alarm system, but that the surrounding buildings are similarly equipped. This enhanced security, with pre-established emergency access and security plans in place with the Chief of police, will provide heightened safety not only to JPJ-Ukiah-Inc., but to businesses in the area. This, in turn will encourage development in the area.

The church, which is located within 250 feet of the proposed location, will benefit from this. By having a building with heightened security so close, they will know that any criminal activity will be discouraged. Highly monitored areas, particularly those that will retain their high definition security footage for ninety (90) days, as JPJ-Ukiah-Inc. will, discourage loitering, crime, and illegal or nuisance activities in the area.

Information/Questions:

For additional information please contact:

Jay Donnellan

winecountrycannasseurs@gmail.com

(707) 889-3987

PLEASE FIND THE PREVIOUSLY REFERENCED LETTER AND EMAIL, SITE PLAN, AND NEIGHBORHOOD CONTEXT PLAN ATTACHED.

To whom it might concern,

I am the owner of the church by 274 East Smith St. and I would like to give my support for a cannabis business that would like to open by our church. We as a church do not have any negative feelings towards cannabis or its users. We believe in safe access for all cannabis patients and believe that their businesses would be a good fit for the neighborhood. We do not see any issues with our entities co-existing together. We ask that the city makes their determination to allow a cannabis business at this location.

Name: *Salomon Flores*

Signature:

A handwritten signature in black ink, appearing to be 'Salomon Flores', written over a horizontal line.

**From:** J D  
**To:** Ashley Bargaquast  
**Subject:** Fwd: zoning determination  
**Date:** Monday, July 23, 2018 12:18:43 PM

---

----- Forwarded message -----

From: J D <[jaydonnellanbr@gmail.com](mailto:jaydonnellanbr@gmail.com)>  
Date: Mon, Jul 23, 2018 at 12:05 PM  
Subject: Fwd: zoning determination  
To: <[winecountrycannasseurs@gmail.com](mailto:winecountrycannasseurs@gmail.com)>

Sent from my iPhone

Begin forwarded message:

**From:** Shannon Riley <[sriley@cityofukiah.com](mailto:sriley@cityofukiah.com)>  
**Date:** July 23, 2018 at 11:48:21 AM PDT  
**To:** "jaydonnellanbr@gmail.com" <[jaydonnellanbr@gmail.com](mailto:jaydonnellanbr@gmail.com)>  
**Subject:** zoning determination

Hi Jay,

I was looking for an email from our attorney...found bits and pieces, but then remembered that we resolved the matter in person. In short, there's a restriction on having a dispensary or other cannabis business located "on a parcel having a residential unit, or on a parcel directly abutting a residentially zoned property". See UCC Sections 5707.C and 9173.7.A. However, the mobile home park is in a C1 zone. Because the actual parcel with the proposed dispensary doesn't have a residence, the only prohibition on having a dispensary property abutting the mobile home park is if the parcel with the mobile home park is considered residentially zoned. For support, you can point to the zoning map: <http://www.cityofukiah.com/NewWeb/wp-content/uploads/2012/12/Zoning-2017-17x24-Final.pdf>

Hope that helps!

Shannon

Shannon Riley  
Deputy City Manager/  
Visit Ukiah Administrator

City of Ukiah  
[300 Seminary Avenue](#)  
[Ukiah, California 95482](#)  
w: (707) 467-5793

--

Wine Country Cannasseurs  
Napa, Ca  
[www.winecountrycollective.com](http://www.winecountrycollective.com)

This e-mail may contain information that is privileged, confidential and/or exempt from disclosure. It may also contain private information or other materials the release of which may cause prejudice or loss to Wine Country Cannasseurs, and its subsidiaries. No waiver whatsoever is intended by sending this e-mail which is intended only for the named recipient(s). Unauthorized use, dissemination or copying is prohibited. If you receive this email in error, please notify the sender and destroy all copies of this e-mail.



ALL CONSTRUCTION BASED ON THESE PLANS SHALL COMPLY WITH THE 2016 EDITIONS OF THE

- CALIFORNIA BUILDING CODE VOL.'s I & II CBC
- CALIFORNIA ADMINISTRATIVE CODE CAC
- CALIFORNIA EXISTING BUILDING CODE CEEB
- CALIFORNIA ENERGY CODE CENC
- CALIFORNIA FIRE CODE CFC
- CALIFORNIA GREEN BUILDING CODE CGBC
- CALIFORNIA HISTORIC BUILDING CODE CHBC
- CALIFORNIA MECHANICAL CODE CMC
- CALIFORNIA PLUMBING CODE CPC
- CALIFORNIA RESIDENTIAL CODE AND THE CRC
- CALIFORNIA REFERENCED STANDARDS CODE CRSG
- CALIFORNIA ELECTRICAL CODE CEC

THESE PLANS SHALL ALSO COMPLY WITH THE LOCAL ORDINANCES OF THE GOVERNING JURISDICTION

**ALL DIMENSIONS ARE TO FACE OF STUD (FOS) OR FACE OF FRAMING (FOF).** UNLESS OTHERWISE NOTED (UON), CONTRACTORS SHALL NOT SCALE DRAWINGS AND SHALL USE ONLY DIMENSIONS CONTAINED IN THESE PLANS

DESIGNER ASSUMES NO LIABILITY FOR ANY CONSTRUCTION OR SPECIFICATION NOT SPECIFICALLY ADDRESSED HEREIN, OR NOT CONTAINED IN THESE PLANS

THESE PLANS ARE THE PROPERTY OF THE DESIGNER AND SHALL NOT BE REPRODUCED, WHOLE OR IN PART, WITHOUT THE EXPRESS CONSENT OF THE DESIGNER. ANY USE ARISING FROM THE ILLEGAL REPRODUCTION OF SAID PLANS SHALL RENDER ALL CONTENT HEREIN VOID AND OBSOLETE

### Division I - Notes

PROVIDE CLEAR ACCESS FOR ALL CONSTRUCTION PERSONNEL, MATERIALS & EQUIPMENT FROM THE STREET TO THE PROJECT LOCATION ONSITE

PROVIDE TEMPORARY POWER FOR ONSITE ELECTRICALS AS REQUIRED. DRAWINGS REQUIRED BY PG & E SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER AND ARE NOT IN CONTRACT (NIC)

PROVIDE ONSITE TOILET FACILITIES AS REQUIRED

PROJECT LOCATION SHALL BE GRUBBED & CLEARED OF ALL VEGETATION, REFUSE & TRASH TO WITHIN A 3' min PERIMETER OF THE PROPOSED CONSTRUCTION AREA

CONSTRUCTION DEBRIS SHALL BE OFFHAULED PERIODICALLY BY CONTRACTOR OR BUILDER TO ENSURE NO ONSITE LIFE & SAFETY HAZARDS EXIST AT ANY TIME

BOUNDARY AND TOPOGRAPHIC INFORMATION CONTAINED IN ANY SITE OR VICINITY MAP CONTAINED IN THESE PLANS ARE OBTAINED THRU PUBLIC RECORDS AND THE ACCURACY OR SUFFICIENCY OF SUCH INFORMATION IS NOT GUARANTEED

LANDSCAPE PLANS ARE THE RESPONSIBILITY OF THE PROPERTY OWNER AND ARE EITHER NOT IN CONTRACT (NIC) OR COVERED UNDER SEPARATE CONTRACT AND PERMIT

### Division II - Notes

CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH (F<sub>c</sub>) OF 3000 psi (5-SACK MIX) AFTER 28 DAYS CURE

ALL REINFORCING STEEL SHALL COMPLY WITH ASTM A615

ALL SAND USED IN CONCRETE SHALL BE FREE OF SALT AND OTHER IMPURITIES THAT ARE REACTIVE TO THE ALKALIS IN THE CEMENT OR ARE CORROSIVE TO STEEL REINFORCEMENT

VAPOR BARRIER SHALL BE 6 mil POLYETHYLENE, MINIMUM

ALLOWABLE SOIL BEARING PRESSURE SHALL BE 1500# PSI per SECTION & TABLE R401.4.1, 2016 CRC. GEOTECHNICAL EVALUATION IS NOT REQUIRED

REQUIRED SURFACE AREA OF CONCRETE IN CONTACT WITH NATIVE SOIL FOR PERIMETER SPREAD FOOTINGS ISOLATED SPREAD FOOTINGS SHALL BE CALCULATED USING SUCH SOIL BEARING PRESSURES

DRILLED PIER & GRADE BEAM FOUNDATIONS AND SPECIALTY FOOTINGS SHALL BE DESIGNED BY A LICENSED STRUCTURAL ENGINEER

STRUCTURAL STEEL SHALL BE DESIGNED BY A LICENSED STRUCTURAL OR CIVIL ENGINEER. SEE DIVISION V FOR FABRICATION NOTES

### Division III - Notes

ALL MASONRY SHALL COMPLY WITH CHAPTER 21, 2016 CBC

### Division IV - Notes

ALL CONSTRUCTION LUMBER SHALL DOUG FIR #2 (DF2), UON

HEADERS @ PERIMETER OPENINGS FOR WINDOWS & DOORS SHALL BE 4x12 DF2 MINIMUM

BEARING POSTS SHALL BE DOUG FIR #1 (DF1), UON

PLYWOOD SHALL BE APA RATED STRUCT I OSB, CDX, ACX or PT/DF, UON

ALL CONNECTORS SHALL BE SIMPSON STRONGTIE™. SUBSTITUTIONS ARE NOT AUTHORIZED.

ALL FASTENING & NAILING SHALL COMPLY WITH TABLE R602.3(1), 2016 CRC

ROOF SHEATHING SHALL BE ½" PLYWOOD WITH 8d @ 6" oc EDGE NAILING (PEN), 12" oc FIELD NAILING

WALL SHEATHING SHALL BE ½" PLYWOOD WITH 8d @ 6" oc EDGE NAILING (PEN), 12" oc FIELD NAILING

FLOOR SHEATHING SHALL BE ¾" T&G PLYWOOD WITH 8d @ 6" oc EDGE NAILING (PEN), 12" oc FIELD NAILING  
OPTIONAL USE OF #7 SCREWS AND PL400 SUBFLOOR GLUE SUGGESTED TO PREVENT SUEAKS

PROVIDE DOUBLE 2x TOP PLATE w/ 48" min LAP @ SPLICES

MFD TRUSSES SHALL BE PROVIDED BY ALLTRUSS, UON

SONOMA, CA - (707) 938-5595

### Division VI - Notes

ROOFING SHALL BE 30-YEAR CLASS A SPANISH TILE ROOF, CLAY or LT-WT CONCRETE TILE, BARREL or S-TILE or 30# ROOFING PAPER or per MFR SPEC

PROVIDE 26 GA GSM FLASHING AT ALL VALLEYS, ROOF-TO-WALL CONDITIONS, EXTERIOR PLYWOOD BUTT-JOINTS, RAKED EAVES, SKYLIGHTS & CHIMNEYS

CAULK ALL EXTERIOR PENETRATIONS AND SEAMS

### Division VII - Notes

INTERIOR AND EXTERIOR DOORS SHALL BE JELD-WEN OR MASONITE OR APPROVED EQUAL

WINDOWS, SLIDING GLASS, BI-FOLD GLASS & FRENCH DOORS SHALL BE ALUM BRAND VINYL, UON w/ MAX U-FACTOR = 0.32, MAX SHGC = 0.25

### Division VIII - Notes

INTERIOR FINISH SHALL BE SHEETROCK, TAPED & TEXTURED "KNOCKDOWN" FINISH, UON.

INTERIOR PAINT SHALL BE SGL COAT LATEX PRIMER, TWO COATS INTERIOR LATEX PAINT. COLOR SCHEME SHALL BE SPECIFIED BY THE HOMEOWNER

EXTERIOR PAINT SHALL BE TWO COATS EXTERIOR LATEX PRIMER, TWO COATS EXTERIOR LATEX PAINT. COLOR SCHEME SHALL BE SPECIFIED BY THE HOMEOWNER. KITCHEN AND BATH COUNTERTOPS SHALL BE GRANITE AND MARBLE, RESPECTIVELY, OR SHALL BE SYNTHETIC QUARTZ SLAB, UON

TILE FLOORS AND WALLS SHALL BE CERAMIC TILE OVER THINSET MORTAR AND 7/8" WONDERBOARD LITE, UON

### Division IX - Notes

FIRE SPRINKLER SYSTEM SHALL BE DESIGNED & INSTALLED BY A CA LICENSED C-16 CONTRACTOR. SPRINKLER PLANS SHALL BE PREPARED BY SAME AND SUBMITTED AS A DEFERRED SUBMITTAL PRIOR TO ISSUE OF A BUILDING PERMIT

EXISTING (E) CONSTRUCTION IS TYPE VB, UN-SPRINKLERED. FIRE SPRINKLERS ARE NOT REQUIRED

### Division XXI - Notes

ALL PLUMBING SHALL BE INSTALLED BY A CALIFORNIA LICENSED PLUMBER

PLUMBING PLANS, ISOMETRICS, FIXTURE COUNTS, GAS LINE SIZING AND/OR HYDRAULIC CALCULATIONS ARE THE RESPONSIBILITY OF THE PLUMBER AND ARE EITHER NIC OR COVERED UNDER SEPARATE CONTRACT AND PERMIT

SANITATION PLANS ARE THE RESPONSIBILITY OF THE PROPERTY OWNER AND ARE NIC EITHER NIC OR COVERED UNDER SEPARATE CONTRACT AND PERMIT

STORM DRAIN PLANS, STORMWATER CONTROL PLANS AND/OR EROSION CONTROL PLANS ARE THE RESPONSIBILITY OF THE PROPERTY OWNER AND ARE EITHER NIC OR COVERED UNDER SEPARATE CONTRACT AND PERMIT

IRRIGATION PLANS ARE THE RESPONSIBILITY OF THE PROPERTY OWNER AND ARE EITHER NIC OR COVERED UNDER SEPARATE CONTRACT AND PERMIT

### Division XXII - Notes

ALL APPLIANCES SHALL BE INSTALLED PER MANUFACTURER SPECIFICATION

ALL GAS APPLIANCES SHALL BE VENTED TO THE OUTSIDE per MANUFACTURER SPECIFICATION, UON

ALL CLOTHES DRYERS SHALL BE VENTED TO THE OUTSIDE PER SECTION 504, 2016 CMC. CLOTHES DRYER VENTS EXCEEDING 14' IN LENGTH SHALL BE MECHANICALLY VENTED

### Division XXIII - Notes

ELECTRICAL SHOWN IS AT LEAST CODE-MINIMUM, PER 2016 CEC

CUSTOM LIGHTING, LANDSCAPE LIGHTING AND SPECIALTY ELECTRICAL DESIGN ARE THE RESPONSIBILITY OF THE PROPERTY OWNER AND ARE EITHER NIC OR COVERED UNDER SEPARATE CONTRACT AND PERMIT

ALL BATHROOM, GARAGE, EXTERIOR, CRAWLSPACE AND BASEMENT BRANCH CIRCUITS SHALL HAVE GFCI PROTECTION PER SECTION 210.8, 2016 CEC. ALL LIVING AREA (INCLUDING HALLWAYS AND LAUNDRY ROOMS) BRANCH CIRCUITS SHALL HAVE AFCI PROTECTION PER SECTION 210.12, 2016 CEC. KITCHEN BRANCH CIRCUITS SHALL HAVE BOTH GFCI & AFCI PROTECTION AT THE BREAKER OR AT THE FIRST OUTLET OF THE BRANCH CIRCUIT

ALL LIGHTING SHALL BE HIGH-EFFICACY (40 LUMENS PER WATT, MIN), LOW-VOLTAGE, LV, LED OR FLUORESCENT LIGHTING

EXTERIOR LIGHTING SHALL BE EITHER MOTION OR PHOTO SENSING OR BOTH

SMOKE DETECTORS SHALL BE RETRO-FIT 9VDC. PROVIDE ONE CARBON MONOXIDE ALARM, 9VDC

APPLIANCES SHALL HAVE SEPARATE 20A BRANCH CIRCUITS WITH NO OTHER OUTLETS OR APPLIANCES ON THE SAME CIRCUIT

ALL APPLIANCES SHALL BE INSTALLED PER MANUFACTURER SPECIFICATION

ALL CLOTHES DRYERS SHALL BE VENTED TO THE OUTSIDE PER SECTION 504, 2016 CMC

ALL PLUMBING SHALL BE INSTALLED BY A CA LICENSED PLUMBER

ALL LIGHTING SHALL BE INSTALLED BY A CALIFORNIA LICENSED ELECTRICIAN OR GENERAL CONTRACTOR

INSTALLER SHALL BE RESPONSIBLE FOR SUBMITTING ALL MANUFACTURER DOCUMENTATION TO THE INSPECTOR IN THE FIELD AT TIME OF INSTALLATION

INSTALLER SHALL PROVIDE AND FILL OUT THE NECESSARY FORMS, SIGNED CERTIFICATES OF INSTALLATION INCLUDING, BUT NOT LIMITED TO FORM CF2R-LTG-02-E, 2016 RESIDENTIAL COMPLIANCE MULTI-FAMILY DWELLING LIGHTING CERTIFICATES OF INSTALLATION AT TIME OF FINAL ELECTRICAL INSPECTION TO VERIFY COMPLIANCE WITH SECTION 140.8(A)(3) Q OF THE 2016 CALIFORNIA ENERGY CODE

110V DUPLEX OUTLET

220V OUTLET

WALL SWITCH

H<sub>2</sub>O OR GAS VALVE

CABLE OR PHONE JACK

HEAT REGISTER

SMOKE DETECTOR

CO<sub>2</sub> ALARM

LIGHT & FAN

LTG FIXTURE

WALL SCONCE

EXTERIOR FLOODS

### Division XXVI - Notes

ONSITE AUDIO, ENTERTAINMENT AND DATA COMMUNICATIONS ARE THE RESPONSIBILITY OF THE PROPERTY OWNER AND ARE EITHER NOT IN CONTRACT (NIC) OR COVERED UNDER SEPARATE CONTRACT AND PERMIT

### Division XXVII - Notes

ONSITE VIDEO MONITORING AND SURVEILLANCE ARE THE RESPONSIBILITY OF THE PROPERTY OWNER AND ARE EITHER NOT IN CONTRACT (NIC) OR COVERED UNDER SEPARATE CONTRACT AND PERMIT

### Division XXVIII - Notes

DRILLED PIER & GRADE BEAM FOUNDATIONS AND SPECIALTY FOOTINGS SHALL BE DESIGNED BY A LICENSED STRUCTURAL ENGINEER

### Division XXXI - Notes

LANDSCAPE PLANS, LANDSCAPE LIGHTING, FENCES & GATES ARE THE RESPONSIBILITY OF THE PROPERTY OWNER AND ARE EITHER NOT IN CONTRACT (NIC) OR COVERED UNDER SEPARATE CONTRACT AND PERMIT

### Division XXXII - Notes

.....EXISTING WALL TO REMAIN

.....EXISTING WALL TO BE REMOVED

.....NEW 2x WALL TO BE CONSTRUCTED

.....NEW CMU BLOCK WALL TO BE CONSTRUCTED

.....NEW BRACED WALL LINE

.....NEW 1-HR 2x FIRE-WALL TO BE CONSTRUCTED

### Wall Legend

# Tenant Improvement Plan

## FOR

# Veteran's Cannabis

262 E. SMITH STREET, UKIAH, CALIFORNIA 95482  
APN: 002-191-023

ASSESSOR ID NUMBER 002-191-023  
LOT SQUARE FOOTAGE 25951sf (0.60ac)  
CITY ZONING GU  
AIRPORT B2  
EXISTING USE RETAIL

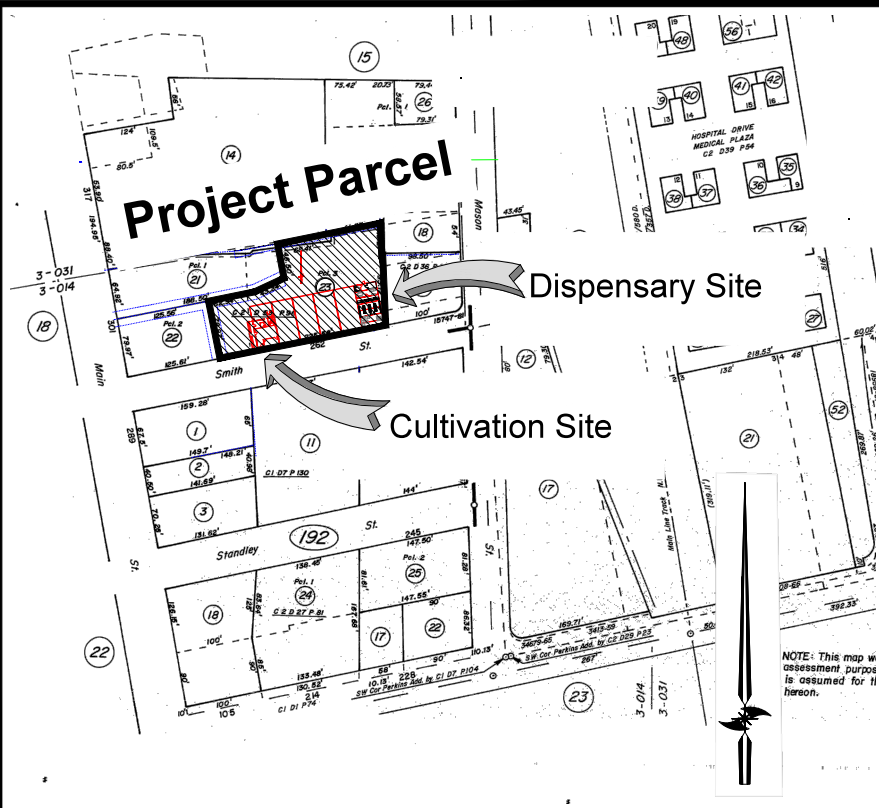
YEAR BUILT 1940  
OCCUPANCY M  
TYPE CONSTRUCTION VB  
SPRINKLERS NONE  
EXISTING SQUARE FOOTAGE 1800 GROSS SF  
NO. OF EXITS 2  
OCCUPANT LOAD 70

REQUIRED PARKING (9) SPACES

PROPOSED PARKING

ACCESSIBLE PARKING (1) SPACE VAN ACCESSIBLE

- REMOVE & REPLACE DRY-ROT AS REQD
- FRAME IN (N) NON-BEARING WALLS AS SHOWN
- INSTALL (N) LIGHTING, ELECTRICAL & HVAC
- INSTALL (N) ¾" FIRECODE C, TYPE "X" SHEETROCK AS SHOWN AND AS REQD IN DAMAGED AREAS
- FINISH & PAINT PER OWNER SPEC
- INSTALL DISPLAY SHELVES & GONDOLAS S SHOWN



|                 |                                 |                  |                           |
|-----------------|---------------------------------|------------------|---------------------------|
| AB              | ANCHOR BOLT                     | E                | EAST                      |
| ABW             | ALTERNATE BRACED WALL           | (E)              | EXISTING                  |
| A/C             | AIR CONDITIONER                 | ELEC             | ELECTRICAL                |
| AC              | ACRE or ASPHALTIC CONCRETE      | EOC              | END OF CURVE              |
| ACC             | ACCESSORY                       | EW               | EACH WAY                  |
| ACI             | AMERICAN CONCRETE INSTITUTE     | EXT              | EXTERIOR                  |
| ACX             | EXTERIOR GRADE A PLYWOOD        |                  |                           |
| ADA             | AMERICANS WITH DISABILITIES ACT | F                | FIXED GLASS               |
| ADU             | ACCESSORY DWELLING UNIT         | FF               | FINISH FLOOR              |
| AFE             | ABOVE FINISH FLOOR              | FIN              | FINISH                    |
| AFG             | ABOVE FINISH GRADE              | FOC              | FACE OF CONCRETE          |
| AG              | AGGREGATE                       | FOF              | FACE OF FRAMING           |
| AL              | ALUMINUM                        | FOS              | FACE OF STUD              |
| APN             | ASSESSOR'S PARCEL NUMBER        | FR               | FRENCH                    |
| ASTM            | AMERICAN SOCIETY FOR TESTING    | FTG              | FOOTING                   |
| AND MATERIALS   |                                 | FIN              | FINISH                    |
| AV              | AUDIOVISUAL                     | FV               | FOUNDATION VENT           |
| AWN             | AWNING                          |                  |                           |
| AWG             | AMERICAN WIRE GAUGE             | G                | GRADE                     |
|                 |                                 | ga               | GAUGE                     |
| BDRM            | BEDROOM                         | GAUV             | GALVANIZED                |
| BF              | BI-FOLD DOOR                    | GSM              | GALVANIZED SHEET METAL    |
| BKR             | BREAKER                         | H <sub>2</sub> O | WATER                     |
| BLDO            | BUILDING                        | H                | HOPPER WINDOW             |
| BLK             | BLOCK                           | HERS             | HOME ENERGY RATING SYSTEM |
| BP              | SLIDING DOOR                    | HR               | HOUR or HEAT REGISTER     |
| BM              | BEAM                            | HRI              | HISTORICAL REGISTRY INDEX |
| BOC             | BEGIN OF CURVE                  |                  |                           |
| BOT             | BOTTOM                          | ID               | INSIDE DIMENSION          |
| BRG             | BEARING                         | INT              | INTERIOR                  |
| BKR             | BREAKER                         | IRRIG            | IRRIGATION                |
| BTU             | BRITISH THERMAL UNIT            |                  |                           |
| BWP             | BRACED WALL PANEL               | LCD              | LIQUID CRYSTAL DIODE      |
| CA              | CALIFORNIA                      | LED              | LIGHT EMITTING DIODE      |
| CATV            | CABLE TELEVISION                | LF               | LINEAL FEET               |
| CDX             | EXTERIOR GRADE C PLYWOOD        | LG               | LONG or LENGTH            |
| CDR             | CLEAR                           | LTG              | LIGHTING                  |
| CLR             | CLEAR                           | LV               | LOW VOLTAGE (eg 24 VDC)   |
| COL             | COLUMN                          |                  |                           |
| COMP            | COMPOSITION                     | max              | MAXIMUM                   |
| CONC            | CONCRETE                        | min              | MINIMUM                   |
| COND            | CONDITIONER or CONDUIT          | mil              | THOUSANDTH OF AN INCH     |
| CONT            | CONTINUOUS                      | mm               | MILLIMETER                |
| CLR             | CLEAR                           | MB               | MACHINE BOLT              |
| CMU             | CASEMENT                        | MFR              | MULTI-FAMILY RESIDENCY    |
| CMU BLOCK       | CONCRETE MASONRY UNIT (CONC)    | MTG              | MOUNTING                  |
| CO <sub>2</sub> | CARBON MONOXIDE ALARM           | N                | NORTH                     |
| Cu              | COPPER                          | (N)              | NEW or PROPOSED           |
|                 |                                 | NA               | NOT ANYMORE               |
|                 |                                 | N/A              | NOT APPLICABLE            |
|                 |                                 | NIC              | NOT IN CONTRACT           |
| DA              | DRIVE APPROACH                  | or/              | OVER                      |
| DBL             | DOUBLE                          | OC               | CENTER-TO-CENTER          |
| DD's            | HOOTERS                         | OD               | OUTSIDE DIMENSION         |
| DEMO            | DEMOLITION                      | OSB              | ORIENTED STRAND BOARD     |
| DF              | DOUGLAS FIR                     |                  |                           |
| DET             | DETAIL                          |                  |                           |
| DH              | DOUBLE-HUNG                     |                  |                           |
| DIM             | DIMENSION                       |                  |                           |
| DIA             | DIAMETER                        |                  |                           |

|          |                              |      |                       |
|----------|------------------------------|------|-----------------------|
| PEN      | PROPERTY LINE                | R&R  | REMOVE & REPLACE      |
| PH       | PHONE                        | (RO) | ROUGH OPENING FRAMING |
| PL       | PLATE                        | ROW  | RIGHT-OF-WAY          |
| PLYWD    | PLYWOOD                      | RWD  | REDWOOD               |
| PT/DF    | PRESSURE-TREATED DOUGLAS FIR |      |                       |
| S        | SQUARE FEET                  |      |                       |
| SBO      | SUPPLIED BY OTHERS           |      |                       |
| SD       | SMOKE DETECTOR               |      |                       |
| SFR      | SINGLE-FAMILY RESIDENCE      |      |                       |
| SGL      | SINGLE                       |      |                       |
| SGL-HUNG | SINGLE-HUNG                  |      |                       |
| SR       | SHEETROCK                    |      |                       |
| S/S      | SANITARY SEWER               |      |                       |
| TPL      | TRIPLE                       |      |                       |
| UON      | UNLESS OTHERWISE NOTED       |      |                       |
| V        | VOLT                         |      |                       |
| VAC      | VOLTS ALTERNATING CURRENT    |      |                       |
| VDC      | VOLTS DIRECT CURRENT         |      |                       |
| VIF      | VERIFY IN FIELD              |      |                       |
| W/       | WITH                         |      |                       |
| WC       | WATER CLOSET (TOILET)        |      |                       |
| W        | WEST or WATER                |      |                       |
| WC       | WALK-IN-CLOSET               |      |                       |
| WM       | WATER METER                  |      |                       |
| WWM      | WELDED WIRE MESH             |      |                       |
| XO       | HORIZONTAL SLIDER            |      |                       |
| A1       | SITE PLAN & COVER            |      |                       |
| A3       | DISPENSARY PLAN              |      |                       |
| A3.1     | CULTIVATION PLAN             |      |                       |

### Dispensary Site Info

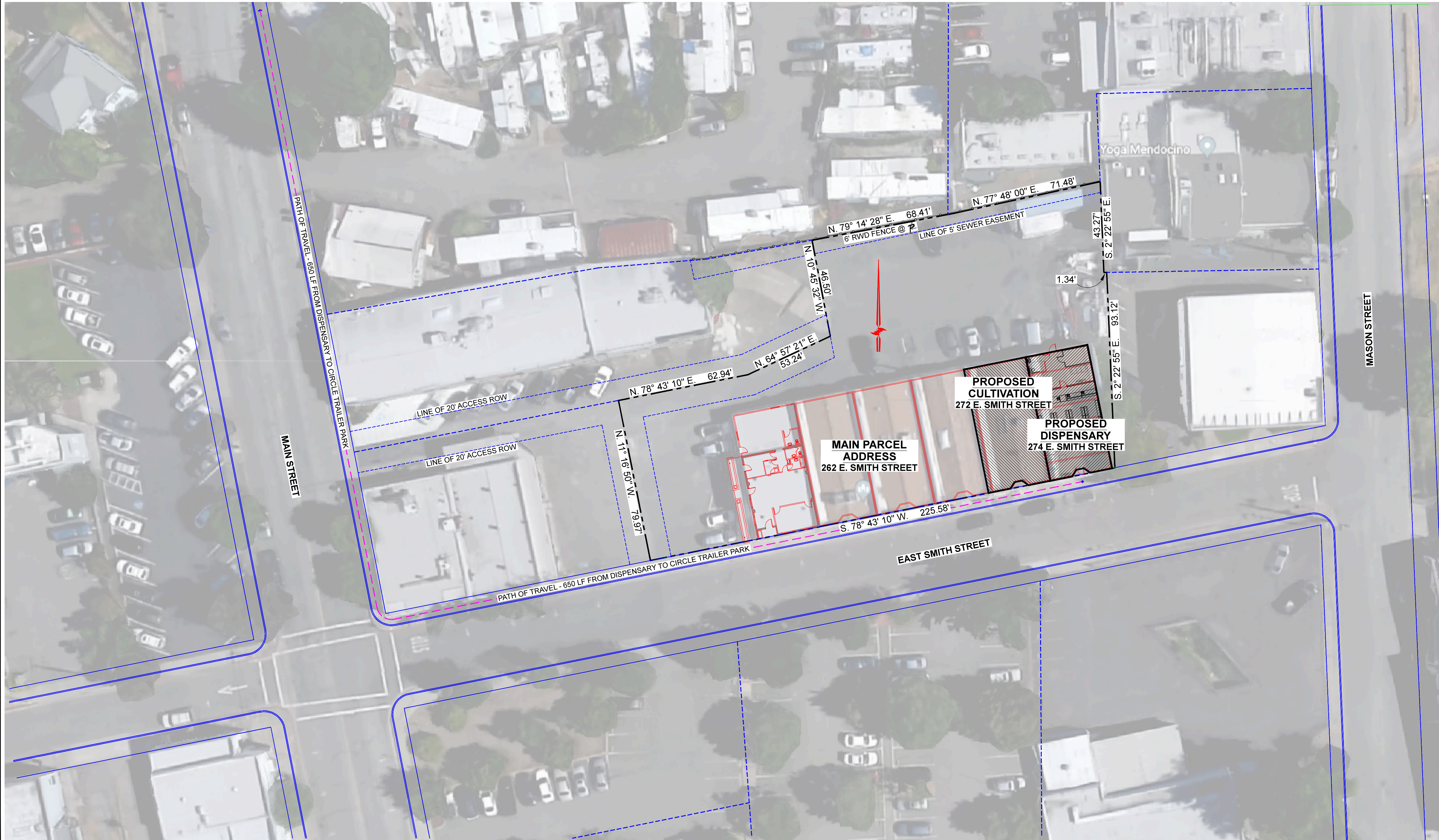
### Dispensary Scope of Work

### Vicinity Map

NO SCALE

### Abbreviations

### Sheet Index



1" = 30'-0"

JOHN HAYGOOD DEAN  
3067 BROWNS VALLEY RD  
NAPA, CALIFORNIA 94559  
E.M. centerlined@live.com  
PHONE: (707) 225-1453

VETERAN'S CANNABIS MICROBUSINESS

VETERANS CANNABIS  
272 E. SMITH STREET  
UKIAH, CALIFORNIA 95428  
APN: 002-191-023

DATE OCTOBER 19, 2018

SCALE AS SHOWN

DRAWN CC180727

SHEET

A1

SHEETS

Page 95 of 625

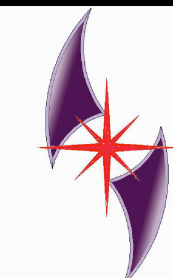


# Tenant Improvement Plan

FOR

## Veteran's Cannabis

262 E. SMITH STREET, UKIAH, CALIFORNIA 95482  
APN: 002-191-023



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3067 BROWNS VALLEY RD  
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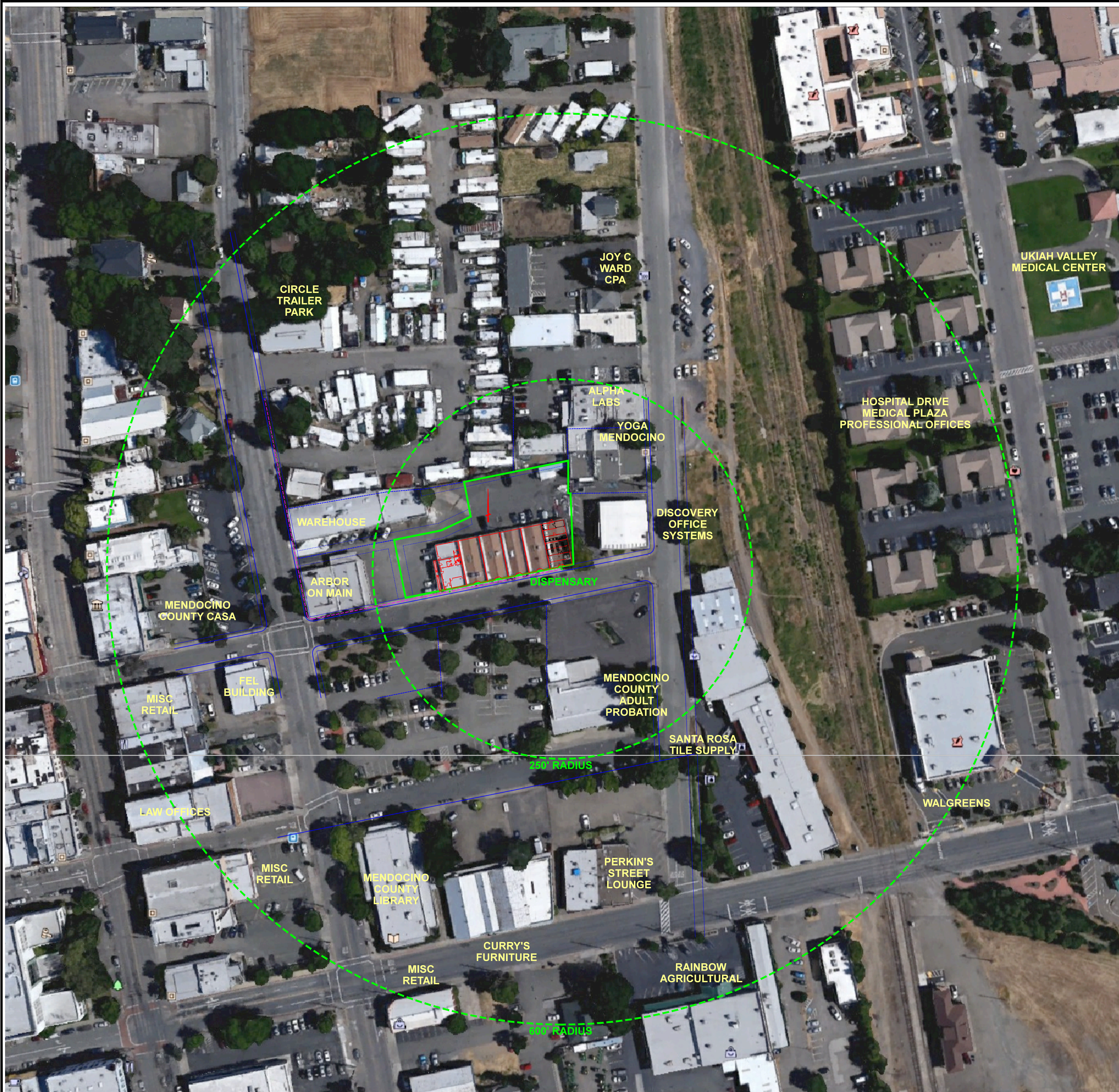
### MEDICAL MARIJUANA DISPENSARY

ALL RIGHTS RESERVED. THESE PLANS SHALL NOT BE REPRODUCED, COPIED, OR IN ANY MANNER WITHOUT THE DESIGNER'S EXPRESS WRITTEN CONSENT.

OWNER AND/OR DEVELOPER

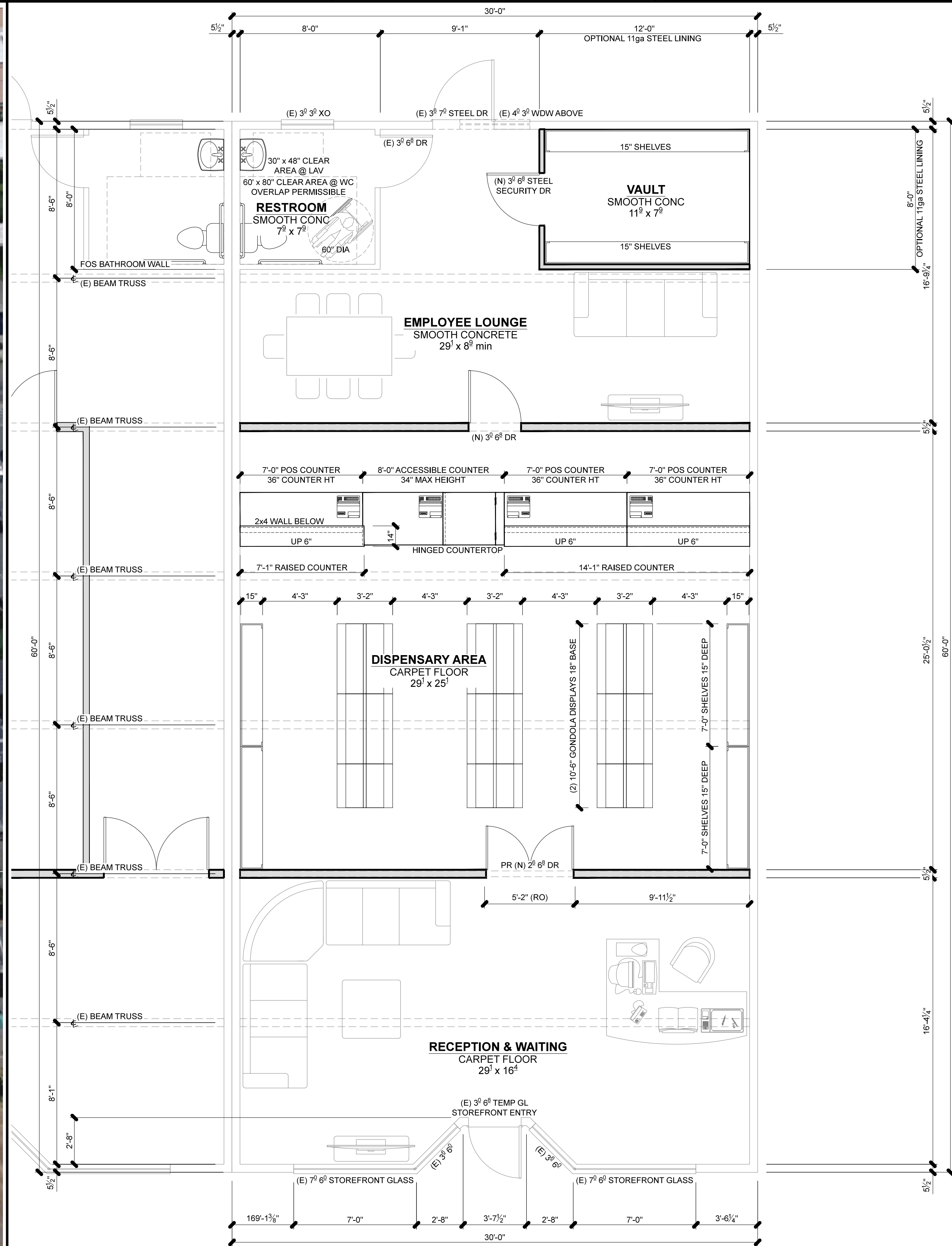
VETERANS CANNABIS  
272 E. SMITH STREET  
UKIAH, CALIFORNIA 95428  
APN: 002-191-023

DATE: OCTOBER 19, 2018  
SCALE: AS SHOWN  
DRAWN: [Signature]  
JOB: CC180727  
SHEET: **A3**  
OF: SHEETS



Adjacent Use Map

1" = 80'-0"



Proposed Dispensary Plan

1/4" = 1'-0"



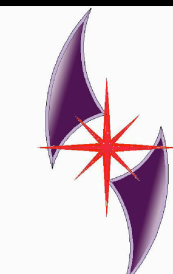
# Tenant Improvement Plan

FOR

## Veteran's Cannabis

262 E. SMITH STREET, UKIAH, CALIFORNIA 95482

APN: 002-191-023



JOHN HAYGOOD DEAN  
3067 BROWNS VALLEY RD  
NAPA, CALIFORNIA 94559  
E/M: centerlined@live.com  
PHONE: (707) 225-1453

MEDICAL MARIJUANA CULTIVATION

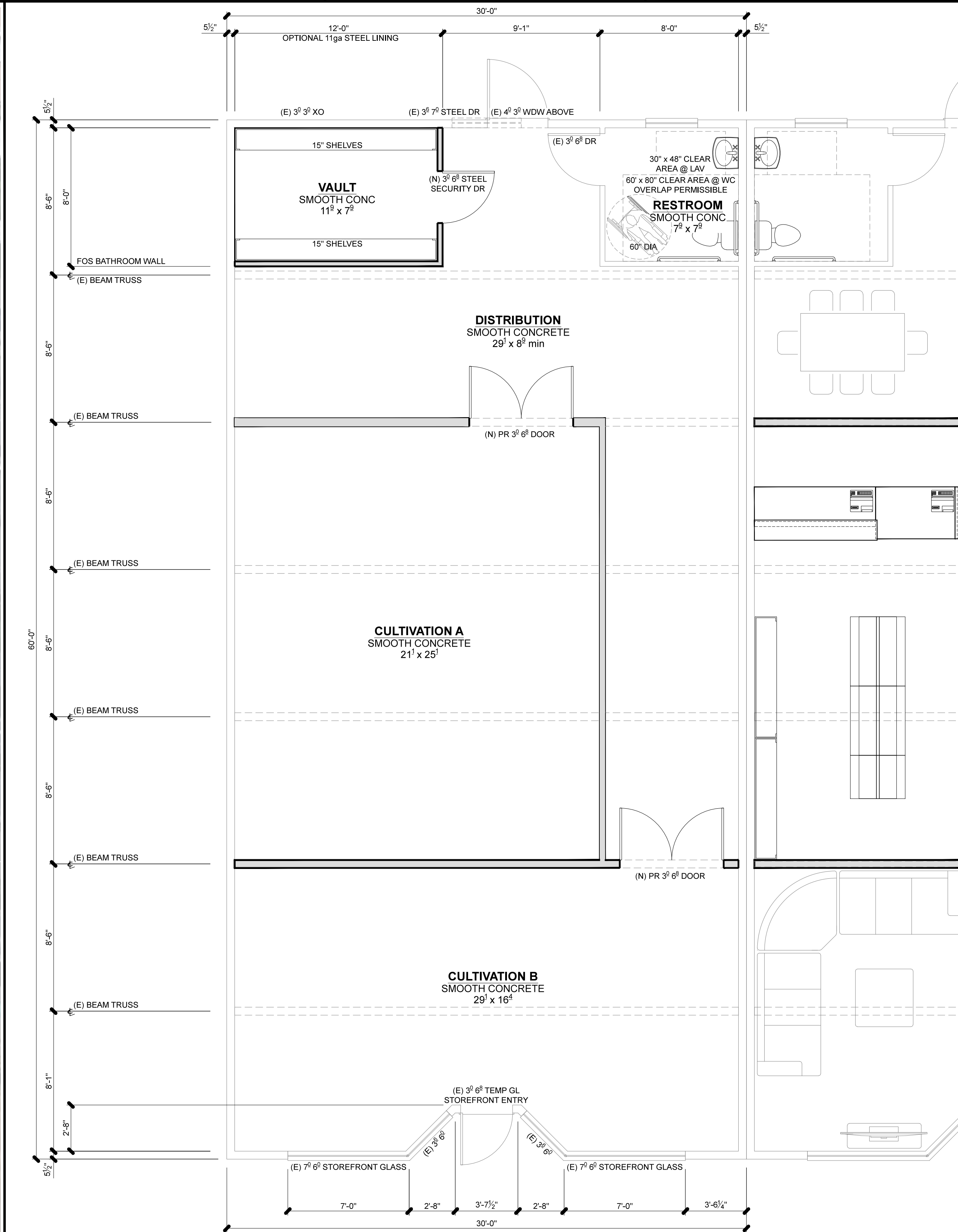
VETERANS CANNABIS  
272 E. SMITH STREET  
UKIAH, CALIFORNIA 95428  
APN: 002-191-023

DATE: OCTOBER 19, 2018  
SCALE: AS SHOWN  
DRAWN: [Signature]  
JOB: CC180727  
SHEET: A3.2  
SHEETS: 3



Adjacent Use Map

1" = 80'-0"



Proposed Cultivation Plan

1/4" = 1'-0"



Our Site and Floor plans show scale drawings of both the exterior and interior of our premises. If there are any questions, they should be directed to us to retrieve from our contact at Walters Architecture or applicable contractor.

Our Sign Plan outlines our single wall sign that we intend to have for our microbusiness facility. We plan only to have a single sign on all three units, the other two units will have the necessary lit address markings. All of our signage complies with section 3227 of the City of Ukiah Municipal Code.

Our Lighting Plan shows both existing and proposed exterior and interior lighting. This lighting covers not only those lights necessary to provide adequate security lighting, but also that lighting to be used in our cultivation facility. All lighting will comply with City lighting design and installation standards.

#### NEIGHBORHOOD CONTEXT PLAN.

Wine Country Cannasseurs hopes to operate our microbusiness from 270, 272, and 274 East Smith Street in Ukiah. This location has a fully enclosed secure structure<sup>195</sup> and is properly zoned for commercial cannabis businesses as a General Urban zone in the City's Downtown Zoning Code. Our dispensary facility, which will include both medicinal cannabis and adult use services, may be located in zoning districts as outlined in Division 9, Chapter 2 of the City of Ukiah Municipal Code, which our location complies with. <sup>196</sup> The parcel is not residentially zoned, nor is there any resident or mobile-home use on it.<sup>197</sup> is directly adjacent to a C-1 district, which is permitted by the Municipal Code. (See Fig A on Page 83 of this Application.)

There is no school within 600 feet of our proposed facility<sup>198</sup>. However, we are keenly aware that the location is within 250 feet of a church and is adjacent to a parcel that, while not residentially zoned, contains a mobile-home park<sup>199</sup>. Wine Country Cannasseurs recognizes these complications and is dedicated to showing that this should not be grounds to deny our application. Other than the church and the mobile-

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<sup>195</sup> CUMC § 9174.2(F)(1).

<sup>196</sup> CUMC § 5707(A).

<sup>197</sup> CUMC § 9174.2(F)(1)(d), CUMC § 5707(C)(4).

<sup>198</sup> CUMC § 9174.2(F)(1)(a), CUMC § 5707(C)(1).

<sup>199</sup> CUMC § 9174.2(F)(1)(b) and (e), CUMC § 5707(C)(5).

home park, there are no other youth-oriented facilities within 250 feet<sup>200</sup>, schools within 600 feet, or abutting dispensaries, youth-oriented facilities, or schools<sup>201</sup>.

We began our exploration of what these conflicting uses might mean for our application in 2018 when we opened up communication with the church and sought clarification from city officials regarding the mobile-home park. Beyond simply communicating, we prepared and submitted a Director Determination and received a response regarding these two uses. (See Exhibits L and M.)

To begin, we would like to address the concerns about the church. City Ordinance section 9173.7 A.2 specifies that no cannabis related business may operate within two hundred fifty feet (250') of a youth-oriented facility. Under City Ordinance No. 118 section 5702AA, the definition of a youth-oriented facility includes a church. Our proposed location has a church as a neighbor, which is not compliant with the code. However, we would request that the City of Ukiah grant a waiver in this case for several reasons. First, the church has no objection to the presence of a cannabis business as their neighbor. The owner of the church, Salomon Flores, wrote a letter to the City of Ukiah, supporting the dispensary's operations there. They have no negative feelings towards cannabis, believe in safe access for patients, and believe that our business would benefit the neighborhood. They feel so strongly about this that they wrote a letter to the same effect that we submitted with our Director's Determination and have attached here. See Exhibit L. Second; we have arranged our work schedule to be limited on Sundays to ensure that our facilities do not interfere with church services. There will be no competition for parking, nor any commercial foot traffic while the church is active. Third, the landlord of the church is also our landlord and has indicated that should the church prevent the establishment of our business, that the landlord would not elect to renew the church's lease after the current lease expires. Wine Country Cannasseurs does not want to see the church have to find a new location and would prefer that the City grant the waiver rather than the church has to move. Since there are no issues between the church and Wine Country Cannasseurs personally, and the church will not be permitted to stay if they prevent us from working, we believe a waiver is the best for all involved.

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<sup>200</sup> CUMC § 9174.2(F)(1)(b)-(c), CUMC § 5707(C)(2).

<sup>201</sup> CUMC § 5707(C)(3).

Next, we would like to address the mobile-home park. City Ordinance section 9173.7 A.5 specifies that a commercial cannabis business cannot be located on a parcel having a residential unit or on a parcel abutting a residentially zoned property unless there are intervening nonresidential uses between the business and the unit or residentially zoned parcel. The parcel that abuts our proposed facility is C-1, Community Commercial. This means that the parcel is not residentially zoned, as the ordinance prohibits, but it does contain a mobile-home park. The space between the proposed cannabis facility and the park itself is filled with a parking lot and a six-foot fence. The closest entrance to the mobile-home park is more than 600 feet from the microbusiness entrance. This shows that despite the proximity, the closeness does not interfere nor endanger the mobile-home park at all. If anything, the heightened security along the back fence of the park will benefit the residents.

Further, we have reached out to the mobile-home park regarding our proposed use. We did this by meeting with the owner Mr. Bruce Ledford in person and discussing any concerns he might have. We assured him that we appreciate any feedback he would like to give to us or the city. Further, we plan to implement a “friendly neighbor” discount of 10 % on dispensary purchases for any individual who can show proof of residence in the mobile-home park.

Wine Country Cannasseurs believes that we will improve the neighborhood and provide benefit to those uses around us, despite these minor concerns. For these reasons, we request that the appropriate waivers be granted and operation be approved for the proposed location.

**Fig A:**

Proposed Location of Wine Country Cannasseurs.



To whom it might concern,

I am the owner of the church by 274 East Smith St. and I would like to give my support for a cannabis business that would like to open by our church. We as a church do not have any negative feelings towards cannabis or its users. We believe in safe access for all cannabis patients and believe that their businesses would be a good fit for the neighborhood. We do not see any issues with our entities co-existing together. We ask that the city makes their determination to allow a cannabis business at this location.

Name: *Salomon Flores*

Signature:

A handwritten signature in black ink, appearing to be 'Salomon Flores', written over a horizontal line.



CONTACT DATA

PROP. OWNER: ROB GITLIN  
201 E. CLAY STREET  
UKIAH, CA 95482  
707-671-4335

TENANT: WINE COUNTRY CANNASSEURS  
JAY DONNELLAN  
274 E. SMITH STREET  
UKIAH, CA 95428  
707-889-3987  
JAYDONNELLANBR@GMAIL.COM

ARCHITECT: WALTERS ARCHITECTURE  
739 HUMBOLDT STREET  
SANTA ROSA, CA 95404  
WILLIAM WALTERS C-20271  
415-412-2219  
WILLIAM@WALTERSARCHITECTS.NET

STRUCT. ENG. MARL LEVEL  
LEVEL STRUCTURAL ENGINEERING  
7106 BODEGA AVENUE  
P. O. BOX 1302  
SEBASTOPOL, CA 95473  
LEVELSE@SONIC.NET

CALGREEN  
TITLE-24

SPRINKLER ENG.

HVAC ENG. CARL BEACH  
CARL BEACH HEATING AND AIR  
2314 WEST AVENUE  
SANTA ROSA, CA 95407  
707-479-9189

BLDG. SECURITY: MARTIN WOLFE  
WOLFE COMMUNICATIONS  
849 NORTH STREET  
SANTA ROSA, CA 95404  
707-987-1140  
MARTIN@WOLFECOM.NET

SITE AND BUILDING DATA

CURRENTLY THERE ARE FIVE IDENTICAL BUILDINGS IN A ROW AND A SIXTH WITH A SIMILAR FOOTPRINT WITH A FLAT ROOF.

VETERANS CANNIBIS IS LEASING THE FIRST THREE FOR THIS PROJECT. EACH BUILDING IS APPROX 60 FT X 30 FT OR 1800 SF

LOT DIMS: VARY. SEE SITE PLAN

LOT AREA: 25,951 SF OR .6 ACRES

ALLOWABLE LOT COVERAGE: 50%

EXISTING LOT COVERAGE: 10,800 SF

EXIST BUILDINGS FOOTPRINT FOOTPRINT: 10,800 SF

PROPOSED BLDGS. FOOTPRINT: SAME

PARKING: ONE VAN ACCESSIBLE SPACE AND MIN. 9 CAR SPACES.

SCOPE OF WORK

THERE ARE THREE EXISTING BUILDINGS THAT WILL BE OCCUPIED BY THE NEW TENANT FOR THIS PROJECT. CURRENT ADDRESSES ARE 270 272 AND 274 EAST SMITH STREET.

270 AND 272 ARE OCCUPIED CURRENTLY WITH RETAIL USE, 274 IS VACANT.

THE PROPOSED USE IS A CANNIBIS OPERATION THAT WILL INCORPORATE 274 FOR CULTIVATION PURPOSES, 272 FOR THE DISTRIBUTION AND 270 FOR RETAIL.

AS THE BUILDINGS SHARE COMMON DEMISING WALLS, THEY WILL BE UPGRADED TO SUIT 1-HOUR CONSTRUCTION FROM EXISTING SLABS THROUGH EXISTING PARAPETS. IN ADDITION, THE ROOFS OF 272 AND 274 WILL PROVIDE FOR NEW RIGID INSULATION AND ROOF SHEATHING.

BUILDING 270 WILL BE USED AS-IS EXCEPT FOR THE ADDITION OF A NEW WALL AND DOOR AT THE FRONT AREA TO CREATE A RECEPTION AND WAITING AREA. ADDITION OF A NEW DOOR TO SEPARATE THE REAR AREA THAT WILL INCLUDE AN OFFICE (E), A STORAGE ROOM (E) AN EMPLOYEE AREA AND THE REMOVAL OF THE EXISTING SKYLIGHT AND UPGRADE OF THE RESTROOM.

BUILDING 272 WILL PROVIDE FOR THE ADDITION OF ONE NEW WALL AND DOOR TO SEPARATE THE REAR AREA AND THE UPGRADE OF THE RESTROOM. NEW AREAS PROVIDED WILL INCLUDE A SAFE ROOM, DISTRIBUTION/STORAGE AREA, WEIGHING AND PACKAGING AREA AND SIGN-IN. OPEN TRUSS 'CEILING' TO REMAIN.

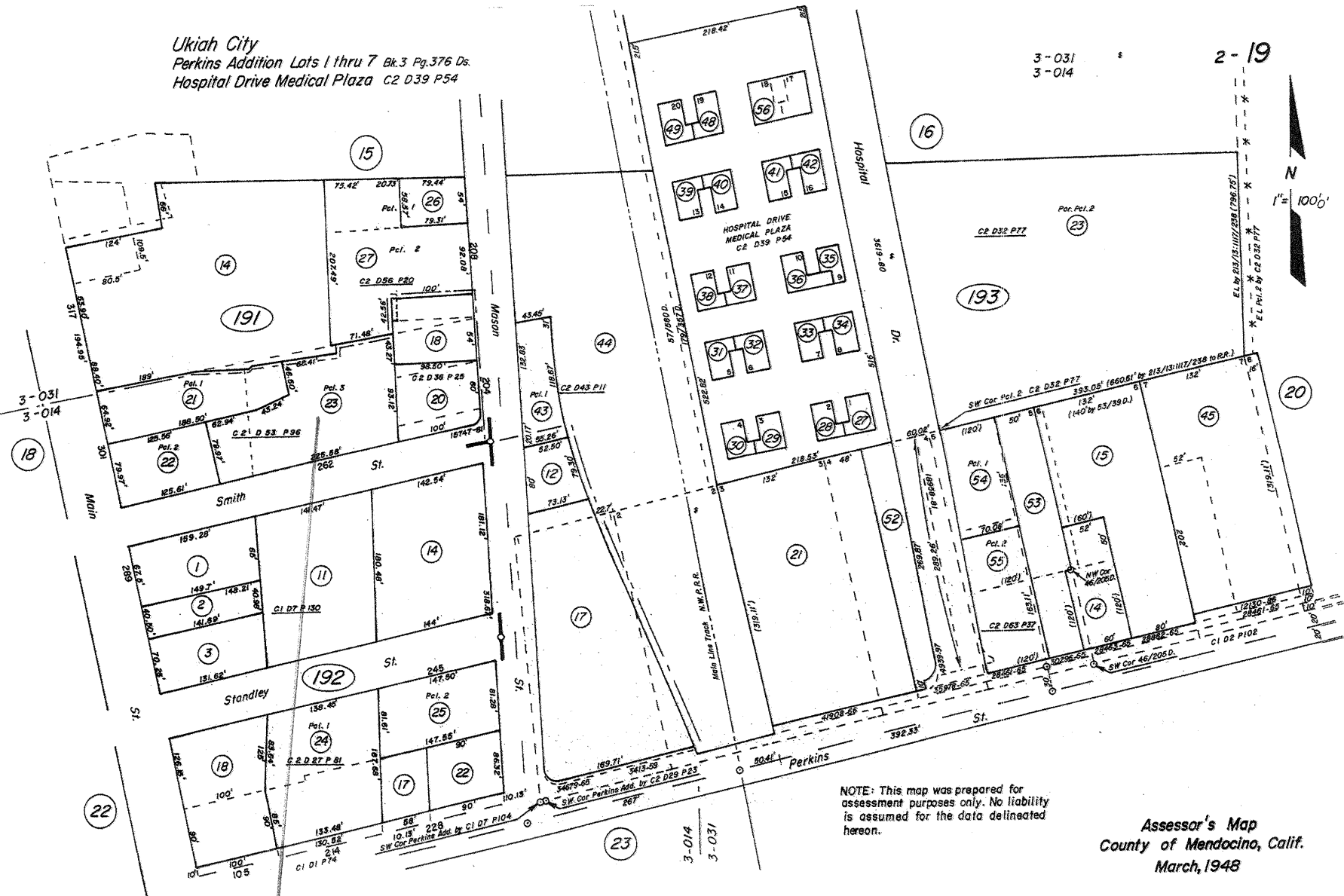
BUILDING 274 WILL PROVIDE FOR NEW ROOMS INCLUDING CULTIVATION A, B AND C, A DRY AND TRIM ROOM AND STORAGE ROOM. THERE WILL BE A NEW CEILING APPLIED TO THE UNDERSIDE OF THE OPEN TRUSSES THROUGHOUT THE SPACE AND AN UPGRADE OF THE RESTROOM.

STRUCTURAL WORK WILL ALSO REQUIRE THE REMOVAL OF A CENTRAL POST, EXISTING KNEE BRACING AND THE ADDITION OF LVL'S AT THE CEILING TO SUPPORT MECHANICAL EQUIPMENT.

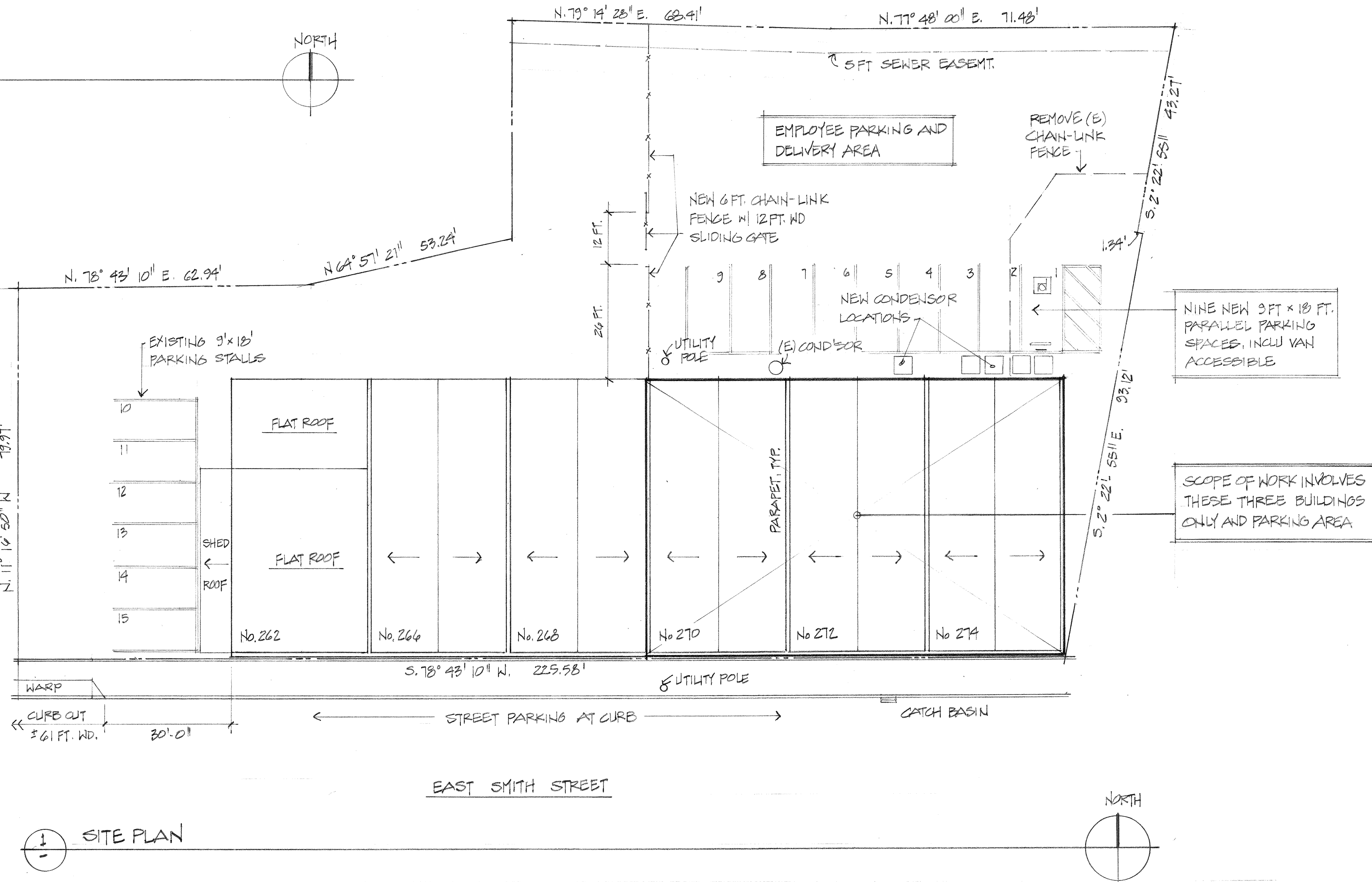
ALL THREE BUILDINGS WILL HAVE FULL TITLE 24- ADA COMPLIANCE AND PARKING COMPLIANCE.

BUILDINGS 272 AND 274 WILL HAVE FULL ELECTRICAL AND MECHANICAL UPGRADES AND NEW SPRINKLER INSTALLATION. (270 COMPLIES)

THERE WILL BE COSMETIC UPGRADES TO THE EXTERIOR FACADES AND REMOVAL OF EXISTING SIGNAGE AND THE ADDITION OF NEW LIGHTING.



VICINITY MAP



BUILDING 270

BLDG TYPE: SNR

BLDG. HEIGHT: APPROX. 16'-0"

ZONING: GU

EXISTING USES: RETAIL HAIR SALON

PROPOSED USE: RETAIL SALES

OCCUPANCY: M

OCCUPANT LOAD:

FULLY-SPRINKLERED

BUILDING 272

BLDG TYPE: SNR

BLDG. HEIGHT: APPROX. 16'-0"

ZONING: GU

EXISTING USES: RETAIL UPHOLSTERY SHOP

PROPOSED USE: DISTRIBUTION

OCCUPANCY: M

OCCUPANT LOAD:

FULLY-SPRINKLERED

BUILDING 274

BLDG TYPE: SNR

BLDG. HEIGHT: APPROX. 16'-0"

ZONING: GU

EXISTING USES: VACANT RETAIL

PROPOSED USE: CULTIVATION

OCCUPANCY: M

OCCUPANT LOAD:

FULLY-SPRINKLERED

WINE COUNTRY CANNASSEURS

270, 272 & 274 E. SMITH STREET

UKIAH, CA 95428

APN: 002-191-023

WALTERS ARCHITECTURE  
739 HUMBOLDT STREET  
SANTA ROSA, CA 95404  
415-412-2219

WINE COUNTRY CANNASSEURS  
270, 272 & 274 EAST SMITH STREET  
UKIAH, CA 95428  
APN: 002-191-023

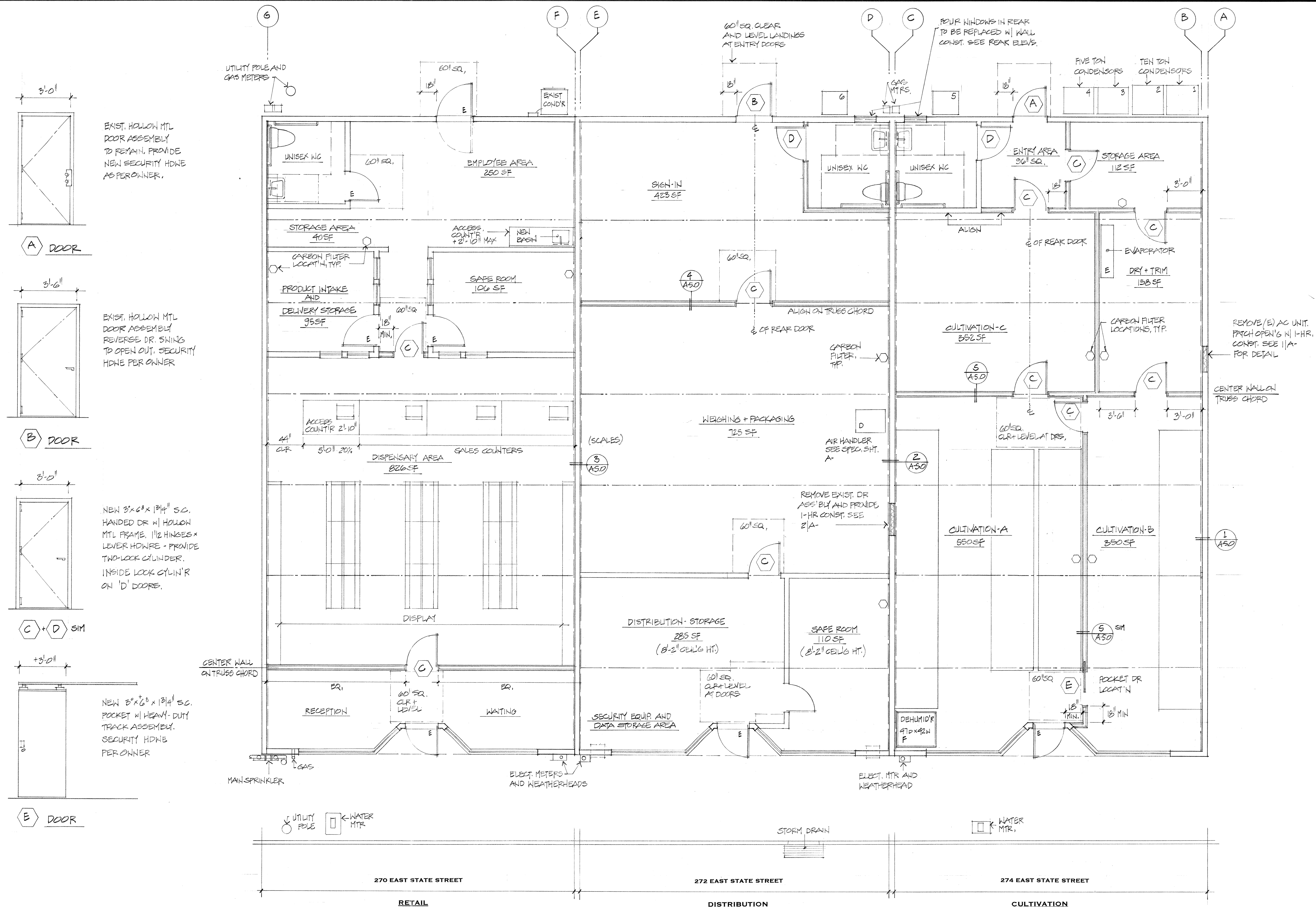
Date 20 APRIL 19  
Scale 1/16" = 1'-0"  
Drawn WALTERS  
Job  
Sheet  
A-O-O  
Of Sheets



| REVISIONS   | BY  |
|-------------|-----|
| 25 APRIL 19 | mwj |
| 7 JUNE 2019 | mwj |
|             |     |
|             |     |
|             |     |
|             |     |

WINE COUNTRY CANNASSEURS  
270, 272 & 274 EAST SMITH STREET  
UKIAH, CA 95428  
APN: 002-191-023

|       |              |
|-------|--------------|
| Date  | 1 APRIL '19  |
| Scale | 1/4" = 1'-0" |
| Drawn | WALTERS      |
| Job   |              |
| Sheet |              |
|       | A-1.O        |
| Of    | Sheets       |



**Mireya Turner**

---

**From:** Ashley Bargaquast <ashley@tully-weiss.com>  
**Sent:** Thursday, August 22, 2019 1:56 PM  
**To:** Mireya Turner  
**Cc:** Wine Country Cannasseurs  
**Subject:** Wine Country Cannasseurs: 270-274 East Smith St, APN 002-191-23, File No. 19-4635

Dear Mireya,

It has recently come to our attention that the church neighboring our facility conducts a Bible Study group in addition to their Sunday services. These Bible Study groups meet at 6:30 p.m. on Wednesdays.

In order to accommodate their activities and prevent any competition for parking or space in the area, we would like to alter our operations to close the Dispensary portion of Wine Country Cannasseurs at 6:00 p.m. on Wednesdays.

If you have any further questions or concerns regarding this amendment, please do not hesitate to reach out.

Sincerely,

Ashley Bargaquast  
Compliance Associate  
Tully & Weiss Attorneys at Law  
713 Main Street  
Martinez, CA 94553  
Ashley@Tully-Weiss.com  
Tel.: 925.229.9700  
Fax: 925.871.5999





City of Ukiah Planning Commission  
 Re: 270-274 East Smith Street  
 Apn 002-191-23  
 File No. 19-4635  
 Waiver Request by Wine Country Cannasseurs

Commissioners,

It is deeply troubling that a project that includes cannabis cultivation, distribution, and dispensary/retail is being considered in my immediate neighborhood.

I, and many of my neighbors have invested heavily in our properties on Mason Street and in so doing have brought this neighbor hood from blight to bright.

My property is contiguous with the rear of the proposed development, and just around the corner on Mason St. I am happy to say that the tenants of the building are mostly in the health care industry, specifically, Yoga Mendocino, Adventist Health, Brad Kammer MFT, J. Owen Lawyer MFT, Aflac Insurance and Meaux Architecture Group. I doubt that any of them will be happy to have a cannabis operation next door.

In addition, I purchased the undeveloped lot at 205 Mason Street to preserve the neighborhood from becoming a series of metal industrial building. It is my goal to develop the lot in keeping with the other fine properties in the area. For example, Alfa Labs, Joy Ward CPA, and Caldwell Banker Mendo Realty.

As we are all aware there is a severe housing shortage in Ukiah and the financially safest development at 205 Mason would have to include housing. However, having a cannabis cultivation, dispensary and distribution facility in the immediate vicinity increases the risk of any future development. In addition, the required use permit potentially could be denied due to the proximity to a cannabis business.

The neighbor hood has come a long way in the last 15 years, and I ask that you as the planning commission flatly deny the waiver request. In doing so you will help rather than hinder our efforts in creating a beautiful and safe neighborhood.

Respectfully,  
 Ronald J. Meaux

RECEIVED

AUG 22 2019

CITY OF UKIAH  
 COMMUNITY DEVELOPMENT



City of Ukiah Planning Commission  
Re: 270-274 East Smith Street  
Apn 002-191-23  
File No. 19-4635  
Waiver Request by Wine Country Cannasseurs

Commissioners,

It is deeply troubling that a project that includes cannabis cultivation, distribution, and dispensary/retail is being considered in my immediate neighborhood.

I, and many of my neighbors have invested heavily in our properties on Mason Street and in so doing have brought this neighbor hood from blight to bright.

My property is contiguous with the rear of the proposed development, and just around the corner on Mason St. I am happy to say that the tenants of the building are mostly in the health care industry, specifically, Yoga Mendocino, Adventist Health, Brad Kammer, Owen Lawyer, Aflek Insurance and Meaux Architecture Group. I doubt that any of my tenants will be happy to have a cannabis operation next door.

I purchased the undeveloped lot at 205 Mason Street in 19 to preserve the neighborhood from becoming a series of metal industrial building. It is my goal to develop the lot in keeping with the other fine properties in the area. For example, Alfa Labs, Joy Ward CPA, and Realty World.

As we are all aware there is a severe housing shortage in Ukiah and the financially safest development at 205 Mason would have to include housing. However, having a cannabis cultivation, dispensary and distribution facility in the immediate vicinity increases the risk of any future development. In addition, the required use permit potentially could be denied due to the proximity to a cannabis business.

The neighbor hood has come a long way in the last 15 years, and I ask that you as the planning commission flatly deny the waiver request. In doing so you will help rather than hinder our efforts in creating a beautiful and safe neighborhood.

Respectfully,  
Ronald J. Meaux

A handwritten signature in blue ink, appearing to read 'Rob Phillips', is written over a circular stamp that contains the text 'CITY OF UKIAH'.

206 MASON STREET, SUITE D.  
707-462-6377

UKIAH, CA. 95482  
MEAUXARCH@GMAIL.COM

RECEIVED

AUG 21 2019

CITY OF UKIAH  
COMMUNITY DEVELOPMENT

SUBJ TO MORE  
INFO ON USAGE.



## Mireya Turner

---

**From:** Wine Country Cannasseurs <winecountrycannasseurs@gmail.com>  
**Sent:** Tuesday, August 27, 2019 12:41 PM  
**To:** Mireya Turner  
**Subject:** Fwd: Articles  
**Attachments:** cannabis industry is saving cities with struggling economies.pdf; evidence based studies refute dispensary fears.pdf; debunking dispensary myths.pdf; cannabis tourism.pdf

Good afternoon Mireya,

I found some great articles on cannabis businesses statistics and tourism. Could you please add these articles into our presentation?

I attached the articles in PDF form to make it easy :)

Thank you!

Cannabis Articles and case studies:

<https://www.leafly.com/news/politics/debunking-dispensary-myths>

<https://www.pressdemocrat.com/news/9823369-181/cannabis-tourism-seeks-broader-stage>

<https://www.google.com/amp/s/www.forbes.com/sites/mikeadams/2018/03/13/cannabis-industry-is-saving-cities-with-struggling-economies/amp/>

<https://www.rollingstone.com/culture/culture-news/marijuana-dispensaries-crime-rate-study-834997/>

[https://icma.org/sites/default/files/Local%20Impacts%20of%20Commercial%20Cannabis%20Final%20Report\\_0.pdf](https://icma.org/sites/default/files/Local%20Impacts%20of%20Commercial%20Cannabis%20Final%20Report_0.pdf)

Article on Cannabis Tourism:

<https://www.pressdemocrat.com/news/9823369-181/cannabis-tourism-seeks-broader-stage>

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Napa, Ca  
[www.WCCDELIVERY.com](http://www.WCCDELIVERY.com)

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## Michelle Irace

---

**From:** Mireya Turner  
**Sent:** Wednesday, August 28, 2019 12:54 PM  
**To:** Michelle Irace  
**Subject:** FW: Design Review Board packet



Mireya G. Turner, MPA  
Associate Planner  
300 Seminary Avenue  
Ukiah, CA. 95482  
Tel: (707) 463-6203  
Fax: (707) 463-6204

---

**From:** Rob Gitlin <robgitlin@hotmail.com>  
**Sent:** Tuesday, August 27, 2019 4:37 PM  
**To:** Mireya Turner <mturner@cityofukiah.com>; J D <jaydonnellanbr@gmail.com>; Ashley Bargaquast <ashley@tully-weiss.com>; Rob Gitlin <robgitlin@hotmail.com>  
**Subject:** Re: Design Review Board packet

Dear Mireya,

Thank you for the phone call and update of the City's requirements for the project at 270-274 East Smith Street. As I stated on the phone, pending the approval, I am willing to abandon my residential permit application for 262-264 East Smith Street to allow for the project to move forward. Further, I believe the heightened security that the project offers will do much to quash the transient problems the area has had over the years. For instance, just last year, Ron Meaux (my contiguous neighbor to the North East) and I were dealing with repairing the fence between our properties that transients from East Smith or Mason street broke. As part of that process, I also had to move 2 steel containers (20' and 40' long) and haul two dump runs of garbage away. The fencing and security measures that WCC propose will permanently settle this issue. Moreover, it is noteworthy that my tenant Iglesia Pentecostal United Church knew about the proposed dispensary when they signed their lease.

In the nearly twenty years that I have owned the property, I have never had any concerns with foot traffic from the Mobile home park, as there is a 6 foot fence and a parking lot separating our properties. To be clear, there is NO access nor easement from the Mobile home park to my property. I believe

that WCC will be a good neighbor and do what is necessary to mitigate any concerns people may have.

Please feel free to contact me if you have any questions or concerns,

Sincerely,

Robert Gitlin

---

**From:** Mireya Turner <[mturner@cityofukiah.com](mailto:mturner@cityofukiah.com)>  
**Sent:** Friday, August 23, 2019 2:19 PM  
**To:** J D <[jaydonnellanbr@gmail.com](mailto:jaydonnellanbr@gmail.com)>; Ashley Bargaquast <[ashley@tully-weiss.com](mailto:ashley@tully-weiss.com)>  
**Cc:** [robgitlin@hotmail.com](mailto:robgitlin@hotmail.com) <[robgitlin@hotmail.com](mailto:robgitlin@hotmail.com)>  
**Subject:** Design Review Board packet

Hi Jay,

Attached please find the staff report and attachments for the Wine Country Cannasseur project hearing with the Planning Commission on Wednesday, August 28, at 6 p.m.

Please note, Mr. Meaux came by yesterday afternoon to drop off two letters, which have been added as an attachment labelled Public Input.

Please let me know if you have any questions.



Mireya G. Turner, MPA  
Associate Planner  
300 Seminary Avenue  
Ukiah, CA. 95482  
Tel: (707) 463-6203  
Fax: (707) 463-6204



## Evidence-Based Studies Refute Dispensary Fears

**W**hen a state legalizes cannabis, local municipal officials are put in a tough spot: they have the power to allow or prohibit cannabis stores from opening in their jurisdiction. It's done through property zoning.

Once the issue comes up for vote, the discussion is often dominated by imagined fears. Law enforcement leaders warn about crime increases. Parents worry about their kids having easier access to cannabis. Real estate agents forecast doom for any neighborhood surrounding a cannabis store. Pew Research has found a **25 point gap** between support for legalization (75%), and support for a store nearby (50%).

---

### **A review of the research finds that cannabis dispensaries improve public safety, health, and nearby property values—contrary to previous fears.**

All too often, the result is a complete ban on cannabis stores—which has the unintentional effect of propping up the local illicit market. Here's the rub: Cannabis stores actually *improve* public safety, health, and property values, a finding supported by research.

In a review of 42 key studies, Leafly's team of data analysts, researchers, and editors found that the broad body of published research suggests crime near licensed dispensaries has generally stayed flat or decreased. Teen cannabis use in legalization states has fallen since legalization. And property values near cannabis outlets generally are not affected or even

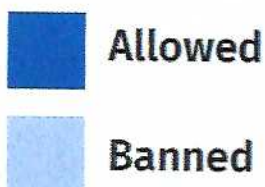
That literature review, **“Debunking Dispensary Myths,”** is intended to better inform civic debate at the city, state, and national levels. Leafly is sharing the report with elected officials, legislative aides, activists, industry groups, and researchers nationwide, as well as presenting the findings at upcoming events.

Fears surrounding local cannabis stores have prompted many communities to prohibit cannabis companies in their towns, cities, and counties. Millions of adult consumers now living in legal states find it impossible to purchase legally in their own towns.

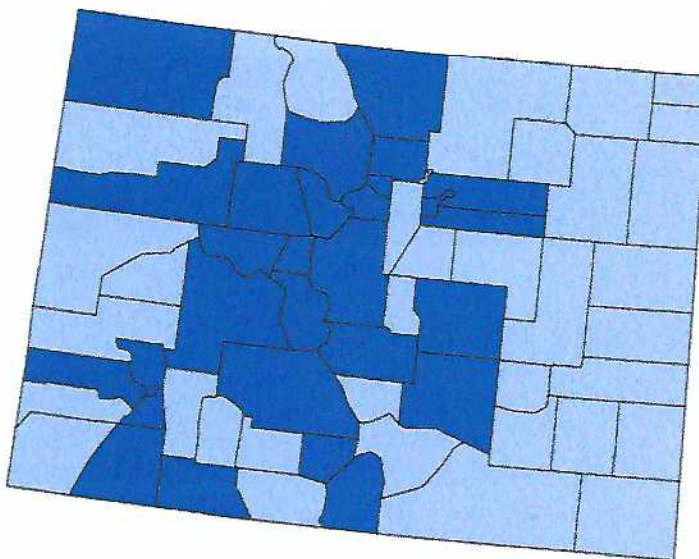
Leafly found that as of May 1, 2019:

- In California, 75% of jurisdictions have banned cannabis stores.
- In Colorado, 65% of cities and counties have similar bans.
- In Massachusetts, 54% of the state’s 351 municipalities have banned cannabis stores.
- In Washington, 35% of cities and 20% of counties have banned cannabis stores.
- In Nevada, 75% of counties and 42% of cities prohibit cannabis stores.

### Colorado County Cannabis Bans



Colorado famously legalized cannabis for all adults in 2012. But 38 of the state's 64 county governments have banned cannabis stores, resulting in a patchwork of legal and prohibition counties.





## Clean Stores, Good Neighbors

In Colorado and Washington, where data is now available from five years of adult-use cannabis sales, many local officials have switched from hesitance to confidence in the positive benefits of well-regulated stores. Cannabis companies “are tremendous employers and socially responsible members of the communities in which they operate,” said Ron Kammerzell, former senior director of enforcement at the Colorado Dept. of Revenue.



*The Lux cannabis store in Seattle's Lake City neighborhood is the cleanest, brightest property in a transitional business district. (Photo courtesy of Lux)*

## Dispensaries Add 6% to 8% to Home Values

Some of the data backing up that conclusion:

- **Crime rates unaffected:** An overwhelming majority of studies—including one from the journal [Preventive Medicine in 2018](#), and a [Federal Reserve Bank 2017 paper](#)—found no increase in crime related to the location of medical marijuana dispensaries or adult-use



- **Teen use unaffected specifically, declines generally:** Colorado and Oregon state health reports show teen cannabis use is flat or down since licensed adult-use stores opened. In Washington, a [2018 JAMA Pediatrics study](#) concluded use had fallen. Federally administered surveys show the 2016 teen use rate was the lowest in more than 20 years.
- **Property values increase:** A [2016 study](#) in the journal Economic Inquiry concluded allowing stores added 6% to city home prices, compared to ban towns. A 2018 study in the journal [Contemporary Economic Policy](#) found home prices went up by 7.7% within a half-mile of a new cannabis store

“[Debunking Dispensary Myths](#)” identifies and examines the most reliable studies on medical and adult-use cannabis stores. In the report, Leafly editors David Downs and Bruce Barcott worked with cannabis policy expert Dominic Corva, co-director of the [Humboldt Institute for Interdisciplinary Marijuana Research](#) (HIIMR) at Humboldt State University in Arcata, CA.

Over the coming years, virtually every city council and county supervisorial board will eventually have to weigh the pros and cons of cannabis retail. “We can all have different opinions, but we have to work from the same set of facts,” said Leafly CEO Tim Leslie. “These discussions should be informed by the best available research, not imagined fears and archaic mythology.”

DAVID DOWNS AND BRUCE BARCOTT



ADULT-USE CANNABIS

CALIFORNIA

COLORADO

CRIME

DISPENSARIES

OREGON

RESEARCH



David Downs and Bruce Barcott







Jared Giammona, right, started a tour company to showcase Sonoma County's wine, weed and beer industry. At CannaCraft, Giammona passed around cannabis terpenes for his group to smell, Wednesday August 7, 2019. At left is Perry Wilson of Pittsburg, Texas. (Kent Porter / The Press Democrat) 2019

**A** civil engineer, an insurance broker, a steel vessel manufacturer, two educators and a slew of people from the wine, shipping and tech industries lined up on a hot August morning to get onto a tour bus outside the Hyatt Regency hotel in Santa Rosa.

Handed mimosas in plastic cups as they settled into their bus seats, they wore Hawaiian shirts, sundresses and flip-flops and had traveled from as far as Florida and Texas — and as close as Healdsburg — to learn at their leisure about wine and cannabis in Sonoma County.

As they sipped their cocktails and chatted with their fellow travelers, Sonoma County Experience tour operator Jared Giammona got on the microphone and began describing the group's first stop of the day, at a large cannabis oil manufacturer in southwest Santa Rosa.

"Has everyone seen 'Willy Wonka and the Chocolate Factory?' It's that for cannabis," Giammona said.





*Mimosas were mixed for tourists as they boarded a bus for a weed, wine and beer tour, Wednesday, August 7, 2019 in Santa Rosa. (Kent Porter / The Press Democrat) 2019*

Just three years ago, that same factory was raided by teams of police in tactical gear and firefighters in hazmat suits. Santa Rosa had just begun permitting cannabis manufacturers to operate, and few outside the industry had seen the type of oil extraction machines using pressurized carbon dioxide that pump and hiss, churning out purified oils from marijuana buds.

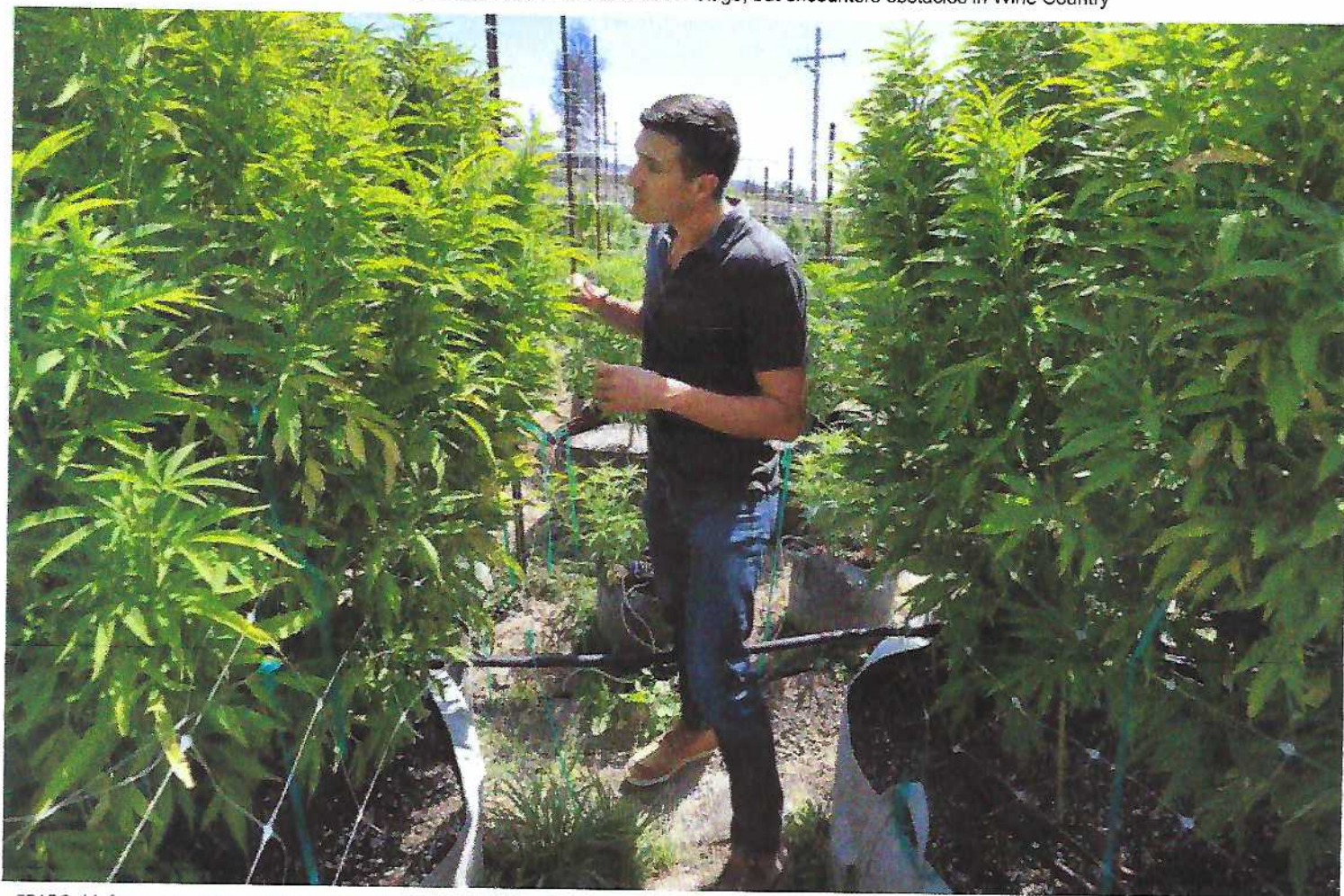
More familiar were the illegal hash oil makers blowing up garages.

"This isn't somebody's operation going on in their garage — this is high-end equipment," a police lieutenant standing outside the southwest Santa Rosa facility said at the time of the raid.

Those heady days seemed a lifetime ago by the time these four dozen tourists in hairnets and protective glasses were guided from room to room at CannaCraft. The 50,000-square-foot facility is where they make cannabis-infused oils for vape pens and other applications, cannabis chocolates and a nonalcoholic hop-flavored tonic with THC. In one room, the guests passed around vials of extracts as they learned how natural compounds called terpenes found in different cannabis strains create aromas that inspired names like Hop Cann, Thin Mint and Sour D.

"This is amazing," said Perry Wilson, a winemaker from northeast Texas who has a timeshare in Napa.





SPARC chief executive officer Erich Pearson at SPARC's cannabis farm, near Glen Ellen, Wednesday, August 21, 2019. (Kent Porter / The Press Democrat) 2019

Sonoma County is a global destination with a \$2 billion tourism sector rooted in the area's renowned wine industry, as well as craft beers, fine food, a spectacular coast and plentiful outdoor recreation.

Cannabis will one day be on that list of top draws for visitors, many in the industry say.

Entrepreneurs putting down stakes in the region's nascent legal industry are banking on it.

**“** *There's a reason we talk about 'Cali bud' and not 'Colorado bud.' It's cultural.*  
— Victor Pinho, who started Emerald Farm Tours

Last year, tourists to California spent \$7.2 billion on wine, according to the California Wine Institute trade association.

No such data exists yet for out-of-state visitors' cannabis spending, but legal cannabis retail sales in the state hit \$2.5 billion last year and are on track to surpass \$3 billion this year, according to industry analysts.

Researchers in Colorado estimated about 6 million people visiting the state consumed marijuana in 2017, compared to less than 1 million state residents using pot, according to a report from the state's revenue department.





At Barrel Brothers in Windsor, tourists try the pub's beer during a weed, wine and beer tour, Wednesday, August 7, 2019. (Kent Porter / The Press Democrat) 2019

Plans for dispensaries in Santa Rosa include designs for consumption lounges, including one proposal for a retail store inspired by the 1997 movie *Boogie Nights*. Further north, in Mendocino County, the 12-acre Solar Living Institute in Hopland is being re-imagined as a tourist hub and dispensary geared toward showcasing the cannabis culture that has for generations defined the Emerald Triangle region, which also takes in Humboldt and Trinity counties.

Private dinners focused on cannabis-infused cuisine that were once word-of-mouth affairs have become major events. People are launching careers as so-called cannabis sommeliers with expertise in educating people about the intricacies of the plant's properties, psychoactive and medicinal affects.

"There's a reason we talk about 'Cali bud' and not 'Colorado bud.' It's cultural," said Victor Pinho, who started the Emerald Farm Tours in Sonoma and Mendocino counties and the wider Bay Area.

Pinho said his tour company became a test case for allowing marijuana consumption on tour buses, which are regulated by the California Public Utilities Commission. They prevailed in their petition before the commission, and now his company allows guests to consume cannabis they buy at dispensaries on buses with partitions that seal the driver in a separate compartment.

The state Senate is advancing a bill that would codify the rule in state law.





*Tourists take a bus to Santa Rosa's CannaCraft for a weed, wine and beer tour, Wednesday, August 7, 2019 in Santa Rosa. (Kent Porter / The Press Democrat) 2019*

Guests on Pinho's tours want an experience — anything from smoking on a bus tour of San Francisco while being told stories from the medical marijuana movement to hiking in Redwood forests north of the city, he said. As cannabis tourism gains mainstream acceptance, Pinho said he thinks it will go beyond tasting rooms and be built on experiences, from tours to behind-the-scenes looks at how products are made.

"Once this machine starts rocking and rolling and we have folks doing interesting things, there's a trajectory for where we're at in cannabis and where we want to be. We're pushing that envelope every day," Pinho said.

In Sonoma County, local rules limit opportunities for cannabis tourists to have the same type of experience as wine lovers, such as tastings in vineyards and wine clubs. Businesses cannot hold promotional events or tastings and farms cannot yet offer public tours.

But consumer appetite for more access to such experiences is there, say local entrepreneurs.

At the Farmhouse Inn in Forestville, managing partner Joe Bartolomei said his staff realized they needed to have answers when guests began asking about where to get cannabis products or experience Sonoma County's cannabis culture.

"We pride ourselves in having insider access to everything," Bartolomei said.





*CannaCraft public affairs manager Joanna Cedar explains the cannabis extraction process during a tour of CannaCraft's Santa Rosa facility, Wednesday, August 7, 2019. (Kent Porter / The Press Democrat) 2019*

Over the past year, the inn has added to its offerings for guests cannabis-infused products that do not contain THC, the psychoactive compound in marijuana. Visitors can buy CBD-infused bath bombs and face masks in the lobby or get CBD oil massages and other treatments.

Guests can request private appointments at Solful Dispensary in Sebastopol where they can learn about the edibles, tinctures and other products offered there. They can also sign up for an exclusive six-hour tour "led by a local cannabis expert" starting at \$1,795 for two people.

Bartolomei just finished a three-year stint as chairman of Sonoma County Tourism, a marketing nonprofit focused on bringing visitors to the area, and he said they're watching the industry closely to understand how cannabis tourism takes shape. He believes there's a clear path.

"A lot of people involved in the cannabis industry are really passionate about it. Guests love meeting people — the winemaker, the farmer, the cheesemaker. They love that passion we have," Bartolomei said.





Jamie Evans, the founder of the Herb Somm, a cannabis blog and lifestyle brand, smells a sample of cannabis at Solful dispensary in Sebastopol, Wednesday, August 7, 2019. (Kent Porter / The Press Democrat) 2019

Sonoma County cannot compete with the massive 200-acre marijuana farms taking over flower greenhouses on the Central Coast. Instead, the region's businesses are banking on the Sonoma County brand for unique, environmentally minded products, he said. Erich Pearson, founder of the SPARC dispensaries in San Francisco and Sonoma County, said he hopes someday to host visitors to the organic and biodynamic farms near Glen Ellen that provide much of the product on his dispensary shelves.

"Tourism is essential to the survival of cannabis businesses in Sonoma County," Pearson said. "And it's in the county's best interest — they should be embracing this from an economic perspective."

Sonoma County Tourism is taking a "wait and see" approach before it begins promoting cannabis-related activities for visitors, said executive director Claudia Vecchio. They've listed some events on their website, but otherwise want to see the industry mature and become established to ensure they're promoting reliable, legal activities, she said.

David Rabbitt, chairman of the Sonoma County Board of Supervisors, said he's among those who have a hard time imagining cannabis as a longterm draw for tourists. Loosening local rules that limit tourism opportunities isn't on the top of the priority list for the board at this time. As it is, the county is still struggling with clearing a backlog of applications from businesses wanting to cultivate cannabis here.

**“** *Tourism is essential to the survival of cannabis businesses in Sonoma County. And it's in the county's best interest — they should be embracing this from an economic perspective*  
 — Erich Pearson, founder of the SPARC dispensaries

But Rabbitt said he's committed to helping the industry succeed, and if tourism opportunities emerge as practical and vital, he will support them.



"Right now it's a novelty, but whether it's something people want to keep coming back to see, whether they want to take their cousin from Kansas to see a maker of cannabis . . . I don't know," Rabbitt said.

Mendocino County, in contrast, is charging ahead with plans to take the region's world-renowned cannabis heritage and turn that into revenue, said Carmel Angelo, the county's chief executive officer.

Angelo said they're committed to promoting cannabis alongside the county's other top attractions, including its coastline and wine regions. They've seen how businesses such as dispensaries attract economic activity. The county has long been a source for black market pot, so the challenge is luring consumers — not mention producers — to the legal market.

Mendocino's tourism council tapped Flow Kana, a major cannabis brand based in the Redwood Valley, to host the kick-off dinner for the long-running Mushroom Feast Mendocino festival in November.

"When the cannabis industry thrives in our community, we thrive," Angelo said. "Farm tours, bud tasting, that kind of stuff, that has to become just part of tourism."

Back on the Sonoma County Experience bus, guests were taken from CannaCraft to Solful dispensary in Sebastopol, where they met founder Eli Melrod and asked staff about the edibles and infused products on the shelves. The guests' knowledge impressed Darren Chambers of San Francisco, who is retiring from a career in technology and considers himself very experienced with cannabis.



*CannaCraft public affairs manager Joanna Cedar encourages a group of tourists to smell cannabis terpenes during a tour of CannaCraft's Santa Rosa facility, Wednesday, August 7, 2019. (Kent Porter / The Press Democrat) 2019.*

The group had lunch at Barrel Brothers Brewery in Windsor, where they tasted the Dark Sarcasm porter and Naughty Hops IPA, then headed north to Francis Ford Coppola Winery in Geyserville.

They toured the Hollywood paraphernalia on display and then were given a private tasting on a patio overlooking rows of Zinfandel vines, with Geyser Peak in the distance.

It was there that Mark Freed of Healdsburg realized the tour wouldn't offer him the opportunity to consume the cannabis products he purchased at the dispensary. That was a disappointment for Freed, who doesn't drink alcohol. He watched his fellow tourists sip wine on the Coppola veranda while he drank water from a plastic bottle.

"Hopefully it will look like tourism for the wine industry someday," Freed said.

Giammona, the tour organizer, said he didn't want to let his guests down, and that he is on the lookout for ways to accommodate cannabis consumers while following the letter of the law.

"Nowhere else in the world will you find the kind of high-quality wines and craft beers that are made in Sonoma County," Giammona said. "It's been cannabis country for generations and now we can showcase it."

But perhaps not fully just yet, underscoring the persistent conflict in California over cannabis — between what people want and what the laws allow. That's changing faster than ever.

You can reach Staff Writer Julie Johnson at 707-521-5220 or [julie.johnson@pressdemocrat.com](mailto:julie.johnson@pressdemocrat.com). On Twitter @jjpressdem.

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16,321 views | Mar 13, 2018, 03:30pm

# Cannabis Industry Is Saving Cities With Struggling Economies

**Mike Adams** Contributor

Vices

*I cover various facets of the cannabis culture.*

Shutterstock

A growing number of states have legalized marijuana, but not every municipality within the confines of these progressive governments has been eager to get involved with the cannabis trade. In the eight states that have legalized the leaf for recreational use, several local jurisdictions have opted to keep their streets free of legitimate pot commerce.



Most of the naysayers are smaller cities, convinced that legal cannabis businesses might bring about increased crime and otherwise threaten their Mayberry way of life. But this attitude is misguided, according to a [new report](#). It turns out that the presence of marijuana operations is especially generous with respect to strengthening local economies. More importantly, this area of commerce pays for itself, creating jobs and security without sacrificing the infrastructure required to ensure public safety.

When Colorado moved to legalize recreational marijuana in 2012, some folks were concerned that bringing the herb out of the underground might breed a heathenous uprising. Although the majority of the voters supported this reform at the polls, plenty of the people were still skeptical that legal marijuana would be good for all.

But for cities like Pueblo, which has a population of around 100,000, legal weed was a welcomed addition. Similar to other municipalities devastated by the collapse of the steel industry, Pueblo struggled for years to keep from drowning in a pool of destitution and downtrodden. In fact, until the cannabis industry was launched in 2014, the city's primary employers consisted of only prisons and local hospitals. It also had one of the highest unemployment rates in the state – several points lower than the state average.

But fortunately, the struggle is over.

Researchers at Colorado State University-Pueblo say the cannabis industry has been a salvation's wing for Pueblo County. Their study, which was a collaborative effort alongside the Colorado Department of Public Health and Environment, the Colorado Department of Agriculture, and the Industrial Hemp Research Foundation, shows that legal weed struck an economic chord to the tune of around \$58 million in 2016.

This success, however, did not come for free. The city invested \$23 million during that time to lay the groundwork for legal cannabis sales. But at the end of the day, Pueblo still reaped the benefit of roughly \$35 million of economic impact.

What's more is the situation is still improving. The economic impression from legal marijuana will spawn approximately \$100 million annually within the next three years, the report finds. Not too bad for a city destined for ruins just a few short years ago.



It is common for marijuana's opposing forces to claim that the trade off for all of this newfound prosperity is an overall decline in civil society. But that does not appear to be the case.

Contrary to reports that have surfaced over the years suggesting that legal marijuana has created an influx in immigration and homelessness, the study finds these claims to be untrue.

"We found no evidence that poverty has either increased or decreased in Pueblo as a result of cannabis legalization," the study authors [wrote](#).

Interestingly, the findings pertaining to homelessness are consistent with the [testimony of experts](#) like Donald Burnes, founder of the Burnes Center on Poverty and Homelessness at the University of Denver, who has said on several occasions that legal marijuana has not brought about an uptick in homelessness throughout Colorado.

By all accounts, Pueblo should be considered a success story. Perhaps even an inspiration for other smaller communities still struggling with whether legal marijuana is right for them.

As it stands, there are municipalities all over the United States suffering from near economic collapse as a result of failing industries. President Donald Trump seems to believe he can resurrect steel and other manufacturing sectors lost over the years to foreign nations. But the reality is most of these jobs are forever dead.

But there is light at the end of the tunnel. The cannabis industry continues to prove that it has what it takes to breathe new life into towns ravaged by the fall of better times. Some of the [latest research](#) from New Frontier Data shows that the legal marijuana businesses could employ up to 1 million people by 2025. And it appears that previously scorched economies, like Pueblo, stand to benefit the most.



Mike Adams

I am a freelance writer hailing from the darkest depths of the armpit of America. That's Southern Indiana, just in case you were wondering. When I'm not carving out a ju... [Read More](#)



## DEBUNKING DISPENSARY MYTHS: PART I

# Literature Review Methodology

In this report, Leafly reporters, researchers, editors, and data analysts conducted the world's first-ever literature review of studies that test three key assertions on this topic.

We were advised by Humboldt State University co-director for the Humboldt Institute for Interdisciplinary Marijuana Research, Dominic Corva. Working with Corva, Leafly editors conducted a thorough survey of all available studies and followed up with an analysis of study validity, prioritizing the most impactful and generalizable findings.

We spent weeks reviewing academic journals and databases, considering more than 100 studies, digging into study methodology, and following up with study researchers for more information and context.

We identified 42 studies, research papers, and surveys that directly touched on the subject. We reviewed scholarly databases such as PubMed, Google Scholar, and NIH; private research groups such as RAND; government websites including the ONDCP; and health departments in legalization states. We identified periodicals that cited studies, then pulled those studies and followed the trail of citations to find even more related work.

We reviewed studies for validity, general applicability, accuracy, and timeliness—using as a proxy the number of times each paper was cited, number of contributing researchers, location of publication, study time period and publication date, level of peer review, and size and scope of the study. We also looked for evidence-based model assumptions, methodological rigor, as well as realistic and comprehensive discussion of study limitations and generalizability. We scored each study for

its strength on a scale of 1 to 4 based on those factors. For example, personal Realtor survey data has less strength than longitudinal home value reports over time for a given city block.

We collected and ranked the most prominent studies on the topics in a matrix, which we've attached in this report's Appendix.

We used the professional services of CannaRegs, the world's most current, in-depth cannabis legislative and regulatory database, to ascertain the level of retail store access in legal adult-use states. To add narrative accounts to the data, we also obtained qualitative, anecdotal accounts from local officials familiar with the impact of cannabis stores on their communities.

Literature review limitations are noted in the Appendix.

### A NOTE ON LANGUAGE

The word “dispensary” came into use when medical marijuana retail collectives opened in the San Francisco Bay Area in 2004.

Since the advent of adult-use legalization, the term “dispensary” has also included retailers serving all adults age 21 and older. Language evolves, and it's now trending in the direction of “stores” for adult-use retailers and “dispensaries” for medical marijuana shops.

We try to maintain that distinction when possible, but there are occasions when “store” or “dispensary” is meant to cover both medical and adult-use cannabis retailers—a situation reflected in many states, where a single retailer may serve both the adult-use and medical markets.



## DEBUNKING DISPENSARY MYTHS: PART II

# Findings

Based on the findings from 42 key studies, we discovered that the vast majority of the best, most recent data contradicts three key myths about the impact of cannabis dispensaries on local communities.

### CRIME FALLS

*The Green Mile is not a hotbed of criminal activity, the source of vehicle accidents from an influx of traffic or a known source behind more youths using cannabis, Port Hueneme Police Chief Andrew Salinas said. Instead, the cannabis businesses for which the strip is named are helping the city get back on its feet financially, adding jobs and playing a meaningful civic role in the city, Salinas said.*

*Ventura County Star, March 29, 2019*

Cannabis stores function like standard consumer packaged goods (CPG) retailers, on a design spectrum from corner bodegas to high-end boutiques. One key feature is strict licensure and regulations that require ample security, such as guards, cameras, lighting, and space access controls.

Using street-level data from cities including Sacramento, Washington, DC, and Los Angeles, studies suggest that licensed cannabis dispensaries have no impact, or an insignificant effect, on various kinds of crime (Zakrzewski, 2019; Brinkman, 2017).

“Results indicated that mean property and violent crime rates within 100-foot buffers of tobacco shops and alcohol outlets—but not medical marijuana dispensaries—substantially exceeded community-wide mean crime rates” (Subica, 2018).

Researchers examining the temporary closure of



**We find no effects on burglary, robberies, or assaults, which are the types of crimes one would expect if dispensaries were prime targets as a result of their holding large amounts of cash.**

Source: Pacula, 2018



hundreds of dispensaries in Los Angeles in 2010 reported that “contrary to conventional wisdom, we find no evidence that closures decreased crime.” In fact, there was “a significant relative increase in crime around closed dispensaries,” as much as 24% in some places (Chang, 2017).

A study of California counties found “a negative and significant relationship between dispensary allowances and property crime rates, although event studies indicate these effects may be a result of pre-existing trends” (Hunt, 2018).

“These results suggest that the density of medical marijuana dispensaries may not be associated with crime rates or that other factors, such as measures dispensaries take to reduce crime (i.e., doormen, video cameras), may increase guardianship such that it deters



possible motivated offenders” (Kepple, 2012).

Only one strong study (Freisthler, 2017) found an association between cannabis retailers and property crime. Those researchers found that “densities of marijuana outlets were unrelated to property and violent crimes in local areas. However, the density of marijuana outlets in spatially adjacent areas was positively related to property crime in spatially adjacent areas over time.” In other words, the study found that crime increased in areas further away from dispensaries and their security.

One weak study found mixed results. In a 2012–2013 study of unregulated medical marijuana dispensaries in the city of Long Beach, CA, researchers found no crime increase in the immediate vicinity of dispensaries but a slight rise in outlying areas (Freisthler, 2016).

At the state level, the most-cited studies suggest crime stays flat or goes down amid a store opening. An overwhelming majority of the studies available found no increase in crime related to the location of dispensaries or stores.

One widely cited report by a police group asserted that cannabis stores were associated with increased crime. We include this report for transparency, although many independent reviewers have dismissed its conclusions as invalid. The 2017 report by the Rocky Mountain High Intensity Drug Trafficking Area (HIDTA), a federally funded program run by drug enforcement officers and established by the White House Office of Drug Control Policy, claimed that “marijuana is the gateway drug to homicide.” The report also stated that a rise or fall in annual crime rates should not be construed as “due to the legalization of marijuana” (RMHITDA, 2017).

At the national level, the White House Office of National Drug Control Policy, in its own 2013 survey of the literature, concluded that cannabis use doesn’t lead consumers to commit crime.

“Even though marijuana is commonly used by individuals arrested for crimes,” the report found, “there is little support for a contemporaneous, causal relationship between its use and either violent or property crime” (ONDCP, “Improving the Measurement of Drug-Related Crime,” 2013).

## TEEN USE DOES NOT RISE

*Using data from the national and state Youth Risk Behavior Surveys, the National Longitudinal Survey of Youth 1997 and the Treatment Episode Data Set, we estimate the relationship between medical marijuana laws and marijuana use. Our results are not consistent with the hypothesis that legalization leads to increased use of marijuana by teenagers.*

*“Medical Marijuana Laws and Teen Marijuana Use,”  
National Bureau of Economic Research, 2014*

Licensed dispensaries and retail cannabis stores must check IDs to ensure consumers are 21 or older. In some states the age is 18 for licensed medical marijuana dispensaries. They use cameras and track-and-trace software to prevent diversion to illegal jurisdictions. Sales tax revenue is often earmarked for youth prevention programs. And as the price of legal, regulated cannabis falls in the years after the opening of a state’s retail market, so may the profit motive to sell it illicitly.

Teen use—as shown by more than a dozen papers and national self-reported youth health surveys—is not directly impacted by the opening of cannabis dispensaries.

No study has performed block-level or city-level analysis of a dispensary’s effect on teen use. The best information available is state-level data tracked across broad periods of medical and adult-use retail expansion. A minority of studies reported a negative impact, and in those studies the negative impact was weak and limited to certain subgroups.

- Federally funded surveys of teens find rates of



youth cannabis use in the past month among minors aged 12 to 17 have decreased since 2002, the dawn of medical cannabis dispensaries in the US. The 2016 US teen use rate was the lowest in more than 20 years.

- In California, the most current, in-depth, independent survey data show cannabis use among seventh grade students dropped 47% from 2013 to 2017. Hundreds of medical cannabis dispensaries operated during that period.

- State health officials in Colorado and Oregon both reported in 2018 that survey data showed cannabis use flat or down since licensed adult-use stores opened. Colorado's adult-use retail stores have been open since January 2014. Oregon's dispensaries began selling adult-use products in October 2015.

- In Washington, a 2018 study in JAMA Pediatrics reported the prevalence of cannabis use generally fell among Washington teens amid the adult-use retail sales launch of 2014 to 2016 when compared to the 2010 to 2012 period.

## PROPERTY VALUES ARE NOT HARMED

*In California, Carpinteria has emerged as the state's greenhouse cultivation epicenter. With last year's stats in, "crime has gone down, and property values have increased," locals there note. "This begs a question: Has the cannabis boogeyman lost its power?"*

*Coastal View, April 3, 2019*

Modern cannabis retail stores are moving from the industrial fringes of town to prestige locations in high-value shopping districts. What were once unregulated, crudely adorned storefronts are now state-licensed, tightly regulated, and elegantly designed boutiques. The business type is subject to heavy local and state regulations to mitigate environmental impacts, including rules that regulate store signage and limit visual access to products from public areas. Those stores require significant financial investment, command premium rents,

and attract discerning customers. Most are clean, well lit, and welcoming additions to their neighborhoods.

The literature on the effects of dispensaries or stores on their neighbors is thinner but more detailed than on teen use. Most studies focus on older eras of lightly regulated or wholly unregulated medical marijuana dispensaries. The data from that period also contradict the claims of local cannabis ban advocates. The most authoritative peer-reviewed papers, which use block-by-block city data measured against property values over time, found a halo effect whereby home values increased an extra 8.4% near licensed dispensaries in Denver during the period of conversion from medical dispensaries to adult-use stores (Conklin, 2017).

Single-family residences close to a retail conversion (within 0.1 miles) "increased in value by approximately 8.4% relative to houses that are located slightly farther from a conversion (between 0.1 miles and 0.25 miles) in 2014 compared to the previous year" (Conklin, 2017).

At the city level, "legalizing retail marijuana on average increases housing values by approximately 6%" compared to cities that prohibit retail cannabis stores (Cheng, 2016).

At the national level, 75% of real estate agents in a 2018 industry survey told researchers that dispensaries did not impact nearby property values. Of those who did report an impact, 10% of Realtors said prices increased, while 12% to 14% reported a decrease in residential property values near dispensaries (National Association of Realtors Research Group, 2018).



## DEBUNKING DISPENSARY MYTHS: PART III

# Discussion: Crime Studies

The available data strongly suggest that licensed cannabis retailers are not associated with increases in crime. Studies vary in the degree of resolution they provide down to the property level, but they almost always trend against assertions of increased crime.

The leading papers come from the Institute for Labor Economics, the Federal Reserve Bank, Preventive Medicine, the Journal of Urban Economics, the Journal of Economic Behavior & Organization, the Journal of Drug Issues and the Journal of Studies on Alcohol and Drugs. Out of eight strong studies, only one found a relationship between cannabis retailers and a crime rate increase in spatially adjacent blocks.

The weakest studies had conclusions that were not supported by their data. The Rocky Mountain HIDTA annual impact report, which is often cited by advocates of cannabis bans, is one such study. John Hudak, senior fellow at the nonpartisan Brookings Institute in Washington, DC, called it “garbage,” noting that HIDTA is “notorious for using data out of context or drawing grand conclusions that data ultimately do not support.” Washington Gov. Jay Inslee and Attorney General Bob Ferguson called HIDTA’s allegations “outdated, incorrect and ... incomplete.” Oregon Gov. Kate Brown said that HIDTA’s data “does not (and frankly does not purport to) reflect the ‘on the ground’ reality of Oregon in 2017.”

## WHAT MIGHT BE DRIVING THESE RESULTS?

### Eyes on the Street

Medical dispensaries and adult-use stores often move into buildings that are vacant or in disrepair in neglected parts of town. These storefronts are often stripped and rebuilt or renovated using high-quality materials and sophisticated designs. The new stores employ staff members to ensure the safety and comfort of their customers. The stores also generate foot traffic that reduces opportunistic crimes. More “eyes on the street” make blocks safer (Chang and Jacobson 2017).

### Cameras, Security Personnel

Most state regulatory agencies require dispensaries and retail stores to install and operate advanced security systems that include cameras, security guards, locks, and safes.

### Decreased Illicit Trade

State-licensed dispensaries and stores may decrease the level of illicit cannabis trade (Chu, 2018).

### Police Resource Savings

Ending the expenditure of tax money on low-level cannabis arrests frees up more police resources for higher-priority criminal cases (Makin, 2018).



## DEBUNKING DISPENSARY MYTHS: PART III

# Discussion: Teen Use Studies

Studies overwhelmingly conclude that, as a demographic, teens in adult-use states are not using more cannabis. The key studies in this area were published by Preventative Medicine, JAMA Pediatrics, Journal of Adolescent Health, and The Lancet Psychiatry. One of the strongest studies (Shi, 2016) found that “the availability of medical marijuana dispensaries was not associated with current use of marijuana among adolescents.”

One state-level study conducted during the dawn of the adult-use era in Washington and Colorado (Cerdeira, 2017) partially supported the assertions of cannabis ban advocates. That study found “marijuana use among 8th and 10th graders in Washington increased 2.0% and 4.1%, respectively, between 2010-2012 and 2013-2015; ... In Colorado, the prevalence of marijuana use pre-legalization and post-legalization did not differ.”

## WHAT MIGHT BE DRIVING THESE RESULTS?

### Stores Card Their Customers

All licensed cannabis retailers must check IDs (twice, in some jurisdictions) and serve only those 21 and older, or, in medical instances, patients 18 and older.

### Decreased Illicit Market Motives

Legalization causes an initial spike in cannabis prices followed by a steady and gradual decline to a level that competes with the illicit market (Smart, 2017).

### Taboo Reduction

Taxing and regulating cannabis removes it from the realm of teenage-rebellion taboos and places it alongside other adults-only activities. The perception of cannabis's harm is falling among teens (Austin, 2018), but so are teen use rates (Dilley, 2018). Opponents of legalization often point to the perception of cannabis harm among teens as a worrying sign. But it's more likely that teens are coming to a more fact-based, scientifically informed understanding of cannabis and its health risks—and that a deeper understanding is leading to lower use and abuse rates among minors.

### Tax Resources Used for Youth Education

Most state and local legalization schemes earmark a portion of cannabis tax revenue for drug prevention programs. For example, California Proposition 64 earmarks \$50 million per year by 2023 for community reinvestment grants to local health departments. In 2018, about \$270 million in Washington cannabis tax revenue flowed to three state health departments. Some of these grants and programs aim to discourage teen use.



## DEBUNKING DISPENSARY MYTHS: PART III

# Discussion: Property Value Studies

We found that the strongest studies, as measured by our literature review scoring methodology, point out that dispensaries are associated with either increased property values or have no effect on them.

The most detailed peer-reviewed study available (Conklin, 2017) looked at Colorado dispensary impacts and found that “single family residences close to a retail conversion (within 0.1 miles) increased in value by approximately 8.4% relative to houses that are located slightly farther from a conversion (between 0.1 miles and 0.25 miles) in 2014 compared to the previous year.”

“In summary, the evidence from 2014-2015 paints a picture of economic growth, a tighter housing market, and lower crime rates, all while tax revenue is being generated for public works and marijuana usage is staying relatively flat. ... We find that after the law went into effect at the end of 2013” (Conklin, 2017).

Other studies offer less fine detail, but at the city level (Cheng, 2016) and at the state level (Realtor.com, 2016) there continues to be a mild association between legal cannabis retail and increased property values.

## WHAT MIGHT BE DRIVING THESE RESULTS?

### Cannabis as a Symbol of Innovation

Cannabis retail licensing is but one facet of innovation in America’s most dynamic cities. San Francisco, Seattle, Boston, Denver, Boulder, Portland, Los Angeles, and other cannabis retail hotbeds are synonymous with broader innovations in technology, finance, services, and other sectors driving regional economic growth.

### Job Creation Spurs Growth

Cannabis business licensing spurs economic growth in the form of job creation, retail sales, higher rents, and sales taxes. Leafly’s recent Cannabis Jobs Count report found that as of early 2019, more than 211,000 full-time jobs nationwide depended on legal cannabis. That’s a 44% increase over the previous year, and it marks the legal cannabis industry as America’s fastest-growing industry (Leafly, 2019). The strongest studies suggest that higher property values near cannabis retailers may occur because of “a surge in housing demand spurred by marijuana-related employment growth, lower crime rates, and additional amenities [located] in close proximity to retail conversions” (Conklin, Diop, Li, 2017).

### Cannabis as an Attractive Amenity

The hedonic price theory (Leonard, 2017) suggests a dispensary can increase property values because it can be an attractive amenity, alongside coffee shops and bars. More than 66% of Americans support legalization (Gallup, 2018) and 90% support the legal medical use of cannabis.



## DEBUNKING DISPENSARY MYTHS: PART IV

# Voices of Experience

Regulators and local leaders who have allowed legal dispensaries have realized gains in public health, tax revenue, economic vitality, and community safety. Here are a few of their voices:

**Pamela Goynes-Brown, mayor pro tem and councilmember, City of North Las Vegas:**

"We're proud to be the only municipality in Southern Nevada that wasn't sued over marijuana licensing. That happened because we took the time to create a responsible and thoughtful ordinance for all of the stakeholders involved. The legalization of marijuana in Nevada creates a great new avenue for economic development, job creation, economic diversity, and entrepreneurship. We welcome this new industry in the City of North Las Vegas and look forward to continuing to be a part of this growing trade."

**Joe Devlin, chief of cannabis policy enforcement, City of Sacramento:**

"Overall, Sacramento's pragmatic approach to managing cannabis has largely been successful. We have established a comprehensive framework to regulate each part of the industry and created a functioning marketplace that supports the transition of the cannabis industry, while also implementing enforcement strategies to reduce the illicit market." (Quoted in the Sacramento News & Review, 2019)

**Ron Kammerzell, former senior director of enforcement, Colorado Department of Revenue:**

"One of the common misconceptions concerning people who operate licensed marijuana businesses is that they are nothing more than state-sponsored drug dealers. Many who are uninformed have images of Cheech and Chong or the characters from *Dude, Where's*

*My Car?* in mind when they think of marijuana business owners. As a former regulator with more than 25 years of regulatory experience in various industries, I can tell you that these misconceptions couldn't be further from reality. Marijuana business owners come from all walks of life including former bankers, scientists, botanists, farmers, information technology professionals, engineers, startup company CEOs, bakers, and pharmaceutical professionals. They are tremendous employers and socially responsible members of the communities in which they operate."

**Rebecca Kaplan, City Council president, City of Oakland:**

"For over a decade, Oakland has had a successful system to tax and regulate cannabis facilities, starting with medical cannabis, and now including adult use as well. I am proud of much of the results we have achieved in Oakland. We are clearly showing that the legal and regulated industry can pay taxes and abide by the rules. As the first city in the nation to issue permits for cannabis dispensaries, we have seen no significant issues with crime related to cannabis retailers. ... The Oakland permit system proved that having responsible regulation is far more effective than prohibition, and demonstrated that permitted and regulated cannabis facilities can be a positive contribution to the wider community. This approach has become a widely-adopted model."



# Conclusion

In states that have legalized the adult use of cannabis, many residents still aren't able to enjoy legal cannabis. That's because their local county, city, or town has banned cannabis stores.

These local bans are often based on fears about crime, teen use, and property values. But research has shown that those fears simply don't reflect reality.

A thorough review of the research literature on the effects of medical cannabis dispensaries and/or adult-use stores found:

- The majority of studies show neighborhood crime rates decreasing or remaining unchanged after the opening of state-licensed cannabis stores. By contrast, when Los Angeles ordered its medical dispensaries to close, crime rates increased by as much as 24% within an 1/8th of a mile of shuttered dispensaries.

- The vast majority of national and state-level surveys indicate teen cannabis use has fallen in states that pass medical cannabis and adult-use laws. As adult-use stores opened across Washington state, for example, cannabis use among eighth graders declined from 9.8% to 7.3%. Illegal sellers do not check IDs. State-licensed stores strictly turn minors away.

- Longitudinal, highly detailed studies and Realtor surveys show that licensed dispensaries do not hurt nearby property values; rather, they can often give an extra boost to home values. In Colorado, home values went up an extra 8% within 1/10th of a mile of medical dispensaries that converted to adult-use sales.

Despite the fears of those who want to ban cannabis stores, the published research finds that legal retailers are safe, responsible neighbors.

## Impact of Cannabis Legalization on Communities

### Home Values



Increased 8% within 1/10th of a mile of Colorado dispensaries

### Crime Rate



Stays flat or declines after store openings

### Teen Use



Declined from 9.8% to 7.3% in eighth graders



## DEBUNKING DISPENSARY MYTHS: PART VI

# Information for Policy Makers

A number of best-practice models have emerged from local counties and towns in legal states.

Among them:

- Somerville, MA, (pop. 81,000) adopted a suite of cannabis regulations that included a pioneering social equity measure. That measure stipulates that existing medical marijuana dispensaries will be granted adult-use licenses on a one-to-one basis with locally owned and/or economic empowerment licenses.

- Oregon City, OR, (pop. 32,000) initially imposed a citywide ban on all cannabis businesses in the wake of the 2014 statewide legalization vote. In 2016, local residents voted to lift the ban. City officials began licensing cannabis businesses in early 2017. Those licenses established buffer zones and limits on allowed locations and operating hours. Today there are six licensed stores serving the residents of Oregon City.

- The League of California Cities has a cannabis resource page for local officials seeking information about cannabis laws and sample ordinances and regulations. The California State Association of Counties also maintains an index of links to retail ordinances by county. Of interest are Sonoma County and the City and County of San Francisco. The City of Sacramento also publishes its retail cannabis dispensary ordinance. See also, ordinances from Emeryville and the City of Santa Rosa code (chapter 20-46).

- The City of Bainbridge Island, WA, (pop. 24,000) adopted zoning regulations that limited cannabis producers, processors, and retailers to business and industrial zones. The local regulations also included wastewater conservation and power efficiency standards. This resulted in a number of appropriately

scaled cannabis operations, including one retail store, that are now thriving.

- Nevada City, NV, (pop. 3,100) initially prohibited adult-use cannabis stores after Nevada's 2016 statewide legalization vote. In 2018, the Nevada City Council adopted a new ordinance that allowed the town's existing medical marijuana dispensary to also serve all adults 21 and older.

- The League of Oregon Cities has created a 60-page guide to local government regulation of marijuana. It's specific to Oregon but contains a number of model local ordinances that can be adapted to municipalities in other states.





# Appendix

Research Studies Ratings, Key Literature, Extended  
Bibliography, Study Limitations



## DEBUNKING DISPENSARY MYTHS: APPENDIX I

# Research Studies Rated

GREEN = STUDY FOUND POSITIVE DISPENSARY EFFECTS; YELLOW = NEUTRAL; RED = NEGATIVE EFFECTS

### CRIME

| TOPIC                                                                                               | AUTHORS                                                                               | DATE | WHERE PUBLISHED                             | STUDY STRENGTH (1-4) |
|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|------|---------------------------------------------|----------------------|
| Exploring the Effects of Marijuana Dispensary Laws on Crime in California Counties                  | Priscillia E Hunt, et al.                                                             | 2018 | Institute for Labor Economics               | 4                    |
| The Effect of Marijuana Legalization on Neighborhood Crime                                          | Jeffrey Brinkman, David Mok                                                           | 2017 | Federal Reserve Bank                        | 4                    |
| The geography of crime and violence surrounding tobacco shops, medical marijuana dispensaries, etc. | Andrew M. Subica, et al.                                                              | 2018 | Preventive Medicine                         | 4                    |
| The impact of dispensary closures on crime                                                          | Tom Y. Chang, Mireille Jacobson                                                       | 2017 | Journal of Urban Economics                  | 3                    |
| Improving the Measurement of Drug- Related Crime                                                    | Rosalie Liccardo Pacula, et al., RAND Drug Policy Research Center. M. Fe Caces, ONDCP | 2013 | WhiteHouse.gov                              | 4                    |
| The effects of medical marijuana laws on crime                                                      | Yu-Wei Luke Chu, Wilbur Townsend                                                      | 2018 | Journal of Economic Behavior & Organization | 4                    |
| Medical Marijuana & Crime: Further Evidence From the Western States                                 | Edward M. Shepard, Paul R. Blackley                                                   | 2016 | Journal of Drug Issues                      | 3                    |



|                                                                                                     |                                   |      |                                             |   |
|-----------------------------------------------------------------------------------------------------|-----------------------------------|------|---------------------------------------------|---|
| Exploring the Ecological Association Between Crime and Medical Marijuana Dispensaries               | Nancy Kepple, Bridget Friesthler  | 2012 | Journal of Studies on Alcohol and Drugs     | 4 |
| A Block-Level Analysis of Medical Marijuana Dispensaries and Crime in the City of Los Angeles       | Chrisopher Contreras              | 2016 | Justice Quarterly                           | 4 |
| Crime and the legalization Journal of Economic Behavior & of recreational marijuana                 | Davide Dragone, et al.            | 2019 | Journal of Economic Behavior & Organization | 2 |
| Exploring the spatial association between medical marijuana dispensaries and crime                  | William J. Zakrzewski Jr., et al. | 2019 | Journal of Crime and Justice                | 2 |
| Is Legal Pot Crippling Mexican Drug Trafficking Organisations? The Effect of Medical Marijuana Laws | Evelina Gavrilova, et al.         | 2017 | The Economic Journal                        | 1 |
| The Effect of Medical Marijuana Laws on Crime: Evidence from State Panel Data, 1990-2006            | Robert G. Morris, et al.          | 2014 | PLOS One                                    | 1 |
| Marijuana Dispensaries and Neighborhood Crime and Disorder in Denver, Colorado                      | Lorine A. Hughes, et al.          | 2018 | Justice Quarterly                           | 4 |
| Analysis of medical marijuana dispensaries and crime in long beach California                       | Bridget Freisthler, et al.        | 2016 | Addiction                                   | 2 |
| Marijuana Outlets and Crime in an Era of Changing Marijuana Legislation                             | Bridget Freisthler, et al.        | 2017 | The Journal of Primary                      | 3 |



## TEEN USE

|                                                                                                      |                                        |      |                                                             |   |
|------------------------------------------------------------------------------------------------------|----------------------------------------|------|-------------------------------------------------------------|---|
| The availability of medical marijuana dispensary and adolescent marijuana use                        | Yuyan Shi                              | 2016 | Preventative Medicine                                       | 4 |
| California Healthy Kids Survey - Results of the Sixteenth Biennial Statewide                         | Gregory Austin, et al.                 | 2018 | California Dept of Education                                | 4 |
| Prevalence of Cannabis Use in Youths After Legalization in Washington State                          | Julia A. Dilley, et al.                | 2018 | JAMA Pediatrics                                             | 4 |
| Youth marijuana use, attitudes and related behaviors in Oregon                                       | Oregon Health Authority                | 2019 | Oregon Health Authority                                     | 4 |
| The Impact of State Medical Marijuana Legislation on Adolescent Marijuana Use                        | Esther K. Choo, et al.                 | 2014 | Journal of Adolescent Health                                | 4 |
| Medical marijuana laws and adolescent marijuana use in the USA from 1991 to 2014                     | Deborah S. Hasin, et al.               | 2015 | The Lancet Psychiatry                                       | 4 |
| Effects of state medical marijuana laws on adolescent marijuana use                                  | Sarah D. Lynne-Landsman, et al.        | 2013 | American Journal of Public Health                           | 4 |
| Medical Marijuana and Marijuana Legalization                                                         | Rosalie Liccardo Pacula, Rosanna Smart | 2017 | Annual Review of Clinical Psychology                        | 4 |
| Marijuana Legalization in Colorado: Early Findings                                                   | Colorado DPH                           | 2016 | Colorado DPH                                                | 3 |
| Medical Marijuana Laws and Teen Marijuana Use                                                        | Mark D. Anderson, et al.               | 2014 | National Bureau of Economic Research                        | 2 |
| High times: The effect of medical marijuana laws on student time use                                 | Yu-Wei Luke Chu, Seth Gershenson       | 2018 | Economics of Education Review                               | 3 |
| Declining Prevalence of Marijuana Use Disorders Among Adolescents in the United States, 2002 to 2013 | Richard Grucza, et al.                 | 2016 | J. of the American Academy of Child & Adolescent Psychiatry | 4 |



|                                                                                                                                                                   |                            |        |                                   |   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|--------|-----------------------------------|---|
| 2017 Drug Use Trends in King County, Washington                                                                                                                   | Caleb Banta- Green, et al. | 2018   | University of Washington          | 4 |
| Rocky Mountain High Intensity Drug Trafficking Area - Reports                                                                                                     | RM HIDTA                   | annual | self                              | 0 |
| Employment and Marijuana Use Among Washington State Adolescents Before and After Legalization of Retail Marijuana                                                 | Janessa M. Graves, et al   | 2018?  | Journal of Adolescent Health      | 4 |
| Legalization of Recreational Marijuana and Community Sales Policy in Oregon: Impact on Adolescent Willingness and Intent to Use, Parent Use, and Adolescent Use   | Julie C. Rusby, et al.     | 2018   | Psychology of Addictive Behaviors | 2 |
| How Medical Marijuana Market Growth Impacts Adult and Adolescent Substance- Related Outcomes                                                                      | Rosanna Smart              | 2015   | no journal                        | 1 |
| Prevalence of marijuana and other substance use before and after Washington State's change from legal medical marijuana to legal medical and nonmedical marijuana | W. Alex Mason, et al.      | 2016   | Substance Abuse                   | 1 |
| The Impact of Marijuana Legalization on Adolescent Use, Consequences, and Perceived Risk                                                                          | Ashley C. Estoup, et al.   | 2016   | Substance Use & Misuse            | 1 |
| Association of state recreational marijuana laws with adolescent marijuana use                                                                                    | Magdalena Cerdá, et al.    | 2017   | JAMA Pediatrics                   | 4 |



## PROPERTY VALUES

|                                                                                     |                                |      |                                                        |   |
|-------------------------------------------------------------------------------------|--------------------------------|------|--------------------------------------------------------|---|
| Do medical marijuana centers behave like locally undesirable land uses?             | Lyndsay N. Boggess, et al.     | 2014 | Urban Geography                                        | 4 |
| The External Effects of Retail Marijuana Establishments on House Prices             | James Conklin, et al.          | 2017 | Social Science Research Network; Real Estate Economics | 4 |
| The Effect of Legalizing Retail Marijuana on Housing Values: Evidence from Colorado | Cheng Cheng, et al.            | 2016 | Economic Inquiry                                       | 4 |
| The Effect of Marijuana Dispensary Openings on Housing Prices                       | Jessie Burkhardt, Matthew Flyr | 2018 | Contemporary Economic Policy                           | 4 |
| Will Legal Marijuana Give Home Prices a New High?                                   | Realtor.com data team          | 2016 | Realtor.com                                            | 2 |
| Marijuana and Real Estate: A Budding Issue                                          |                                | 2018 | National Association of Realtors                       | 1 |



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# Study Limitations

### Heterogeneity of Time, Place, and Policies

Each city and state has different cannabis policies that have changed over time, and are often still evolving. The research space is defined by its immense heterogeneity. Thus, it's hard to generalize from most individual studies.

For example, a study of Long Beach, CA, crime rates near medical cannabis dispensaries from 2010–2014 lacks generalizability to 2019. Back then, statewide medical cannabis regulations did not exist. The City of Long Beach responded by banning all dispensaries. That situation no longer speaks to locations in 2019 that have both state and local licenses.

Most studies cited in this report involve medical cannabis dispensaries, not adult-use stores, because dispensaries have been around longer than adult-use stores and exist in many more jurisdictions. For the purposes of this review, we

don't separate findings on medical dispensaries from adult-use cannabis retail stores. Medical cannabis commerce—going into a store and paying money for cannabis products—can look nearly identical to adult-use commerce, with stores either serving both groups of customers or switching from one mode to the next as state law changes. In general, early medical dispensaries operated with far fewer regulations and licensing requirements than current shops.

States differ in the robustness of their medical or adult-use markets over time. The medical and adult-use markets can be different. For example, medical eligibility often begins at 18 in California, while adult-use access is set at age 21. In Washington, DC, where medical dispensaries operate legally, adult-use storefronts are banned entirely; only personal cultivation and gifting are allowed.

**Circle Trailer Park  
317 North Main Street  
Ukiah, CA 95482**

August 26, 2019

City of Ukiah  
Planning Division  
300 Seminary Avenue  
Ukiah, CA 95482

RECEIVED

AUG 27 2019

CITY OF UKIAH  
COMMUNITY DEVELOPMENT

Re: Waiver Request for Wine Country Cannasseurs

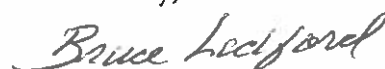
Dear City of Ukiah Planning Division:

I am in receipt of the Notice of Public Hearing for the Waiver Request for the proposed new business, Wine Country Cannasseurs. I am the owner of the Circle Trailer Park located at 317 North Main Street, Ukiah, California and the mobilehome park currently rents 54 spaces to senior residents.

I am opposed to the new business consisting of indoor cultivation and distribution of cannabis in such close vicinity to my park as I am concerned that there could be a potential for increased and unwanted traffic through my park and in the area for my residents, there is a potential of the smell from the cultivation and distribution of cannabis that my residents might have to endure from the new business, and there is a potential for even more non-residents bringing substance abuse into my park as I already deal with foot traffic from non-residents from the area along the railroad tracks that come through and use my park as a thoroughfare between Mason Street and Main Street and cause many of my tenants unease.

Thank you for hearing my concerns and for considering me and my tenants as you make your decision on the Waiver Request.

Sincerely,



Bruce Ledford, Owner  
Circle Trailer Park

## Michelle Irace

---

**From:** Mireya Turner  
**Sent:** Wednesday, August 28, 2019 4:16 PM  
**To:** Michelle Irace  
**Subject:** FW: Wine Country Cannasseurs PLEASE READ BEFORE TONIGHTS MEETING



Mireya G. Turner, MPA  
Associate Planner  
300 Seminary Avenue  
Ukiah, CA. 95482  
Tel: (707) 463-6203  
Fax: (707) 463-6204

---

**From:** Jim scott <emjaywilson@icloud.com>  
**Sent:** Wednesday, August 28, 2019 4:06 PM  
**To:** Mireya Turner <mturner@cityofukiah.com>  
**Cc:** KC Meadows <udjkcmm@ukiahdj.com>  
**Subject:** Wine Country Cannasseurs PLEASE READ BEFORE TONIGHTS MEETING

I am writing,as I am unable to attend the meeting this evening. I do hope you will hear my concerns and include them.

I do not think the Cannasseurs are in a good location for their business, not only are they near a church but the only public library in town which is frequented by school children.

Liquor Stores and Wineries would not be licensed in this center of town location and the same deference should be used when Canna businesses apply.

More than this, the property in question is not even fully rented yet and the landlord has operated with some very unethical premises.

I have been a client of Headlines for 14 years and the owner a single woman is a struggling small business owner trying to make a go of things. She is an excellent and hardworking hairdresser and her landlord has done many things that appear to be illegal. For instance, he advertised her unit as a rental and promised it the Wine country Cannasseurs, without telling her and she had absolutely no intention of leaving. She spent a great deal of money renovating a shoddy space and making it into a lovely salon. At one time about 4 years ago, she and her partner tried to sell the business. At this time the landlord told her that if she sold it sucessfully, he would have to collect thousands of dollars in past rent (for rent he did not raise). This sounds very fishy and they type of thing a slumlord would try on a naive tenant. I was appalled. She then pulled it off the market, but was shocked when Jay Donnelly walked in with his contractor with no introduction while she had customers and started measuring her space. He had been told by the landlord that he could rent her space. Ms. Gonzales had never been notified. This invasion of her property space is certainly illegal. Mr. Gitlan, the landlord has tried many ways of intimidating her into leaving her business and she struggles to remain. Apparently, a white car drives by several times a day, and the people in it have come up and watched through the windows. (not very professional ). He calls her and hangs up and also



comes and looks through the windows constantly and stands by the door. It is obvious he is hoping the business is not doing well and she will have to move and leave the business which she spent 14 years building. Is it legal to try and rent a space that is occupied and the owner has not been advised without asking. I think not.

I can tell you if anyone is looking for a fabulous hairdresser, Eloisa Gonsalves is wonderful. She also does wonderful facials! I am distressed that a landlord like Gitlan can get away with all of this intimidation and illegal trespassing. The Wine Country Cannasseurs are applying for a license (major use permit) on a property they do not even occupy. How is this possible.

Sincerely,  
Mary J. Wilson  
Potter Valley

CITY OF UKIAH  
PLANNING COMMISSION MINUTES  
Regular Meeting  
CIVIC CENTER COUNCIL CHAMBERS  
300 Seminary Avenue  
Ukiah, CA 95482  
August 28, 2019  
6:00 p.m.

1. **CALL TO ORDER**

The City of Ukiah Planning Commission met at a Regular Meeting on August 28, 2019, having been legally noticed on August 23, 2019. Chair Wetzel called the meeting to order at 6:01 p.m.

*CHAIR WHETZEL PRESIDING.*

2. **ROLL CALL**

Roll was taken with the following **Commissioners Present:** Linda Sanders, Mark Hilliker, Laura Christensen, and Mike Whetzel; **Staff Present:** Craig Schlatter, Community Development Director; Mireya Turner, Associate Planner; and Kristine Lawler, City Clerk.

3. **PLEDGE OF ALLEGIANCE**

*The Pledge of Allegiance was led by Chair Wetzel.*

4. **APPROVAL OF MINUTES**

a. **Approval of the August 14, 2019, Regular Meeting Minutes.**

**Motion/Second:** Sanders/Christensen to approve the Minutes of August 14, 2019, a Regular Meeting, as submitted. Motion **carried** by the following roll call vote: AYES: Christensen, Sanders, and Chair Whetzel. NOES: None. ABSENT: None. ABSTAIN: None.

5. **APPEAL PROCESS**

*No matters eligible for appeal were heard.*

6. **COMMENTS FROM AUDIENCE ON NON-AGENDA ITEMS**

**Public Comment:** Chris Watt.

7. **SITE VISIT VERIFICATION**

*No matters eligible for site visits were on agenda.*

8. **VERIFICATION OF NOTICE**

Confirmed by Staff.

9. **PLANNING COMMISSIONERS' REPORT**

**Presenter:** Chair Wetzel.

**Chair Directive** for staff to look into an event (listen to recording) and bring back a report to the Commission at the next meeting.

10. **PLANNING COMMISSION DIRECTOR'S REPORT**

**Presenter:** Craig Schlatter, Community Development Director.

**11. CONSENT CALENDAR**

*No items on consent calendar.*

**12. NEW BUSINESS**

**a. Consideration of Request for Waiver of Location Limitations for a Proposed Cannabis Microbusiness at 270, 272 & 274 East Smith Street. APN 002-191-23; File No. 19-4635.**

**Presenters:** Mireya Turner, Associate Planner and Craig Schlatter, Community Development Director.

**Applicant Comment:** Ashley Bargaquast, Attorney and Jay Donnellan, Owner/Manager.

**Public Comment:** Eloisa Rojas Gonzalez (business owner next to church.) Ron Meaux, Rebecca Rosos, Mike Webster, Burke Miller, Rick Powell, Jean Davis, Sally Webster, and Kate Bartlett.

Motion by Commissioner Sanders, seconded by Vice Chair Christensen to consider the draft findings to deny a waiver of location limitations for the proposed cannabis microbusiness at 270, 272, and 274 East Smith Street.

*After further discussion, Commissioner Sanders restated the motion, which was accepted by seconded, Vice Chair Christensen.*

**Motion/Second:** Sanders/Christensen to adopt the draft findings (as shown in Attachment 2) to deny a waiver of location limitations for proposed cannabis microbusiness 270, 272, and 274 East Smith Street. Motion **carried** by the following roll call vote: AYES: Christensen, Sanders, Hilliker, and Chair Whetzel. NOES: None. ABSENT: None. ABSTAIN: None.

**13. UNFINISHED BUSINESS**

No unfinished business.

**14. ADJOURNMENT**

There being no further business, the meeting adjourned at 7:28 p.m.

---

Kristine Lawler, City Clerk





# City of Ukiah

Planning & Community Development Department  
 300 Seminary Avenue  
 Ukiah, CA 95482  
 Email: [planning@cityofukiah.com](mailto:planning@cityofukiah.com)  
 Web: [www.cityofukiah.com](http://www.cityofukiah.com)  
 Phone: (707) 463-6203  
 Fax: (707) 463-6204

## Planning Permit Application #4826

|                                                                                                                     |                                  |                                                                                      |                                                            |
|---------------------------------------------------------------------------------------------------------------------|----------------------------------|--------------------------------------------------------------------------------------|------------------------------------------------------------|
| PROJECT NAME:<br><b>Wine Country Cannasseurs</b>                                                                    |                                  |                                                                                      |                                                            |
| PROJECT ADDRESS/CROSS STREETS:<br><b>270, 272, 274 East Smith Street, Ukiah, CA</b>                                 |                                  | AP NUMBER(S):<br><b>002-191-23</b>                                                   |                                                            |
| APPLICANT/AUTHORIZED AGENT:<br><b>Jay Donnellan</b>                                                                 | PHONE NO:<br><b>707-889-3987</b> | FAX NO:<br><b>N/A</b>                                                                | E-MAIL ADDRESS:<br><b>WineCountryCannasseurs@gmail.com</b> |
| APPLICANT/AUTHORIZED AGENT ADDRESS:<br><b>2727 Beecham Street</b>                                                   |                                  | CITY:<br><b>Napa</b>                                                                 | STATE/ZIP:<br><b>CA, 94558</b>                             |
| PROPERTY OWNER IF OTHER THAN APPLICANT/AGENT:<br><b>Robert Gitlin</b>                                               | PHONE NO:<br><b>707-671-4335</b> | FAX NO:<br><b>N/A</b>                                                                | E-MAIL ADDRESS:<br><b>RobGitlin@hotmail.com</b>            |
| PROPERTY OWNER ADDRESS IF OTHER THAN APPLICANT:<br><b>7221 Evan Avenue</b>                                          |                                  | CITY:<br><b>Sebastopol</b>                                                           | STATE/ZIP:<br><b>CA, 95472</b>                             |
| HAS YOUR PROJECT RECEIVED A PRELIMINARY REVIEW? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO |                                  |                                                                                      |                                                            |
| <input type="checkbox"/> AIRPORT LAND USE COMM. DETERMINATION 100.0800.611.003                                      | \$                               | <input type="checkbox"/> REZONING 100.0800.611.001                                   | \$                                                         |
| <input type="checkbox"/> ANNEXATION 100.0800.611.001                                                                | \$                               | <input type="checkbox"/> REZONING - PLANNED DISTRICT 100.0800.611.001                | \$                                                         |
| <input checked="" type="checkbox"/> APPEAL 100.0400.449.001                                                         | \$ <b>500 dep</b>                | <input type="checkbox"/> SITE DEVELOPMENT PERMIT - AMENDMENT 100.0400.449.001        | \$                                                         |
| <input type="checkbox"/> BOUNDARY LINE ADJUSTMENT 100.0800.610.001                                                  | \$                               | <input type="checkbox"/> SITE DEVELOPMENT PERMIT - MAJOR 100.0400.449.001            | \$                                                         |
| <input type="checkbox"/> GENERAL PLAN AMENDMENT 100.0800.611.001                                                    | \$                               | <input type="checkbox"/> SITE DEVELOPMENT PERMIT - MINOR 100.0400.449.001            | \$                                                         |
| <input type="checkbox"/> MURAL PERMIT 100.0400.449.001                                                              | \$                               | <input type="checkbox"/> SPECIFIC/MASTER PLAN 100.0800.611.003                       | \$                                                         |
| <input type="checkbox"/> PRELIMINARY REVIEW (PC) 100.0800.611.003                                                   | \$                               | <input type="checkbox"/> SUBDIVISION EXCEPTION 100.0800.610.001                      | \$                                                         |
| <input type="checkbox"/> PRELIMINARY REVIEW (PRC) 100.0800.611.003                                                  | \$                               | <input type="checkbox"/> TENTATIVE PARCEL MAP (4 OR FEWER LOTS) 100.0800.610.001     | \$                                                         |
| <input type="checkbox"/> PRELIMINARY REVIEW (STAFF) 100.0800.611.003                                                | \$                               | <input type="checkbox"/> TENTATIVE SUBDIVISION MAP (5 OR MORE LOTS) 100.0800.610.001 | \$                                                         |
| COUNTY CEQA FILING FEE: CHECK PAYABLE TO MENDOCINO CO.                                                              | \$                               | MAJOR PERMIT DEPOSIT:                                                                | \$                                                         |
| COUNTY CEQA (NEG DEC) FEE: CHECK PAYABLE TO MENDOCINO CO.                                                           | \$                               | MINOR PERMIT FEE:                                                                    | \$                                                         |
| COUNTY CEQA (EIR) FEE: CHECK PAYABLE TO MENDOCINO CO.                                                               | \$                               | TOTAL FEE:                                                                           | \$                                                         |
| APPLICATION NUMBER(S): <b>4826</b>                                                                                  |                                  | FILING DATE:                                                                         |                                                            |
|                                                                                                                     |                                  | TOTAL AMOUNT PAID: \$                                                                |                                                            |
|                                                                                                                     |                                  | RECEIPT NUMBER:                                                                      |                                                            |

**Recommendation:** Prior to submitting an application, discuss your project with Staff to discover what fees (sewer, water, in-lieu park fees, traffic impact fees, etc.) may be required for your project. Also, ask about street tree requirements, required sidewalk repairs, drainage issues, storm water mitigation requirements, frontage improvements, etc.

RECEIVED  
SEP 09 2019

CITY OF UKIAH  
COMMUNITY DEVELOPMENT

# Fax Send Confirmation

Page 1

Date/Time : SEP-04-2019 02:17PM WED  
 Model Name : WorkCentre 3215  
 Machine Serial Number : K6B224627  
 Host Name : XRX9C934E4682FB

| No. | Name/Number | Start Time    | Time   | Mode | Page    | Result      |
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| 240 | 9258715999  | 09-04 02:15PM | 00:00" | ECM  | 000/001 | Comm. Error |

I, ROBERT GITLIN, owner authorize JAY DONALDSON  
 to act on my behalf for this project and I have read and agree with all of the above. (Application must be signed by owner).

[Signature] 9/4/19  
 PROPERTY OWNER SIGNATURE DATE

I, ROBERT GITLIN, am the ☒ owner / ☐ authorized agent of the property for which the development is proposed. The above information and attached documents are true and accurate to the best of my knowledge.  
 I have read and agree with all of the above.

I hereby authorize employees of the City of Ukiah, the City's authorized agents, and persons with review or decision making authority for the project to enter upon the subject property, as necessary, to inspect the premises, post notices, and process this application.

I understand that conditions of approval may be placed on my project by the city of Ukiah and it is my responsibility to fully understand the conditions and ask questions about them before action is taken on my planning permit.

[Signature] 9/4/19  
☐ OWNER / ☐ AUTHORIZED AGENT DATE

## INDEMNIFICATION AGREEMENT

As part of this application, the applicant agrees to defend, indemnify, and hold harmless the City of Ukiah, its agents, officers, council members, employees, boards, commissions or Council from any claim, action or proceeding brought against any of the foregoing individuals or entities, the purpose of which is to attack, set aside, void, or annul any approval of the application or related decision, or the adoption or certification of any environmental documents or negative declaration which relates to its approval. This indemnification shall include, but is not limited to, all damages, costs, expenses, attorney fees or expert witness fees that may be awarded to the prevailing party arising out of or in connection with the approval of the application or related decision, whether or not there is concurrent, passive, or active negligence on the part of the City, its agents, officers, council members, employees, boards, commissions or Council. If for any reason, any portion of this indemnification agreement is held to be void or unenforceable by a court of competent jurisdiction, the remainder of the agreement shall remain in full force and effect.

The City of Ukiah shall have the right to appear and defend its interests in any action through its City Attorney or outside counsel. The applicant shall not be required to reimburse the City for attorney's fees incurred by the City Attorney of the City's outside counsel if the City chooses to appear and defend itself in the litigation.

I have read and agree to all of the above.

ROBERT GITLIN 9/4/19  
☒ PROPERTY OWNER / ☐ AUTHORIZED AGENT  
 (PLEASE PRINT NAME)

☐ PROPERTY OWNER / ☐ AUTHORIZED AGENT DATE  
 (SIGNATURE)

Revised 02/09/2016

## Appeal Narrative

Wine Country Cannasseurs hereby requests an appeal of the decision of the City of Ukiah Planning Commission to deny the Waiver Request for the properties at 270-274 East Smith Street, APN 002-191-23, File No. 19-4635. This denial was issued on Wednesday, August 28, 2019, during the Planning Commission meeting.

We hereby request an appeal from this decision for the following reasons:

1. We agree with the Staff's position that Wine Country Cannasseurs' limited hours on Sundays and Wednesdays creates a condition that achieves the same purpose and intent as the distance separation requirement from the church, a youth-oriented facility.
2. We disagree with the Staff's position regarding the Circle Trailer Park and how it should be treated under the code.
3. Circle Trailer Park is not located on a Residentially zoned property but is rather located on a Community Commercial (C-1) property. That section 9174.2(F)(1)(e) distinguishes between parcels having a residential unit and parcels that are residentially zoned, shows that the code contemplates the difference between the particular zoning of a parcel and one with a specific use.
4. We acknowledge the concerns that arise from our proximity to a residential use and propose the following:
  - a. That an intervening physical barrier of a 7-foot sheet metal fence, similar to the one installed on the adjacent property to the east of the microbusiness parcel, with no gate or other access point be installed between the two parcels. This would be in lieu of the currently contemplated 6-foot chain link fence.
  - b. That a series of Cyprus trees be planted along this fence on the microbusiness parcel, to both beautify the area and provide for further screening of the trailer park from the microbusiness.
  - c. Both of these contemplated barriers have been discussed with Mr. Ledford, the owner of Circle Trailer Park, and he is amenable to the installation and planting of them.
5. With this physical barrier in place, the Circle Trailer Park is only accessible from the microbusiness parcel through either public roads or by passing through other parcels with intervening nonresidential uses.

We believe that the above state reasons are grounds for our Waiver to be heard by the City Council.

Further, both Ashley Bargaquast, the attorney for Wine Country Cannasseurs, and Jay Donnellan, one of the owners of Wine Country Cannasseurs, were present and orally stated their position at the Planning Commission hearing on August 28, 2019. Therefore, they both constitute interested parties to the decision, as is required for standing to appeal under Ukiah City Code § 9266.

Wine Country Cannasseurs is dedicated to establishing a community-based business here in the City of Ukiah and looks forward to the opportunity to explain why this waiver would benefit the community with heightened security, new jobs, and occupancy for a unit that has been empty for 3 years. If you have any questions or concerns, please do not hesitate to contact us at [winecountrycannasseurs@gmail.com](mailto:winecountrycannasseurs@gmail.com).

Thank you for your consideration,

Wine Country Cannasseurs

RECEIVED  
SEP 09 2019  
CITY OF UKIAH  
COMMUNITY DEVELOPMENT



## Mireya Turner

---

**From:** Mireya Turner  
**Sent:** Monday, September 9, 2019 11:13 AM  
**To:** Ashley Bargaquast; J D  
**Subject:** questions about your appeal narrative

Hi Ashley and Jay,

Your appeal of the Planning Commission's denial of the waiver of location limitations has been received in a timely manner.

In your appeal narrative, you describe a 7-foot sheet metal fence between the two parcels, and in lieu of the 6' chain link fence.

I am not sure which chain link fence you mean. The only one I know of is the 6' chain link fence behind your building, with the gate, to allow for secure deliveries.

Are you proposing the removal of this fence and replacing it with the 7' metal fence along the property line?

I am also not sure where the cypress trees would be located.

It would be very helpful if you could send in a site plan to indicate the proposed location of both of these items.

Much appreciated.



*City of Ukiah*

Mireya G. Turner, MPA  
Associate Planner  
300 Seminary Avenue  
Ukiah, CA. 95482  
Tel: (707) 463-6203  
Fax: (707) 463-6204

## Mireya Turner

---

**From:** Ashley Bargaquast <ashley@tully-weiss.com>  
**Sent:** Monday, September 9, 2019 11:27 AM  
**To:** Mireya Turner; J D  
**Subject:** RE: questions about your appeal narrative

Dear Mireya,

Our application for the facility had a plan to install a 6' chain link fence around the entire parking lot, including along the back of the property where the old wooden fence is currently located. We are proposing to change the back portion of that fence to a 7-foot sheet metal fence to offer additional security between the two parcels.

An updated site plan can be created and submitted to demonstrate placement.

Thank you,

Ashley Bargaquast  
Compliance Associate  
Tully & Weiss Attorneys at Law  
713 Main Street  
Martinez, CA 94553  
Ashley@Tully-Weiss.com  
Tel.: 925.229.9700  
Fax: 925.871.5999



---

**From:** Mireya Turner <mturner@cityofukiah.com>  
**Sent:** Monday, September 9, 2019 11:13 AM  
**To:** Ashley Bargaquast <ashley@tully-weiss.com>; J D <jaydonnellanbr@gmail.com>  
**Subject:** questions about your appeal narrative

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I am also not sure where the cypress trees would be located.

It would be very helpful if you could send in a site plan to indicate the proposed location of both of these items.

CONTACT DATA

PROP. OWNER: ROB GUTIN  
201 E. CLAY STREET  
UKIAH, CA 95428  
707-971-4338

TENANT: WINE COUNTRY CANNASSEURS  
JAY DONNELLAN  
274 E. SMITH STREET  
UKIAH, CA 95428  
JAYDONNELLAN@GMAIL.COM

ARCHITECT: WALTERS ARCHITECTURE  
739 HUMBOLDT STREET  
SANTA ROSA, CA 95404  
WILLIAMWALTERSARCHITECTS.NET  
415-412-2219

STRUCT. ENG. MARL LEVEL  
LEVEL STRUCTURAL ENGINEERING  
7108 BODEGA AVENUE  
P.O. BOX 1306  
SANTA ROSA, CA 95404  
LEVEL@SONIC.NET

CALBRECK TITLE#34

SPRINKLER ENG.

HVAC ENG. CARL BEACH  
CARL BEACH HEATING AND AIR  
CONDITIONING  
SANTA ROSA, CA 95407  
707-478-9189

BLOCK SECURITY: MARTIN WOLFE  
WOLFE COMMUNICATIONS  
849 NORTH STREET  
SANTA ROSA, CA 95404  
707-287-1140  
MARTINWOLFE@COM.NET

SITE AND BUILDING DATA

CURRENTLY THERE ARE FIVE IDENTICAL BUILDINGS IN A ROW AND A SIXTH WITH A SIMILAR FOOTPRINT WITH A FLAT ROOF. VETERANS CANNIBIS IS LEASING THE FIRST THREE FOR THIS PROJECT. EACH BUILDING IS APPROX 60 FT X 30 FT OR 1800 SF

LOT DIMS: VARY SEE SITE PLAN

LOT AREA: 25,951 SF OR 6 ACRES

ALLOWABLE LOT COVERAGE: 30%

EXISTING LOT COVERAGE: 10,800 SF

EXIST BUILDINGS FOOTPRINT FOOTPRINT: 10,800 SF

PROPOSED BLDGS. FOOTPRINT: SAME

PARKING: ONE VAN ACCESSIBLE SPACE AND MIN. 9 CAR SPACES.

SCOPE OF WORK

THERE ARE THREE EXISTING BUILDINGS THAT WILL BE OCCUPIED BY THE NEW TENANT FOR THIS PROJECT. CURRENT ADDRESSES ARE 270, 272 AND 274 EAST SMITH STREET.

270 AND 272 ARE OCCUPIED CURRENTLY WITH RETAIL USE. 274 IS VACANT.

THE PROPOSED USE IS A CANNIBIS OPERATION THAT WILL INCORPORATE 274 FOR CULTIVATION PURPOSES, 272 FOR THE DISTRIBUTION AND 270 FOR RETAIL.

AS THE BUILDINGS SHARE COMMON DEMISING WALLS, THEY WILL BE UPGRADED TO SUIT 1-HOUR CONSTRUCTION FROM EXISTING BLAS TO SUIT 1-HOUR CONSTRUCTION FROM EXISTING BLAS.

THE ROOF OF 270 AND 274 WILL PROVIDE FOR NEW RIGID INSULATION AND ROOF SHEATHING.

BUILDING 270 WILL BE USED AS-IS EXCEPT FOR THE ADDITION OF A NEW WAITING AREA, ADDITION OF A NEW DOOR TO SEPARATE THE RESTROOM, NEW AREAS PROVIDED WILL INCLUDE A SAFE ROOM, AREA AND THE REMOVAL OF THE EXISTING SKYLIGHT AND UPGRADE OF THE RESTROOM.

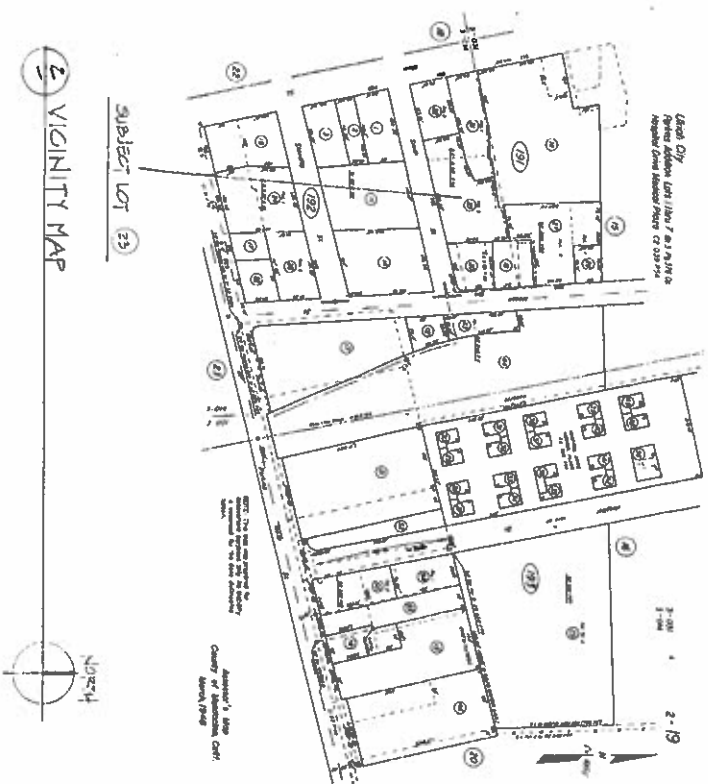
BUILDING 272 WILL PROVIDE FOR THE ADDITION OF ONE NEW WALL AND DOOR TO SEPARATE THE REAR AREA AND THE UPGRADE OF THE RESTROOM, NEW AREAS PROVIDED WILL INCLUDE A SAFE ROOM, AREA AND THE REMOVAL OF THE EXISTING SKYLIGHT AND UPGRADE OF THE RESTROOM.

BUILDING 274 WILL PROVIDE FOR NEW ROOMS INCLUDING CULTIVATION AREA, A BAY, C, A BAY AND TRIM ROOM AND STORAGE ROOM. THERE WILL BE THROUGHOUT THE SPACE AND AN UPGRADE OF THE RESTROOM.

STRUCTURAL WORK WILL ALSO REQUIRE THE REMOVAL OF A CENTRAL CEILING TO SUPPORT MECHANICAL EQUIPMENT.

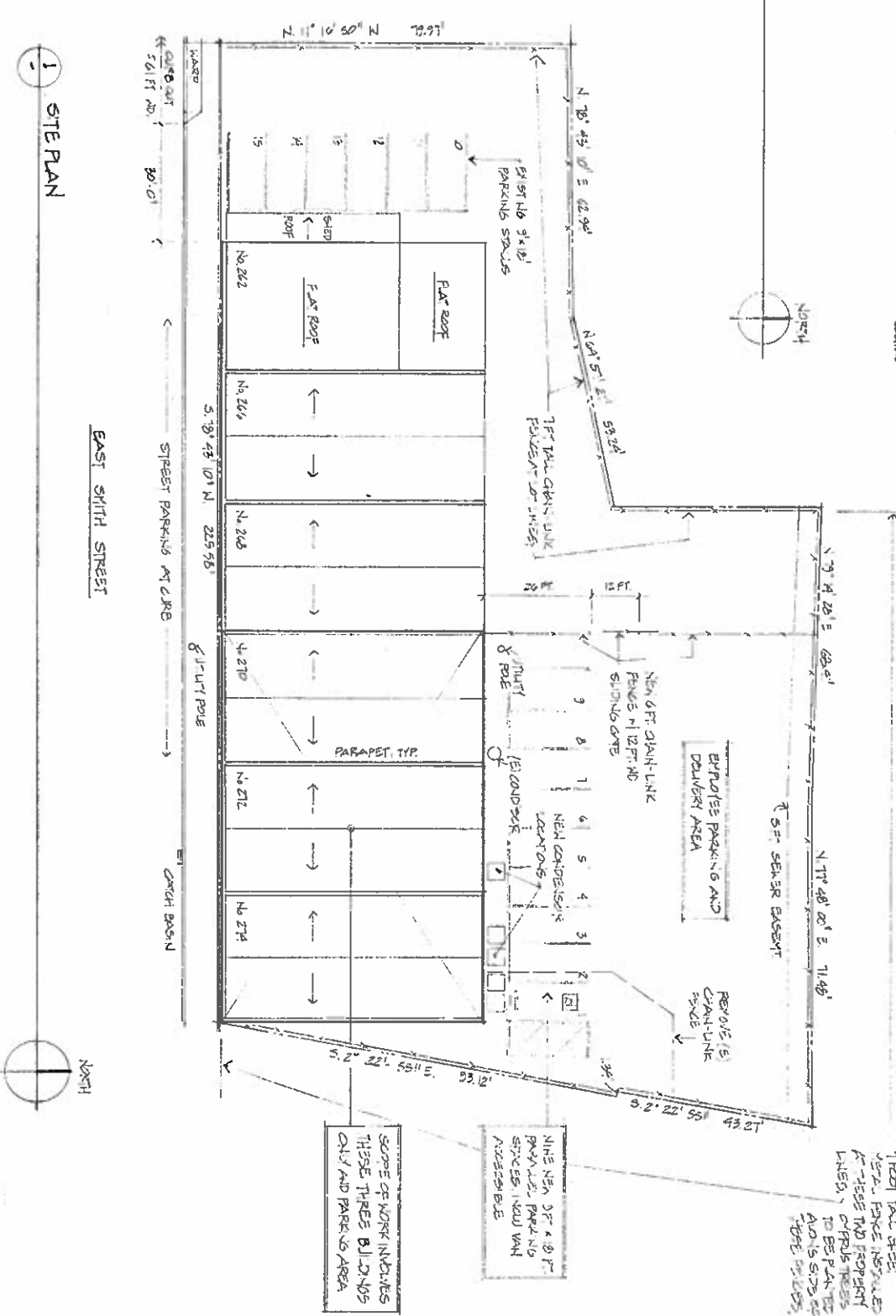
ALL THREE BUILDINGS WILL HAVE FULL TITLE 24 ADA COMPLIANCE AND BUILDING CODES AND WILL HAVE FULL ELECTRICAL AND MECHANICAL UPGRADES AND NEW SPRINKLER INSTALLATION. (CFO COMPLIANCE)

THERE WILL BE COSMETIC UPGRADES TO THE EXTERIOR FACADES AND REMOVAL OF EXISTING SIGNAGE AND THE ADDITION OF NEW LIGHTING.



WINE COUNTRY CANNASSEURS  
270, 272 & 274 E. SMITH STREET

UKIAH, CA 95428  
APN: 002-191-023



| BUILDING 270                     | BUILDING 272                          | BUILDING 274                 |
|----------------------------------|---------------------------------------|------------------------------|
| BLDG TYPE: SNR                   | BLDG TYPE: SNR                        | BLDG TYPE: SNR               |
| BLDG HEIGHT: APPROX. 16'-0"      | BLDG HEIGHT: APPROX. 16'-0"           | BLDG HEIGHT: APPROX. 16'-0"  |
| ZONING: GU                       | ZONING: GU                            | ZONING: GU                   |
| EXISTING USES: RETAIL HAIR SALON | EXISTING USES: RETAIL UPHOLSTERY SHOP | EXISTING USES: VACANT RETAIL |
| PROPOSED USE: RETAIL SALES       | PROPOSED USE: DISTRIBUTION            | PROPOSED USE: CULTIVATION    |
| OCCUPANCY: M                     | OCCUPANCY: M                          | OCCUPANCY: M                 |
| OCCUPANT LOAD:                   | OCCUPANT LOAD:                        | OCCUPANT LOAD:               |
| FULLY-SPRINKLERED                | FULLY-SPRINKLERED                     | FULLY-SPRINKLERED            |



## Mireya Turner

---

**From:** Ashley Bargaquast <ashley@tully-weiss.com>  
**Sent:** Tuesday, September 10, 2019 2:14 PM  
**To:** Mireya Turner  
**Cc:** Wine Country Cannasseurs  
**Subject:** Wine Country Cannasseurs: 270 274 East Smith St, APN 002-191-23, File No. 19-4635

Dear Mireya,

In order to further accommodate the Iglesia Pentecostal United church, we would like to alter our operations to close the Dispensary portion of Wine Country Cannasseurs for the entire day on Sundays, rather than the currently contemplated truncated hours.

If you have any further questions or concerns regarding this amendment, please do not hesitate to reach out.

Sincerely,

Ashley Bargaquast  
Compliance Associate  
Tully & Weiss Attorneys at Law  
713 Main Street  
Martinez, CA 94553  
Ashley@TullyWeiss.com  
Tel.: 925.229.9700  
Fax: 925.871.5999



**Circle Trailer Park  
317 North Main Street  
Ukiah, CA 95482**

September 30, 2019

RECEIVED

SEP 30 2019

CITY OF UKIAH  
COMMUNITY DEVELOPMENT

City of Ukiah  
Planning Division  
300 Seminary Avenue  
Ukiah, CA 95482

Re: Appeal of Waiver Request for Wine Country Cannasseurs  
270, 272 & 274 East Smith Street, APN 002-191-23

Dear City of Ukiah Planning Division:

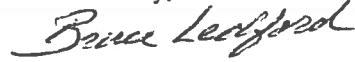
I am in receipt of the Appeal of the Planning Commission's Denial of Request for Waiver for the proposed new business, Wine Country Cannasseurs. I am the owner of the Circle Trailer Park located at 317 North Main Street, Ukiah, California and the mobilehome park currently rents 54 spaces to senior residents. This mobilehome park is one of the oldest mobilehome parks in the city and provides low income housing to seniors.

I am opposed to the new business consisting of indoor cultivation and distribution of cannabis in such close vicinity to my park as I am concerned that there could be a potential for increased and unwanted traffic through my park and in the area for my residents, there is a potential of the smell from the cultivation and distribution of cannabis that my residents might have to endure from the new business, and there is a potential for even more non-residents bringing substance abuse into my park as I already deal with foot traffic from non-residents from the area along the railroad tracks that come through and use my park as a thoroughfare between Mason Street and Main Street and cause many of my tenants unease.

Furthermore, I have spoken with JPJ & Associates who have informed me that they will also have 24-hour security. The fact that 24-hour security is needed for a business near a residential area is a concern for my residents and my park.

Thank you for hearing my concerns and for considering me and my tenants as you make your decision on the Appeal of the Planning Commission's Denial of the Waiver Request.

Sincerely,

A handwritten signature in cursive script that reads "Bruce Ledford".

Bruce Ledford, Owner  
Circle Trailer Park



# I SUPPORT WINE COUNTRY CANNASSEURS

I spoke with Jay Donnellan regarding his potential cannabis business at 270, 272, & 274 East Smith St. I have no concerns and would like to show my support in favor of their cannabis businesses.

| NO. | NAME                  | PHONE                           | EMAIL                   | ADDRESS                           |
|-----|-----------------------|---------------------------------|-------------------------|-----------------------------------|
| 1   | Jesse Ramsey          | 707-467-7004                    | Jesse.ramsey90@yahoo    | 6080 East Side ColPella Rd. Ukiah |
| 2   | Chelsea Sandelin      | 707-376-5819                    | chelsea707@gmail.com    | 208 mason st. Ukiah               |
| 3   | Galen Lyle            | 707-391-4904                    | Galen591@hotmail.com    | PO Box 1077 Lucerne               |
| 4   | <del>Zane Keith</del> |                                 |                         |                                   |
| 5   | Thomas Perrault       | 702-790-9639                    |                         |                                   |
| 6   | Kyle Hester           | <del>702-951-4374</del> 707-461 | KKHester@gmail          | 25153 BrookTrails                 |
| 7   | Rick Powell           | 707-380-5181                    | GODZILLASRIFLE@GMAIL    | 222 MASON ST. Ukiah CA 95482      |
| 8   | Alfonso Figueroa      | 707-272-1951                    |                         | 570 TALMAGE RD Ukiah CA 95482     |
| 9   | M. W.                 | 707-391-4733                    | pablocl@hotmail.com     | 772 Pomerita Way Ukiah CA 95482   |
| 10  | Kate Parkin           | 707-391-4282                    | parts.lady.kp@gmail.com | 1030 Helea Ukiah CA 95482         |
| 11  | Lukas Cortina         | 707-483-1560                    | lukascortina@gmail.com  | 772 Pomerita Way Ukiah CA 95482   |
| 12  | Maya Harris           | 707-849-65-48                   | Mayarani99@gmail.com    | 1972 mission blvd Ukiah CA 95482  |
| 13  | Sally Webster         | 707-472-8884                    | retsbew@mcn.org         | 802 W Clay Uk                     |
| 14  | Mike Webster          | 707-513-8163                    | retsbew@mcn.org         | 802 W Clay Uk                     |
| 15  |                       |                                 |                         |                                   |

# I SUPPORT WINE COUNTRY CANNASSEURS

I live in the Circle Trailer Park behind the parcel that includes 270, 272, & 274 East Smith St. I have no concerns regarding the proximity to my home and would like to show my support for Wine Country Cannasseurs Cannabis business.

| NO. | NAME                | PHONE          | EMAIL                   | ADDRESS                              |
|-----|---------------------|----------------|-------------------------|--------------------------------------|
| 1   | CARL FARMINGTON     | 406 274 8809   | STIRSA@STIRSAEYANHO.COM | 317 CIRCLE #20                       |
| 2   | Kadal Elder         | 707 16 6241    |                         | 317 - 2074 4045 #19                  |
| 3   | Richard HINDWSEN    | 707-472-1237   |                         | 317 NORTH MAIN ST. SP #30            |
| 4   | Robert J. MacDonald | (707) 468-5899 |                         | 317 N. Main St. Sp 29 95482          |
| 5   | Larry Huijose       | (407) 641-2850 |                         | 317 N. Main St Sp. 30 85482          |
| 6   | Steve Downey        | 107-467-7207   |                         | 317 N. Main St. 95482                |
| 7   | Robt. Hunt          | 11 234-2892    |                         | 11 11 11                             |
| 8   | Erica Thompson      |                |                         |                                      |
| 9   | Debra D. Webb       | 707-391-0600   |                         | 317 N. Main St. #3                   |
| 10  | Mhanna Bennett      |                |                         | 317 N Main                           |
| 11  | James R. Wokn       |                |                         | 317 N Main #17                       |
| 12  | Jan Harris          |                |                         | 317 N. Main St. Spool 33             |
| 13  | Don Day             |                |                         | 317 N Main St. #17                   |
| 14  | R. T. T. T. T.      |                |                         | 317 N. Main St. #17                  |
| 15  | Brian Vint          |                |                         | 317 N. Main St. #17 #37-707-467-7600 |



| NO. | NAME            | PHONE | EMAIL | ADDRESS                                |
|-----|-----------------|-------|-------|----------------------------------------|
| 16  | LEE OLSON       |       |       | 317 N MAIN #49                         |
| 17  | Rosney Madan    |       |       | 610-North State St 26                  |
| 18  | Kim Hough       |       |       |                                        |
| 19  | Bryan MASON     |       |       | 317 N. Main St. Sp 36 Ukiah, Ca. 95482 |
| 20  | Helen Hernandez |       |       | 317 N Main St. sp 34 Ukiah Ca.         |
| 21  | Rebecca Ross    |       |       | 317 North main St sp 48 Ukiah, Ca.     |
| 22  | Randy Pike      |       |       | ren                                    |
| 23  | Brittany Davis  |       |       | 2175 N. State St. Ukiah CA.            |
| 24  | Roger Lackore   |       |       | 317 N main #11                         |
| 25  | Richard Summers |       |       | 317 N main #8                          |
| 26  | Anna M. Shi     |       |       | 317 N main #4                          |
| 27  | LAURA Wren      |       |       | 317 N. Main St #51.                    |
| 28  | Quincy WREN     |       |       | 3800 N STATE #9 #115                   |
| 29  | A. H. KNIGHT    |       |       | space #59                              |
| 30  |                 |       |       |                                        |
| 31  |                 |       |       |                                        |
| 32  |                 |       |       |                                        |
| 33  |                 |       |       |                                        |
| 34  |                 |       |       |                                        |
| 35  |                 |       |       |                                        |

Page 2 of 8

① #23 is not opposed but didn't want to sign - she "doesn't sign stuff"

#43 - ② ONE SPACE - TENANT EVICTED

③ #50 - "late rent" - eviction?



City Council of Ukiah  
Re: 270-274 East Smith Street  
Apn 002-191-23  
File No. 19-4635  
Waiver Request by Wine Country Cannasseurs

Council Members,

It is deeply troubling that a project that includes cannabis cultivation, distribution, and dispensary/retail is being considered in my immediate neighborhood. Especially cultivation and the serious risk of fire and odor. One thousand square feet of cannabis plants burning would be quit a fire. Odor is also a great concern. What safeguards are required in the event of a power failure? Can “on site consumption” be regulated and permanently prohibited?

I also wish also to point out that there exist three cargo containers situated on the south east corner of the property, literally on the property line and two feet from my building. How can this be permitted when there is no method of inspecting the contents.

I, and many of my neighbors have invested heavily in our properties on Mason Street and in so doing have brought this neighbor hood from blight to bright.

My property is contiguous with the rear of the proposed development, and just around the corner on Mason St. I am happy to say that the tenants of the building are mostly in the health care industry, specifically, Yoga Mendocino, Adventist Health, Brad Kammer MFT, J. Owen Lawyer MFT, Aflac Insurance and Meaux Architecture Group. I doubt that any of them will be happy to have a cannabis operation next door.

In addition, I purchased the undeveloped lot at 205 Mason Street to preserve the neighborhood from becoming a series of metal industrial building. It is my goal to develop the lot in keeping with the other fine properties in the area. For example, Alfa Labs, Joy Ward CPA, and Caldwell Banker Mendo Realty.

As we are all aware there is a severe housing shortage in Ukiah and the financially safest development at 205 Mason would have to include housing. However, having a cannabis cultivation, dispensary and distribution facility in the immediate vicinity increases the risk of any future development. In addition, the required use permit potentially could be denied due to the proximity to a cannabis business.

Specific concerns were this project to be approved are:

1. Odor. How will it be contained? What safeguards will be in place should there be a power failure.
2. Fire. The planned cultivation site is less than one foot from the property line on the north east corner and 55' +/- feet from my building. The building lacking proper foundation and the shear walls are certainly not fire rated.
3. Aesthetics. Mirrored glass store fronts, lacking awnings or trees. Should this project be approved will this guarantee the building will remain an eyesore for the next fifteen years.
4. Cargo containers. What's inside?
5. On site cultivation. As is often the case with dispensaries.

The neighbor hood has come a long way in the last fifteen years, and I ask that you as the City Council flatly deny the waiver request. In doing so you help rather than hinder our efforts in creating a beautiful and safe neighborhood.

Respectfully,  
Ronald J. Meaux

*Ronald J. Meaux* 10-2-19



## AGENDA SUMMARY REPORT

**SUBJECT:** Receive Report Regarding Review of Ordinance for Marijuana Dispensaries and Provide Direction as Necessary.

**DEPARTMENT:** Community  
Development

**PREPARED BY:** Craig Schlatter, Community Development  
Director

**ATTACHMENTS:**

1. Ordinance No. 1176
2. Ordinance No. 1182

**Summary:** City Council will receive a report on the review of the Ordinance for Marijuana Dispensaries, collectively Ordinance Nos. 1176 and 1182.

**Background:** On February 15, 2017, the City Council adopted Ordinance No. 1176 (Attachment 1), an ordinance amending Chapter 8 in Division 6; Table 3 in Section 9223.1 of Article 18, chapter 2 in Division 9; and Section 9254 in Article 19, Chapter 2 in Division 9 of the Ukiah City Code, entitled "Medical Marijuana Dispensaries." An amendment to Ordinance No. 1176 regulating operation of dispensaries selling marijuana for adult use (i.e. non-medical) was adopted by Council on November 1, 2017, through Ordinance No. 1182 (Attachment 2). Collectively, the two Ordinances comprise the City's Marijuana Dispensaries Ordinance. During discussion of the introduction of both ordinances, Council requested a one-time review of the Ordinance.

A review of the Ordinance and presentation of a report from Staff was made to Council on December 19, 2018. As reported, five applications were received, and of the five, one was approved by Planning Commission, three were withdrawn, and one was currently in progress. Council directed that another annual report be completed in 2019. The date of the recurring report was set for October 2, 2019.

**Discussion:** Since October 2, 2018, an additional five applications were received. The applications consisted of one minor use permit and four major use permits. One application from 2017-2018 that was in process during the December 2018 report, located at 1076 Cunningham Road, was approved by Planning Commission after the City Council overruled a consistency determination of the Mendocino County Airport Land Use Commission. Additionally, one application approved in 2017 was approved for a minor use permit renewal, plus a minor amendment to the use permit. Please see below for details, as well as a summary evaluation of Ordinance implementation and administration.

### 1. Details of Applications Received

The one minor use permit received- for manufacturing, distribution, and processing and located at 1825 Airport Road- was approved by the Zoning Administrator. The four applications received for major use permits were all for proposed microbusinesses. Three of the major use permit applications are currently in process; and one was closed at the request of the property owner. One of the three major use permits currently in process, proposed to be located at 270, 272, and 274 E Smith St, currently is on appeal to the City Council for denial of a location limitation waiver by the Planning Commission.



## 2. Administration of the Ordinance

Staff received several comments and questions about the Ordinance over the preceding year. Two common topics commented on by both applicants and the Ukiah Police Department relate to security plan requirements and the livescan process. Staff also received several questions regarding code clarifications.

To address these issues, Community Development Department and Ukiah Police Department Staff have coordinated on improvements to the livescan procedure, security plan procedure, and submittal requirements. This, in addition to an application checklist developed by Staff last year, has assisted applicants in navigating the regulatory requirements of the Ordinance and use permit process. Community Development Staff is also working with the City Attorney's Office on recommendations to Council on future code clarifications. These recommendations are expected to be developed within the next 12 months.

## 3. Summary Evaluation of the Marijuana Dispensary Ordinance

Since the adoption of the ordinance in 2017, a total of 10 applications have been received. Of this number, four applications have been approved, three applications withdrawn, and three applications are still in progress. Additionally, one use permit approved previously has been renewed and one applicant has received an approved amendment to their existing use permit.

Although only 10 applications have been received, given the City's small land area and location limitations within the ordinance, there are few remaining sites available for future cannabis applicants to locate their businesses. It is thus possible the City may see an increase in the number of requests for location limitation waivers in the future. From this standpoint, it may be prudent for Council to revisit the location limitations within the ordinance and determine if those limitations are still consistent with the overall intention of the cannabis ad hoc committee and previous direction of Council.

Administratively, Community Development and Ukiah Police Department Staff intend to continue working together to streamline the application process. Planned in the near future is completion of a new handout that will describe steps in the application process, as well as key materials needed. The goal of this effort is to clearly define requirements for applicants up front and shorten the time between application submittal, review, and the decision on applicants' projects.

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**Recommended Action:** Receive report from Staff and provide direction as necessary.

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**BUDGET AMENDMENT REQUIRED:** N/A

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**CURRENT BUDGET AMOUNT:** N/A

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**PROPOSED BUDGET AMOUNT:** N/A

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**FINANCING SOURCE:** N/A

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**PREVIOUS CONTRACT/PURCHASE ORDER NO.:** N/A

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**COORDINATED WITH:** Michelle Irace, Planning Manager

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Approved:   
Sage Sangiacomo, City Manager

**ORDINANCE NO. 1176****ORDINANCE OF THE CITY COUNCIL OF THE CITY OF UKIAH AMENDING CHAPTER 8 IN DIVISION 6; TABLE 3 IN SECTION 9223.1 OF ARTICLE 18, CHAPTER 2 IN DIVISION 9; AND SECTION 9254 IN ARTICLE 19, CHAPTER 2 IN DIVISION 9 OF THE UKIAH CITY CODE, ENTITLED "MEDICAL MARIJUANA DISPENSARIES"**

The City Council of the City of Ukiah hereby ordains as follows.

**SECTION 1**

**Chapter 8 in Division 6 of the Ukiah City Code is hereby amended to read as follows:**

**§ 5700 FINDINGS AND PURPOSE**

The City Council adopts the ordinance codified in this Chapter based upon the following findings:

(A) In 1970, Congress enacted the Controlled Substances Act ("CSA") which, among other things, makes it illegal to import, manufacture, distribute, possess or use marijuana in the United States.

(B) In 1996, the voters of the state of California approved Proposition 215, or the Compassionate Use Act of 1996, codified at Health and Safety Code §11362.5 *et seq.* (the "Act").

(C) The Act creates a limited exception from criminal liability for seriously ill persons who are in need of medical marijuana for specified medical purposes and who obtain and use medical marijuana under limited, specified circumstances.

(D) On January 1, 2004, SB 420 went into effect. SB 420, codified as Health and Safety Code §§ 11362.7 – 11362.83 and known as the "Medical Marijuana Program" ("MMP") was enacted by the state legislature to clarify the scope of the act and to allow cities and other governing bodies to adopt and enforce rules and regulations consistent with SB 420.

(E) After the enactment of the MMP and in response to the MMP's explicit reservation of local authority to regulate medical marijuana cultivation and distribution, the City Council took legislative notice of the fact that California cities and counties that had permitted the establishment of medical marijuana dispensaries had experienced serious adverse impacts associated with and resulting from such dispensaries, including an increase in crime, including burglaries, robberies, violence, illegal sales of marijuana, use of marijuana by minors and other persons without medical need in the areas immediately surrounding such medical marijuana dispensaries; and malodorous smells, indoor fire hazards, mold, fungus, and pests caused by indoor cultivation at dispensaries.

(F) To address these potential adverse impacts, in 2007, the City Council enacted Ordinance 1095, §1 ("Medical Marijuana Dispensaries Ordinance"), which prohibited and declared a public nuisance medical marijuana dispensaries in the City of Ukiah.

(G) The 2007 Medical Marijuana Dispensaries Ordinance also states that the City Council's intention is to prohibit the operation and location of dispensaries in the City "until such time as their legality is clearly established and a proposal can be developed that would satisfy the city council that the facility could operate without causing [serious adverse impacts]".

(H) On October 9, 2015, the Governor signed into law AB 266, AB 243, and SB 643, which together comprise the Medical Marijuana Regulation & Safety Act ("MMRSA"). The MMRSA, which went into effect on January 1, 2016, created a statewide regulatory structure for the medical marijuana industry that also allows local governments to regulate the operation of marijuana businesses within their jurisdiction, pursuant to local ordinances. Specifically, the MMRSA allows the City of Ukiah to issue permits or licenses to operate marijuana businesses or prohibit their operation, to regulate or expressly prohibit the delivery of medical marijuana within its boundaries, and to regulate or expressly prohibit the cultivation of marijuana within its boundaries. Pursuant to the MMRSA, if the City opts not to expressly prohibit or regulate the cultivation, processing, delivery, and/or dispensing of medical marijuana, the State will be the sole licensing authority for these activities in the City.

(I) To protect the public health, safety, and welfare, it is the desire of the City Council to modify the City Code consistent with the MMP and the MMRSA, regarding the location and operation of medical marijuana dispensaries, delivery of medical marijuana within the boundaries of the City, and cultivation of medical marijuana within the boundaries of the City.

(J) There have been a number of marijuana dispensing-related incidents in California, some including acts of violence committed by persons without a legitimate medical need to use marijuana.

(K) The City Council finds that medical marijuana dispensing which exceeds the limitations set forth in these regulations will likely result in an unreasonable risk of crime and other adverse impacts and will likely create offensive odors to persons living nearby.

(L) It is the City Council's intention that nothing in this Chapter shall be construed to (1) allow persons to engage in conduct that endangers others or causes a public nuisance; (2) allow the use of marijuana for non-medical purposes; or (3) allow any activity relating to the distribution or consumption of marijuana that is otherwise illegal.

(M) Pursuant to California Health and Safety Code § 11362.71 *et seq.*, the State Department of Health through the state's counties, is to be responsible for establishing and maintaining a voluntary medical marijuana identification card program for qualified patients and primary caregivers.

(N) Health and Safety Code § 11362.71(b) requires every county health department, or its designee, to implement a procedure to accept and process applications from those seeking to join the identification program in the manner set forth in § 11362.71 *et seq.*

(O) This Chapter is compatible with the general objectives of the general plan, in that a Medical Marijuana Dispensary use will be conditionally permitted in commercial and industrial districts, being similar to other permitted and conditionally permitted uses, such as pharmacies and medical clinics, and in that the use will be subject to strict review and conditions.

(P) This Chapter will not be detrimental to the public health, safety and general welfare or adversely affect the orderly development of property, because the uses permitted under this Chapter will be subject to careful review, limited in scope and location, and subject to strict operating requirements, avoiding or limiting potential negative effects.

(Q) It is the purpose and intent of this Chapter to regulate medical marijuana dispensaries in order to promote the health, safety, morals, and general welfare of residents and businesses within the City.



## **§ 5701 INTERPRETATION AND APPLICABILITY.**

(A) This Chapter is not intended to create a positive conflict with the CSA, but rather to implement the MMRSA and related state laws.

(B) Nothing in this Chapter is intended, nor shall it be construed, to exempt any marijuana-related activity from any and all applicable local and state construction, electrical, plumbing, land use, or any other building, fire, or land use standards or permitting requirements.

(C) Nothing in this Chapter is intended, nor shall it be construed, to make legal any cultivation, transportation, sale, or other use of marijuana that is otherwise prohibited under California law.

(D) All processing and distribution of medical marijuana within City limits shall be subject to the provisions of this Chapter, even if the processing, distribution, or cultivation existed or occurred prior to adoption of this Chapter.

(E) Nothing in this Chapter is intended, nor shall it be construed, to allow or permit any "commercial cannabis activity," as defined in Business and Professions Code § 19300.5(j), or any commercial or non-commercial activity involving marijuana use for recreational or other non-medical purposes that is not otherwise authorized in the Ukiah City Code.

## **§ 5702 DEFINITIONS.**

For the purpose of this Chapter, the following words and phrases shall have the following meaning:

(A) "Accessory building" shall have the same meaning as set forth in City Code § 9278.

(B) "Applicant" means a person who is required to file an application for a permit under this Chapter, including an individual owner, managing partner, officer of a corporation, or any other operator, manager, employee, or agent of a Dispensary.

(C) "City" means the City of Ukiah.

(D) "Delivery" shall have the same definition as set forth in California Business and Professions Code § 19300.5, and as it may be amended.

(E) "Dispensary Use Permit" means a permit required to operate a Medical Marijuana Dispensary within the City and that is issued pursuant to this Chapter.

(F) "Drug paraphernalia" or "paraphernalia" shall have the same definition as set forth in City Code § 6071.

(G) "Identification card" shall have the same definition as in California Health and Safety Code § 11362.7, and as it may be amended.

(H) "Medical Marijuana Dispensary" or "Dispensary" means a "Dispensary" as defined in California Business and Professions Code § 19300.5, as it now reads or may be amended in the future.

(I) "On-Site" means an activity or accessory use that is related to the primary use – i.e. lawful, retail distribution of medical marijuana – and is located on the same legal parcel as the primary use.

(J) "Permittee" means the person to whom a Dispensary Use Permit is issued.

(K) "Person" means any individual, partnership, co-partnership, firm, association, joint stock company, corporation, limited liability company or combination of the above in whatever form or character.

(L) "Person with an identification card" shall have the same definition as set forth in California Health and Safety Code § 11362.7, and as it may be amended.

(M) "Physician" means a licensed medical doctor (M.D.) or a doctor of osteopathic medicine (D.O.).

(N) "Primary caregiver" shall have the same definition as set forth in California Health and Safety Code § 11362.7, and as it may be amended.

(O) "Qualified patient" shall have the same definition as set forth California Health and Safety Code § 11362.7, and as it may be amended.

(P) "School" means an institution of learning for minors, whether public or private, offering a regular course of instruction required by the California Education Code. This definition includes an elementary school, middle or junior high school, senior high school, or any special institution of education, but it does not include a vocational or professional institution of higher education, including any other college or university.

(Q) "Use Permit" shall have the same definition as set forth in City Code § 9261 and as it may be amended.

(R) "Youth-oriented facility" means a public park, church, museum, library, or licensed daycare facility.

(S) "Zoning Administrator" means the Zoning Administrator of the City of Ukiah or the authorized representative thereof.

#### **§ 5703 DISPENSARY USE PERMIT REQUIRED TO OPERATE.**

(A) It is unlawful for any person to engage in, conduct or carry on, or to permit to be engaged in, conducted or carried on, in or upon any premises in the City the operation of a Medical Marijuana Dispensary unless the person first obtains and continues to maintain in full force and effect a Dispensary Use Permit from the City as required in this Chapter.

(B) After January 1, 2018, or such time when State implementing regulations are in effect for the MMRSA, whichever is earlier, it shall be unlawful to operate any business or conduct any activity in the City for which a State license is required under the MMRSA without also having a valid State license pursuant to the MMRSA. Prior to implementation of the State license program pursuant to MMRSA, any operation of a Dispensary, cultivation of medical marijuana, or delivery of medical marijuana permitted by the City shall be conducted in accordance with this Chapter, the City's Zoning and Land Use Ordinances, and all laws pertaining to the equivalent license classification under the MMRSA.

(C) The grant of a Dispensary Use Permit by the City shall not create an entitlement or vested right in the permittee to any permit or license to operate any commercial, non-medical marijuana businesses or conduct any commercial, non-medical marijuana activities within the City.

#### **§ 5704 TERM OF PERMITS AND RENEWALS REQUIRED.**

(A) Dispensary Use Permits issued under this Chapter shall expire one year following the date of their issuance which date shall appear on the face of the permit.

(B) Dispensary Use Permits may be renewed by the Zoning Administrator for additional one-year periods upon application by the permittee, unless the permit is suspended or revoked in accordance with the provisions of this Chapter.

(C) Applications for renewal shall be made at least 45 days before the expiration date of the permit and shall be accompanied by the nonrefundable application fee referenced in Section 5706 and all information necessary for the Zoning Administrator to evaluate the renewal request in light of the criteria listed in (F) below. In acting on an application for renewal the Zoning Administrator shall follow the procedures set forth in Section 5711(B) and (C), except that all references therein to the Planning Commission shall be deemed to refer to the Zoning Administrator. Upon timely application to renew a permit, the permit being renewed shall remain in effect until final action is taken to grant or deny the renewal application.

(D) Applications for renewal made less than 45 days before the expiration date shall be processed in the same manner as a timely renewal application but shall not stay the expiration date of the permit.

(E) Renewal applications shall be subject to duly noticed public hearings in accordance to the procedures set forth for minor use permit applications in Section 9262 of Division 9, Chapter 2, Article 20 of the City Code.

(F) In determining whether to renew a Dispensary Use Permit, the Zoning Administrator will consider the following non-exclusive criteria, in addition to those criteria set forth in this Chapter at Section 5710:

(1) Whether the Dispensary operated by the permittee has generated an excessive number of calls for police service compared to similarly situated businesses of the same size as the Dispensary.

(2) Whether there have been excessive secondary criminal or public nuisance impacts in the surrounding area or neighborhood, including, but not limited to, disturbances of the peace, illegal drug activity, marijuana use in public, harassment of passersby, littering, loitering, illegal parking, loud noises, or lewd conduct.

(3) Whether the Dispensary operated by the permittee has a history of inadequate safeguards or procedures that show it is likely that it will not comply with the operating requirements and standards in this Chapter.

(4) Whether the Dispensary has failed to pay fees, penalties, or taxes required by this Code or has failed to comply with the production of records or other reporting requirements of this Chapter.

(5) Whether it appears that the permittee has, in its renewal application, provided a false statement of material fact or has knowingly omitted a material fact.

(6) Whether the renewal applicant or one or more of its officers, employees, partners, managers or members with management responsibilities ("Managers") has been convicted of a felony, or has engaged in misconduct that is substantially related to the qualifications, functions or duties of a Dispensary operator. A conviction within the



meaning of this Chapter means a plea or verdict of guilty, or a conviction following a plea of nolo contendere. Notwithstanding the above, an application shall not be denied solely on the basis that the applicant or any Manager has been convicted of a felony, if the person convicted has obtained a certificate of rehabilitation (expungement of felony record) under California law or under a similar federal statute or state law where the expungement was granted.

(7) Whether the renewal applicant or Dispensary has previously or is currently engaged in unlawful, fraudulent, unfair, or deceptive business acts or practices.

(G) The Zoning Administrator shall make findings of fact and either grant, grant conditionally, or deny the application for renewal of a Dispensary Use Permit. An applicant aggrieved by the Zoning Administrator's decision to issue or to deny a Dispensary Use Permit renewal may appeal such decision to the Planning Commission by filing an appeal. All determinations of the Zoning Administrator regarding Dispensary Use Permit renewals shall be final unless a written appeal, stating the reasons for the appeal, and the appeal fee, if any, as established by resolution of the City Council from time to time, are filed with the Planning Department within ten (10) days of the date the decision was made. The appeal fee will be in addition to the nonrefundable renewal application fee. Appeals may be filed by an applicant.

The Planning Commission shall conduct a duly noticed public hearing on the appeal in accordance to the applicable procedures as set forth in Section 9266 of Division 9, Chapter 2, Article 20 of the City Code, except that all references therein to the City Council shall be deemed to refer to the Planning Commission. At the close of the public hearing, the Planning Commission may affirm, reverse, or modify the appealed decision of the Zoning Administrator. All Planning Commission decisions on appeals of the Zoning Administrator's decision with regard to an application for a Dispensary Use Permit renewal are final for the City.

#### **§ 5705 GENERAL TAX LIABILITY.**

As a prerequisite to obtaining a permit pursuant to the terms hereof, an operator of a Dispensary shall also be required to apply for and obtain a Business License or exemption from the City of Ukiah and obtain a seller's permit or exemption from the State Board of Equalization pursuant to Division 2, Part 2, Chapter 2, Article 2 of the Cal. Revenue and Taxation Code, commencing with Section 6066e. Dispensary sales shall be subject to sales tax consistent with State law.

#### **§ 5706 IMPOSITION OF FEES.**

Every application for a Dispensary Use Permit or renewal shall be accompanied by an application fee, as established by resolution of the City Council from time to time. This application or renewal fee shall not include fingerprinting, photographing, and background check costs and shall be in addition to any other business license fee or permit fee imposed by this Code or other governmental agencies. Fingerprinting, photographing, and background check fees will be as established by resolution adopted by the City Council from time to time.

#### **§ 5707 LIMITATION ON LOCATION OF DISPENSARIES.**

(A) A Dispensary may only be located within the C1, C2, CN, M, and PD (Commercial) zoning districts and in the GU, UC, and DC downtown zoning districts as designated in the General Plan, Zoning Map.

(B) A Dispensary shall be in a visible location that provides good views of the Dispensary entrance, windows and premises from a public street.

(C) A Dispensary shall not be allowed in the following areas at the time of its permitted establishment:

(1) Within 600 feet of a School, with that distance measured as the horizontal distance in a straight line from the property line of the School to the closest property line of the lot on which the Dispensary is to be located without regard to intervening structures, pursuant to California Health and Safety Code § 11362.768; or

(2) Within 250 feet of a Youth-oriented facility other than a School, or another Dispensary, with that distance measured by street frontage from the property line of the Youth-oriented facility to the closest property line of the lot on which the Dispensary is to be located, and not radial distance; or

(3) Abutting, on any side of the parcel upon which the Dispensary is located, a parcel occupied by a Youth-oriented facility, a School, or another Dispensary; or

(4) Within any residential zoned parcel or primary land use, or any property with an underlying residential or mobile homes general plan land use designation.

(5) On a parcel having a residential unit, or on a parcel directly abutting a residentially-zoned property, unless there are intervening non-residential uses between the Dispensary and the residential unit or the residentially-zoned property that the Planning Commission or, on appeal, the City Council determines sufficient to provide an appropriate separation.

(D) A waiver of the provisions in subsections (C)(2)-(5) of this Section may be granted if the applicant demonstrates on plans and materials presented for review and the Planning Commission determines that a physical barrier or other condition exists which achieves the same purpose and intent as the distance separation requirements established herein, and that, as a result, the Planning Commission makes a finding of no adverse impact resulting from the proposed location of the Dispensary.

## **§ 5708 OPERATING REQUIREMENTS.**

Dispensary operations shall be established and managed only in compliance with the following standards:

(A) Criminal History. Any applicant, his or her agent or employees, volunteer workers, or any person exercising managerial authority of a Dispensary on behalf of the applicant shall not have been convicted of any of the felony offenses enumerated in Health and Safety Code § 19323(b)(5), or of a felony or misdemeanor involving moral turpitude, or on probation for a drug offense, or engaged in misconduct related to the qualifications, functions or duties of a permittee.

(B) Minors.

(1) It is unlawful for any permittee, operator, or other person in charge of any Dispensary to employ any person who is not at least 21 years of age.

(2) Persons under the age of 18 shall not be allowed on the premises of a Dispensary unless they are a qualified patient or a primary caregiver, and they are in the presence of their parent or guardian.

(3) The entrance to a Dispensary shall be clearly and legibly posted with a notice indicating that persons under the age of 18 are precluded from entering the premises unless they are a qualified patient or a primary caregiver, and they are in the presence of their parent or guardian.

(4) The burden of proof is on the Dispensary personnel to establish compliance with this subsection (B) by clear and convincing evidence.

(C) Dispensary Access.

(1) The entrance into the Dispensary building shall be locked at all times with entry strictly controlled; e.g., a buzz-in electronic/mechanical entry system with a vestibule is highly encouraged. A viewer shall be installed in the door that allows maximum angle of view of the exterior entrance.

(2) Dispensary personnel shall monitor site activity, control loitering and site access.

(3) Only Dispensary staff, primary caregivers, qualified patients and persons with bona fide purposes for visiting the site shall be allowed on the premises at a Dispensary.

(4) Potential patients or caregivers shall not visit a Dispensary without first having obtained a valid written recommendation from their physician recommending use of medical marijuana.

(5) Only a primary caregiver and qualified patient shall be in the designated dispensing area with Dispensary personnel. All other authorized visitors shall remain in the designated waiting area in the front entrance/lobby.

(6) Restrooms shall remain locked and under the control of management.

(D) Dispensing Operations.

(1) The Dispensary may possess no more dried marijuana or plants per qualified patient or caregiver than permitted in strict accordance with California Health and Safety Code § 11362.77 and any other applicable State law, and as amended.

(2) A Dispensary shall only dispense to qualified patients or caregivers with:

(a) a currently valid physician's approval or recommendation in compliance with the criteria in California Health and Safety Code § 11362.5 *et seq.* and valid official identification, such as a Department of Motor Vehicles driver's license or State Identification Card, or

(b) a currently valid California Medical Marijuana Identification Card or a Patient ID Center Identification Card.

(3) For qualified patients or caregivers without a California Medical Marijuana Identification Card or a Patient ID Center Identification Card, prior to dispensing medical marijuana, the Dispensary shall obtain verbal, online, or signed verification from the recommending physician's office personnel that the individual requesting medical marijuana is a qualified patient.

(4) A Dispensary shall not have a physician on-site to evaluate patients and provide a recommendation for medical marijuana.

(5) Patient records shall be maintained and verified as needed, and at least annually verified with the qualifying patient's medical doctor or doctor of osteopathy unless the patient has provided a California Medical Marijuana Identification Card or a Patient ID Center Identification Card.

(6) Information on prior year's operations shall be provided annually, as required in this Chapter. The operator shall adjust the operations as necessary to address issues.

(E) Hours of Operation. Hours of Operation are limited to 9:00 a.m. to 9:00 p.m., seven days a week.

(F) Consumption Restrictions.

(1) Marijuana shall not be consumed on the premises of the Dispensary. The term "premises" includes the actual building, as well as any accessory structures, parking areas, or other surroundings within 200 feet of the Dispensary's entrance.

(2) Dispensary operations shall not result in illegal redistribution of medical marijuana obtained from the Dispensary, or use in any manner that violates local, State or City Codes.

(3) No person may consume marijuana, by smoking or vaporization, in any public places. Public places shall include, but are not limited to, city owned parks and/or city



sponsored events where designated as nonsmoking areas by resolution of the City Council, streets, sidewalks, alleys, highways, public parking lots as defined in City Code § 6000 and as amended, enclosed places and places of employment as defined in City Code §§ 4503 and 4505 and as amended, and any other property owned or leased by the City, or in which the City holds a right-of-way easement, and which is open to members of the general public, except while actively passing through on the way to another destination. Nothing in this Section is intended, nor shall it be construed to be inconsistent with the California Indoor Clean Air Act of 1976, Health and Safety Code § 118875 *et seq* and as amended.

(G) Retail Sales and Cultivation.

(1) No cannabis shall be cultivated on the premises of the Dispensary, except in compliance with this Chapter and with City Code §§ 6093 and 9254 and Health and Safety Code § 11362.5 *et seq*. The space devoted to on-site cultivation at a permitted Dispensary shall not exceed twenty-five percent of the total floor area, but in no case more than five hundred square feet. Cultivation shall be limited to interior areas of buildings.

(a) Except for immature nursery stock marijuana plants, marijuana plants grown by the Dispensary shall only be utilized for production of processed marijuana to dispense to patients.

(b) A security plan for the growing area shall be submitted to the Ukiah Police Chief for review and approval. Such plan shall include: security alarms and surveillance systems; physical measures to prevent access to the area by anyone other than Dispensary staff; and physical measures to prevent vehicle penetration of the growing area.

(c) The cultivation area shall include a one-hour firewall assembly and shall not create excessive humidity or mold conditions. The cultivation area shall have an air treatment system that prevents odors generated from the cultivation of marijuana on the Dispensary property from being detected by any reasonable person of normal sensitivity outside the Dispensary property, as set forth in City Code § 5708(l)(4). The medical marijuana cultivation area shall be in compliance with the current, adopted edition of the California Building Code as regards Natural Ventilation or Mechanical Ventilation.

(d) Cultivation facilities are strongly encouraged to utilize the most water-efficient and environmentally-responsible cultivation practices available. The City reserves the right to require annual reports on cultivation facility practices, including but not limited to cultivation mediums and water use methods.

(e) The cultivation use shall comply with applicable stormwater, wastewater, and Building Code requirements and any applicable State or Federal law, including the Clean Water Act, 33 U.S.C. § 1251 *et seq*.

(2) With the approval of the Planning Commission, a Dispensary may conduct or engage in the commercial sale of specific products, goods or services in addition to the provision of medical marijuana and other items permitted by these regulations on terms and conditions consistent with this Chapter and applicable law.

(3) Up to 150 square feet of the total square footage of the Dispensary may be utilized for display and sales of devices necessary for administering medical marijuana, including but not limited to rolling papers and related materials and devices, pipes, water pipes, and vaporizers. Such devices may only be provided to qualified patients or primary caregivers and only in accordance with Health and Safety Code § 11364.5 and as amended.

(4) Retail sales of medical marijuana that violate California law or this Chapter are expressly prohibited.

(5) A Dispensary shall meet all the operating criteria for the dispensing of medical marijuana as is required pursuant to California Health and Safety Code § 11362.5 *et seq* and as amended.

(6) The provision of locally-grown and organic marijuana is encouraged.

**(H) Operating Plans.**

(1) Floor Plan. A Dispensary shall have a lobby waiting area at the entrance to receive clients, and a separate and secure designated area for dispensing medical marijuana to qualified patients or designated caregivers. The primary entrance shall be located and maintained clear of barriers, landscaping and similar obstructions so that it is clearly visible from public streets, sidewalks or site driveways.

(2) Storage. A Dispensary shall have suitable locked storage on premises, identified and approved as a part of the security plan, for after-hours storage of medical marijuana.

(3) Minimum Staffing Levels. The premises shall be staffed with at least one person during hours of operation who shall not be responsible for dispensing medical marijuana.

(4) Odors Control. The Dispensary shall have an air treatment system that prevents odors generated from the storage and cultivation of marijuana on the Dispensary property from being detected by any reasonable person of normal sensitivity outside the Dispensary property. To achieve this, both the storage and cultivation areas shall be, at minimum, mechanically ventilated with a carbon filter or superior method.

(5) Security Plans. A Dispensary shall provide adequate security on the premises, as approved by the Chief of Police and reviewed by the Planning Commission, including lighting and a premise and panic alarm system monitored by a licensed operator, to insure the safety of persons and to protect the premises from theft.

(6) Security Cameras. Security surveillance cameras shall be installed to monitor the main entrance and exterior of the premises to discourage loitering, crime, illegal or nuisance activities.

(7) Security Video Retention. Security video shall be maintained for 90 days.

(8) Alarm System. Professionally monitored premise and panic alarm system shall be installed and maintained in good working condition.

(9) Emergency Contact. A Dispensary shall provide the Chief of Police with the name, e-mail address, phone number and facsimile number of an on-site community relations staff person to whom one can provide notice if there are operating problems associated with the Dispensary. The Dispensary shall make every good faith effort to encourage neighborhood residents to call this person to try to solve operating problems, if any, before any calls or complaints are made to the City.

**(I) Signage and Notices.**

(1) A notice shall be clearly and legibly posted in the Dispensary indicating that smoking, ingesting or consuming marijuana on the premises or in the vicinity of the Dispensary is prohibited. The notice shall be posted in both English and Spanish.

(2) Signs on the premises shall not obstruct the entrance or windows.

(3) Address identification shall comply with illuminated address signs requirements.

(4) Business identification signage shall be limited to that needed for identification only, consisting of a single window sign or wall sign that shall comply with City Code § 3227 and any other City Code provisions regulating signage.

**(J) Employee Records.** Each owner or operator of a Dispensary shall maintain a current register of the names of all volunteers and employees currently working at or employed by the Dispensary, and shall disclose such registration for inspection by any City officer or official for purposes of determining compliance with the requirements of this Chapter.

(K) Patient Records. Information identifying the names of patients, their medical conditions, or the names of their primary caregivers is confidential and such disclosure is prohibited pursuant to the federal Health Insurance Portability and Accountability Act of 1996 (42 U.S.C. Sec. 1320d *et seq.*) and the Confidentiality of Medical Information Act (California Civil Code § 56 *et seq.*). In order to protect patient confidentiality, the Dispensary shall maintain records of all qualified patients with a valid identification card and primary caregivers with a valid identification card using only the identification card number issued by the State, or its agent, pursuant to California Health and Safety Code § 11362.7 *et seq.* Such records may be maintained on or off-site, and shall be made available for inspection by any City official authorized to enforce this Chapter for purposes of determining compliance with the requirements of this Chapter.

(L) Staff Training. Dispensary staff shall receive appropriate training for their intended duties to ensure understanding of rules and procedures regarding dispensing in compliance with state and local law, and the Dispensary shall employ properly trained or use professionally-hired security personnel in accordance with the conditions of its permit.

(M) Site Management.

(1) The operator of the establishment shall take all reasonable steps to discourage and correct objectionable conditions that constitute a nuisance in parking areas, sidewalks, alleys and areas surrounding the premises and adjacent properties during business hours if directly related to the patrons of the subject Dispensary.

(a) "Reasonable steps" shall include calling the police in a timely manner; and requesting those engaging in objectionable activities to cease those activities, unless personal safety would be threatened in making the request.

(b) "Nuisance" includes, but is not limited to, disturbances of peace, open public consumption of marijuana or alcohol, excessive pedestrian or vehicular traffic, illegal drug activity, harassment of passersby, excessive littering, excessive loitering, illegal parking, excessive loud noises, especially late at night or early in the morning hours, lewd conduct or excessive police detentions and arrests.

(2) The operator shall take all reasonable steps to reduce loitering in public areas, sidewalks, alleys and areas surrounding the premises and adjacent properties during business hours.

(3) The operator shall provide Dispensary patients with a list of the rules and regulations governing medical marijuana use and consumption within the City and recommendations on sensible marijuana etiquette.

(N) Compliance with Other Requirements. The operator shall comply with all applicable provisions of local, state or federal laws, regulations or orders, as well as any condition imposed on any permits issued pursuant to applicable laws, regulations or orders.

(O) Confidentiality. The information provided for purposes of this Section shall be maintained by the City as confidential information, and shall not be disclosed as public records unless pursuant to subpoena issued by a court of competent jurisdiction or otherwise compelled by court order.

(P) Display of Permit. Every Dispensary shall display at all times during business hours the permit issued pursuant to the provisions of this Chapter for such Dispensary in a conspicuous place so that the same may be readily seen by all persons entering the Dispensary.

(Q) Reporting and Payment of Fees. Each permittee shall file an annual statement with the Planning Department: (1) indicating the number of patients served by the Dispensary within the previous calendar year, (2) the continuing accuracy of the information in the prior year's



Dispensary Use Permit application, (3) documenting any changes or additions to that information as of the date for renewal of the Permit, any citizen complaints, City Code violations, and calls for law enforcement during the prior year, the applicant's compliance with applicable City and State law governing the operation of dispensaries, and (4) including any additional information the Planning Department deems necessary to administer this Chapter, and pay all annual permit fees.

(R) Alcoholic Beverages. No Dispensary shall hold or maintain a license from the State Division of Alcoholic Beverage Control for the sale of alcoholic beverages, or operate a business on the premises that sells alcoholic beverages. No alcoholic beverages shall be allowed or consumed on the premises.

(S) Dispensaries shall comply with the parking requirements for medical office uses.

(T) Inspections. During normal business hours, Dispensaries permitted under this Chapter shall provide access for administrative inspections by City officials or officers to verify compliance with this Chapter. Any Dispensary's refusal to comply with this Section shall be deemed a violation of this Chapter.

#### **§ 5709 APPLICATION PREPARATION AND FILING.**

(A) Application Filing. A complete Dispensary Use Permit application submittal packet shall be submitted in accordance with City Code § 9262, including a detailed written statement as to how the proposed Dispensary complies with Sections 5707 and 5708, and any other information or submissions required by this Chapter. All applications for Dispensary Use Permits shall be filed with the Planning Department, using forms provided by the City, and accompanied by the applicable filing fee and any other applicable fees or charges. It is the responsibility of the applicant to provide information required for approval of the permit. The application shall be made under penalty of perjury.

(B) Eligibility for Filing. Applications may only be filed by the owner of the subject property, or person with a lease signed by the owner or duly authorized agent allowing them to occupy the property for the intended use. If the applicant is a lessee, a copy of the duly executed lease currently in effect must accompany the application.

(C) Filing Date. The filing date of any application shall be the date when the City receives the last submission of information or materials required in compliance with the submittal requirements specified herein.

(D) Effect of Incomplete Filing. Upon notification that an application submittal is incomplete, the applicant shall submit any additional documents or information required to complete the application within thirty (30) days of the date the applicant is notified in writing by the Planning Department that the application is incomplete. If the applicant fails to complete the application within said thirty (30) days, the application shall be deemed withdrawn and a new application submittal that complies with Sections 5709(A) and (F) shall be required in order to proceed with the application.

(E) Effect of Other Permits or Licenses. The fact that an applicant possesses other types of state or City permits or licenses does not exempt the applicant from the requirement of obtaining a Dispensary Use Permit.

(F) Submittal Requirements. Any application for a Dispensary Use Permit shall include the following information.

(1) Applicant(s) Name. The full name (including any current or prior aliases, or other legal names the applicant is or has been known by, including maiden names), present address, and telephone number of the applicant;

(2) Applicant(s) Mailing Address. The address to which notice of action on the application is to be mailed;

(3) Previous Addresses. Previous addresses for the past five years immediately prior to the present address of the applicant;

(4) Verification of Age. Written proof that the applicant is over the age of 21 years of age;

(5) Physical Description. Applicant's height, weight, color of eyes and hair;

(6) Photographs. Passport quality photographs for identification purposes;

(7) Employment History. All business, occupation, or employment of the applicant for the five years immediately preceding the date of the application;

(8) Tax History. The Dispensary business tax history of the applicant, including whether such person, in previously operating in this or another city, county or state under license has had a business license revoked or suspended, the reason therefor, and the business or activity or occupation in which the applicant engaged subsequent to such action of suspension or revocation;

(9) Management Information. The name or names and addresses of the person or persons having the management or supervision of applicant's business;

(10) Criminal Background. A background investigation verifying whether the person or person having the management or supervision of applicant's business has been convicted of a crime(s), the nature of such offense(s), and the sentence(s) received therefor;

(11) Employee Information. Number of employees, volunteers, and other persons who will work at the Dispensary;

(12) Plan of Operations. A plan of operations describing how the Dispensary will operate consistent with the intent of State law and the provisions of this Chapter, including but not limited to:

(a) Ensuring that the Dispensary will not engage in retail sales of medical marijuana that violate California law or this Chapter.

(b) Controls that will assure medical marijuana will be dispensed to qualifying patients or caregivers only.

(c) Controls that will ensure access to Dispensary premises is adequately monitored and restricted to pre-approved qualified patients and caregivers.

(13) Written Project Description. A written description summarizing the proposed Dispensary use size, number of patients, characteristics and intent;

(14) Written Response to Dispensary Standards. The applicant shall provide a comprehensive written response identifying how the Dispensary plan complies with the each of the standards for review in this Chapter, specifically the limitation on location and operating requirements in Sections 5707 and 5708;

(15) Written Response to Criteria for Review Section. The applicant shall provide a written response indicating the method by which each of the criteria for review enumerated in Section 5710 has been satisfied;

(16) Security Plan. A detailed security plan outlining the proposed security arrangements for insuring the safety of persons and to protect the premises from theft. The plan shall include installation of security cameras, a premise and panic alarm system monitored by a licensed operator, and a security assessment of the site conducted by a qualified professional;

(17) Floor Plan. A sketch or diagram showing the interior configuration of the premises, including a statement of the total floor area occupied by the Dispensary. The sketch or diagram need not be professionally prepared, but must be drawn to a designated

scale or drawn with marked dimensions of the interior of the premises to an accuracy of plus or minus six inches;

(18) Site Plan. A sketch or diagram showing exterior configuration of the premises, including the outline of all structures, parking and landscape areas, and property boundaries. The sketch or diagram need not be professionally prepared, but must be drawn to a designated scale or drawn with marked dimensions to an accuracy of plus or minus six inches;

(19) Accessibility Evaluation. A written evaluation of accessibility to and within the building, and identification of any planned accessibility improvements.

(20) Neighborhood Context Map. An accurate straight-line drawing depicting the building and the portion thereof to be occupied by the Dispensary, and: (a) the property lines of any School within 600 feet of the property line of the Dispensary for which a permit is requested, (b) the property lines of any Dispensary within 250 feet of the primary entrance of the Dispensary for which a permit is requested, and (c) the property lines of any youth-oriented facility or residential zone or use within 250 feet of the primary entrance of the Dispensary;

(21) Lighting Plan. A lighting plan showing existing and proposed exterior premises and interior lighting levels that would be the minimum necessary to provide adequate security lighting for the use and comply with all City standards regarding lighting design and installation. All lighting shall be fully hooded and downcast, and shall not shine towards the night sky, adjacent property or any street.

(22) City Authorization. Written authorization for the City, its agents and employees to seek verification of the information contained within the application;

(23) Statement of Owner's Consent. A statement in writing by the applicant that he or she certifies under penalty of perjury that the applicant has the consent of the property owner and landlord to operate a Dispensary at the location;

(24) Applicant's Certification. A statement in writing by the applicant that he or she certifies under penalty of perjury that all the information contained in the application is true and correct;

(25) Other Information. Such other information as deemed necessary by the Planning Department to demonstrate compliance with this Chapter including all City and State Codes, including operating requirements established in this Chapter.

(G) Renewal. Applications for one-year renewal shall be accompanied by the following minimum information:

(1) The operator shall report the number of patients served and pay applicable fees, as required by this Chapter.

(2) The operator shall provide a detailed description of any adjustments and changes proposed or that have occurred in Dispensary operations to address issues, or comply with laws.

(3) The operator shall identify any problems encountered during operations and how they have been addressed.

(4) The operator shall identify how the Dispensary has managed its operations to comply with the operating requirements of this Chapter and with State law.

## **§ 5710 CRITERIA FOR REVIEW.**

In addition to the findings required in City Code § 9262, the Planning Commission shall consider the following criteria in determining whether to grant or deny a Dispensary Use Permit, and the Zoning Administrator shall consider the following criteria in determining whether to grant or deny renewals of a Dispensary Use Permit:



(A) That the Dispensary Use Permit is consistent with the intent of the Compassionate Use Act of 1996, the MMRSA, and related State law, the provisions of this Chapter and the City Code, including the application submittal and operating requirements herein.

(B) That the Dispensary location is not identified as having significant crime issues (e.g., based upon crime reporting statistics as maintained by the Police Department).

(C) That there have not been significant numbers of calls for police service, crimes or arrests in the area or to an existing Dispensary location.

(D) That an applicant or employee is not under 21 years of age.

(E) That all required application materials have been provided and/or the Dispensary has operated successfully in a manner that shows it would comply with the operating requirements and standards specified in this Chapter.

(F) That all required application or annual renewal fees have been paid and reporting requirements have been satisfied in a timely manner.

(G) That the location is not prohibited by the provisions of this Chapter or any local or state law, statute, rule or regulation and no significant nuisance issues or problems are anticipated or have resulted from Dispensary operations.

(H) That the site plan, floor plan, and security plan have incorporated features necessary to assist in reducing potential crime-related problems and as specified in the operating requirements in Section 5708. These features may include, but are not limited to, security on-site; procedure for allowing entry; openness to surveillance and control of the premises; the perimeter, and surrounding properties; reduction of opportunities for congregating and obstructing public ways and neighboring property; illumination of exterior areas; and limiting furnishings and features that encourage loitering and nuisance behavior.

(I) That no Dispensary use, owner, permittee, agent, or employee has violated any provision of this Chapter including grounds for suspension, modification or revocation of a permit.

(J) That all reasonable measures have been incorporated into the plan and/or consistently taken to successfully control the establishment's patrons' conduct resulting in disturbances, vandalism, crowd control inside or outside the premises, traffic control problems, marijuana use in public, or creation of a public or private nuisance, or interference with the operation of another business.

(K) That the Dispensary would not adversely affect the health, peace or safety of persons living or working in the surrounding area, overly burden a specific neighborhood with special needs or high impact uses, or contribute to a public nuisance; or that the Dispensary has resulted in repeated nuisance activities including disturbances of the peace, illegal drug activity, marijuana use in public, harassment of passersby, excessive littering, excessive loitering, illegal parking, excessive loud noises, especially late at night or early in the morning hours, lewd conduct, or police detentions or arrests.

(L) That any provision of the City Code or condition imposed by a City issued permit, or any provision of any other local, or State law, regulation, or order, or any condition imposed by permits issued in compliance with those laws has not been violated.

(M) That the applicant has not violated any local or State law, statute, rule or regulation respecting the distribution, possession, or consumption of marijuana.

(N) That the applicant has not knowingly made a false statement of material fact or has knowingly omitted to state a material fact in the application for a permit.

(O) That the applicant, his or her agent or employees, or any person who is exercising managerial authority on behalf of the applicant has not been convicted of a felony, or of a misdemeanor involving moral turpitude, or has engaged in misconduct related to the qualifications, functions or duties of a permittee.

(P) That the applicant has not engaged in unlawful, fraudulent, unfair, or deceptive business acts or practices.

(Q) That adequate parking will be provided at a rate of one space for every 200 gross square feet of retail space, office space, and similar floor areas, pursuant to City Code § §9198(F)(1).

#### **§ 5711 INVESTIGATION AND ACTION ON APPLICATION.**

After the making and filing of a complete application for the Dispensary Use Permit and the payment of the fees, the applicant shall complete a fingerprint background check and the Police Department shall conduct an investigation of the application. In processing the application:

(A) The Planning Department shall refer the application to any other City departments as necessary to complete the review of the application.

(B) Following provision of complete application materials, inter-departmental review, and compliance with the California Environmental Quality Act, the Planning Department shall schedule the Dispensary Use Permit for Planning Commission review. In making a decision to grant or deny the application the Planning Commission shall follow the notice and hearing procedures and make the findings required by City Code § 9262(C)-(F) and shall either grant or deny the application in accordance with the provisions of this Chapter.

(C) In approving a Dispensary Use Permit, the Planning Commission may impose conditions, restrictions or require revisions to the proposal to comply with the purpose and intent of this Chapter.

(D) The Planning Department shall cause a written notice of the Planning Commission decision to issue or deny a permit to be mailed to the applicant by U.S. mail.

#### **§ 5712 APPEAL FROM PLANNING COMMISSION DETERMINATION.**

(A) An applicant aggrieved by the Planning Commission decision to issue or to deny a Dispensary Use Permit may appeal such decision to the City Council by filing an appeal. All determinations of the Planning Commission regarding Dispensary Use Permits shall be final unless a written appeal, stating the reasons for the appeal, and the appeal fee, if any, as established by resolution of the City Council from time to time, are filed with the City Council within ten (10) days of the date the decision was made. Appeals may be filed by an applicant or any interested party. An interested party may appeal only if he or she appeared and stated his or her position during the hearing on the decision from which the appeal is taken.

(B) The City Council shall conduct a duly noticed public hearing on the appeal in accordance to the procedures applicable to an appeal of a decision to grant or deny a use permit as set forth in Division 9, Chapter 2, Article 20 of the City Code. At the close of the public hearing, the City Council may affirm, reverse, or modify the appealed decision of the Planning Commission. All City Council decisions on appeals of the Planning Commission's decision with regard to an application for a Dispensary Use Permit are final for the City.

#### **§ 5713 REVOCATION.**

(A) Any Dispensary Use Permit issued under the terms of this Chapter may be revoked by the Zoning Administrator, when it shall appear to the Administrator that the use for which the Dispensary Use Permit was granted is not being conducted in compliance with the Dispensary Use Permit as conditioned, the permittee has violated any of the requirements of this Chapter, or the Dispensary is operated in a manner that violates the provisions of this Chapter, including the criteria for review and operating requirements sections, or conflicts with State law.

(B) The Zoning Administrator shall conduct revocation proceedings in compliance with Section 9262(H) of this Code, except that all references therein to the Planning Commission shall be deemed to refer to the Zoning Administrator. Notice of the hearing required by said Section shall be given in compliance with Section 9262(C). In addition, notice of the revocation hearing, including a description of the facts and violations relied upon in seeking revocation, shall be served on the permit holder by personal service, overnight courier or registered United States Mail, return receipt requested, not later than ten (10) day prior to the hearing. Service shall be deemed complete when received by the permit holder or forty-eight hours after deposit in the United States Mail, whichever occurs first. Notice shall be sent to the address as shown on the permit application or to an address which the permit holder has requested in writing that the City use for official communications. The address shall not be a Post Office box, but must be a physical address.

(C) If any person holding a permit or acting under the authority of such permit under this Chapter is convicted of a public offense in any court for any offense that would constitute a violation of their Dispensary Use Permit or this Chapter, the Zoning Administrator may revoke such permit forthwith without any further action thereof, other than giving notice of revocation to the permittee.

(D) The final decision of the Zoning Administrator to revoke a Dispensary Use Permit may be appealed to the Planning Commission. The appeal hearing shall be conducted in compliance with City Code Section 9266, except that all references therein to the City Council in an appeal of a Zoning Administrator decision shall be deemed to refer to the Planning Commission.

#### **§ 5714 EFFECT OF REVOCATION.**

When a final decision has been made revoking any Dispensary Use Permit provided for in this Chapter, no new application for a Dispensary Use Permit shall be accepted from the applicant and no such Permit shall be issued to such person or to any corporation or other business entity, including but not limited to, a partnership or limited liability company, in which he or she shall have any direct or indirect beneficial, financial or ownership interest for a period of three years after the action revoking the Permit.



## **§ 5715 TRANSFER OF PERMITS.**

(A) A permittee shall not operate a Dispensary under the authority of a Dispensary Use Permit at any place other than the address of the Dispensary stated in the application for the permit.

(B) A permittee shall not transfer ownership or control of a Dispensary, including by transferring a controlling interest in the permittee, or transfer a Dispensary Use Permit to another person or entity unless and until the transferee obtains its own Dispensary Use Permit. Any other assignment of a Dispensary Use Permit is prohibited.

(C) No Dispensary Use Permit may be transferred when the Zoning Administrator or Planning Commission have notified the permittee that the permit has been or may be revoked.

(D) Any attempt to transfer a Dispensary Use Permit either directly or indirectly in violation of this Section is declared void, and the permit shall be deemed revoked.

## **§ 5716 TIME LIMIT FOR FILING APPLICATIONS UPON ANNEXATION.**

Any Dispensary that was legally established in Mendocino County ("County") and which is subsequently annexed into the City must apply for and obtain a Dispensary Use Permit in compliance with the provisions of this Chapter within 90 days from the date the annexation becomes effective. Continued operation of a Dispensary without a permit more than 90 days after annexation shall constitute a violation of this Chapter, unless an extension of the 90 day period is approved by the Planning Commission upon the applicant's demonstration of reasonable grounds to do so.

## **§ 5717 MARIJUANA DELIVERY.**

(A) A permitted Dispensary located in the City may deliver marijuana to qualified patients and caregivers at their residence in the City. Such permissible delivery of marijuana to qualified patients shall be limited to delivery by lawfully-operated, permitted dispensaries located within the jurisdictional limits of the City. Any individual engaging in the activity of delivering medical marijuana from a permitted Dispensary to a qualified patient must have a business license in accordance with Division 2, Chapter 1, Article 3 of the City Code.

All other marijuana delivery is a prohibited activity in the City, except where the City is preempted by federal or state law from enacting a prohibition on such activity.

(B) In conformity with City Code § 6001, it shall be unlawful for any qualified individual engaging in the activity of delivering medical marijuana from a permitted Dispensary to a qualified patient to be in an intoxicated condition or under the influence of narcotic drugs within the corporate City limits of the City in, on, or about any automobile, motorcycle, motor vehicle, street car, railroad car or other vehicle.

## **§ 5718 VIOLATIONS.**

(A) It is unlawful for any person, individual, partnership, co-partnership, firm, association, joint stock company, corporation, limited liability company or combination of the above in whatever form or character to violate any provision or fail to comply with any of the requirements of this Chapter.

(B) A violation of this Chapter shall be subject to the enforcement and penalties specified in City Code § 5722.

#### **§ 5719 REMEDIES.**

This Chapter shall be subject to enforcement pursuant to Division 8, Article 22 of this Code.

#### **§ 5720 SEPARATE OFFENSE FOR EACH DAY.**

Any person who violates any provision of this Chapter shall be guilty of a separate offense for each and every day during any portion of which any such person commits, continues, permits, or causes a violation thereof, and shall be penalized accordingly.

#### **§ 5721 HOLD HARMLESS.**

As a condition of approval of any permit issued pursuant to this Chapter for medical marijuana cultivation, processing, or distribution, the permittee shall indemnify, defend and hold harmless the City of Ukiah and its agents, officers, elected officials, and employees for any claims, damages, or injuries brought by a permittee's clients or employees, adjacent or nearby property owners or other third parties due to permitted uses or operations, and for any expense incurred by City as a result of or in defense of any such claim..

#### **§ 5722 PENALTIES.**

(A) It shall be unlawful and constitute a misdemeanor for any person to violate the provisions of this Chapter, punishable by a fine of not more than one thousand dollars (\$1,000.00) or imprisonment in the county jail for a period of not more than six (6) months or both. This penalty shall not apply, if prohibited by state law.

(B) The penalty provided herein is in addition to any other penalty or remedy available at law or in equity, whether civil or criminal, for any violation of this Chapter or engaging in activity requiring a City license or permit, including, without limitation, a business license or building permit, without first obtaining such permit or license.

#### **§ 5723 JUDICIAL REVIEW.**

Judicial review of a decision made under this Chapter may be had by filing a petition for a writ of mandate with the superior court in accordance with the provisions of the California Code of Civil Procedure § 1094.5.

Any such petition shall be filed within 90 days after the day the decision becomes final as provided in California Code of Civil Procedure § 1994.6 which shall be applicable for such actions.

### **SECTION 2**

Table 3 in Section 9223.1 of Article 18, Chapter 2 in Division 9 of the Ukiah City Code is hereby amended by adding a new permit category, DUP – Use Allowed with a Dispensary Use Permit, to the heading column entitled "Use Categories and Specific Uses", by specifying that a Medical marijuana dispensary is an allowable use with a Dispensary Use Permit in the General Urban (GU), Urban Center (UC), and Downtown Core (DC) zoning districts, and replacing the reference to section 5702 in the column entitled "Additional Zoning Requirements by Code Section" with references to Section 5703 and Section 5707.

### **SECTION 3**

Section 9254 in Article 19, Chapter 2 in Division 9 of the Ukiah City Code is hereby amended to read as follows (unchanged text is omitted and is shown by “\* \* \*”):

#### **§9254 MARIJUANA CULTIVATION**

\* \* \*

##### **B. Cultivation of Marijuana:**

\* \* \*

2. Indoor Cultivation: Except as permitted in Chapter 8 in Division 6 of this Code, it is hereby declared to be unlawful and a public nuisance for any person owning, leasing, occupying, or having charge or possession of any parcel within any residential zoning district (R-1, R-2, R-3 and CN districts) in the city of Ukiah to cause or allow such parcel to be used for the cultivation of more than twelve (12) mature and twenty four (24) immature marijuana plants within a fully enclosed and secure structure on the parcel.

3. Indoor Cultivation Of Marijuana Restricted To Qualified Patients And Primary Caregivers: It is hereby declared to be unlawful and a public nuisance for any person owning, leasing, occupying, or having charge or possession of any parcel within the city of Ukiah to cause or allow such parcel to be used for the cultivation of marijuana, unless (a) the person is a qualified patient or primary caregiver, growing the amount of marijuana per qualified patient authorized by Health and Safety Code section 11362.77(a) – (b) and (d) – (f), not to exceed the per parcel limit in subsection B2 of this Section, or (b) the person is operating a Medical Marijuana Dispensary pursuant to a valid Dispensary Use Permit, within the C1, C2, CN, M, and PD (Commercial) zoning districts and in the GU, UC, and DC downtown zoning districts, and the space devoted to on-site cultivation at the permitted Dispensary does not exceed twenty-five percent of the total floor area, but in no case more than five hundred square feet.

### **SECTION 4.**

#### **1. SEVERABILITY.**

If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, is for any reason held to be invalid or unenforceable, such invalidity or unenforceability shall not affect the validity or enforceability of the remaining sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases of this Ordinance, or its application to any other person or circumstance. The City Council of the City of Ukiah hereby declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause or phrase hereof, irrespective of the fact that any one or more other sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases hereof be declared invalid or unenforceable.

#### **2. EFFECTIVE DATE.**

This Ordinance shall be published as required by law in a newspaper of general circulation in the City of Ukiah, and shall become effective thirty (30) days after its adoption.

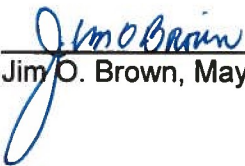


Introduced by title only on January 18, 2017, by the following roll call vote:

AYES: Councilmembers Scalmanini, Mulheren, Doble, and Mayor Brown  
NOES: None  
ABSENT: Councilmember Crane  
ABSTAIN: None

Adopted on February 15, 2017, by the following roll call vote:

AYES: Councilmembers Scalmanini, Crane, Mulheren, Doble, and Mayor Brown  
NOES: None  
ABSENT: None  
ABSTAIN: None

  
\_\_\_\_\_  
Jim O. Brown, Mayor

ATTEST:

  
\_\_\_\_\_  
Kristine Lawler, City Clerk

**ORDINANCE NO. 1182**

**ORDINANCE OF THE CITY COUNCIL OF THE CITY OF UKIAH AMENDING VARIOUS SECTIONS OF THE UKIAH CITY CODE REGULATING MEDICAL MARIJUANA DISPENSARIES.**

The City Council of the City of Ukiah hereby ordains as follows:

**SECTION 1**

**Chapter 8 in Division 6 of the Ukiah City Code is hereby amended to read as follows (unchanged text is omitted and is shown by “\* \* \*”):**

\*\*\*

**§ 5701 INTERPRETATION AND APPLICABILITY.**

\*\*\*

(E) Nothing in this Chapter is intended, nor shall it be construed, to allow or permit any “commercial cannabis activity”, as defined in Business and Professions Code § 26001(k), or any commercial or non-commercial activity involving marijuana use for recreational or other non-medical purposes that is not otherwise authorized in the Ukiah City Code.

**§ 5702 DEFINITIONS.**

\*\*\*

(D) “Delivery” shall have the same definition as set forth in California Business and Professions Code § 26001, and as it may be amended.

\*\*\*

(H) “Medical Marijuana Dispensary” or “Dispensary” means a “Dispensary” as defined in California Business and Professions Code § 26001, as it now reads or may be amended in the future.

**§ 5708 OPERATING REQUIREMENTS.**

Dispensary operations shall be established and managed only in compliance with the following standards:

(A) Criminal History. Any applicant, his or her agent or employees, volunteer workers, or any person exercising managerial authority of a Dispensary on behalf of the applicant shall not have been convicted of any of the felony offenses enumerated in Business and Professions Code § 26057(b)(4), or of a felony or misdemeanor involving moral turpitude, or on probation for a drug offense, or engaged in misconduct related to the qualifications, functions or duties of a permittee. Notwithstanding the above, an application shall not be denied solely on the basis that the applicant or any Manager has been convicted of a felony, if the person convicted has obtained a certificate of rehabilitation (expungement of felony record) under California law or under a similar federal statute or state law where the expungement was granted. In addition, notwithstanding the above, a prior conviction, where the sentence, including any term of probation, incarceration, or supervised release, is completed, for possession of, possession for sale, sale, manufacture, transportation, or cultivation of cannabis or cannabinoid preparations is not considered related to the qualifications, functions, or duties of a permittee, and shall not be the sole

ground for denial of an application.

\*\*\*

D. \*\*\*

\*\*\*

a. A currently valid physician's approval or recommendation in compliance with the criteria in California Health and Safety Code Division 10, Chapter 6, Article 2.5 and as it may be amended, and valid official identification, such as a Department of Motor Vehicles driver's license or State Identification Card; or

\*\*\*

G. Retail Sales and Cultivation:

1. No cannabis shall be cultivated on the premises of the dispensary, except in compliance with this chapter and with sections 6093 and 9254 of this code and applicable state laws and regulations.

\*\*\*

5. A dispensary shall meet all the operating criteria for the dispensing of medical marijuana as is required pursuant to applicable state laws and regulations.

\*\*\*

H. Operating Plans:

\*\*\*

7. Security Video Retention: Security video shall be maintained for ninety (90) days. In the event of a crime onsite or anywhere within range of the Dispensary's security cameras, the Dispensary shall provide the Chief of Police with a useable digital copy of the security video upon request or at the earliest convenience.

\*\*\*

(U) Inspections. During normal business hours, Dispensaries permitted under this Chapter shall provide access for administrative inspections by City officials or officers or consultants hired by the City to verify compliance with this Chapter. Any Dispensary's refusal to comply with this Section shall be deemed a violation of this Chapter.

\*\*\*

## **§ 5710 CRITERIA FOR REVIEW.**

In addition to the findings required in City Code § 9262, the Planning Commission shall consider the following criteria in determining whether to grant or deny a Dispensary Use Permit, and the Zoning Administrator shall consider the following criteria in determining whether to grant or deny renewals of a Dispensary Use Permit:

\*\*\*

(Q) That adequate parking will be provided at a rate of one space for every 200 gross square feet of retail space, office space, and similar floor areas, pursuant to City Code §9198(F)(1). However, if the Dispensary to be operated by the applicant does not dispense medical marijuana to patients on-site but services qualified patients through deliveries in compliance with City Code § 5717, then adequate parking will be provided at a rate of one space for every four hundred (400) square feet of gross leasable space, pursuant to City



Code § 9198(G)(3).

\*\*\*

## SECTION 2.

### 1. SEVERABILITY.

If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, is for any reason held to be invalid or unenforceable, such invalidity or unenforceability shall not affect the validity or enforceability of the remaining sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases of this Ordinance, or its application to any other person or circumstance. The City Council of the City of Ukiah hereby declares it would have adopted each section, subsection, subdivision, paragraph, sentence, clause or phrase hereof, irrespective of the fact that any one or more other sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases hereof be declared invalid or unenforceable.

### 2. EFFECTIVE DATE.

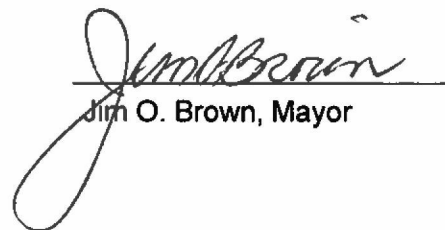
This Ordinance shall be published as required by law in a newspaper of general circulation in the City of Ukiah, and shall become effective thirty (30) days after its adoption.

Introduced by title only on October 18, 2017, by the following roll call vote:

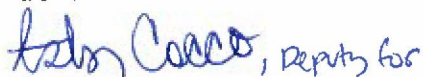
AYES: Councilmembers Scalmanini, Crane, Mulheren, Doble, and Mayor Brown  
NOES: None  
ABSENT: None  
ABSTAIN: None

Adopted on November 1, 2017, by the following roll call vote:

AYES: Councilmembers Scalmanini, Crane, Mulheren, Doble, and Mayor Brown  
NOES: None  
ABSENT: None  
ABSTAIN: None

  
Jim O. Brown, Mayor

ATTEST:

  
Kristine Lawler, City Clerk



## AGENDA SUMMARY REPORT

**SUBJECT:** Determination of Notification of Intent to Adjust Curbside Collection and Transfer Station Service Rates.

**DEPARTMENT:** Finance      **PREPARED BY:** Dan Buffalo, Finance Director

**ATTACHMENTS:**

1. UWS SWS Rate with MSWMA
2. UWS August 15 Rate Notice FINAL 2020 - curbside services
3. SWS August 15 Rate Notice FINAL 2020 - transfer station services
4. 12b Correspondence Received - Councilmember Scalmanini

**Summary:** The City Council is asked to receive and review a determination from the City Manager of proposed rates, as intended to be adjusted by Ukiah Waste Solutions, Inc. and Solid Waste Systems, Inc. for curbside and Ukiah Transfer Station services, respectively. The proposed rate adjustments are, by contract, allowed annually to address cost adjustments borne by the City's franchise solid waste contractor. Those operating costs are limited and specifically identified by contract as pass-through or affected by inflation, measured by the consumer price index (CPI-u).

**Background:** Pursuant to contracts between the City of Ukiah and Ukiah Waste Solutions, Inc., and City of Ukiah and Solid Waste Systems, Inc. (collectively referred to herein as "Company"), notices of intent were submitted to the City by Company on August 15, 2019, of adjustments to collection rates for residential and commercial curbside service and rates for Ukiah Transfer Station services, effective January 1, 2020. These notices are allowed by contract annually, and any subsequent adjustments to rates are applied to the next calendar year, effective January 1. Corresponding notices are further detailed in the discussion section and included as attachments to this report.

**Discussion:** As is required by contract, the City Manager reviewed the notices of intent. The Finance Department was tasked to review the methodology used by Company to arrive at the proposed rate adjustments to evaluate its conformity with the respective contracts. The elements of the proposed rate adjustment are limited to pass-through costs, including changes to the consumer price index (CPI-u) for the San Francisco-Oakland-San Jose area. Specifically, the elements under review consist of the changes in cost to the following:

**Curbside collection costs:**

- fuel
- landfill disposal fees for garbage
- landfill disposal fees for mixed organic waste
- recycling processing costs
- operating costs affected by inflation (CPI-u)

**Transfer Station costs:**

- fuel
- disposal and processing costs of garbage and recycling

- property tax based on tonnage
- operating costs affected by inflation (CPI-u)

- change to MSWMA fee of \$1.50 per ton, approved by City Council on September 4, 2019.

Changes proposed to the MSWMA fee, although approved by Council, still require approval from other agencies before taking effect. As such the Company included with its notices of intent additional calculation information considering the effect of the MSWMA fee adjustment (Attachment 1). The determination by the Finance Department, after review and testing of the information provided by the Company, is that the calculations and supporting documentation used by the Company in the notices appear correct and reasonable. Further, staff recommends Council consider both proposals and understand that if the MSWMA fee takes effect, the corresponding rate schedule would be implemented.

Based on the notice including the MSWMA fee adjustment, the Company calculated curbside collection service cost increases and pass-throughs of \$331,470, which equates to an average of 7.74 percent increase to all residential and commercial accounts. For transfer station services, cost increases and pass-throughs calculated by the Company equate to \$284,574, resulting in an increase in revenue requirements of 6.12 percent.

Summary calculations for curbside and transfer station (including MSWMA pass-through costs) provided by the Company are attached here as Attachment 1.

Supporting documentation provided by the Company for curbside services are attached here as Attachment 2.

Supporting documentation provided by the Company for Ukiah Transfer Station services are attached here as Attachment 3.

At this time, Council is asked to review and consider the intent of the Company, as per the provisions of its respective contracts. Accordingly, by November 20, 2019, the City Council must complete its review of the Company's notices of intent and either confirm that the intention to adjust rates conforms to the provisions of the contracts for curbside services and transfer station services or establish by mutual agreement with the Company any necessary changes to the proposed rates so that it can make such confirmation. The City must provide customers notice of proposed rate adjustments for curbside collection and transfer station services by December 1, 2019.

The next available regular City Council meeting before the November 20th deadline is the exact same date, scheduled for November 20, 2019. Staff intends to return to Council with this item at that time for further consideration.

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**Recommended Action:** Confirm the determination of the City Manager of compliance with the provisions of the agreements between the City of Ukiah and Ukiah Waste Solutions, Inc. and Solid Waste Systems, Inc. regarding the company's notice of intent to adjust curbside collection and transfer station rates.

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**BUDGET AMENDMENT REQUIRED:** N/A

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**CURRENT BUDGET AMOUNT:** N/A

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**PROPOSED BUDGET AMOUNT:** N/A

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**FINANCING SOURCE:** N/A

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**PREVIOUS CONTRACT/PURCHASE ORDER NO.:** N/A

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COORDINATED WITH: N/A

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Approved:   
Sage Sangiacomo, City Manager

**Solid Wastes Systems Transfer Station  
Annual Adjustment Calculations  
Effective Date January, 2020  
Using 2018/19 Year Data**

| <b><u>COSTS Subject to adjustment</u></b> | <b>Cost</b>           | <b>Index</b>                                  | <b>Adjustment Allowed</b> |
|-------------------------------------------|-----------------------|-----------------------------------------------|---------------------------|
| Operating Costs subject to CPI            | \$2,412,866.87        | CPI                                           | \$ 77,694.31              |
| Fuel                                      | \$281,540.05          | Fuel                                          | \$ 3,325.33               |
| Disposal - Garbage                        | \$713,072.03          | Contract rate                                 | \$ 20,679.09              |
| Disposal - Processing                     | \$281,658.95          | Negotiated                                    | \$ 4,647.37               |
| Disposal - Processing Recycling           | \$178,602.20          |                                               | \$ 113,116.80             |
|                                           |                       |                                               | \$ -                      |
| Maint / Prop Tax \$2.36/ton               | \$97,503.09           | CPI                                           | \$ 3,139.60               |
| City Rent \$10/ton                        | \$413,148.70          | Lease rate                                    | \$ -                      |
| City Landfill Fee \$14/ton                | \$578,408.18          | Set by City                                   | \$ -                      |
| MSWMA Fee \$6.50/ton                      | \$206,574.35          | Set by City                                   | \$ 61,972.31              |
| <b>Total COSTS Subject to adjustment</b>  | <b>\$5,163,374.42</b> |                                               | <b>\$ 284,574.81</b>      |
| <b>Adjusted Costs</b>                     |                       |                                               | <b>\$ 5,447,949.23</b>    |
| <b>Adjustments:</b>                       | \$0.00                |                                               | \$ -                      |
| Total Adjustments                         | \$0.00                |                                               | \$ -                      |
| Adjusted Cost                             | <b>\$5,163,374.42</b> |                                               | <b>\$ 284,574.81</b>      |
| <b><u>Revenue base</u></b>                |                       |                                               |                           |
| Comparison Year Revenue                   | \$3,423,218.14        |                                               |                           |
| Fuel                                      | \$3,325.33            |                                               |                           |
| Disposal - garbage                        | \$20,679.09           |                                               |                           |
| Disposal - processing                     | \$4,647.37            |                                               |                           |
| CPI adjustment                            | \$77,694.31           |                                               |                           |
| City Landfill Fee \$14/ton                | \$0.00                |                                               |                           |
| Maint / Prop Tax \$2.36/ton               | \$3,139.60            |                                               |                           |
| Disposal Processing - Recycling           | \$113,116.80          |                                               |                           |
|                                           | \$0.00                |                                               |                           |
| Revenue change - Contractor               | \$222,602.50          | <b>Less: City &amp; MSWMA Fee Adjustments</b> |                           |
| Adjusted revenue                          | <b>\$3,645,820.64</b> |                                               |                           |
| Adjusted Revenue Difference               | <b>\$222,602.50</b>   |                                               |                           |
|                                           |                       | <b>Current</b>                                | <b>Adjustment</b>         |
| Contractor Rate increase as a percent     | <b>6.50%</b>          | \$73.12                                       | \$4.75                    |
| MSWMA Rate increase as a percent          | <b>30.00%</b>         | \$5.00                                        | \$1.50                    |
| City Rate increase as a percent           | <b>0.00%</b>          | \$24.00                                       | \$0.00                    |
|                                           |                       | \$102.12                                      | Total Rate                |
| <b>EFFECTIVE RATE ADJUSTMENT PERCENT</b>  |                       |                                               | <b>\$108.37</b>           |
|                                           |                       |                                               | <b>6.12%</b>              |

**Solid Wastes Systems Transfer Station  
Annual Adjustment Calculations  
Effective Date January, 2020  
Using 2018/19 Year Data**

**Worksheet for computing the change in various indexes and factors which comprise the  
components on which rates are adjusted**

|                                                                |               |                           |                       |            |                     |
|----------------------------------------------------------------|---------------|---------------------------|-----------------------|------------|---------------------|
| <b>Fuel - June to June (EIA Petroleum &amp; Other Liquids)</b> |               |                           |                       |            |                     |
| See Fuel cost adjustment worksheet                             |               |                           |                       |            |                     |
| <b>CPI Bay Area- June to June</b>                              |               |                           |                       |            |                     |
| June 2018                                                      | June 2019     | Index Increase (Decrease) |                       |            |                     |
| 286.062                                                        | 295.259       | 9.197                     |                       |            |                     |
| <b>CPI % Change</b>                                            |               |                           |                       |            | <b>3.22%</b>        |
| <b>Landfill Fee Jan to Jan</b>                                 |               |                           |                       |            |                     |
| January 2019                                                   | January 2020  | <b>CPI Jun to Jun</b>     | <b>CPI Jun to Jun</b> | <b>90%</b> | Increase (Decrease) |
|                                                                |               | <b>2018</b>               | <b>2019</b>           |            |                     |
| \$ 25.18                                                       | \$ 25.91      | 286.062                   | 295.259               | 9.197      | 2.90%               |
| <b>Disposal - Garbage Cost % Change</b>                        |               |                           |                       |            | <b>2.90%</b>        |
| <b>Disposal Processing Fee Jan to Jan</b>                      |               |                           |                       |            |                     |
| January 2019                                                   | January 2020  | <b>CPI Jun to Jun</b>     | <b>CPI Jun to Jun</b> |            | Increase (Decrease) |
|                                                                |               | <b>2018</b>               | <b>2019</b>           |            |                     |
| \$ 31.37                                                       | \$ 31.89      | 251.989                   | 256.143               |            | 4.154               |
| <b>Disposal - Green Waste Cost % Change</b>                    |               |                           |                       |            | <b>1.65%</b>        |
| <b>Transfer Station MSW Tonnage at gate, Year to Year</b>      |               |                           |                       |            |                     |
| June 2018                                                      | June 2019     | Increase (Decrease)       |                       |            |                     |
| 39,752.18                                                      | 41,314.87     | 1,562.69                  |                       |            |                     |
| <b>Tonnage % Change</b>                                        |               |                           |                       |            | <b>3.93%</b>        |
| <b>City Landfill Fee June to June</b>                          |               |                           |                       |            |                     |
| January 2019                                                   | January 2020  | Increase (Decrease)       |                       |            |                     |
| \$ 14.00                                                       | \$ 14.00      | \$ 0.00                   |                       |            |                     |
| <b>City Landfill Fee % Change</b>                              |               |                           |                       |            | <b>0.00%</b>        |
| <b>MSWMA Fee June to June</b>                                  |               |                           |                       |            |                     |
| January 2019                                                   | January 2020  | Increase (Decrease)       |                       |            |                     |
| \$ 5.00                                                        | \$ 6.50       | \$ 1.50                   |                       |            |                     |
| <b>MSWMA Fee % Change</b>                                      |               |                           |                       |            | <b>30.00%</b>       |
| <b>Recycle Tip Fee June to June</b>                            |               |                           |                       |            |                     |
| Y/E June 2018                                                  | Y/E June 2019 | Increase (Decrease)       |                       |            |                     |
| \$65,485.40                                                    | \$178,602.20  | <b>\$113,116.80</b>       |                       |            |                     |



| Fuel Revenue Adjustment Worksheet, based on Fuel Index change, June to June                   |                                                   |       |              |                                        | SWS                                               | Fuel Exhibit #2 |
|-----------------------------------------------------------------------------------------------|---------------------------------------------------|-------|--------------|----------------------------------------|---------------------------------------------------|-----------------|
| Base Year Fuel Index and Cost                                                                 |                                                   | 2.782 | \$174,101.27 | June 2016 after 5 yr Review - Jan 2017 |                                                   |                 |
| Index Change - New<br>vs. Base Year                                                           |                                                   |       |              |                                        |                                                   |                 |
| Annual adjustment based on Fuel Index change, year to year (using example fuel index changes) |                                                   |       |              |                                        |                                                   |                 |
| 1                                                                                             | Estimated Fuel index adjustment at June 2017      | 3.095 | 11.25%       | \$19,586.39                            | Plus: Base Year Cost X Index Change               |                 |
|                                                                                               | Revenue adjustment for January 2018 rate revision |       |              | \$19,586.39                            | \$0.00 Less: Prior Fuel Cost applied to rate      |                 |
|                                                                                               | iea index 2.895 + SB1 Diesel Tax .20              |       |              | \$193,687.66                           | Fuel Cost Allowed Year 1 - 2018                   |                 |
| 2                                                                                             | Estimated Fuel index adjustment at June 2018      | 3.982 | 43.13%       | \$75,089.88                            | Plus: Base Year Cost X Index Change               |                 |
|                                                                                               | Revenue adjustment for January 2019 rate revision |       |              | \$19,586.39                            | \$55,503.49 Less: Prior Fuel Cost applied to rate |                 |
|                                                                                               |                                                   |       |              | \$249,191.15                           | Fuel Cost Allowed Year 2 - 2019                   |                 |
| 3                                                                                             | Estimated Fuel index adjustment at June 2019      | 4.035 | 45.04%       | \$78,415.21                            | Plus: Base Year Cost X Index Change               |                 |
|                                                                                               | Revenue adjustment for January 2020 rate revision |       |              | \$75,089.88                            | \$3,325.33 Less: Prior Fuel Cost applied to rate  |                 |
|                                                                                               |                                                   |       |              | \$252,516.48                           | Fuel Cost Allowed Year 3 - 2020                   |                 |
| 4                                                                                             | Estimated Fuel index adjustment at June 2020      | 4.035 | 45.04%       | \$78,415.21                            | Plus: Base Year Cost X Index Change               |                 |
|                                                                                               | Revenue adjustment for January 2021 rate revision |       |              | \$78,415.21                            | \$0.00 Less: Prior Fuel Cost applied to rate      |                 |
|                                                                                               |                                                   |       |              | \$252,516.48                           | Fuel Cost Allowed Year 4 - 2021                   |                 |
| 5                                                                                             | Estimated Fuel index adjustment at June 2021      | 4.035 | 45.04%       | \$78,415.21                            | Plus: Base Year Cost X Index Change               |                 |
|                                                                                               | Revenue adjustment for January 2022 rate revision |       |              | \$78,415.21                            | \$0.00 Less: Prior Fuel Cost applied to rate      |                 |
|                                                                                               |                                                   |       |              | \$252,516.48                           | Fuel Cost Allowed Year 5 - 2022                   |                 |

| Solid Wastes Systems, Inc.     |                      |                                  |                                  |
|--------------------------------|----------------------|----------------------------------|----------------------------------|
| Transfer Station Rate Schedule |                      |                                  |                                  |
| Effective Date January, 2020   |                      |                                  |                                  |
| With MSWMA Fee Increase        |                      |                                  |                                  |
| Item                           | 2019<br>Rate         | Calculated<br>2020<br>FA<br>Rate | NEW<br>2020<br>Rate<br>Rounded * |
| MSW - Ton                      | \$102.10             | \$108.35                         | \$108.35                         |
| MSW - Yard                     | \$22.80              | \$24.24                          | \$24.25                          |
| Minimum Gate Fee - MSW         | Up to 3 cans \$11.40 | \$12.12                          | \$12.10                          |
| Per Can Rate - 32 gallon       | After 3 cans \$3.80  | \$4.04                           | \$4.05                           |
| Green Waste - Ton              | \$48.10              | \$51.23                          | \$51.25                          |
| Green Waste - Yard             | \$7.00               | \$7.46                           | \$7.45                           |
| Minimum Gate Fee - Green Waste | \$6.90               | \$7.35                           | \$7.35                           |
| Mixed Load - Additional Charge | \$21.50              | \$22.90                          | \$22.90                          |
| Appliances                     | \$11.80              | \$12.57                          | \$12.55                          |
| Oil Filters - Small            | \$0.40               | \$0.43                           | \$0.45                           |
| Oil Filters - Medium           | \$0.75               | \$0.80                           | \$0.80                           |
| Oil Filters - Large            | \$1.05               | \$1.12                           | \$1.10                           |
| Concrete - Ton                 | \$75.45              | \$80.35                          | \$80.35                          |
| Dirt - Ton                     | \$75.45              | \$80.35                          | \$80.35                          |
| Sheetrock - Clean              | \$48.10              | \$51.23                          | \$51.25                          |
| Sheetrock - Dirty              | \$75.45              | \$80.35                          | \$80.35                          |
| Tires - Bicycle                | \$1.35               | \$1.44                           | \$1.45                           |
| Tires - Motorcycle             | \$2.65               | \$2.82                           | \$2.80                           |
| Tires - Passenger Car          | \$3.95               | \$4.21                           | \$4.20                           |
| Tires - Passenger Car with Rim | \$6.15               | \$6.55                           | \$6.55                           |
| Tires - Truck                  | \$8.35               | \$8.89                           | \$8.90                           |
| Tires - Truck with Rim         | \$11.30              | \$12.03                          | \$12.05                          |
| Tires - Tractor                | 49.70 - 376.05       | 52.93 - 400.49                   | 52.95 - 400.50                   |
| E-Waste - Computers            | No Charge            | No Charge                        | No Charge                        |
| E-Waste - Monitors             | No Charge            | No Charge                        | No Charge                        |
| Scrap Metal                    | No Charge            | No Charge                        | No Charge                        |

This rate adjusted by 3.89% (effective rate)

This rate = 24.05% of per ton contractor gate fee PLUS per ton City &amp; MSWMA fees divided by 5.54 (yards / ton)

This rate = MSW Yard fee / 2

This rate = Min Gate fee / 3

These rates adjusted by 6.50% (contractor rate)

\* Rates are rounded to the nearest five cents

| <b>Solid Wastes Systems, Inc.</b><br><b>Transfer Station Rate Schedule</b><br><b>Effective Date January, 2020</b> |              |                                            |
|-------------------------------------------------------------------------------------------------------------------|--------------|--------------------------------------------|
| <b>With MSWMA Fee Increase</b>                                                                                    |              |                                            |
| <b>Item</b>                                                                                                       |              | <b>NEW<br/>2020<br/>Rate<br/>Rounded *</b> |
| MSW - Ton                                                                                                         |              | <b>\$108.35</b>                            |
| MSW - Yard                                                                                                        |              | <b>\$24.25</b>                             |
| Minimum Gate Fee - MSW                                                                                            | Up to 3 cans | <b>\$12.10</b>                             |
| Per Can Rate - 32 gallon                                                                                          | After 3 cans | <b>\$4.05</b>                              |
| Green Waste - Ton                                                                                                 |              | <b>\$51.25</b>                             |
| Green Waste - Yard                                                                                                |              | <b>\$7.45</b>                              |
| Minimum Gate Fee - Green Waste                                                                                    |              | <b>\$7.35</b>                              |
| Mixed Load - Additional Charge                                                                                    |              | <b>\$22.90</b>                             |
| Appliances                                                                                                        |              | <b>\$12.55</b>                             |
| Oil Filters - Small                                                                                               |              | <b>\$0.45</b>                              |
| Oil Filters - Medium                                                                                              |              | <b>\$0.80</b>                              |
| Oil Filters - Large                                                                                               |              | <b>\$1.10</b>                              |
| Concrete - Ton                                                                                                    |              | <b>\$80.35</b>                             |
| Dirt - Ton                                                                                                        |              | <b>\$80.35</b>                             |
| Sheetrock - Clean                                                                                                 |              | <b>\$51.25</b>                             |
| Sheetrock - Dirty                                                                                                 |              | <b>\$80.35</b>                             |
| Tires - Bicycle                                                                                                   |              | <b>\$1.45</b>                              |
| Tires - Motorcycle                                                                                                |              | <b>\$2.80</b>                              |
| Tires - Passenger Car                                                                                             |              | <b>\$4.20</b>                              |
| Tires - Passenger Car with Rim                                                                                    |              | <b>\$6.55</b>                              |
| Tires - Truck                                                                                                     |              | <b>\$8.90</b>                              |
| Tires - Truck with Rim                                                                                            |              | <b>\$12.05</b>                             |
| Tires - Tractor                                                                                                   |              | <b>\$52.95 - \$400.50</b>                  |
| E-Waste - Computers                                                                                               |              | <b>No Charge</b>                           |
| E-Waste - Monitors                                                                                                |              | <b>No Charge</b>                           |
| Scrap Metal                                                                                                       |              | <b>No Charge</b>                           |
| * Rates are rounded to the nearest five cents                                                                     |              |                                            |



## SWS Transfer Station Agreement

|       |                         | Cost/Rev          | Adjustment<br>Period | Adjustment<br>Method     | Index<br>Used                       | Cost<br>Group         |
|-------|-------------------------|-------------------|----------------------|--------------------------|-------------------------------------|-----------------------|
| 1,2,4 | Construction / Lease    | \$2.36 / MSW ton  | Annual               | 100% of index change     | CPI - US Cities CPI-U               | Base Rate as Adjusted |
| 3     | Construction / Lease    | \$10.00 / MSW ton | Time to Time         | Per City                 | N/A                                 | Pass Through          |
| 1,2   | Fuel                    |                   | Annual               | 100% of index change     | eia CA #2 Diesel Retail all sellers | Base Rate as Adjusted |
|       | Disposal - Landfill     |                   | Time to Time         | Per Landfill Agreement   | N/A                                 | Pass Through          |
| 9     | Disposal - Processing   |                   | Time to Time         | Per Processor Agreements | N/A                                 | Pass Through          |
| 1,2   | Operating Costs         |                   | Annual               | 100% of index change     | CPI - US Cities CPI-U               | Base Rate as Adjusted |
|       |                         |                   |                      |                          |                                     |                       |
|       | Per Ton Contractor Gate |                   |                      |                          |                                     |                       |
| 4     | City Franchise Fee      | \$2.00            | Time to Time         | Per City                 | N/A                                 | Pass Through          |
| 4     | MSWMA Fee               | \$5.00            | Time to Time         | Per MSWMA                | N/A                                 | Pass Through          |
|       |                         |                   |                      |                          |                                     |                       |
|       |                         |                   |                      |                          |                                     |                       |
| 6,7,8 | TOTAL GATE FEE          |                   |                      |                          |                                     |                       |

## Notes

- 1 Agreement should state mutually agreed upon Index if Index becomes unavailable
- 2 June to June change
- 3 Lease rate replaces construction rate January 1, 2017 - \$10.00 per ton MSW
- 4 Part of Construction rate left in gate rate to cover triple net lease costs (adjusts by CPI) starting January 1, 2017. i.e.. Prop tax, Insurance & R&M.
- 4 Agreement should state initial rate, subject to change by City / MSWMA action
- 5 Exhibit of calculation to be made part of agreement
- 6 SWS requests new rate by Aug 15, City approves by Oct 15, Pub Notice given by Nov 1, Adjusted Rate goes into effect following January 1.
- 7 Per Yard Gate Fee shall be equal to 24.05% of per ton contractor gate fee PLUS per ton City & MSWMA fees divided by 5.54 (MSWMA yards / ton)
- 8 Rate change is calculated as follows: % annual adjustment X actual prior year (July to June) component cost = new funds needed / total gate revenue  
= % adjustment to gate rate.
- 9 Processing contract mutually agreed to with city - i.e. PRS grinding yard rate charged SWS for greenwaste.

City can direct SWS to implement other programs, provided the costs of such programs are covered through increased rates.

**SWS CPI Operating Costs**

July to June

**TOTAL Expenses 2018/19** **\$5,446,313.37**

Less:

Fuel -\$281,540.05

Disposal - Garbage -\$713,072.03

Disposal - Processing -\$281,658.95

Disposal - Recycling -\$178,602.20

Maint / Prop Tax \$2.36/ton -\$97,503.09

City Rent \$10/ton -\$413,148.70

City Landfill Fee \$14/ton -\$578,408.18

MSWMA Fee \$6.50/ton -\$206,574.35

Scrap Metal Cost \$0.00

Buyback Recycle Purchase Cost -\$195,458.33

Compost / Landscape Cost -\$87,480.62

**TOTAL CPI Allowed Operating Costs** **\$2,412,866.87****Comparison Year Revenue**

Total Revenue \$5,082,603.91

Less:

Scrap Metal -\$151,429.71

Buyback -\$193,436.32

Compost / Landscape -\$116,388.51

**City Rent \$10/ton** -\$413,148.70**City Landfill Fee \$14/ton** -\$578,408.18**MSWMA Fee \$6.50/ton** -\$206,574.35Comparison Year Revenue **\$3,423,218.14**

**Ukiah Waste Solutions Curbside Rate  
Annual Adjustment Calculations  
Effective Date January 1, 2020**

**With MSWMA Fee Increase at Transfer Station**

| <u>Comparison Year Costs</u>                |                       | <u>Index</u>          | <u>Increase /<br/>Decrease<br/>Allowed</u> |                          |
|---------------------------------------------|-----------------------|-----------------------|--------------------------------------------|--------------------------|
| <b>TOTAL COSTS</b>                          | <b>\$4,270,009.28</b> |                       |                                            |                          |
| Less: Fuel Cost                             | \$191,030.20          | Fuel                  | \$ 2,690.57                                |                          |
| Less: Disposal Fees - Garbage               | \$1,173,587.14        | SWS TS Gate           | \$ 71,823.53                               |                          |
| Less: Disposal Fees - Mixed Organic Waste   | \$93,802.89           | Negotiated            | \$ 27,840.70                               |                          |
| Less: Processing - Recycling                | \$168,385.80          | Contract              | \$ 93,802.05                               |                          |
| Less: City Landfill Closure Costs           | \$60,000.00           | Set by City           | \$ -                                       |                          |
| Less: City Commercial Oversight fee         | \$9,999.96            | Set by City           | \$ -                                       |                          |
| <b>Collection Costs</b>                     | <b>\$2,573,203.29</b> |                       |                                            |                          |
| Change in Franchise Fee & Billing Costs     |                       |                       | \$ 52,456.56                               |                          |
| <b>Collection COSTS Subject to CPI adj.</b> | <b>\$2,573,203.29</b> | CPI BA                | \$ 82,857.15                               |                          |
| <b>Per Adjustment Summary</b>               |                       |                       | <b>\$ 331,470.56</b>                       | <b>TOTAL</b>             |
| <b>Revenue base</b>                         | <b>Residential</b>    | <b>Commercial</b>     | <b>Roll Off</b>                            | <b>Total<br/>Revenue</b> |
|                                             | <b>26.80%</b>         | <b>65.30%</b>         | <b>7.90%</b>                               | <b>100.00%</b>           |
|                                             | <b>\$1,148,252.73</b> | <b>\$2,797,542.87</b> | <b>\$338,293.86</b>                        | <b>\$4,284,089.46</b>    |
| <b>2019 Comparison Year Revenue</b>         | <b>\$1,148,252.73</b> | <b>\$2,797,542.87</b> | <b>\$338,293.86</b>                        | <b>\$4,284,089.46</b>    |
| Fuel Cost                                   | \$721.15              | \$1,756.96            | \$212.46                                   | \$2,690.57               |
| Disposal Fees - MOW                         | \$7,462.07            | \$18,180.19           | \$2,198.45                                 | \$27,840.71              |
|                                             | \$0.00                | \$0.00                | \$0.00                                     | \$0.00                   |
|                                             | \$0.00                | \$0.00                | \$0.00                                     | \$0.00                   |
| Processing - Recycle                        | \$25,141.51           | \$61,253.45           | \$7,407.09                                 | \$93,802.05              |
| Landfill closure cost                       | \$0.00                | \$0.00                | \$0.00                                     | \$0.00                   |
| Commercial Oversight fee                    | \$0.00                | \$0.00                | \$0.00                                     | \$0.00                   |
| Other Regulatory & Governmental Costs       | \$0.00                | \$0.00                | \$0.00                                     | \$0.00                   |
| Disposal Fees - Garbage                     | \$19,250.66           | \$46,901.31           | \$5,671.56                                 | \$71,823.53              |
| CPI adjustment                              | \$22,207.97           | \$54,106.35           | \$6,542.83                                 | \$82,857.15              |
| Total before franchise and billing fees     | \$1,223,036.09        | \$2,979,741.13        | \$360,326.25                               | \$4,563,103.47           |
| Franchise & Billing Fees                    | \$16,415.86           | \$32,152.63           | \$3,888.07                                 | \$52,456.56              |
| Adjusted revenue                            | \$1,239,451.95        | \$3,011,893.76        | \$364,214.32                               | \$4,615,560.03           |
| Revenue Adjustment                          | \$91,199.22           | \$214,350.89          | \$25,920.46                                | <b>\$331,470.57</b>      |
| Rate adjustment as a percent                |                       |                       |                                            | <b>7.74%</b>             |



**Ukiah Waste Solutions Curbside Rate  
Annual Adjustment Calculations  
Effective Date January 1, 2020**

**With MSWMA Fee Increase at Transfer Station**

**Fuel - June to June (EIA Petroleum & Other Liquids)**

See Fuel Cost Adjustment Worksheet

**CPI Bay Area - June to June (Index)**

| June 2018           | June 2019 | Index Increase (Decrease) |
|---------------------|-----------|---------------------------|
| 286.062             | 295.259   | 9.197                     |
| <b>CPI % Change</b> |           | <b>3.22%</b>              |

**Transfer Station Fee (Disposal Fees - Garbage) Jan to Jan**

| January 2019                         | January 2020 | Increase (Decrease) |
|--------------------------------------|--------------|---------------------|
| \$102.10                             | \$108.35     | \$6.25              |
| <b>Transfer Station Fee % Change</b> |              | <b>6.12%</b>        |

**Mixed Organic Waste Disposal Fee (Disposal - Green Waste) Jan to Jan**

|                                            | June 2018 | June 2019 | Increase (Decrease) |
|--------------------------------------------|-----------|-----------|---------------------|
| PRS 90% CPI Jun to Jun                     | 286.062   | 295.259   | 9.197 2.90%         |
| CCC 90% CPI Jun to Jun                     | 286.062   | 295.259   | 9.197 2.90%         |
|                                            | \$54.30   | \$57.45   | 5.80%               |
| <b>CCC Rate Adjust</b>                     |           |           | <b>23.88%</b>       |
| <b>Disposal Fee - Green Waste % Change</b> |           |           | <b>29.68%</b>       |

**Landfill Closure Costs Jan to Jan**

| January 2019                           | January 2020 | Increase (Decrease) |
|----------------------------------------|--------------|---------------------|
| \$60,000.00                            | \$60,000.00  | \$0.00              |
| <b>Landfill Closure Costs % Change</b> |              | <b>0.00%</b>        |

**Commercial Oversight Fee Jan to Jan**

| January 2019                             | January 2020 | Increase (Decrease) |
|------------------------------------------|--------------|---------------------|
| \$10,000.00                              | \$10,000.00  | \$0.00              |
| <b>Commercial Oversight Fee % Change</b> |              | <b>0.00%</b>        |

**Recycle Tip Fee June to June**

| Y/E June 2018 | Y/E June 2019 | Increase (Decrease) |
|---------------|---------------|---------------------|
| \$74,583.75   | \$168,385.80  | <b>\$93,802.05</b>  |

|                           |            |                                                 |           |
|---------------------------|------------|-------------------------------------------------|-----------|
| <b>City Franchise Fee</b> | <b>15%</b> | <b>City Billing Fee - Residential Customers</b> | <b>3%</b> |
|---------------------------|------------|-------------------------------------------------|-----------|

## Ukiah Waste Solutions, Inc.

## 2020 RATE ADJUSTMENT

Effective Date January 1, 2020

With MSWMA Fee Increase

**SUMMARY OF RATE ADJUSTMENT FOR STANDARD SERVICES**

| YEAR 2020<br>Service Level                                                                                                                                                                                                                         | Current<br>2019<br>Rate | New<br>2020<br>Rate | Effective<br>Percentage<br>Adjustment | Total Monthly<br>Adjustment | Rate Per<br>Gallon / Yard |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|---------------------|---------------------------------------|-----------------------------|---------------------------|
| <b><u>Curbside Service</u></b>                                                                                                                                                                                                                     |                         |                     |                                       |                             |                           |
| No Service Minimum Charge                                                                                                                                                                                                                          | \$ 10.00                | \$ 10.00            | 0.00%                                 | \$ -                        | \$ 1.000                  |
| 20 gallon can rate                                                                                                                                                                                                                                 | \$ 18.50                | \$ 19.93            | 7.73%                                 | \$ 1.43                     | \$ 1.993                  |
| 32 gallon can rate                                                                                                                                                                                                                                 | \$ 20.13                | \$ 21.69            | 7.75%                                 | \$ 1.56                     | \$ 0.678                  |
| 68 gallon can rate                                                                                                                                                                                                                                 | \$ 47.57                | \$ 51.25            | 7.74%                                 | \$ 3.68                     | \$ 0.754                  |
| 95 gallon can rate                                                                                                                                                                                                                                 | \$ 67.01                | \$ 72.20            | 7.75%                                 | \$ 5.19                     | \$ 0.760                  |
| Other combinations - rate per gallon                                                                                                                                                                                                               | \$ 0.79                 | \$ 0.85             | 7.59%                                 | \$ 0.06                     | \$ 0.850                  |
| 1 yard bin rate                                                                                                                                                                                                                                    | \$ 142.40               | \$ 153.42           | 7.74%                                 | \$ 11.02                    | \$ 153.42                 |
| 1.5 yard bin rate                                                                                                                                                                                                                                  | \$ 168.26               | \$ 181.28           | 7.74%                                 | \$ 13.02                    | \$ 120.85                 |
| 2 yard bin rate                                                                                                                                                                                                                                    | \$ 224.37               | \$ 241.74           | 7.74%                                 | \$ 17.37                    | \$ 120.87                 |
| 3 yard bin rate                                                                                                                                                                                                                                    | \$ 336.52               | \$ 362.57           | 7.74%                                 | \$ 26.05                    | \$ 120.86                 |
| 4 yard bin rate                                                                                                                                                                                                                                    | \$ 448.70               | \$ 483.43           | 7.74%                                 | \$ 34.73                    | \$ 120.86                 |
| 6 yard bin rate                                                                                                                                                                                                                                    | \$ 673.06               | \$ 725.15           | 7.74%                                 | \$ 52.09                    | \$ 120.86                 |
| <b><u>Packout Service</u></b>                                                                                                                                                                                                                      |                         |                     |                                       |                             |                           |
| 20 gallon can rate                                                                                                                                                                                                                                 | \$ 23.21                | \$ 25.01            | 7.76%                                 | \$ 1.80                     | \$ 0.782                  |
| 32 gallon can rate                                                                                                                                                                                                                                 | \$ 26.36                | \$ 28.40            | 7.74%                                 | \$ 2.04                     | \$ 0.888                  |
| 68 gallon can rate                                                                                                                                                                                                                                 | \$ 61.92                | \$ 66.71            | 7.74%                                 | \$ 4.79                     | \$ 0.981                  |
| 95 gallon can rate                                                                                                                                                                                                                                 | \$ 89.45                | \$ 96.37            | 7.74%                                 | \$ 6.92                     | \$ 1.014                  |
| Other combinations - rate per gallon                                                                                                                                                                                                               | \$ 0.96                 | \$ 1.03             | 7.29%                                 | \$ 0.07                     | \$ 1.030                  |
| <b><u>Remote Area Service</u></b>                                                                                                                                                                                                                  |                         |                     |                                       |                             |                           |
| Add to the Packout Service rate.                                                                                                                                                                                                                   | \$ 8.79                 | \$ 9.47             | 7.74%                                 | \$ 0.68                     | N/A                       |
| In areas with limited access, an additional fee is charged to fund the costs of special equipment and special handling necessary to provide garbage pickup services. This fee is in addition to the "Packout Service" fee listed in this schedule. |                         |                     |                                       |                             |                           |
| <b><u>Commercial / Multi-Family Service</u></b>                                                                                                                                                                                                    |                         |                     |                                       |                             |                           |
| 20 gallon can rate                                                                                                                                                                                                                                 | \$ 19.19                | \$ 20.68            | 7.76%                                 | \$ 1.49                     | \$ 0.646                  |
| 32 gallon can rate                                                                                                                                                                                                                                 | \$ 22.34                | \$ 24.07            | 7.74%                                 | \$ 1.73                     | \$ 0.752                  |
| 68 gallon can rate                                                                                                                                                                                                                                 | \$ 52.80                | \$ 56.89            | 7.75%                                 | \$ 4.09                     | \$ 0.837                  |
| 95 gallon can rate                                                                                                                                                                                                                                 | \$ 74.41                | \$ 80.17            | 7.74%                                 | \$ 5.76                     | \$ 0.844                  |
| 1 yard bin rate                                                                                                                                                                                                                                    | \$ 142.40               | \$ 153.42           | 7.74%                                 | \$ 11.02                    | \$ 153.42                 |
| 1.5 yard bin rate                                                                                                                                                                                                                                  | \$ 168.26               | \$ 181.28           | 7.74%                                 | \$ 13.02                    | \$ 120.85                 |
| 2 yard bin rate                                                                                                                                                                                                                                    | \$ 224.37               | \$ 241.74           | 7.74%                                 | \$ 17.37                    | \$ 120.87                 |
| 3 yard bin rate                                                                                                                                                                                                                                    | \$ 336.52               | \$ 362.57           | 7.74%                                 | \$ 26.05                    | \$ 120.86                 |
| 4 yard bin rate                                                                                                                                                                                                                                    | \$ 448.70               | \$ 483.43           | 7.74%                                 | \$ 34.73                    | \$ 120.86                 |
| 6 yard bin rate                                                                                                                                                                                                                                    | \$ 673.06               | \$ 725.15           | 7.74%                                 | \$ 52.09                    | \$ 120.86                 |

| Calculation to adjust fuel costs                                                              |                                                   |       |              |                                        |                                        |
|-----------------------------------------------------------------------------------------------|---------------------------------------------------|-------|--------------|----------------------------------------|----------------------------------------|
| Effective Date January 1, 2020                                                                |                                                   |       |              |                                        |                                        |
| Fuel Revenue Adjustment Worksheet, based on Fuel Index change, June to June                   |                                                   |       |              |                                        |                                        |
| Base Year Fuel Index and Cost                                                                 |                                                   | 2.782 | \$140,867.70 | June 2016 after 5 yr Review - Jan 2017 |                                        |
| Index Change - New<br>vs. Base Year                                                           |                                                   |       |              |                                        |                                        |
| Annual adjustment based on Fuel Index change, year to year (using example fuel index changes) |                                                   |       |              |                                        |                                        |
| 2                                                                                             | Fuel index adjustment at June 2017                | 3.095 | 11.25%       | \$15,847.62                            | Plus: Base Year Cost X Index Change    |
|                                                                                               | Revenue adjustment for January 2018 rate revision |       |              | \$15,847.62                            | Less: Prior Fuel Cost applied to rate  |
|                                                                                               |                                                   |       |              | \$156,715.32                           | <b>Fuel Cost Allowed Year 1 - 2018</b> |
| 3                                                                                             | Estimated Fuel index adjustment at June 2018      | 3.982 | 43.13%       | \$60,756.24                            | Plus: Base Year Cost X Index Change    |
|                                                                                               | Revenue adjustment for January 2019 rate revision |       |              | \$44,908.62                            | Less: Prior Fuel Cost applied to rate  |
|                                                                                               |                                                   |       |              | \$201,623.94                           | <b>Fuel Cost Allowed Year 2 - 2019</b> |
| 4                                                                                             | Estimated Fuel index adjustment at June 2019      | 4.035 | 45.04%       | \$63,446.81                            | Plus: Base Year Cost X Index Change    |
|                                                                                               | Revenue adjustment for January 2020 rate revision |       |              | \$2,690.57                             | Less: Prior Fuel Cost applied to rate  |
|                                                                                               |                                                   |       |              | \$204,314.51                           | <b>Fuel Cost Allowed Year 3 - 2020</b> |
| 5                                                                                             | Estimated Fuel index adjustment at June 2020      | 4.035 | 45.04%       | \$63,446.81                            | Plus: Base Year Cost X Index Change    |
|                                                                                               | Revenue adjustment for January 2021 rate revision |       |              | \$0.00                                 | Less: Prior Fuel Cost applied to rate  |
|                                                                                               |                                                   |       |              | \$204,314.51                           | <b>Fuel Cost Allowed Year 4 - 2021</b> |
| 6                                                                                             | Estimated Fuel index adjustment at June 2021      | 4.035 | 45.04%       | \$63,446.81                            | Plus: Base Year Cost X Index Change    |
|                                                                                               | Revenue adjustment for January 2022 rate revision |       |              | \$0.00                                 | Less: Prior Fuel Cost applied to rate  |
|                                                                                               |                                                   |       |              | \$204,314.51                           | <b>Fuel Cost Allowed Year 5 - 2022</b> |



## Recycle Charge or Payment

| Ukiah Waste Solutions Tip Fee or (Credit) Schedule |                 |                  |                |
|----------------------------------------------------|-----------------|------------------|----------------|
| Market Value Grid                                  |                 |                  |                |
|                                                    | From            | To               | Tip / Credit   |
| <b>Zero Point</b>                                  | <b>\$115.00</b> | <b>\$154.99</b>  | <b>\$0.00</b>  |
| <b>Tip Fee</b>                                     | <b>\$105.00</b> | <b>\$114.99</b>  | <b>\$15.00</b> |
| <b>Charge to Customer</b>                          | <b>\$95.00</b>  | <b>\$104.99</b>  | <b>\$25.00</b> |
|                                                    | <b>\$85.00</b>  | <b>\$94.99</b>   | <b>\$35.00</b> |
|                                                    | <b>\$75.00</b>  | <b>\$84.99</b>   | <b>\$45.00</b> |
|                                                    | <b>\$74.99</b>  | <b>and below</b> | <b>\$55.00</b> |
| <b>PMT</b>                                         | <b>\$155.00</b> | <b>\$164.99</b>  | <b>\$5.00</b>  |
| <b>Payment to Customer</b>                         | <b>\$165.00</b> | <b>\$174.99</b>  | <b>\$10.00</b> |
|                                                    | <b>\$175.00</b> | <b>\$184.99</b>  | <b>\$15.00</b> |
|                                                    | <b>\$185.00</b> | <b>\$194.99</b>  | <b>\$20.00</b> |
|                                                    | <b>\$195.00</b> | <b>and up</b>    | <b>\$25.00</b> |

|             |              | Recycling | Per Ton     | TOTAL               |
|-------------|--------------|-----------|-------------|---------------------|
| 2018        | Material CMV | Tons      | Tip Fee/Pmt | Fee / Pmt           |
| Jul         | \$68.18      | 237.86    | \$55.00     | \$13,082.30         |
| Aug         | \$70.03      | 258.13    | \$55.00     | \$14,197.15         |
| Sep         | \$70.43      | 220.45    | \$55.00     | \$12,124.75         |
| Oct         | \$60.81      | 245.55    | \$55.00     | \$13,505.25         |
| Nov         | \$61.82      | 249.11    | \$55.00     | \$13,701.05         |
| Dec         | \$54.94      | 266.17    | \$55.00     | \$14,639.35         |
| <b>2019</b> |              |           |             |                     |
| Jan         | \$45.76      | 300.09    | \$55.00     | \$16,504.95         |
| Feb         | \$39.62      | 275.52    | \$55.00     | \$15,153.60         |
| Mar         | \$37.01      | 267.34    | \$55.00     | \$14,703.43         |
| Apr         | \$34.72      | 249.51    | \$55.00     | \$13,723.05         |
| May         | \$31.73      | 259.46    | \$55.00     | \$14,270.30         |
| Jun         | \$30.16      | 232.38    | \$55.00     | \$12,780.63         |
|             |              |           |             | <b>\$168,385.80</b> |

## Ukiah Waste Solutions Curbside Agreement

Effective Date January 1, 2018

|       |                              | Cost/Rev         | Adjustment<br>Period | Adjustment<br>Method          | Index<br>Used                       | Cost<br>Group            |
|-------|------------------------------|------------------|----------------------|-------------------------------|-------------------------------------|--------------------------|
| 1,2   | Fuel                         |                  | Annual               | 100% of index change          | eia Ca #2 Diesel Retail all sellers | Base Rate as Adjusted    |
|       | Disposal - Solid Waste       |                  | Time to Time         | Per TS (SWS) Agreement        | N/A                                 | Pass Through             |
| 1,2   | Operations (all other costs) |                  | Annual               | 100% of index change          | CPI - US Cities CPI-U               | Base Rate as Adjusted    |
| 3     | Recycle Reduction            |                  | Annual               | Per Recycle Agreement         | Rec Market Value Grid - \$5 base    | Operating Cost Reduction |
|       |                              |                  |                      |                               |                                     |                          |
| 1,2   | Green Waste Disposal         | \$30 / Ton       | Annual               | Up to CPI (Contractor Choice) | CPI - US Cities CPI-U               | Base Rate as Adjusted    |
| 1,2,8 | Food Waste Disposal (Comm)   | Up to \$40 / ton | Annual               | Up to CPI (Contractor Choice) | CPI - US Cities CPI-U               | Base Rate as Adjusted    |
|       |                              |                  |                      |                               |                                     |                          |
| 4     | City Franchise Fee           | 15%              | Time to Time         | City Action                   | N/A                                 | Pass Through             |
| 4     | City Bill Fee                | 3%               | Time to Time         | City Action                   | N/A                                 | Pass Through             |
| 4     | City Oversight Fee           | \$10,000.00      | Time to Time         | City Action                   | N/A                                 | Pass Through             |
| 4     | City Landfill Closure Fee    | \$60,000.00      | Time to Time         | City Action                   | N/A                                 | Pass Through             |
|       |                              |                  |                      |                               |                                     |                          |
|       |                              |                  |                      |                               |                                     |                          |
|       |                              |                  |                      |                               |                                     |                          |
| 6,9   | TOTAL NET COST               |                  |                      |                               |                                     |                          |

## Notes

- 1 Agreement should state mutually agreed upon Index if Index becomes unavailable
- 2 June to June change
- 3 Recycle Agreement with PRS renewable every 5 years with Base Market Value per mixed ton to provide for Rev sharing with City (reduction of operating costs).
- 4 Agreement should state initial rate, subject to change by City action
- 5 Exhibit of calculation to be made part of agreement
- 6 UWS requests new rate by Aug 15, City approves by Oct 15, Pub Notice given by Nov 1, Adjusted Rate goes into effect following January 1.
- 7 Agreement must provide for City Flow Control with language that directs flow to contractor facilities when available.
- 8 FOOD WASTE - UWS will implement a pilot and or full commercial food waste program in place by June 2013 provided proper permits can be obtained  
Details still to be worked out.
- 9 Rate change is calcd as follows: % annual adjustment X actual prior year (July to June) actual component cost = new funds needed / collection revenue  
= % adjustment per rate. New cost adj dollars (fuel, disposal, city fees etc..) need to be adjusted for city fees - CPI adj does not.

RE-OPENER - the contract should have a mutual re-opener for other new items

**UWS disposal rate for MOW****Effective Date January 1, 2020**

|                                     |                |                                  |
|-------------------------------------|----------------|----------------------------------|
| <b>Current 2019 Tip Fee</b>         | <b>\$44.30</b> |                                  |
| <b>CCC Approved Increase 2019</b>   | <b>\$10.00</b> | UWS Did Not Include in 2019 Rate |
|                                     | <b>\$54.30</b> |                                  |
| PRS 90% CPI 2019                    | 2.90%          |                                  |
| CCC 90% CPI 2019                    | 2.90%          |                                  |
|                                     | <b>5.80%</b>   |                                  |
| <b>MOW Tip Fee 2020 with CPI</b>    | <b>\$57.45</b> |                                  |
| <b>Percentage Increase/Decrease</b> | <b>29.68%</b>  |                                  |



**Ukiah Waste Solutions, Inc.  
2020 Rate Schedule**

**With MSWMA Fee Increase**

**RESIDENTIAL / COMMERCIAL**

| <b>Residential Carts</b> |                   |                       | <b>1 - 10***</b> | <b>11 - 20</b> | <b>21 - 32</b> | <b>33 - 68</b> | <b>69 - 95</b> | <b>Gallons</b> |
|--------------------------|-------------------|-----------------------|------------------|----------------|----------------|----------------|----------------|----------------|
|                          | <b>2020 Rates</b> | <b>No Service Fee</b> | <b>1x/WK</b>     | <b>1x/WK</b>   | <b>1x/WK</b>   | <b>1x/WK</b>   | <b>1x/WK</b>   |                |
|                          | Roadside          | 10.00                 | N/A              | 19.93          | 21.69          | 51.25          | 72.20          |                |
|                          | Pack Out*         | 9.47                  | N/A              | 25.01          | 28.40          | 66.71          | 96.37          |                |
|                          | Remote**          |                       | N/A              | 34.48          | 37.87          | 76.18          | 105.84         |                |

\* Pack Out service is limited to the elderly and disabled who apply directly through Ukiah Waste Solutions @ 707-234-6400.

\*\* The additional charges of Remote service may be required for certain areas with difficult access.

\*\*\* 10 gallon containers and rates are longer available to new customers effective January 1, 2018. Existing customers with these containers may continue to use them at the 20-gallon cart rate.

| <b>Commercial / Multi-Family Carts</b> |                   |  | <b>1 - 10***</b> | <b>11 - 20***</b> | <b>21 - 32</b> | <b>33 - 68</b> | <b>69 - 95</b> | <b>Gallon</b> |
|----------------------------------------|-------------------|--|------------------|-------------------|----------------|----------------|----------------|---------------|
|                                        | <b>2020 Rates</b> |  |                  |                   |                |                |                |               |
|                                        | 1 Can - 1x/WK     |  | N/A              | 20.68             | 24.07          | 56.89          | 80.17          |               |
|                                        | 1 Can - 2x/WK     |  |                  |                   | 53.48          | 126.63         | 178.19         |               |
|                                        | 1 Can - 3x/WK     |  |                  |                   | 89.36          | 194.15         | 271.26         |               |
|                                        | 2 Cans - 1x/WK    |  |                  |                   | 53.48          | 126.63         | 178.19         |               |

\*\*\* 10 gallon containers and rates are longer available to new customers effective January 1, 2018. Existing customers with these containers may continue to use them at the 20-gallon cart rate.

| <b>Commercial / Multi-Family Bins</b> |                   |  | <b>Number of pick-ups per week</b> |              |              |              |              |              | <b>Extra</b>   |
|---------------------------------------|-------------------|--|------------------------------------|--------------|--------------|--------------|--------------|--------------|----------------|
|                                       | <b>Yards</b>      |  | <b>1x/WK</b>                       | <b>2x/WK</b> | <b>3x/WK</b> | <b>4x/WK</b> | <b>5x/WK</b> | <b>6x/WK</b> | <b>Pick-up</b> |
|                                       | <b>2020 Rates</b> |  |                                    |              |              |              |              |              |                |
|                                       | 1.0               |  | 153.42                             | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 35.43          |
|                                       | 1.5               |  | 181.28                             | 362.56       | 543.84       | 725.12       | 906.40       | 1,087.68     | 41.87          |
|                                       | 2.0               |  | 241.74                             | 483.48       | 725.22       | 966.96       | 1,208.70     | 1,450.44     | 55.83          |
|                                       | 3.0               |  | 362.57                             | 725.14       | 1,087.71     | 1,450.28     | 1,812.85     | 2,175.42     | 83.73          |
|                                       | 4.0               |  | 483.43                             | 966.86       | 1,450.29     | 1,933.72     | 2,417.15     | 2,900.58     | 111.65         |
|                                       | 6.0               |  | 725.15                             | 1,450.30     | 2,175.45     | 2,900.60     | 3,625.75     | 4,350.90     | 167.47         |

Extra p/u calculated at 1/wk divided by 4.33

| <b>Clean-Up Bins and Boxes</b> |              | <b>Rate<br/>1/1/2020</b> |                               |
|--------------------------------|--------------|--------------------------|-------------------------------|
| 3.0 Yd                         | 3 day rental | 125.43                   |                               |
| 15.0 Yd                        | 7 day rental | 284.22                   | Plus \$108.35 per ton tip fee |
| 20.0 Yd                        | 7 day rental | 284.22                   | Plus \$108.35 per ton tip fee |
| 30.0 Yd                        | 7 day rental | 284.22                   | Plus \$108.35 per ton tip fee |
| Compactors                     |              | 284.22                   | Plus \$108.35 per ton tip fee |

| <b>Misc Charges</b>                                 |  | <b>Rate<br/>1/1/2020</b> |                |
|-----------------------------------------------------|--|--------------------------|----------------|
| Bulky Items (appliances, Lg Tires, Furniture etc..) |  | 31.55                    | Plus tip fee   |
| Tires - each - (Automotive or motorcycle)           |  | 6.65                     |                |
| Damage Cart Replacement                             |  | 85.86                    |                |
| Additional Green Waste or R/C Cart                  |  | 8.46                     |                |
| Extra Residential Pick-up                           |  | 8.24                     |                |
| Extra Commercial Pick-up                            |  | 15.37                    |                |
| Compactor Cleaning                                  |  | 370.10                   |                |
| Container Cleaning                                  |  | 133.22                   |                |
| Locking bin, one-time setup fee                     |  | 42.19                    | Plus Materials |
| Replacement Key                                     |  | 14.80                    |                |
| Contamination Fee                                   |  | 42.27                    |                |
| Returned Check Fee                                  |  | 35.00                    |                |
| Roll Off or Bin Extra Day Charge                    |  | 15.37                    |                |
| Exchange Cart Size                                  |  | 31.69                    |                |
| Enclosure Fee - Unlock/Lock or Pull Out/Put In      |  | 11.64                    |                |

**Ukiah Waste Solutions, Inc.  
P.O. Box 60  
Ukiah, CA 95482**

Mr. Sage Sangiacomo  
City Manager  
City of Ukiah  
300 Seminary Avenue  
Ukiah, CA 95482

August 15, 2019

**RE: UWS letter of intention to adjust rates.**

Dear Mr. Sangiacomo,

Please accept this letter as our formal notification of intention to adjust each of the current Ukiah Waste Solutions, Inc. rates effective as of January 1, 2020 in accordance with Section 6.1 "Establishment of Rates" of the Second Amended and Restated Waste Collection Agreement dated December 20, 2017. The attached proposed rate adjustments do not include any City initiated increases or decreases in Transfer Station Rent, Landfill fee, MSWMA fee or Curbside Landfill Closure Cost and Commercial Oversight Fee. Any adjustments to these items will cause a change in the proposed rates.

Thank you,

**UKIAH WASTE SOLUTIONS, INC.**

*David M. Carroll*

David M. Carroll  
President

Cc: Dan Buffalo

**Ukiah Waste Solutions Curbside Rate  
Annual Adjustment Calculations  
Effective Date January 1, 2020**

| <u>Comparison Year Costs</u>                |                              | Index       | Increase /<br>Decrease<br>Allowed |              |
|---------------------------------------------|------------------------------|-------------|-----------------------------------|--------------|
| <b>TOTAL COSTS</b>                          | <b><u>\$4,270,009.28</u></b> |             |                                   |              |
| Less: Fuel Cost                             | \$191,030.20                 | Fuel        | \$ 2,690.57                       |              |
| Less: Disposal Fees - Garbage               | \$1,173,587.14               | SWS TS Gate | \$ 54,571.80                      |              |
| Less: Disposal Fees - Mixed Organic Waste   | \$93,802.89                  | Negotiated  | \$ 27,840.70                      |              |
| Less: Processing - Recycling                | \$168,385.80                 | Contract    | \$ 93,802.05                      |              |
| Less: City Landfill Closure Costs           | \$60,000.00                  | Set by City | \$ -                              |              |
| Less: City Commercial Oversight fee         | \$9,999.96                   | Set by City | \$ -                              |              |
| <b>Collection Costs</b>                     | <b><u>\$2,573,203.29</u></b> |             |                                   |              |
| Change in Franchise Fee & Billing Costs     |                              |             | \$ 49,213.12                      |              |
| <b>Collection COSTS Subject to CPI adj.</b> | <b><u>\$2,573,203.29</u></b> | CPI BA      | \$ 82,857.15                      |              |
| <b>Per Adjustment Summary</b>               |                              |             | <b><u>\$ 310,975.39</u></b>       | <b>TOTAL</b> |

| <u>Revenue base</u> | Residential    | Commercial     | Roll Off     | Total<br>Revenue |
|---------------------|----------------|----------------|--------------|------------------|
|                     | 26.80%         | 65.30%         | 7.90%        | 100.00%          |
|                     | \$1,148,252.73 | \$2,797,542.87 | \$338,293.86 | \$4,284,089.46   |

|                                         |                              |                              |                            |                              |
|-----------------------------------------|------------------------------|------------------------------|----------------------------|------------------------------|
| <b>2019 Comparison Year Revenue</b>     | <b><u>\$1,148,252.73</u></b> | <b><u>\$2,797,542.87</u></b> | <b><u>\$338,293.86</u></b> | <b><u>\$4,284,089.46</u></b> |
| Fuel Cost                               | \$721.15                     | \$1,756.96                   | \$212.46                   | \$2,690.57                   |
| Disposal Fees - MOW                     | \$7,462.07                   | \$18,180.19                  | \$2,198.45                 | \$27,840.71                  |
|                                         | \$0.00                       | \$0.00                       | \$0.00                     | \$0.00                       |
|                                         | \$0.00                       | \$0.00                       | \$0.00                     | \$0.00                       |
| Processing - Recycle                    | \$25,141.51                  | \$61,253.45                  | \$7,407.09                 | \$93,802.05                  |
| Landfill closure cost                   | \$0.00                       | \$0.00                       | \$0.00                     | \$0.00                       |
| Commercial Oversight fee                | \$0.00                       | \$0.00                       | \$0.00                     | \$0.00                       |
| Other Regulatory & Governmental Costs   | \$0.00                       | \$0.00                       | \$0.00                     | \$0.00                       |
| Disposal Fees - Garbage                 | \$14,626.73                  | \$35,635.80                  | \$4,309.27                 | \$54,571.80                  |
| CPI adjustment                          | \$22,207.97                  | \$54,106.35                  | \$6,542.83                 | \$82,857.15                  |
| Total before franchise and billing fees | \$1,218,412.16               | \$2,968,475.62               | \$358,963.96               | \$4,545,851.74               |
| Franchise & Billing Fees                | \$15,400.85                  | \$30,164.60                  | \$3,647.66                 | \$49,213.12                  |
| Adjusted revenue                        | <u>\$1,233,813.01</u>        | <u>\$2,998,640.22</u>        | <u>\$362,611.62</u>        | <u>\$4,595,064.86</u>        |
| Revenue Adjustment                      | <u>\$85,560.28</u>           | <u>\$201,097.35</u>          | <u>\$24,317.76</u>         | <u>\$310,975.40</u>          |

|                              |       |
|------------------------------|-------|
| Rate adjustment as a percent | 7.26% |
|------------------------------|-------|



**Ukiah Waste Solutions Curbside Rate  
Annual Adjustment Calculations  
Effective Date January 1, 2020**

**Fuel - June to June (EIA Petroleum & Other Liquids)**

See Fuel Cost Adjustment Worksheet

**CPI Bay Area - June to June (Index)**

| June 2018           | June 2019 | Index Increase (Decrease) |
|---------------------|-----------|---------------------------|
| 286.062             | 295.259   | 9.197                     |
| <b>CPI % Change</b> |           | <b>3.22%</b>              |

**Transfer Station Fee (Disposal Fees - Garbage) Jan to Jan**

| January 2019                         | January 2020 | Increase (Decrease) |
|--------------------------------------|--------------|---------------------|
| \$102.10                             | \$106.85     | \$4.75              |
| <b>Transfer Station Fee % Change</b> |              | <b>4.65%</b>        |

**Mixed Organic Waste Disposal Fee (Disposal - Green Waste) Jan to Jan**

|                        | June 2018                                  | June 2019 | Increase (Decrease) |
|------------------------|--------------------------------------------|-----------|---------------------|
| PRS 90% CPI Jun to Jun | 286.062                                    | 295.259   | 9.197 2.90%         |
| CCC 90% CPI Jun to Jun | 286.062                                    | 295.259   | 9.197 2.90%         |
|                        | \$54.30                                    | \$57.45   | 5.80%               |
|                        | <b>CCC Rate Adjust</b>                     |           | <b>23.88%</b>       |
|                        | <b>Disposal Fee - Green Waste % Change</b> |           | <b>29.68%</b>       |

**Landfill Closure Costs Jan to Jan**

| January 2019                           | January 2020 | Increase (Decrease) |
|----------------------------------------|--------------|---------------------|
| \$60,000.00                            | \$60,000.00  | \$0.00              |
| <b>Landfill Closure Costs % Change</b> |              | <b>0.00%</b>        |

**Commercial Oversight Fee Jan to Jan**

| January 2019                             | January 2020 | Increase (Decrease) |
|------------------------------------------|--------------|---------------------|
| \$10,000.00                              | \$10,000.00  | \$0.00              |
| <b>Commercial Oversight Fee % Change</b> |              | <b>0.00%</b>        |

**Recycle Tip Fee June to June**

| Y/E June 2018 | Y/E June 2019 | Increase (Decrease) |
|---------------|---------------|---------------------|
| \$74,583.75   | \$168,385.80  | <b>\$93,802.05</b>  |

|                           |            |                                                 |           |
|---------------------------|------------|-------------------------------------------------|-----------|
| <b>City Franchise Fee</b> | <b>15%</b> | <b>City Billing Fee - Residential Customers</b> | <b>3%</b> |
|---------------------------|------------|-------------------------------------------------|-----------|

**Ukiah Waste Solutions, Inc.**  
2020 RATE ADJUSTMENT

Effective Date January 1, 2020

**SUMMARY OF RATE ADJUSTMENT FOR STANDARD SERVICES**

| YEAR 2020<br>Service Level                                                                                                                                                                                                                         | Current<br>2019<br>Rate | New<br>2020<br>Rate | Effective<br>Percentage<br>Adjustment | Total Monthly<br>Adjustment | Rate Per<br>Gallon / Yard |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|---------------------|---------------------------------------|-----------------------------|---------------------------|
| <b><u>Curbside Service</u></b>                                                                                                                                                                                                                     |                         |                     |                                       |                             |                           |
| No Service Minimum Charge                                                                                                                                                                                                                          | \$ 10.00                | \$ 10.00            | 0.00%                                 | \$ -                        | \$ 1.000                  |
| 20 gallon can rate                                                                                                                                                                                                                                 | \$ 18.50                | \$ 19.84            | 7.24%                                 | \$ 1.34                     | \$ 1.984                  |
| 32 gallon can rate                                                                                                                                                                                                                                 | \$ 20.13                | \$ 21.59            | 7.25%                                 | \$ 1.46                     | \$ 0.675                  |
| 68 gallon can rate                                                                                                                                                                                                                                 | \$ 47.57                | \$ 51.02            | 7.25%                                 | \$ 3.45                     | \$ 0.750                  |
| 95 gallon can rate                                                                                                                                                                                                                                 | \$ 67.01                | \$ 71.87            | 7.25%                                 | \$ 4.86                     | \$ 0.757                  |
| Other combinations - rate per gallon                                                                                                                                                                                                               | \$ 0.79                 | \$ 0.85             | 7.59%                                 | \$ 0.06                     | \$ 0.850                  |
| 1 yard bin rate                                                                                                                                                                                                                                    | \$ 142.40               | \$ 152.74           | 7.26%                                 | \$ 10.34                    | \$ 152.74                 |
| 1.5 yard bin rate                                                                                                                                                                                                                                  | \$ 168.26               | \$ 180.48           | 7.26%                                 | \$ 12.22                    | \$ 120.32                 |
| 2 yard bin rate                                                                                                                                                                                                                                    | \$ 224.37               | \$ 240.66           | 7.26%                                 | \$ 16.29                    | \$ 120.33                 |
| 3 yard bin rate                                                                                                                                                                                                                                    | \$ 336.52               | \$ 360.95           | 7.26%                                 | \$ 24.43                    | \$ 120.32                 |
| 4 yard bin rate                                                                                                                                                                                                                                    | \$ 448.70               | \$ 481.28           | 7.26%                                 | \$ 32.58                    | \$ 120.32                 |
| 6 yard bin rate                                                                                                                                                                                                                                    | \$ 673.06               | \$ 721.92           | 7.26%                                 | \$ 48.86                    | \$ 120.32                 |
| <b><u>Packout Service</u></b>                                                                                                                                                                                                                      |                         |                     |                                       |                             |                           |
| 20 gallon can rate                                                                                                                                                                                                                                 | \$ 23.21                | \$ 24.90            | 7.28%                                 | \$ 1.69                     | \$ 0.778                  |
| 32 gallon can rate                                                                                                                                                                                                                                 | \$ 26.36                | \$ 28.27            | 7.25%                                 | \$ 1.91                     | \$ 0.883                  |
| 68 gallon can rate                                                                                                                                                                                                                                 | \$ 61.92                | \$ 66.42            | 7.27%                                 | \$ 4.50                     | \$ 0.977                  |
| 95 gallon can rate                                                                                                                                                                                                                                 | \$ 89.45                | \$ 95.94            | 7.26%                                 | \$ 6.49                     | \$ 1.010                  |
| Other combinations - rate per gallon                                                                                                                                                                                                               | \$ 0.96                 | \$ 1.03             | 7.29%                                 | \$ 0.07                     | \$ 1.030                  |
| <b><u>Remote Area Service</u></b>                                                                                                                                                                                                                  |                         |                     |                                       |                             |                           |
| Add to the Packout Service rate.                                                                                                                                                                                                                   | \$ 8.79                 | \$ 9.43             | 7.28%                                 | \$ 0.64                     | N/A                       |
| In areas with limited access, an additional fee is charged to fund the costs of special equipment and special handling necessary to provide garbage pickup services. This fee is in addition to the "Packout Service" fee listed in this schedule. |                         |                     |                                       |                             |                           |
| <b><u>Commercial / Multi-Family Service</u></b>                                                                                                                                                                                                    |                         |                     |                                       |                             |                           |
| 20 gallon can rate                                                                                                                                                                                                                                 | \$ 19.19                | \$ 20.58            | 7.24%                                 | \$ 1.39                     | \$ 0.643                  |
| 32 gallon can rate                                                                                                                                                                                                                                 | \$ 22.34                | \$ 23.96            | 7.25%                                 | \$ 1.62                     | \$ 0.749                  |
| 68 gallon can rate                                                                                                                                                                                                                                 | \$ 52.80                | \$ 56.63            | 7.25%                                 | \$ 3.83                     | \$ 0.833                  |
| 95 gallon can rate                                                                                                                                                                                                                                 | \$ 74.41                | \$ 79.81            | 7.26%                                 | \$ 5.40                     | \$ 0.840                  |
| 1 yard bin rate                                                                                                                                                                                                                                    | \$ 142.40               | \$ 152.74           | 7.26%                                 | \$ 10.34                    | \$ 152.74                 |
| 1.5 yard bin rate                                                                                                                                                                                                                                  | \$ 168.26               | \$ 180.48           | 7.26%                                 | \$ 12.22                    | \$ 120.32                 |
| 2 yard bin rate                                                                                                                                                                                                                                    | \$ 224.37               | \$ 240.66           | 7.26%                                 | \$ 16.29                    | \$ 120.33                 |
| 3 yard bin rate                                                                                                                                                                                                                                    | \$ 336.52               | \$ 360.95           | 7.26%                                 | \$ 24.43                    | \$ 120.32                 |
| 4 yard bin rate                                                                                                                                                                                                                                    | \$ 448.70               | \$ 481.28           | 7.26%                                 | \$ 32.58                    | \$ 120.32                 |
| 6 yard bin rate                                                                                                                                                                                                                                    | \$ 673.06               | \$ 721.92           | 7.26%                                 | \$ 48.86                    | \$ 120.32                 |

| Calculation to adjust fuel costs                                                              |                                                   |       |              |                                        |                                        |
|-----------------------------------------------------------------------------------------------|---------------------------------------------------|-------|--------------|----------------------------------------|----------------------------------------|
| Effective Date January 1, 2020                                                                |                                                   |       |              |                                        |                                        |
| Fuel Revenue Adjustment Worksheet, based on Fuel Index change, June to June                   |                                                   |       |              |                                        |                                        |
| Base Year Fuel Index and Cost                                                                 |                                                   | 2.782 | \$140,867.70 | June 2016 after 5 yr Review - Jan 2017 |                                        |
| Index Change - New<br>vs. Base Year                                                           |                                                   |       |              |                                        |                                        |
| Annual adjustment based on Fuel Index change, year to year (using example fuel index changes) |                                                   |       |              |                                        |                                        |
| 2                                                                                             | Fuel index adjustment at June 2017                | 3.095 | 11.25%       | \$15,847.62                            | Plus: Base Year Cost X Index Change    |
|                                                                                               | Revenue adjustment for January 2018 rate revision | →     | \$15,847.62  | \$0.00                                 | Less: Prior Fuel Cost applied to rate  |
|                                                                                               |                                                   |       |              | \$156,715.32                           | <b>Fuel Cost Allowed Year 1 - 2018</b> |
| 3                                                                                             | Estimated Fuel index adjustment at June 2018      | 3.982 | 43.13%       | \$60,756.24                            | Plus: Base Year Cost X Index Change    |
|                                                                                               | Revenue adjustment for January 2019 rate revision | →     | \$44,908.62  | \$15,847.62                            | Less: Prior Fuel Cost applied to rate  |
|                                                                                               |                                                   |       |              | \$201,623.94                           | <b>Fuel Cost Allowed Year 2 - 2019</b> |
| 4                                                                                             | Estimated Fuel index adjustment at June 2019      | 4.035 | 45.04%       | \$63,446.81                            | Plus: Base Year Cost X Index Change    |
|                                                                                               | Revenue adjustment for January 2020 rate revision | →     | \$2,690.57   | \$60,756.24                            | Less: Prior Fuel Cost applied to rate  |
|                                                                                               |                                                   |       |              | \$204,314.51                           | <b>Fuel Cost Allowed Year 3 - 2020</b> |
| 5                                                                                             | Estimated Fuel index adjustment at June 2020      | 4.035 | 45.04%       | \$63,446.81                            | Plus: Base Year Cost X Index Change    |
|                                                                                               | Revenue adjustment for January 2021 rate revision | →     | \$0.00       | \$63,446.81                            | Less: Prior Fuel Cost applied to rate  |
|                                                                                               |                                                   |       |              | \$204,314.51                           | <b>Fuel Cost Allowed Year 4 - 2021</b> |
| 6                                                                                             | Estimated Fuel index adjustment at June 2021      | 4.035 | 45.04%       | \$63,446.81                            | Plus: Base Year Cost X Index Change    |
|                                                                                               | Revenue adjustment for January 2022 rate revision | →     | \$0.00       | \$63,446.81                            | Less: Prior Fuel Cost applied to rate  |
|                                                                                               |                                                   |       |              | \$204,314.51                           | <b>Fuel Cost Allowed Year 5 - 2022</b> |

## Recycle Charge or Payment

| Ukiah Waste Solutions Tip Fee or (Credit) Schedule |                 |                  |                |
|----------------------------------------------------|-----------------|------------------|----------------|
| Market Value Grid                                  |                 |                  |                |
|                                                    | From            | To               | Tip / Credit   |
| <b>Zero Point</b>                                  | <b>\$115.00</b> | <b>\$154.99</b>  | <b>\$0.00</b>  |
| <b>Tip Fee</b>                                     | <b>\$105.00</b> | <b>\$114.99</b>  | <b>\$15.00</b> |
| <b>Charge to Customer</b>                          | <b>\$95.00</b>  | <b>\$104.99</b>  | <b>\$25.00</b> |
|                                                    | <b>\$85.00</b>  | <b>\$94.99</b>   | <b>\$35.00</b> |
|                                                    | <b>\$75.00</b>  | <b>\$84.99</b>   | <b>\$45.00</b> |
|                                                    | <b>\$74.99</b>  | <b>and below</b> | <b>\$55.00</b> |
| <b>PMT</b>                                         | <b>\$155.00</b> | <b>\$164.99</b>  | <b>\$5.00</b>  |
| <b>Payment to Customer</b>                         | <b>\$165.00</b> | <b>\$174.99</b>  | <b>\$10.00</b> |
|                                                    | <b>\$175.00</b> | <b>\$184.99</b>  | <b>\$15.00</b> |
|                                                    | <b>\$185.00</b> | <b>\$194.99</b>  | <b>\$20.00</b> |
|                                                    | <b>\$195.00</b> | <b>and up</b>    | <b>\$25.00</b> |

|             |              | Recycling | Per Ton     | TOTAL               |
|-------------|--------------|-----------|-------------|---------------------|
| 2018        | Material CMV | Tons      | Tip Fee/Pmt | Fee / Pmt           |
| Jul         | \$68.18      | 237.86    | \$55.00     | \$13,082.30         |
| Aug         | \$70.03      | 258.13    | \$55.00     | \$14,197.15         |
| Sep         | \$70.43      | 220.45    | \$55.00     | \$12,124.75         |
| Oct         | \$60.81      | 245.55    | \$55.00     | \$13,505.25         |
| Nov         | \$61.82      | 249.11    | \$55.00     | \$13,701.05         |
| Dec         | \$54.94      | 266.17    | \$55.00     | \$14,639.35         |
| <b>2019</b> |              |           |             |                     |
| Jan         | \$45.76      | 300.09    | \$55.00     | \$16,504.95         |
| Feb         | \$39.62      | 275.52    | \$55.00     | \$15,153.60         |
| Mar         | \$37.01      | 267.34    | \$55.00     | \$14,703.43         |
| Apr         | \$34.72      | 249.51    | \$55.00     | \$13,723.05         |
| May         | \$31.73      | 259.46    | \$55.00     | \$14,270.30         |
| Jun         | \$30.16      | 232.38    | \$55.00     | \$12,780.63         |
|             |              |           |             | <b>\$168,385.80</b> |



## Ukiah Waste Solutions Curbside Agreement

Effective Date January 1, 2018

|       |                              | Cost/Rev         | Adjustment<br>Period | Adjustment<br>Method          | Index<br>Used                       | Cost<br>Group            |
|-------|------------------------------|------------------|----------------------|-------------------------------|-------------------------------------|--------------------------|
| 1,2   | Fuel                         |                  | Annual               | 100% of index change          | eia Ca #2 Diesel Retail all sellers | Base Rate as Adjusted    |
|       | Disposal - Solid Waste       |                  | Time to Time         | Per TS (SWS) Agreement        | N/A                                 | Pass Through             |
| 1,2   | Operations (all other costs) |                  | Annual               | 100% of index change          | CPI - US Cities CPI-U               | Base Rate as Adjusted    |
| 3     | Recycle Reduction            |                  | Annual               | Per Recycle Agreement         | Rec Market Value Grid - \$5 base    | Operating Cost Reduction |
|       |                              |                  |                      |                               |                                     |                          |
| 1,2   | Green Waste Disposal         | \$30 / Ton       | Annual               | Up to CPI (Contractor Choice) | CPI - US Cities CPI-U               | Base Rate as Adjusted    |
| 1,2,8 | Food Waste Disposal (Comm)   | Up to \$40 / ton | Annual               | Up to CPI (Contractor Choice) | CPI - US Cities CPI-U               | Base Rate as Adjusted    |
|       |                              |                  |                      |                               |                                     |                          |
| 4     | City Franchise Fee           | 15%              | Time to Time         | City Action                   | N/A                                 | Pass Through             |
| 4     | City Bill Fee                | 3%               | Time to Time         | City Action                   | N/A                                 | Pass Through             |
| 4     | City Oversight Fee           | \$10,000.00      | Time to Time         | City Action                   | N/A                                 | Pass Through             |
| 4     | City Landfill Closure Fee    | \$60,000.00      | Time to Time         | City Action                   | N/A                                 | Pass Through             |
|       |                              |                  |                      |                               |                                     |                          |
|       |                              |                  |                      |                               |                                     |                          |
|       |                              |                  |                      |                               |                                     |                          |
| 6,9   | TOTAL NET COST               |                  |                      |                               |                                     |                          |

## Notes

- 1 Agreement should state mutually agreed upon Index if Index becomes unavailable
- 2 June to June change
- 3 Recycle Agreement with PRS renewable every 5 years with Base Market Value per mixed ton to provide for Rev sharing with City (reduction of operating costs).
- 4 Agreement should state initial rate, subject to change by City action
- 5 Exhibit of calculation to be made part of agreement
- 6 UWS requests new rate by Aug 15, City approves by Oct 15, Pub Notice given by Nov 1, Adjusted Rate goes into effect following January 1.
- 7 Agreement must provide for City Flow Control with language that directs flow to contractor facilities when available.
- 8 FOOD WASTE - UWS will implement a pilot and or full commercial food waste program in place by June 2013 provided proper permits can be obtained  
Details still to be worked out.
- 9 Rate change is calced as follows: % annual adjustment X actual prior year (July to June) actual component cost = new funds needed / collection revenue  
= % adjustment per rate. New cost adj dollars (fuel, disposal, city fees etc..) need to be adjusted for city fees - CPI adj does not.

RE-OPENER - the contract should have a mutual re-opener for other new items

**UWS disposal rate for MOW****Effective Date January 1, 2020**

|                                     |                |                                  |
|-------------------------------------|----------------|----------------------------------|
| <b>Current 2019 Tip Fee</b>         | <b>\$44.30</b> |                                  |
| <b>CCC Approved Increase 2019</b>   | <b>\$10.00</b> | UWS Did Not Include in 2019 Rate |
|                                     | <b>\$54.30</b> |                                  |
| PRS 90% CPI 2019                    | 2.90%          |                                  |
| CCC 90% CPI 2019                    | 2.90%          |                                  |
|                                     | <b>5.80%</b>   |                                  |
| <b>MOW Tip Fee 2020 with CPI</b>    | <b>\$57.45</b> |                                  |
| <b>Percentage Increase/Decrease</b> | <b>29.68%</b>  |                                  |

**Ukiah Waste Solutions, Inc.  
2020 Rate Schedule**

**RESIDENTIAL / COMMERCIAL**

| <b>Residential Carts</b> |                   |                       | <b>1 - 10***</b> | <b>11 - 20</b> | <b>21 - 32</b> | <b>33 - 68</b> | <b>69 - 95</b> | <b>Gallons</b> |
|--------------------------|-------------------|-----------------------|------------------|----------------|----------------|----------------|----------------|----------------|
|                          | <b>2020 Rates</b> | <b>No Service Fee</b> | <b>1x/WK</b>     | <b>1x/WK</b>   | <b>1x/WK</b>   | <b>1x/WK</b>   | <b>1x/WK</b>   |                |
|                          | Roadside          | 10.00                 | N/A              | 19.84          | 21.59          | 51.02          | 71.87          |                |
|                          | Pack Out*         | 9.43                  | N/A              | 24.90          | 28.27          | 66.42          | 95.94          |                |
|                          | Remote**          |                       | N/A              | 34.33          | 37.70          | 75.85          | 105.37         |                |

\* Pack Out service is limited to the elderly and disabled who apply directly through Ukiah Waste Solutions @ 707-234-6400.

\*\* The additional charges of Remote service may be required for certain areas with difficult access.

\*\*\* 10 gallon containers and rates are longer available to new customers effective January 1, 2018. Existing customers with these containers may continue to use them at the 20-gallon cart rate.

| <b>Commercial / Multi-Family Carts</b> |                   |  | <b>1 - 10***</b> | <b>11 - 20***</b> | <b>21 - 32</b> | <b>33 - 68</b> | <b>69 - 95</b> | <b>Gallon</b> |
|----------------------------------------|-------------------|--|------------------|-------------------|----------------|----------------|----------------|---------------|
|                                        | <b>2020 Rates</b> |  |                  |                   |                |                |                |               |
|                                        | 1 Can - 1x/WK     |  | N/A              | 20.58             | 23.96          | 56.63          | 79.81          |               |
|                                        | 1 Can - 2x/WK     |  |                  |                   | 53.24          | 126.06         | 177.40         |               |
|                                        | 1 Can - 3x/WK     |  |                  |                   | 88.96          | 193.28         | 270.05         |               |
|                                        | 2 Cans - 1x/WK    |  |                  |                   | 53.24          | 126.06         | 177.40         |               |

\*\*\* 10 gallon containers and rates are longer available to new customers effective January 1, 2018. Existing customers with these containers may continue to use them at the 20-gallon cart rate.

| <b>Commercial / Multi-Family Bins</b> |                   |  | <b>Number of pick-ups per week</b> |              |              |              |              |              | <b>Extra</b>   |
|---------------------------------------|-------------------|--|------------------------------------|--------------|--------------|--------------|--------------|--------------|----------------|
|                                       | <b>Yards</b>      |  | <b>1x/WK</b>                       | <b>2x/WK</b> | <b>3x/WK</b> | <b>4x/WK</b> | <b>5x/WK</b> | <b>6x/WK</b> | <b>Pick-up</b> |
|                                       | <b>2020 Rates</b> |  |                                    |              |              |              |              |              |                |
|                                       | 1.0               |  | 152.74                             | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 35.27          |
|                                       | 1.5               |  | 180.48                             | 360.96       | 541.44       | 721.92       | 902.40       | 1,082.88     | 41.68          |
|                                       | 2.0               |  | 240.66                             | 481.32       | 721.98       | 962.64       | 1,203.30     | 1,443.96     | 55.58          |
|                                       | 3.0               |  | 360.95                             | 721.90       | 1,082.85     | 1,443.80     | 1,804.75     | 2,165.70     | 83.36          |
|                                       | 4.0               |  | 481.28                             | 962.56       | 1,443.84     | 1,925.12     | 2,406.40     | 2,887.68     | 111.15         |
|                                       | 6.0               |  | 721.92                             | 1,443.84     | 2,165.76     | 2,887.68     | 3,609.60     | 4,331.52     | 166.73         |

Extra p/u calculated at 1/wk divided by 4.33

| <b>Clean-Up Bins and Boxes</b> |              | <b>Rate</b>     |                               |
|--------------------------------|--------------|-----------------|-------------------------------|
|                                |              | <b>1/1/2020</b> |                               |
| 3.0 Yd                         | 3 day rental | 124.87          |                               |
| 15.0 Yd                        | 7 day rental | 282.95          | Plus \$106.85 per ton tip fee |
| 20.0 Yd                        | 7 day rental | 282.95          | Plus \$106.85 per ton tip fee |
| 30.0 Yd                        | 7 day rental | 282.95          | Plus \$106.85 per ton tip fee |
| Compactors                     |              | 282.95          | Plus \$106.85 per ton tip fee |

| <b>Misc Charges</b>                                 |  | <b>Rate</b>     |                |
|-----------------------------------------------------|--|-----------------|----------------|
|                                                     |  | <b>1/1/2020</b> |                |
| Bulky Items (appliances, Lg Tires, Furniture etc..) |  | 31.41           | Plus tip fee   |
| Tires - each - (Automotive or motorcycle)           |  | 6.62            |                |
| Damage Cart Replacement                             |  | 85.48           |                |
| Additional Green Waste or R/C Cart                  |  | 8.42            |                |
| Extra Residential Pick-up                           |  | 8.21            |                |
| Extra Commercial Pick-up                            |  | 15.31           |                |
| Compactor Cleaning                                  |  | 368.45          |                |
| Container Cleaning                                  |  | 132.63          |                |
| Locking bin, one-time setup fee                     |  | 42.00           | Plus Materials |
| Replacement Key                                     |  | 14.74           |                |
| Contamination Fee                                   |  | 42.08           |                |
| Returned Check Fee                                  |  | 35.00           |                |
| Roll Off or Bin Extra Day Charge                    |  | 15.31           |                |
| Exchange Cart Size                                  |  | 31.55           |                |
| Enclosure Fee - Unlock/Lock or Pull Out/Put In      |  | 11.58           |                |

6.1 Establishment of Rates. The service rates specified in Exhibit E to this Agreement (the “Rates”) shall take effect on the Effective Date, subject to approval by the City Council and compliance with the notice and hearing requirements in Article XIII.D of the California Constitution and Government Code Sections 53750 et seq. (collectively, “Proposition 218”). Such Rates shall be adjusted pursuant to Sections 6.2, 6.3, 6.4 and 6.5 below, subject to compliance with the notice and public hearing requirements of Proposition 218 as provided in such Sections. The parties’ agreement to subject the Rates and certain adjustments thereto to the notice and public hearing requirements of Proposition 218 is precautionary only and shall not be deemed an admission that Proposition 218 applies to the Rates or such adjustments. Company shall not charge any amount in excess of the approved Rates for services required by or permitted under this Agreement.

6.2 Modification Based on Consumer Price Index, Fuel Index, Recycling Adjustment and Certain Pass-Through Costs.

(a) Adjustment Calculation. Each Rate shall be adjusted January 1st every year, beginning January 1, 2018 (“Rate Adjustment Date”) to reflect (i) changes in the CPI, (ii) changes in the Fuel Index, (iii) the Recycle Adjustment, and (iv) changes in certain Pass-Through Costs, all by a percentage determined in accordance with the Curbside Rate Calculation attached hereto as Exhibit C (the “Calculation”).

(b) Definitions. For purposes of Rate adjustments pursuant to this Section 6.2 and the Calculation, the following terms shall have the following meanings.

(i) “Base Fuel Costs” means Company’s actual costs for diesel and other fuels used in performing services under this Agreement for the year ended December 31, 2010 or \$200,641.15.

(ii) “Base Revenue” means Company’s total revenue received from Customers during the Comparison Year.

(iii) “Base Year” means the year ended June 30<sup>th</sup> one year prior to June 30<sup>th</sup> of the Comparison Year.

(iv) “Comparison Year” means the year ended June 30<sup>th</sup> immediately prior to the relevant Rate Adjustment Date.

(v) “Commercial Oversight Fees” means the total amount of commercial oversight fees, including any fees or charges adopted to replace or supplement such fees, paid by Company to City in accordance with Section 4 and 6.6 during the Comparison Year.

(vi) “CPI” means the Consumer Price Index, All Urban Consumers, All items in San Francisco-Oakland-San Jose, CA, (Series CUURA422SA0, CUUSA422SA0) (Index 1982-84=100), published by the United States Department of Labor, Bureau of Labor Statistics.

(vii) “Disposal Fees – Garbage” means the actual Disposal Costs paid by Company to SWS for Solid Waste delivered by Company to the Transfer Station during the Comparison Year.

(viii) “Disposal Fees – Green Waste” means the actual Processing Costs paid by Company to PRS or any other Authorized Facility for Green Waste and/or Mixed Organic Waste delivered by Company to the PRS Facility or such Authorized Facility (including pursuant to Section 5.11(d) above), respectively, during the Comparison Year.



(ix) “Fuel Costs” means Company’s actual costs for diesel and other fuels used in performing services under this Agreement during the Comparison Year.

(x) “Fuel Index” means the California No.2 Diesel Retail Sales by all Sellers (Dollars Per Gallon) published by the U. S. Energy Information Administration.

(xi) “Landfill Closure Costs” means the total amount of landfill closure fees, including any fees or charges adopted to replace or supplement such fees, paid by Company to City in accordance with Section 4 and 6.6 during the Comparison Year.

(xii) “Recycle Adjustment” means the amount, expressed as a credit or a charge in Exhibit C, that PRS pays Company for Recyclables, or the Company pays as gate fees to PRS to accept and process Recyclables at the PRS Facility, for the Comparison Year, each determined in accordance with the Recyclable Materials Agreement. “Recycle Adjustment” shall replace “Recycle Credit” in any exhibits to this Agreement.

(xiii) “Total Costs” means all of Company’s costs to provide Collection services under this Agreement, including, without limitation, labor costs, vehicle and vehicle-related costs, maintenance, insurance, and transportation costs, Fuel Costs and Pass-Through Costs.

(c) Rules. For purposes of Rate adjustments pursuant to this Section 6.2 and the Calculation, the following rules shall apply.

(i) “changes in the CPI” shall be calculated as one hundred percent (100%) of the percentage increase or decrease, if any, in the CPI during the Comparison Year, using the CPI published for June of such Year as compared with the CPI published for June of the Base Year.

(ii) “changes in the Fuel Index” shall be calculated as one hundred percent (100%) of the percentage increase or decrease, if any, in the Fuel Index from June of the Base Year through June of the Comparison Year; provided, however, that, notwithstanding Section 6.2(b)(iii) above, “Base Year” for purposes of the Fuel Index Change shall mean the year ended June 30, 2010; and, provided, further, that the Fuel Index Change adjustment (i.e., Fuel Index Change multiplied by Base Fuel Cost) for any Rate Adjustment Date shall be calculated after removal of such adjustment for the prior Rate Adjustment Date.

(iii) Each adjustment element in the first part of the Calculation will be grossed up for the corresponding increase or decrease in Franchise Fees and Billing Fees (where applicable) resulting from such adjustment.

(iv) Rate adjustments for changes in Commercial Oversight Fees or Landfill Closure Costs that take effect on a date other than January 1<sup>st</sup>, as well as changes in other Pass-Through Costs, will be determined under Section 6.3 below and not under this Section 6.2.

(d) Procedure. The procedure for Rate adjustments under this Section 6.2 shall be as follows:

(i) Not later than August 15th of each year, Company shall file with the City Manager a written notice of intention to adjust each of the then current Rates effective as of January 1st of the next year in accordance with Section 6.2(a) through (c) above. Said notice shall include the Calculation, documents from which the information used to perform the Calculation was derived, and any other information and documents reasonably requested by the

City Manager to verify that the proposed Rate adjustments comply with Section 6.2(a) through (c), above.

(ii) Within sixty (60) days of the filing of the notice of intention, the City Manager shall review the notice and either confirm that the proposed Rates are within the limit of Section 6.2(a) through (c) above or establish by mutual agreement with Company any necessary changes to the proposed Rates to make such confirmation.

(iii) Not later than October 20<sup>th</sup>, the City Manager shall inform the City Council in writing of his or her determination regarding the proposed new Rates and the City Council shall be entitled to review and confirm that the proposed Rates are within the limit of Section 6.2 above or establish by mutual agreement with Company any necessary changes to the proposed Rates to make such confirmation, not later than November 20<sup>th</sup>. Any new Rates shall become effective on the following January 1<sup>st</sup>, provided that the Company and the City shall give the respective Customers that each bills written notice of the new Rates not later than December 1<sup>st</sup>.

(iv) In the event that the CPI or the Fuel Index described in Section 6.2(b) above shall be discontinued or materially modified during the term of this Agreement, the parties shall together select a replacement index and/or otherwise change Section 6.2(b) above so as to replicate, as nearly as possible, the mutual intention of the parties to rely on the results of the relevant index described in Section 6.2(b) as in effect on the date hereof.

6.3 Modification Based on Changes in Pass-Through Costs. In addition to adjustments under Section 6.2 above, each Rate shall be adjusted to reflect changes in Pass-Through Costs that are not the subject of Rate adjustments pursuant to Section 6.2 above, as follows. Using the section of the Calculation entitled "Revenue Base," each Rate shall be increased by an amount equal to the increase in applicable Pass-Through Costs, and decreased by an amount equal to the decrease in applicable Pass-Through Costs, in each case so as to cause all the Rates to compensate for such change in Pass-Through Costs as of the date such change becomes effective and either payable by or a benefit to Company, and taking into account the increase or decrease in Franchise Fees and/or Billing Fees payable in respect of such change.

6.4 Five Year Review. Once every five (5) years (beginning no later than April 2, 2021 for purposes of adjusting the Rates effective January 1, 2022), City shall conduct a review for the purpose of determining whether or not the automatic adjustments provided in Sections 6.2 and 6.5 have adequately adjusted the rates to cover the actual increase or decrease in the Company's reasonable operating costs or have exceeded those costs and whether the Rates remain fair to the ratepayer and the Company. Depending on the results of that review the City may increase or decrease the rates. City shall complete each such review and adjustment, if any, at least three months (3) prior to the beginning of such year (by September 30, 2021 in the case of the first such review), and Company shall cooperate with such review. In conducting each such review, City shall consider the following information: financial records of Company (including operating expenses and revenues and Disposal, Processing, Regulatory and other costs of Company, and Company revenues), the factors described in Section 6.5 below, and rates charged for comparable services in similar communities. Increases or decreases in the Rates pursuant to this Section 6.4 shall be subject to the notice and public hearing requirements of Proposition 218. The City may conduct such investigation as it deems necessary to perform this

review and Company shall cooperate with such investigation, which may include the City's inspection and copying of Company records and Review and/or Audit of Company's financial records by a City retained CPA, the costs of which shall be reimbursed to City from Base Revenue but treated as a pass-through cost for rate setting purposes.

6.5 Modification Based on Extraordinary Items. In addition to adjustments under Sections 6.2, 6.3 and 6.4 above, Company may request an increase in the Rates if Company's costs increase or its revenues decrease solely as the result of extraordinary circumstances beyond its control that could not have been reasonably anticipated by Company (such as a Change in Law) and if the increase in costs or decrease in revenues unavoidably adversely affects Company's opportunity to operate at a reasonable profit. Company shall have the burden of producing evidence satisfactory to City demonstrating its need for a rate increase prior to the regular Five Year Review pursuant to Section 6.4 above, including, but not limited to, reviewed or audited financial statements of Company, if requested by City. The City Council shall consider the request in good faith. Any such increase shall only be approved through the notice and hearing requirements in Proposition 218.

6.6 Billing. Company shall bill directly for all Solid Waste, Recyclables, Green Waste and Mixed Organic Waste Collection services provided herein to all Commercial and Institutional Customers, and to those Multi-Family Residential Customers assigned by City to Company for billing. Company and City shall regularly exchange billing lists to avoid double billing and to insure that Company is following the City's direction regarding its direct billing of Multi-Family Residential Customers. City shall bill all Residential Customers (except those currently billed by Company as approved by City) for all Solid Waste, Recyclables, Green Waste and Mixed Organic Waste Collection services hereunder. Each Commercial or Institutional Customer will be billed for one (1) month of service in advance upon commencement of service, and thereafter for one (1) month of service in arrears. Interest of one percent (1%) per month or the highest rate permitted under applicable law, whichever is less, shall be applied to any past due amounts from all Customers until paid in full. Amounts shall be past due if not paid within thirty (30) days of billing. Company shall have the right to refuse service to any Customer that is more than sixty (60) days delinquent on his, her or its account; provided, however, that if the City is forced to take enforcement action against a Customer who has been refused service, Company shall pay the City's costs to take such enforcement action as is necessary to protect public health and safety. Company shall pay City three percent (3%) of the amount billed by City to Residential Customers as a billing fee. City shall pay to Company all amounts billed to Residential Customers, less Billing Fees, Franchise Fees, commercial oversight fees and landfill closure costs (in accordance with Section 4 above), and a delinquency allowance equal to one-half percent (0.5%) of such billings, monthly within thirty (30) days of the end of the calendar month for which the Residential Customers are billed. When permitted by the City's accounting software, the City will reconcile the amount held by City as a delinquency allowance at the end of each calendar quarter and shall pay Company, within thirty (30) days after the end of such quarter, the portion of such amount that exceeds the actual delinquent billings for such quarter.

6.7 Proposition 218. Notwithstanding any other provision in this Agreement, in the event that the Rates or any modifications thereof are invalidated by a final non-appealable

judgment in a court action challenging them as in violation of Proposition 218, and Company's operating costs exceed its revenue for a continuous period of six months since the date of the last Rate adjustment, Company shall have the right, exercisable by written notice to City within ninety (90) days after the entry of such judgment, to terminate this Agreement effective One Hundred Twenty (120) days after City's receipt of such notice.

7. Provisions Applicable to Equipment and Personnel.

7.1 Company shall use in connection with transportation of Solid Waste modern motor dump trucks with water tight bodies, sufficient in number and capacity to efficiently perform the work required by this Agreement and to comply with all applicable legal requirements. Company shall keep the outside of the truck bodies free from dirt and filth, and shall clean the inside of the trucks in a sanitary manner on a regular basis. Suitable measures shall be taken to prevent refuse from falling into public streets or places. Company shall keep all trucks freshly painted in a uniform manner, and the firm name or logo, telephone number, and truck number of each truck shall appear in a conspicuous manner. Company shall keep all trucks in good maintenance and repair, regularly inspect same, keep accurate records of all vehicle maintenance, and replace as needed.

7.2 Company shall not litter premises in the process of making collections nor allow refuse to blow or fall from any vehicle used for collections. Company shall clean up any and all spills, including oil and debris on the streets, resulting from its operations. Should Company fail to promptly clean up such spills resulting from its operations after notice from City, Company shall be liable to City for all reasonable costs incurred by City in doing so.

7.3 Company shall provide suitable operational and safety training for all of its employees who utilize or operate vehicles or equipment for Collection of Solid Waste or who are otherwise directly involved in such Collection. Company shall use its best efforts to assure that all employees present a neat appearance, conduct themselves in a courteous manner, and perform the work as quietly as possible. Company shall also designate one or more qualified employees as supervisors of field operations, who will devote a substantial portion of their time in field checking Collection operations, including responding to complaints.

7.4 City officials shall at all times have access on 24 hours' prior written notice to inspect Company's work during operations and Company's facilities for purposes of ascertaining full knowledge respecting the conduct of Company's operations.

8. Records and Reports.

8.1 Company shall keep and maintain accurate books and records in accordance with the most recently adopted Accounting Standards Codification of generally accepted accounting principles by the Financial Accounting Standards Board clearly showing its revenues and expenses in connection with the operations provided for in this Agreement. Company shall maintain records accounting by category for the tonnage of Solid Waste, Green Waste, Mixed Organic Waste and Source Separated Recyclables Collected pursuant to this Agreement on a



## Food

Food prices rose 1.1 percent for the two months ending in June. (See table 1.) Prices for food at home rose 2.0 percent, and prices for food away from home increased 0.3 percent for the same period.

Over the year, food prices increased 5.1 percent. Prices for food away from home rose 7.4 percent since a year ago, and prices for food at home rose 2.4 percent.

## Energy

The energy index decreased 1.6 percent for the two months ending in June. The decrease was mainly due to lower prices for gasoline (-3.4 percent). Prices for natural gas service declined 6.4 percent, but electricity prices advanced 4.6 percent for the same period.

Energy prices increased 2.2 percent over the year, largely due to higher prices for electricity (4.9 percent). Prices paid for natural gas service increased 2.3 percent, and prices for gasoline increased 1.1 percent during the past year.

## All items less food and energy

The index for all items less food and energy inched up 0.1 percent in the latest two-month period. Higher prices for new and used motor vehicles (2.0 percent) and shelter (0.3 percent) were partially offset by lower prices for recreation (-2.2 percent) and apparel (-1.9 percent).

Over the year, the index for all items less food and energy rose 3.0 percent. Components contributing to the increase included apparel (7.5 percent), education and communication (5.9 percent), and shelter (2.8 percent). Partly offsetting the increases was a decline in the price for new vehicles (-3.1 percent).

**Table A. San Francisco-Oakland-Hayward, CA, CPI-U 2-month and 12-month percent changes, all items index, not seasonally adjusted**

| Month          | 2015    |          | 2016    |          | 2017    |          | 2018    |          | 2019    |          |
|----------------|---------|----------|---------|----------|---------|----------|---------|----------|---------|----------|
|                | 2-month | 12-month | 2-month | 12-month | 2-month | 12-month | 2-month | 12-month | 2-month | 12-month |
| February ..... | 1.0     | 2.5      | 0.9     | 3.0      | 0.8     | 3.4      | 1.4     | 3.6      | 0.5     | 3.5      |
| April .....    | 1.1     | 2.4      | 0.7     | 2.7      | 1.1     | 3.8      | 0.8     | 3.2      | 1.2     | 4.0      |
| June .....     | 0.6     | 2.3      | 0.6     | 2.7      | 0.3     | 3.5      | 0.9     | 3.9      | 0.2     | 3.2      |
| August .....   | 0.3     | 2.6      | 0.7     | 3.1      | 0.2     | 3.0      | 0.6     | 4.3      |         |          |
| October .....  | 0.4     | 2.6      | 0.9     | 3.6      | 0.6     | 2.7      | 0.7     | 4.4      |         |          |
| December ..... | -0.3    | 3.2      | -0.3    | 3.5      | -0.1    | 2.9      | 0.1     | 4.5      |         |          |

**The August 2019 Consumer Price Index for the San Francisco-Oakland-Hayward area is scheduled to be released on September 12, 2019.**

3.22%

## Consumer Price Index Geographic Revision for 2018

In January 2018, BLS introduced a new geographic area sample for the Consumer Price Index (CPI). As part of the new sample, the index for this area was renamed. Additional information on the geographic revision is available at: [www.bls.gov/cpi/additional-resources/geographic-revision-2018.htm](http://www.bls.gov/cpi/additional-resources/geographic-revision-2018.htm).

June 2018 = 286.062  
June 2019 = 295.259

**Table 1. Consumer Price Index for All Urban Consumers (CPI-U): Indexes and percent changes for selected periods San Francisco-Oakland-Hayward, CA (1982-84=100 unless otherwise noted)**

| Item and Group                                        | Indexes      |             |              | Percent change from- |              |             |
|-------------------------------------------------------|--------------|-------------|--------------|----------------------|--------------|-------------|
|                                                       | Apr.<br>2019 | May<br>2019 | Jun.<br>2019 | Jun.<br>2018         | Apr.<br>2019 | May<br>2019 |
| <b>Expenditure category</b>                           |              |             |              |                      |              |             |
| All items.....                                        | 294.801      | -           | 295.259      | 3.2                  | 0.2          | -           |
| All items (1967=100).....                             | 906.300      | -           | 907.709      | -                    | -            | -           |
| Food and beverages.....                               | 288.243      | -           | 290.452      | 4.6                  | 0.8          | -           |
| Food.....                                             | 285.888      | -           | 288.914      | 5.1                  | 1.1          | -           |
| Food at home.....                                     | 252.639      | 254.863     | 257.789      | 2.4                  | 2.0          | 1.1         |
| Cereals and bakery products.....                      | 258.149      | -           | 259.205      | -0.3                 | 0.4          | -           |
| Meats, poultry, fish, and eggs.....                   | 250.400      | -           | 258.545      | 4.7                  | 3.3          | -           |
| Dairy and related products.....                       | 261.768      | -           | 264.976      | -1.1                 | 1.2          | -           |
| Fruits and vegetables.....                            | 342.744      | -           | 347.822      | 4.3                  | 1.5          | -           |
| Nonalcoholic beverages and beverage materials(1)..... | 204.278      | -           | 200.398      | -0.9                 | -1.9         | -           |
| Other food at home.....                               | 216.998      | -           | 226.017      | 2.9                  | 4.2          | -           |
| Food away from home.....                              | 324.339      | -           | 325.183      | 7.4                  | 0.3          | -           |
| Food away from home.....                              | 324.339      | -           | 325.183      | 7.4                  | 0.3          | -           |
| Alcoholic beverages.....                              | 316.507      | -           | 311.910      | 1.0                  | -1.5         | -           |
| Housing.....                                          | 346.105      | -           | 347.397      | 2.8                  | 0.4          | -           |
| Shelter.....                                          | 395.518      | 396.532     | 396.831      | 2.8                  | 0.3          | 0.1         |
| Rent of primary residence(2).....                     | 453.935      | 454.898     | 452.744      | 2.8                  | -0.3         | -0.5        |
| Owners' equiv. rent of residences(2)(3).....          | 424.098      | 424.539     | 425.284      | 2.8                  | 0.3          | 0.2         |
| Owners' equiv. rent of primary residence(1)(2).....   | 424.098      | 424.539     | 425.284      | 2.8                  | 0.3          | 0.2         |
| Fuels and utilities.....                              | 415.874      | -           | 419.833      | 5.2                  | 1.0          | -           |
| Household energy.....                                 | 359.515      | 366.047     | 365.063      | 4.0                  | 1.5          | -0.3        |
| Energy services(2).....                               | 360.524      | 367.134     | 366.460      | 4.2                  | 1.6          | -0.2        |
| Electricity(2).....                                   | 373.923      | 391.199     | 391.199      | 4.9                  | 4.6          | 0.0         |
| Utility (piped) gas service(2).....                   | 320.999      | 302.619     | 300.392      | 2.3                  | -6.4         | -0.7        |
| Household furnishings and operations.....             | 139.090      | -           | 139.650      | 0.9                  | 0.4          | -           |
| Apparel.....                                          | 117.181      | -           | 114.989      | 7.5                  | -1.9         | -           |
| Transportation.....                                   | 210.749      | -           | 210.896      | 1.1                  | 0.1          | -           |
| Private transportation.....                           | 204.281      | -           | 203.699      | 1.1                  | -0.3         | -           |
| New and used motor vehicles(4).....                   | 93.188       | -           | 95.053       | -2.7                 | 2.0          | -           |
| New vehicles(1).....                                  | 158.086      | -           | 159.898      | -3.1                 | 1.1          | -           |
| Used cars and trucks(1).....                          | 253.407      | -           | 253.982      | 0.4                  | 0.2          | -           |
| Motor fuel.....                                       | 290.028      | 297.662     | 280.364      | 1.1                  | -3.3         | -5.8        |
| Gasoline (all types).....                             | 289.129      | 296.691     | 279.331      | 1.1                  | -3.4         | -5.9        |
| Gasoline, unleaded regular(4).....                    | 289.818      | 297.438     | 279.819      | 1.2                  | -3.5         | -5.9        |
| Gasoline, unleaded midgrade(4) (5).....               | 266.200      | 275.585     | 259.713      | 0.8                  | -2.4         | -5.8        |
| Gasoline, unleaded premium(4).....                    | 271.738      | 278.343     | 262.894      | 0.8                  | -3.3         | -5.6        |
| Motor vehicle insurance(1).....                       | 516.426      | -           | 516.426      | 2.1                  | 0.0          | -           |
| Medical care.....                                     | 537.178      | -           | 538.854      | 5.4                  | 0.3          | -           |
| Recreation(6).....                                    | 119.255      | -           | 116.648      | 0.9                  | -2.2         | -           |
| Education and communication(6).....                   | 151.482      | -           | 151.694      | 5.9                  | 0.1          | -           |
| Tuition, other school fees, and child care(1).....    | 1,836.560    | -           | 1,836.560    | 10.3                 | 0.0          | -           |
| Other goods and services.....                         | 499.587      | -           | 499.018      | 1.0                  | -0.1         | -           |
| <b>Commodity and service group</b>                    |              |             |              |                      |              |             |
| All items.....                                        | 294.801      | -           | 295.259      | 3.2                  | 0.2          | -           |
| Commodities.....                                      | 195.833      | -           | 194.969      | 2.4                  | -0.4         | -           |
| Commodities less food & beverages.....                | 146.132      | -           | 143.834      | 0.3                  | -1.6         | -           |
| Nondurables less food & beverages.....                | 196.693      | -           | 191.919      | 1.5                  | -2.4         | -           |
| Durables.....                                         | 97.745       | -           | 97.689       | -1.6                 | -0.1         | -           |

Note: See footnotes at end of table.

# Historical Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, all items, by month — Continued

[1982-84=100, unless otherwise noted]

| Year      | Jan.    | Feb.    | Mar.    | Apr.    | May     | Jun.    | Jul.    | Aug.    | Sep.    | Oct.    | Nov.    | Dec.    |
|-----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 1971..... | 39.8    | 39.9    | 40.0    | 40.1    | 40.3    | 40.6    | 40.7    | 40.8    | 40.8    | 40.9    | 40.9    | 41.1    |
| 1972..... | 41.1    | 41.3    | 41.4    | 41.5    | 41.6    | 41.7    | 41.9    | 42.0    | 42.1    | 42.3    | 42.4    | 42.5    |
| 1973..... | 42.6    | 42.9    | 43.3    | 43.6    | 43.9    | 44.2    | 44.3    | 45.1    | 45.2    | 45.6    | 45.9    | 46.2    |
| 1974..... | 46.6    | 47.2    | 47.8    | 48.0    | 48.6    | 49.0    | 49.4    | 50.0    | 50.6    | 51.1    | 51.5    | 51.9    |
| 1975..... | 52.1    | 52.5    | 52.7    | 52.9    | 53.2    | 53.6    | 54.2    | 54.3    | 54.6    | 54.9    | 55.3    | 55.5    |
| 1976..... | 55.6    | 55.8    | 55.9    | 56.1    | 56.5    | 56.8    | 57.1    | 57.4    | 57.6    | 57.9    | 58.0    | 58.2    |
| 1977..... | 58.5    | 59.1    | 59.5    | 60.0    | 60.3    | 60.7    | 61.0    | 61.2    | 61.4    | 61.6    | 61.9    | 62.1    |
| 1978..... | 62.5    | 62.9    | 63.4    | 63.9    | 64.5    | 65.2    | 65.7    | 66.0    | 66.5    | 67.1    | 67.4    | 67.7    |
| 1979..... | 68.3    | 69.1    | 69.8    | 70.6    | 71.5    | 72.3    | 73.1    | 73.8    | 74.6    | 75.2    | 75.9    | 76.7    |
| 1980..... | 77.8    | 78.9    | 80.1    | 81.0    | 81.8    | 82.7    | 82.7    | 83.3    | 84.0    | 84.8    | 85.5    | 86.3    |
| 1981..... | 87.0    | 87.9    | 88.5    | 89.1    | 89.8    | 90.6    | 91.6    | 92.3    | 93.2    | 93.4    | 93.7    | 94.0    |
| 1982..... | 94.3    | 94.6    | 94.5    | 94.9    | 95.8    | 97.0    | 97.5    | 97.7    | 97.9    | 98.2    | 98.0    | 97.6    |
| 1983..... | 97.8    | 97.9    | 97.9    | 98.6    | 99.2    | 99.5    | 99.9    | 100.2   | 100.7   | 101.0   | 101.2   | 101.3   |
| 1984..... | 101.9   | 102.4   | 102.6   | 103.1   | 103.4   | 103.7   | 104.1   | 104.5   | 105.0   | 105.3   | 105.3   | 105.3   |
| 1985..... | 105.5   | 106.0   | 106.4   | 106.9   | 107.3   | 107.6   | 107.8   | 108.0   | 108.3   | 108.7   | 109.0   | 109.3   |
| 1986..... | 109.6   | 109.3   | 108.8   | 108.6   | 108.9   | 109.5   | 109.5   | 109.7   | 110.2   | 110.3   | 110.4   | 110.5   |
| 1987..... | 111.2   | 111.6   | 112.1   | 112.7   | 113.1   | 113.5   | 113.8   | 114.4   | 115.0   | 115.3   | 115.4   | 115.4   |
| 1988..... | 115.7   | 116.0   | 116.5   | 117.1   | 117.5   | 118.0   | 118.5   | 119.0   | 119.8   | 120.2   | 120.3   | 120.5   |
| 1989..... | 121.1   | 121.6   | 122.3   | 123.1   | 123.8   | 124.1   | 124.4   | 124.6   | 125.0   | 125.6   | 125.9   | 126.1   |
| 1990..... | 127.4   | 128.0   | 128.7   | 128.9   | 129.2   | 129.9   | 130.4   | 131.6   | 132.7   | 133.5   | 133.8   | 133.8   |
| 1991..... | 134.6   | 134.8   | 135.0   | 135.2   | 135.6   | 136.0   | 136.2   | 136.6   | 137.2   | 137.4   | 137.8   | 137.9   |
| 1992..... | 138.1   | 138.6   | 139.3   | 139.5   | 139.7   | 140.2   | 140.5   | 140.9   | 141.3   | 141.8   | 142.0   | 141.9   |
| 1993..... | 142.6   | 143.1   | 143.6   | 144.0   | 144.2   | 144.4   | 144.4   | 144.8   | 145.1   | 145.7   | 145.8   | 145.8   |
| 1994..... | 146.2   | 146.7   | 147.2   | 147.4   | 147.5   | 148.0   | 148.4   | 149.0   | 149.4   | 149.5   | 149.7   | 149.7   |
| 1995..... | 150.3   | 150.9   | 151.4   | 151.9   | 152.2   | 152.5   | 152.5   | 152.9   | 153.2   | 153.7   | 153.6   | 153.5   |
| 1996..... | 154.4   | 154.9   | 155.7   | 156.3   | 156.6   | 156.7   | 157.0   | 157.3   | 157.8   | 158.3   | 158.6   | 158.6   |
| 1997..... | 159.1   | 159.6   | 160.0   | 160.2   | 160.1   | 160.3   | 160.5   | 160.8   | 161.2   | 161.6   | 161.5   | 161.3   |
| 1998..... | 161.6   | 161.9   | 162.2   | 162.5   | 162.8   | 163.0   | 163.2   | 163.4   | 163.6   | 164.0   | 164.0   | 163.9   |
| 1999..... | 164.3   | 164.5   | 165.0   | 166.2   | 166.2   | 166.2   | 166.7   | 167.1   | 167.9   | 168.2   | 168.3   | 168.3   |
| 2000..... | 168.8   | 169.8   | 171.2   | 171.3   | 171.5   | 172.4   | 172.8   | 172.8   | 173.7   | 174.0   | 174.1   | 174.0   |
| 2001..... | 175.1   | 175.8   | 176.2   | 176.9   | 177.7   | 178.0   | 177.5   | 177.5   | 178.3   | 177.7   | 177.4   | 176.7   |
| 2002..... | 177.1   | 177.8   | 178.8   | 179.8   | 179.8   | 179.9   | 180.1   | 180.7   | 181.0   | 181.3   | 181.3   | 180.9   |
| 2003..... | 181.7   | 183.1   | 184.2   | 183.8   | 183.5   | 183.7   | 183.9   | 184.6   | 185.2   | 185.0   | 184.5   | 184.3   |
| 2004..... | 185.2   | 186.2   | 187.4   | 188.0   | 189.1   | 189.7   | 189.4   | 189.5   | 189.9   | 190.9   | 191.0   | 190.3   |
| 2005..... | 190.7   | 191.8   | 193.3   | 194.6   | 194.4   | 194.5   | 195.4   | 196.4   | 198.8   | 199.2   | 197.6   | 196.8   |
| 2006..... | 198.3   | 198.7   | 199.8   | 201.5   | 202.5   | 202.9   | 203.5   | 203.9   | 202.9   | 201.8   | 201.5   | 201.8   |
| 2007..... | 202.416 | 203.499 | 205.352 | 206.686 | 207.949 | 208.352 | 208.299 | 207.917 | 208.490 | 208.936 | 210.177 | 210.036 |
| 2008..... | 211.080 | 211.693 | 213.528 | 214.823 | 216.632 | 218.815 | 219.964 | 219.086 | 218.783 | 216.573 | 212.425 | 210.228 |
| 2009..... | 211.143 | 212.193 | 212.709 | 213.240 | 213.856 | 215.693 | 215.351 | 215.834 | 215.969 | 216.177 | 216.330 | 215.949 |
| 2010..... | 216.687 | 216.741 | 217.631 | 218.009 | 218.178 | 217.965 | 218.011 | 218.312 | 218.439 | 218.711 | 218.803 | 219.179 |
| 2011..... | 220.223 | 221.309 | 223.467 | 224.906 | 225.964 | 225.722 | 225.922 | 226.545 | 226.889 | 226.421 | 226.230 | 225.672 |
| 2012..... | 226.665 | 227.663 | 229.392 | 230.085 | 229.815 | 229.478 | 229.104 | 230.379 | 231.407 | 231.317 | 230.221 | 229.601 |
| 2013..... | 230.280 | 232.166 | 232.773 | 232.531 | 232.945 | 233.504 | 233.596 | 233.877 | 234.149 | 233.546 | 233.069 | 233.049 |
| 2014..... | 233.916 | 234.781 | 236.293 | 237.072 | 237.900 | 238.343 | 238.250 | 237.852 | 238.031 | 237.433 | 236.151 | 234.812 |
| 2015..... | 233.707 | 234.722 | 236.119 | 236.599 | 237.805 | 238.638 | 238.654 | 238.316 | 237.945 | 237.838 | 237.336 | 236.525 |
| 2016..... | 236.916 | 237.111 | 238.132 | 239.261 | 240.229 | 241.018 | 240.628 | 240.849 | 241.428 | 241.729 | 241.353 | 241.432 |
| 2017..... | 242.839 | 243.603 | 243.801 | 244.524 | 244.733 | 244.955 | 244.786 | 245.519 | 246.819 | 246.663 | 246.669 | 246.524 |
| 2018..... | 247.867 | 248.991 | 249.554 | 250.546 | 251.588 | 251.989 | 252.006 | 252.146 | 252.439 | 252.885 | 252.038 | 251.233 |
| 2019..... | 251.712 | 252.776 | 254.202 | 255.548 | 256.092 | 256.143 | -       | -       | -       | -       | -       | -       |

1.45%

U.S. Energy Information  
Administration

## PETROLEUM &amp; OTHER LIQUIDS

OVERVIEW DATA ANALYSIS &amp; PROJECTIONS

GLOSSARY FAQs

## Weekly Retail Gasoline and Diesel Prices

(Dollars per Gallon, Including Taxes)

Area:  Period: 

| Show Data By:                                                       |                                                   | Feb-19 | Mar-19 | Apr-19 | May-19 | Jun-19 | Jul-19 | View History |
|---------------------------------------------------------------------|---------------------------------------------------|--------|--------|--------|--------|--------|--------|--------------|
| <input checked="" type="radio"/> Product <input type="radio"/> Area | <input type="checkbox"/> <input type="checkbox"/> |        |        |        |        |        |        |              |
| Gasoline - All Grades                                               | <input type="checkbox"/>                          | 3.236  | 3.342  | 3.894  | 4.019  | 3.787  | 3.668  | 2000-2019    |
| All Grades - Reformulated Areas                                     | <input type="checkbox"/>                          |        |        |        |        |        |        | 1995-2001    |
| Regular                                                             | <input type="checkbox"/>                          | 3.158  | 3.268  | 3.820  | 3.947  | 3.717  | 3.595  | 2000-2019    |
| Reformulated Areas                                                  | <input type="checkbox"/>                          |        |        |        |        |        |        | 1995-2001    |
| Midgrade                                                            | <input type="checkbox"/>                          | 3.355  | 3.458  | 4.014  | 4.132  | 3.903  | 3.796  | 2000-2019    |
| Reformulated Areas                                                  | <input type="checkbox"/>                          |        |        |        |        |        |        | 1995-2001    |
| Premium                                                             | <input type="checkbox"/>                          | 3.477  | 3.574  | 4.120  | 4.244  | 4.002  | 3.891  | 2000-2019    |
| Reformulated Areas                                                  | <input type="checkbox"/>                          |        |        |        |        |        |        | 1995-2001    |
| Diesel (On-Highway) - All Types                                     | <input type="checkbox"/>                          | 3.734  | 3.789  | 3.953  | 4.128  | 4.035  | 3.949  | 1995-2019    |
| Ultra Low Sulfur (15 ppm and Under)                                 | <input type="checkbox"/>                          | 3.734  | 3.789  | 3.953  | 4.128  | 4.035  | 3.949  | 2007-2019    |

Click on the source key icon to learn how to download series into Excel, or to embed a chart or map on your website.

- = No Data Reported; -- = Not Applicable; NA = Not Available; W = Withheld to avoid disclosure of individual company data.

Notes: Conventional area is any area that does not require the sale of reformulated gasoline. All types of finished motor gasoline may be sold in this area. RFG area is an ozone nonattainment area designated by the Environmental Protection Agency which requires the use of reformulated gasoline. Publication of Low Sulfur On-Highway Diesel (LSD) prices at the U.S. level was discontinued on December 8, 2008 due to a diminishing number of stations selling LSD as a result of EPA diesel fuel regulations. EIA continued to collect LSD prices from retail outlets and included them in the Diesel Average All Types price until July 28, 2010, when no more outlets reported LSD sales. Beginning July 28, 2010 publication of Ultra Low Sulfur Diesel (ULSD) price became fully represented by the Diesel Average All Types price. As of December 1, 2010 (September 1, 2006 in California), any on-highway diesel fuel sold is ULSD as mandated by EPA on-highway diesel fuel regulations. EIA did not collect weekly retail motor gasoline data between December 10, 1990 and January 14, 1991. Monthly and annual averages are simple averages of the weekly data contained therein. For months and years with incomplete weekly data series, the monthly and/or annual averages are not available. See Definitions, Sources, and Notes link above for more information on this table.

Release Date: 8/5/2019

Next Release Date: 8/12/2019



**Solid Wastes Systems, Inc.  
P.O. Box 60  
Ukiah, CA 95482**

Mr. Sage Sangiacomo  
City Manager  
City of Ukiah  
300 Seminary Avenue  
Ukiah, CA 95482

August 15, 2019

**RE: SWS letter of intention to adjust rates.**

Dear Mr. Sangiacomo,

Please accept this letter as our formal notification of intention to adjust each of the current Solid Wastes Systems, Inc. (Ukiah Transfer Station) rates effective as of January 1, 2020 in accordance with Section 6 "Gate Rate and Other Service Fees" of the Second Amended and Restated Transfer Station Agreement dated October 7, 2015, Addendum One to Transfer Station Agreement dated September 21, 2016 and Addendum Two to Transfer Station Agreement dated December 20, 2017. The attached proposed rate adjustments do not include any City initiated increases or decreases in Transfer Station Rent, Landfill fee or MSWMA fee. Any adjustments to these items will cause a change in the proposed rates.

Thank you,

**SOLID WASTES SYSTEMS, INC.**

*David M. Carroll*

David M. Carroll  
President

Cc: Dan Buffalo

**Solid Wastes Systems Transfer Station  
Annual Adjustment Calculations  
Effective Date January, 2020  
Using 2018/19 Year Data**

| <b><u>COSTS Subject to adjustment</u></b> | <b>Cost</b>           | <b>Index</b>  |              | <b>Adjustment Allowed</b> |
|-------------------------------------------|-----------------------|---------------|--------------|---------------------------|
| Operating Costs subject to CPI            | \$2,412,866.87        | CPI           |              | \$ 77,694.31              |
| Fuel                                      | \$281,540.05          | Fuel          |              | \$ 3,325.33               |
| Disposal - Garbage                        | \$713,072.03          | Contract rate | Pass Through | \$ 20,679.09              |
| Disposal - Processing                     | \$281,658.95          | Negotiated    | Pass Through | \$ 4,647.37               |
| Disposal - Processing Recycling           | \$178,602.20          |               | Pass Through | \$ 113,116.80             |
|                                           |                       |               | Pass Through | \$ -                      |
| Maint / Prop Tax \$2.36/ton               | \$97,503.09           | CPI           | Pass Through | \$ 3,139.60               |
| City Rent \$10/ton                        | \$413,148.70          | Lease rate    | Pass Through | \$ -                      |
| City Landfill Fee \$14/ton                | \$578,408.18          | Set by City   | Pass Through | \$ -                      |
| MSWMA Fee \$5/ton                         | \$206,574.35          | Set by City   | Pass Through | \$ -                      |
| <b>Total COSTS Subject to adjustment</b>  | <b>\$5,163,374.42</b> |               |              | <b>\$ 222,602.50</b>      |
| <b>Adjusted Costs</b>                     |                       |               |              | <b>\$ 5,385,976.92</b>    |
| <b>Adjustments:</b>                       | \$0.00                |               |              | \$ -                      |
| Total Adjustments                         | \$0.00                |               |              | \$ -                      |
| Adjusted Cost                             | <b>\$5,163,374.42</b> |               |              | <b>\$ 222,602.50</b>      |

**Revenue base**

|                                 |                |
|---------------------------------|----------------|
| Comparison Year Revenue         | \$3,423,218.14 |
| Fuel                            | \$3,325.33     |
| Disposal - garbage              | \$20,679.09    |
| Disposal - processing           | \$4,647.37     |
| CPI adjustment                  | \$77,694.31    |
| City Landfill Fee \$14/ton      | \$0.00         |
| Maint / Prop Tax \$2.36/ton     | \$3,139.60     |
| Disposal Processing - Recycling | \$113,116.80   |
|                                 | \$0.00         |
| Revenue change                  | \$222,602.50   |
| Adjusted revenue                | \$3,645,820.64 |
| Adjusted Revenue Difference     | \$222,602.50   |

|                                          |       | Current  | Adjustment | New          |
|------------------------------------------|-------|----------|------------|--------------|
| Contractor Rate increase as a percent    | 6.50% | \$73.12  | \$4.75     | \$77.87      |
| MSWMA Rate increase as a percent         | 0.00% | \$5.00   | \$0.00     | \$5.00       |
| City Rate increase as a percent          | 0.00% | \$24.00  | \$0.00     | \$24.00      |
|                                          |       | \$102.12 | Total Rate | \$106.87     |
| <b>EFFECTIVE RATE ADJUSTMENT PERCENT</b> |       |          |            | <b>4.65%</b> |

**Solid Wastes Systems Transfer Station  
Annual Adjustment Calculations  
Effective Date January, 2020  
Using 2018/19 Year Data**

**Worksheet for computing the change in various indexes and factors which comprise the  
components on which rates are adjusted**

|                                                                |  |
|----------------------------------------------------------------|--|
| <b>Fuel - June to June (EIA Petroleum &amp; Other Liquids)</b> |  |
| See Fuel cost adjustment worksheet                             |  |

|                                   |           |                           |
|-----------------------------------|-----------|---------------------------|
| <b>CPI Bay Area- June to June</b> |           |                           |
| June 2018                         | June 2019 | Index Increase (Decrease) |
| 286.062                           | 295.259   | 9.197                     |
| <b>CPI % Change</b>               |           | <b>3.22%</b>              |

|                                         |              |                       |                       |            |                     |
|-----------------------------------------|--------------|-----------------------|-----------------------|------------|---------------------|
| <b>Landfill Fee Jan to Jan</b>          |              | <b>CPI Jun to Jun</b> | <b>CPI Jun to Jun</b> | <b>90%</b> |                     |
| January 2019                            | January 2020 | <b>2018</b>           | <b>2019</b>           |            | Increase (Decrease) |
| \$ 25.18                                | \$ 25.91     | 286.062               | 295.259               | 9.197      | 2.90%               |
| <b>Disposal - Garbage Cost % Change</b> |              |                       |                       |            | <b>2.90%</b>        |

|                                             |              |                       |                       |  |                     |
|---------------------------------------------|--------------|-----------------------|-----------------------|--|---------------------|
| <b>Disposal Processing Fee Jan to Jan</b>   |              | <b>CPI Jun to Jun</b> | <b>CPI Jun to Jun</b> |  |                     |
| January 2019                                | January 2020 | <b>2018</b>           | <b>2019</b>           |  | Increase (Decrease) |
| \$ 31.37                                    | \$ 31.89     | 251.989               | 256.143               |  | 4.154               |
| <b>Disposal - Green Waste Cost % Change</b> |              |                       |                       |  | <b>1.65%</b>        |

|                                                           |           |  |                     |
|-----------------------------------------------------------|-----------|--|---------------------|
| <b>Transfer Station MSW Tonnage at gate, Year to Year</b> |           |  |                     |
| June 2018                                                 | June 2019 |  | Increase (Decrease) |
| 39,752.18                                                 | 41,314.87 |  | 1,562.69            |
| <b>Tonnage % Change</b>                                   |           |  | <b>3.93%</b>        |

|                                       |              |                     |
|---------------------------------------|--------------|---------------------|
| <b>City Landfill Fee June to June</b> |              |                     |
| January 2019                          | January 2020 | Increase (Decrease) |
| \$ 14.00                              | \$ 14.00     | \$ 0.00             |
| <b>City Landfill Fee % Change</b>     |              | <b>0.00%</b>        |

|                               |              |                     |
|-------------------------------|--------------|---------------------|
| <b>MSWMA Fee June to June</b> |              |                     |
| January 2019                  | January 2020 | Increase (Decrease) |
| \$ 5.00                       | \$ 5.00      | \$ 0.00             |
| <b>MSWMA Fee % Change</b>     |              | <b>0.00%</b>        |

|                                     |               |                     |
|-------------------------------------|---------------|---------------------|
| <b>Recycle Tip Fee June to June</b> |               |                     |
| Y/E June 2018                       | Y/E June 2019 | Increase (Decrease) |
| \$65,485.40                         | \$178,602.20  | <b>\$113,116.80</b> |

| Fuel Revenue Adjustment Worksheet, based on Fuel Index change, June to June                   |                                                   |       |              |                                        | SWS                                   | Fuel Exhibit #2 |
|-----------------------------------------------------------------------------------------------|---------------------------------------------------|-------|--------------|----------------------------------------|---------------------------------------|-----------------|
| Base Year Fuel Index and Cost                                                                 |                                                   | 2.782 | \$174,101.27 | June 2016 after 5 yr Review - Jan 2017 |                                       |                 |
| Index Change - New<br>vs. Base Year                                                           |                                                   |       |              |                                        |                                       |                 |
| Annual adjustment based on Fuel Index change, year to year (using example fuel index changes) |                                                   |       |              |                                        |                                       |                 |
| 1                                                                                             | Estimated Fuel index adjustment at June 2017      | 3.095 | 11.25%       | \$19,586.39                            | Plus: Base Year Cost X Index Change   |                 |
|                                                                                               | Revenue adjustment for January 2018 rate revision |       |              | \$19,586.39                            | Less: Prior Fuel Cost applied to rate |                 |
|                                                                                               | iea index 2.895 + SB1 Diesel Tax .20              |       |              | \$193,687.66                           | Fuel Cost Allowed Year 1 - 2018       |                 |
| 2                                                                                             | Estimated Fuel index adjustment at June 2018      | 3.982 | 43.13%       | \$75,089.88                            | Plus: Base Year Cost X Index Change   |                 |
|                                                                                               | Revenue adjustment for January 2019 rate revision |       |              | \$19,586.39                            | Less: Prior Fuel Cost applied to rate |                 |
|                                                                                               |                                                   |       |              | \$249,191.15                           | Fuel Cost Allowed Year 2 - 2019       |                 |
| 3                                                                                             | Estimated Fuel index adjustment at June 2019      | 4.035 | 45.04%       | \$78,415.21                            | Plus: Base Year Cost X Index Change   |                 |
|                                                                                               | Revenue adjustment for January 2020 rate revision |       |              | \$75,089.88                            | Less: Prior Fuel Cost applied to rate |                 |
|                                                                                               |                                                   |       |              | \$252,516.48                           | Fuel Cost Allowed Year 3 - 2020       |                 |
| 4                                                                                             | Estimated Fuel index adjustment at June 2020      | 4.035 | 45.04%       | \$78,415.21                            | Plus: Base Year Cost X Index Change   |                 |
|                                                                                               | Revenue adjustment for January 2021 rate revision |       |              | \$78,415.21                            | Less: Prior Fuel Cost applied to rate |                 |
|                                                                                               |                                                   |       |              | \$252,516.48                           | Fuel Cost Allowed Year 4 - 2021       |                 |
| 5                                                                                             | Estimated Fuel index adjustment at June 2021      | 4.035 | 45.04%       | \$78,415.21                            | Plus: Base Year Cost X Index Change   |                 |
|                                                                                               | Revenue adjustment for January 2022 rate revision |       |              | \$78,415.21                            | Less: Prior Fuel Cost applied to rate |                 |
|                                                                                               |                                                   |       |              | \$252,516.48                           | Fuel Cost Allowed Year 5 - 2022       |                 |



**Solid Wastes Systems, Inc.**  
**Transfer Station Rate Schedule**  
**Effective Date January, 2020**

| <u>Item</u>                    | <u>2019<br/>Rate</u> | <u>Calculated<br/>2020<br/>FA<br/>Rate</u> | <u>NEW<br/>2020<br/>Rate<br/>Rounded *</u> |
|--------------------------------|----------------------|--------------------------------------------|--------------------------------------------|
| MSW - Ton                      | \$102.10             | \$106.85                                   | \$106.85                                   |
| MSW - Yard                     | \$22.80              | \$23.96                                    | \$23.95                                    |
| Minimum Gate Fee - MSW         | Up to 3 cans \$11.40 | \$11.98                                    | \$12.00                                    |
| Per Can Rate - 32 gallon       | After 3 cans \$3.80  | \$3.99                                     | \$4.00                                     |
| Green Waste - Ton              | \$48.10              | \$51.23                                    | \$51.25                                    |
| Green Waste - Yard             | \$7.00               | \$7.46                                     | \$7.45                                     |
| Minimum Gate Fee - Green Waste | \$6.90               | \$7.35                                     | \$7.35                                     |
| Mixed Load - Additional Charge | \$21.50              | \$22.90                                    | \$22.90                                    |
| Appliances                     | \$11.80              | \$12.57                                    | \$12.55                                    |
| Oil Filters - Small            | \$0.40               | \$0.43                                     | \$0.45                                     |
| Oil Filters - Medium           | \$0.75               | \$0.80                                     | \$0.80                                     |
| Oil Filters - Large            | \$1.05               | \$1.12                                     | \$1.10                                     |
| Concrete - Ton                 | \$75.45              | \$80.35                                    | \$80.35                                    |
| Dirt - Ton                     | \$75.45              | \$80.35                                    | \$80.35                                    |
| Sheetrock - Clean              | \$48.10              | \$51.23                                    | \$51.25                                    |
| Sheetrock - Dirty              | \$75.45              | \$80.35                                    | \$80.35                                    |
| Tires - Bicycle                | \$1.35               | \$1.44                                     | \$1.45                                     |
| Tires - Motorcycle             | \$2.65               | \$2.82                                     | \$2.80                                     |
| Tires - Passenger Car          | \$3.95               | \$4.21                                     | \$4.20                                     |
| Tires - Passenger Car with Rim | \$6.15               | \$6.55                                     | \$6.55                                     |
| Tires - Truck                  | \$8.35               | \$8.89                                     | \$8.90                                     |
| Tires - Truck with Rim         | \$11.30              | \$12.03                                    | \$12.05                                    |
| Tires - Tractor                | 49.70 - 376.05       | 52.93 - 400.49                             | 52.95 - 400.50                             |
| E-Waste - Computers            | No Charge            | No Charge                                  | No Charge                                  |
| E-Waste - Monitors             | No Charge            | No Charge                                  | No Charge                                  |
| Scrap Metal                    | No Charge            | No Charge                                  | No Charge                                  |

This rate adjusted by 3.89% (effective rate)

This rate = 24.05% of per ton contractor gate fee PLUS per ton City & MSWMA fees divided by 5.54 (yards / ton)

This rate = MSW Yard fee / 2

This rate = Min Gate fee / 3

These rates adjusted by 6.50% (contractor rate)

\* Rates are rounded to the nearest five cents

**Solid Wastes Systems, Inc.**  
**Transfer Station Rate Schedule**  
**Effective Date January, 2020**

| <b>Item</b>                    |              | <b>NEW<br/>2020<br/>Rate<br/>Rounded *</b> |
|--------------------------------|--------------|--------------------------------------------|
| MSW - Ton                      |              | <b>\$106.85</b>                            |
| MSW - Yard                     |              | <b>\$23.95</b>                             |
| Minimum Gate Fee - MSW         | Up to 3 cans | <b>\$12.00</b>                             |
| Per Can Rate - 32 gallon       | After 3 cans | <b>\$4.00</b>                              |
| Green Waste - Ton              |              | <b>\$51.25</b>                             |
| Green Waste - Yard             |              | <b>\$7.45</b>                              |
| Minimum Gate Fee - Green Waste |              | <b>\$7.35</b>                              |
| Mixed Load - Additional Charge |              | <b>\$22.90</b>                             |
| Appliances                     |              | <b>\$12.55</b>                             |
| Oil Filters - Small            |              | <b>\$0.45</b>                              |
| Oil Filters - Medium           |              | <b>\$0.80</b>                              |
| Oil Filters - Large            |              | <b>\$1.10</b>                              |
| Concrete - Ton                 |              | <b>\$80.35</b>                             |
| Dirt - Ton                     |              | <b>\$80.35</b>                             |
| Sheetrock - Clean              |              | <b>\$51.25</b>                             |
| Sheetrock - Dirty              |              | <b>\$80.35</b>                             |
| Tires - Bicycle                |              | <b>\$1.45</b>                              |
| Tires - Motorcycle             |              | <b>\$2.80</b>                              |
| Tires - Passenger Car          |              | <b>\$4.20</b>                              |
| Tires - Passenger Car with Rim |              | <b>\$6.55</b>                              |
| Tires - Truck                  |              | <b>\$8.90</b>                              |
| Tires - Truck with Rim         |              | <b>\$12.05</b>                             |
| Tires - Tractor                |              | <b>\$52.95 - \$400.50</b>                  |
| E-Waste - Computers            |              | <b>No Charge</b>                           |
| E-Waste - Monitors             |              | <b>No Charge</b>                           |
| Scrap Metal                    |              | <b>No Charge</b>                           |

\* Rates are rounded to the nearest five cents

## SWS Transfer Station Agreement

|       |                         | Cost/Rev          | Adjustment<br>Period | Adjustment<br>Method     | Index<br>Used                       | Cost<br>Group         |
|-------|-------------------------|-------------------|----------------------|--------------------------|-------------------------------------|-----------------------|
| 1,2,4 | Construction / Lease    | \$2.36 / MSW ton  | Annual               | 100% of index change     | CPI - US Cities CPI-U               | Base Rate as Adjusted |
| 3     | Construction / Lease    | \$10.00 / MSW ton | Time to Time         | Per City                 | N/A                                 | Pass Through          |
| 1,2   | Fuel                    |                   | Annual               | 100% of index change     | eia CA #2 Diesel Retail all sellers | Base Rate as Adjusted |
|       | Disposal - Landfill     |                   | Time to Time         | Per Landfill Agreement   | N/A                                 | Pass Through          |
| 9     | Disposal - Processing   |                   | Time to Time         | Per Processor Agreements | N/A                                 | Pass Through          |
| 1,2   | Operating Costs         |                   | Annual               | 100% of index change     | CPI - US Cities CPI-U               | Base Rate as Adjusted |
|       |                         |                   |                      |                          |                                     |                       |
|       | Per Ton Contractor Gate |                   |                      |                          |                                     |                       |
| 4     | City Franchise Fee      | \$2.00            | Time to Time         | Per City                 | N/A                                 | Pass Through          |
| 4     | MSWMA Fee               | \$5.00            | Time to Time         | Per MSWMA                | N/A                                 | Pass Through          |
|       |                         |                   |                      |                          |                                     |                       |
|       |                         |                   |                      |                          |                                     |                       |
| 6,7,8 | TOTAL GATE FEE          |                   |                      |                          |                                     |                       |

## Notes

- 1 Agreement should state mutually agreed upon Index if Index becomes unavailable
- 2 June to June change
- 3 Lease rate replaces construction rate January 1, 2017 - \$10.00 per ton MSW
- 4 Part of Construction rate left in gate rate to cover triple net lease costs (adjusts by CPI) starting January 1, 2017. i.e.. Prop tax, Insurance & R&M.
- 4 Agreement should state initial rate, subject to change by City / MSWMA action
- 5 Exhibit of calculation to be made part of agreement
- 6 SWS requests new rate by Aug 15, City approves by Oct 15, Pub Notice given by Nov 1, Adjusted Rate goes into effect following January 1.
- 7 Per Yard Gate Fee shall be equal to 24.05% of per ton contractor gate fee PLUS per ton City & MSWMA fees divided by 5.54 (MSWMA yards / ton)
- 8 Rate change is calculated as follows: % annual adjustment X actual prior year (July to June) component cost = new funds needed / total gate revenue  
= % adjustment to gate rate.
- 9 Processing contract mutually agreed to with city - i.e. PRS grinding yard rate charged SWS for greenwaste.

City can direct SWS to implement other programs, provided the costs of such programs are covered through increased rates.

**SWS CPI Operating Costs**

July to June

**TOTAL Expenses 2018/19** **\$5,446,313.37**

Less:

Fuel -\$281,540.05

Disposal - Garbage -\$713,072.03

Disposal - Processing -\$281,658.95

Disposal - Recycling -\$178,602.20

Maint / Prop Tax \$2.36/ton -\$97,503.09

City Rent \$10/ton -\$413,148.70

City Landfill Fee \$14/ton -\$578,408.18

MSWMA Fee \$5/ton -\$206,574.35

Scrap Metal Cost \$0.00

Buyback Recycle Purchase Cost -\$195,458.33

Compost / Landscape Cost -\$87,480.62

**TOTAL CPI Allowed Operating Costs** **\$2,412,866.87****Comparison Year Revenue**

Total Revenue \$5,082,603.91

Less:

Scrap Metal -\$151,429.71

Buyback -\$193,436.32

Compost / Landscape -\$116,388.51

**City Rent \$10/ton** -\$413,148.70**City Landfill Fee \$14/ton** -\$578,408.18**MSWMA Fee \$5/ton** -\$206,574.35Comparison Year Revenue **\$3,423,218.14**



4.12 Additional Services. Contractor shall provide additional services upon request of City or upon the proposal of Contractor as approved by City subject, if the costs incurred by Contractor to provide such services increase, to the establishment by mutual written agreement of a reasonable service fee therefor.

4.13. Permits and Licenses. Contractor shall obtain and maintain throughout the term of this Agreement all permits, licenses and approvals required for Contractor to perform the services described herein, including, without limitation, an operating permit from the County of Mendocino. City shall cooperate with Contractor in connection with such permits, licenses and approvals, and shall renew all such permits, licenses and approvals issued by City, provided that Contractor is not in material breach of this Agreement and provided Contractor shall have fulfilled all requirements for the renewal of such permits, licenses and approvals. Contractor shall provide City's City Manager or his or her designee with copies of all permits or amendments or renewals thereof which are not issued by City.

4.14 Applicable Law. Contractor shall perform all its obligations under this Agreement in accordance with all applicable laws, including, without limitation, the permits, licenses and approvals described in Section 4.12 above, and shall be solely liable for all fines and penalties that may be imposed on Contractor for violations thereof.

5. Landfill Fee and Other Surcharges. Within forty-five (45) days after the end of each calendar month during the term of this Agreement, Contractor shall remit to City as a landfill fee a sum of money equal to Two Dollars (\$2.00) per ton (or the equivalent amount for a cubic yard), or such other amount approved by City, of Acceptable Waste received by Contractor at the Transfer Station, and any other Surcharge, approved by and acceptable to the City still in force shall be remitted to City or another entity, as directed by the City, within ninety (90) days after the end of each calendar month. If these fees are not paid on or before such due date, a late payment fee in an amount equal to eighty-three one-hundredths of a percent (0.83%) of the amount owing per month will be charged for each thirty (30) day period, or portion thereof, that the fee remains unpaid. Each monthly remittance to City shall be accompanied by a statement detailing the Acceptable Waste received at the Transfer Station for the period covered.

6. Gate Rate and Other Service Fees.

6.1 Establishment. Exhibit D sets forth the gate rate and other service fees for services provided by Contractor under this Agreement (collectively, the "Rates") effective as of the Effective Date. Contractor shall not charge lower Rates to any Franchised Waste Hauler or Self Hauler serving or from areas outside the City. Such Rates shall be subject to review and revision as set forth in Sections 6.2, 6.3, 6.4 and 6.5 below. Contractor shall not charge any amount in excess of the approved Rates for services required by or permitted under this Agreement.

6.2 Modification Based on Consumer Price Index, Fuel Index and Certain Pass-Through Costs.

(a) Per Ton MSW Rate. The per ton Municipal Solid Waste ("MSW") Rate shall be adjusted January 1st every year, beginning January 1, 2013 ("Rate Adjustment Date") to reflect changes in the CPI, the Fuel Index and certain Pass-Through Costs by an amount determined in accordance with the Transfer Station Rate Calculation attached hereto as Exhibit E (the "Calculation").

(b) Definitions. For purposes of Rate adjustments pursuant to this Section 6.2 and the Calculation, the following terms shall have the following meanings.

(i) “Base Fuel Cost” means Contractor’s actual costs for diesel and other fuels used in performing services under this Agreement for the year ended December 31, 2010 or \$152,533.47.

(ii) “Base Revenue” means Contractor’s total revenue received from Franchised Haulers and Self-Haulers during the Comparison Year, excluding revenue from the sale of scrap metal, Recyclables purchased under the buy-back program, and compost.

(iii) “Base Year” means the year ended June 30<sup>th</sup> one year prior to June 30<sup>th</sup> of the Comparison Year.

(iv) “Comparison Year” means the year ended June 30<sup>th</sup> immediately prior to the relevant Rate Adjustment Date.

(v) “Contractor Rate” means the per ton MSW Rate minus the per ton Franchise Fees.

(vi) “CPI” means the Consumer Price Index, All Urban Consumers, U.S. City Average, All Items (1982-1984=100), published by the United States Department of Labor, Bureau of Labor Statistics.

(vii) “Disposal Fees – Garbage” means the actual Disposal Costs paid by Contractor for Solid Waste delivered by Contractor to the Disposal Facility during the Comparison Year.

(viii) “Disposal Fees – Processing” means the actual Processing Costs paid by Contractor to PRS or any other Authorized Facility for Recyclables, Green Waste, Mixed Organic Waste and Food Waste delivered by Contractor to the PRS Facility or such Authorized Facility, respectively, during the Comparison Year.

(ix) “Fuel Costs” means Contractor’s actual costs for diesel and other fuels used in performing services under this Agreement during the Comparison Year.

(x) “Fuel Index” means the California No.2 Diesel Retail Sales by all Sellers (Dollars Per Gallon) published by the U. S. Energy Information Administration.

(xi) “Operating Costs” means all of Contractor’s costs to operate the Transfer Station under this Agreement, including, without limitation, labor costs, vehicle and vehicle-related costs, maintenance, insurance and transportation costs, but excluding Fuel Costs, Pass-Through Costs and the costs of purchasing scrap metal, Recyclables purchased under the buy-back program, and compost (including sales taxes).

(c) Rules. For purposes of Rate adjustments pursuant to this Section 6.2 and the Calculation, the following rules shall apply.

(i) “CPI Change” shall be calculated as one hundred percent (100%) of the percentage increase or decrease, if any, in the CPI during the Comparison Year, using the CPI published for June of such Year as compared with the CPI published for June of the Base Year.

(ii) “Fuel Index Change” shall be calculated as one hundred percent (100%) of the percentage increase or decrease, if any, in the Fuel Index from June of the Base Year through June of the Comparison Year; provided, however, that, notwithstanding Section 6.2(b)(iii) above, “Base Year” for purposes of the Fuel Index Change shall mean the year ended June 30, 2010; and, provided, further, that the Fuel Index Change adjustment (i.e., Fuel Index Change multiplied by Base Fuel Cost) for any Rate Adjustment Date shall be calculated after removal of such adjustment for the prior Rate Adjustment Date.

(iii) The Adjustments for destination charges and Disposal Fees with respect to the use of the Eastlake landfill that appear in the Calculation are not recurring.

(iv) Rate adjustments for changes in Franchise Fees that take effect on a date other than January 1<sup>st</sup>, as well as changes in other Pass-Through Costs, will be determined under Section 6.3 below and not under this Section 6.2.

(v) If City elects to purchase the Transfer Station Site and the Improvements on December 31, 2016 pursuant to Section 12 below, the cost entitled "Construction/Lease \$2.36/ton" in the Calculation will be increased annually commencing January 1, 2018 by one hundred percent (100%) of the percentage increase or decrease, if any, in the CPI during the Comparison Year, using the CPI published for June of such Year as compared with the CPI published for June of the Base Year.

(vii) As set forth in the Calculation, each adjustment in the per ton MSW Rate pursuant to this Section 6.2 shall equal the percentage adjustment in the Contractor Rate plus the per ton Franchise Fees.

(d) Per Yard MSW and Minimum MSW Rates. Each of the per yard MSW Rate, minimum MSW Rate and per can MSW Rate shall be adjusted January 1st every year (beginning January 1, 2013), as follows: the per yard MSW Rate shall equal 24.05% of the Contractor Rate, plus the per ton Franchise Fees divided by 5.54; the minimum MSW Rate shall equal the per yard MSW Rate divided by two (2); and the per can MSW Rate shall equal the minimum MSW Rate divided by three (3). All rates in this Section 6.2(d) shall be rounded to the nearest five cents.

(e) All Other Rates. Each of the Rates set forth on Exhibit D other than the MSW Rates shall be adjusted January 1st every year (beginning January 1, 2013) by an amount equal to the percentage increase or decrease, if any, in the Contractor Rate (i.e., determined before adjusting for Franchise Fees). All rates in this Section 6.2(e) shall be rounded to the nearest five cents.

(f) Procedure. The procedure for Rate adjustments under this Section 6.2 shall be as follows:

(i) Not later than August 15th of each year, Contractor shall file with the City Manager a written notice of intention to adjust each of the then current Rates effective as of January 1st of the next year in accordance with Section 6.2(a) through (e) above.

(ii) Within sixty (60) days of the filing of the notice of intention, the City Manager shall review the notice and either confirm that the proposed Rates are within the limit of Section 6.2 above or establish by mutual agreement with Contractor any necessary changes to the proposed Rates to make such confirmation.

(iii) Not later than October 20th, the City Manager shall inform the City Council in writing of his or her determination regarding the proposed new Rates and the City Council shall be entitled to review and confirm that the proposed Rates are within the limit of Section 6.2 above or establish by mutual agreement with Contractor any necessary changes to the proposed Rates to make such confirmation, not later than November 20th. Any Rates shall become effective on the following January 1<sup>st</sup>, provided that Contractor shall post notice of the revised Rates at the Transfer Station not later than December 1<sup>st</sup>.

(iv) In the event that the CPI or the Fuel Index described in Section 6.2 above shall be discontinued or materially modified during the term of this Agreement, the parties shall together select a replacement index and/or otherwise change Section 6.2 above so as to replicate, as nearly as possible, the mutual intention of the parties to rely on the results of either index described in Section 6.2 as in effect on the date hereof.

6.3 Modification Based on Changes in Pass-Through Costs. In addition to adjustments under Section 6.2 above, each Rate shall be adjusted to reflect changes in Pass-Through Costs that are not the subject of Rate adjustments pursuant to Section 6.2 above, as follows. Using the section of the Calculation entitled "Revenue Base," each Rate shall be increased by an amount equal to the increase in applicable Pass-Through Costs, and decreased by an amount equal to the decrease in applicable Pass-Through Costs, in each case so as to cause such Rate to compensate for such change in Pass-Through Costs as of the date such change becomes effective and either payable by or a benefit to Contractor, and

taking into account the increase or decrease in Franchise Fees payable in respect of such change. Changes in Pass-Through Costs resulting from a change in Disposal Facilities or Processing Facilities shall cause an increase in Rates as provided herein only if Contractor has complied with Sections 4.1.1 and 4.1.2 and City has approved the successor or alternate Facilities in accordance with such Sections, subject to Section 4.6.

6.4 Five Year Review. Once every five (5) years (beginning no later than April 2, 2016 for purposes of adjusting the Rates effective January 1, 2017), City shall conduct a review for the purpose of determining whether or not the automatic adjustments provided in Sections 6.2, 6.3 and 6.5 have adequately adjusted the Rates to cover the actual increase or decrease in the Contractor's reasonable operating costs or have exceeded those costs and whether the Rates remains fair to the ratepayer and the Contractor. Depending on the results of that review the City may approve an increase or decrease in the Rates. City shall complete each such review and adjustment, if any, at least three months (3) prior to the beginning of such year (by September 30, 2016 in the case of the first such review), and Contractor shall cooperate with such review. In conducting each such review, City shall consider the following information: financial records of Contractor (including operating expenses and revenues and Disposal, Processing, Regulatory and other costs of Contractor, and Contractor revenues), the factors described in Section 6.5 below, and rates charged for comparable services at similar facilities. Increases or decreases in the Rates pursuant to this Section 6.4 shall be subject to the notice and public hearing requirements in the Ukiah City Code, Division 4, Chapter 6, Article 1, commencing with Section 3950. The City may conduct such investigation as it deems necessary to perform this review and Contractor shall cooperate with such investigation, which may include the City's inspection and copying of Contractor records and review and/or audit of Contractor's financial records by a City retained CPA, the costs of which shall be reimbursed to City from Base Revenue but treated as a Pass-Through Cost for rate setting purposes.

6.5 Modification Based on Extraordinary Items. In addition to adjustments under Sections 6.2, 6.3, and 6.4 above, Contractor may request an increase in the Rates if Contractor's costs increase or its revenues decrease solely as the result of extraordinary circumstances beyond its control that could not have been reasonably anticipated by Contractor (such as a Change in Law) and if the increase in costs or decrease in revenues unavoidably adversely affects Contractor's opportunity to operate at a reasonable profit. Contractor shall have the burden of producing evidence satisfactory to City demonstrating its need for a rate increase prior to the regular Five Year Review pursuant to Section 6.4 above, including, but not limited to, Reviewed or Audited financial statements of Contractor, if requested by City. The City Council shall consider the request pursuant to the notice and public hearing procedures in Ukiah City Code, Division 4, Chapter 6, Article 1, commencing with Section 3950.

6.6 Billing. Contractor shall charge and collect from all customers at the Transfer Station upon receipt of materials, or bill such customers, for all services hereunder. Interest of one percent (1%) per month or the highest rate permitted under applicable law, whichever is less, shall be applied to any past due amounts until paid in full. Amounts shall be past due if not paid within thirty (30) days of billing. Contractor shall have the right to refuse service to any customer that is more than sixty (60) days delinquent on his, her or its account.

## 7. Provisions Applicable to Equipment and Personnel.

7.1 Equipment. Contractor shall provide all equipment necessary to perform the services described in the Agreement, sufficient in number and capacity to efficiently perform the work required by



## ADDENDUM TWO TO TRANSFER STATION AGREEMENT

This Addendum Two ("Addendum Two") to that certain Second Amended and Restated Transfer Station Agreement dated October 7, 2015, as amended by Addendum One thereto dated September 21, 2016 (the "Transfer Station Agreement"), is made between the City of Ukiah, a municipal corporation (hereinafter "City"), and Solid Wastes Systems, Inc., a California corporation (hereinafter "Contractor"), effective as of December 20, 2017, with reference to the following:

A. City and Contractor wish to amend the Transfer Station Agreement on the terms herein.

B. This is the second addendum to the Transfer Station Agreement. Except as expressly stated herein, all of the terms of the Transfer Station Agreement remain in full force and effect as currently written.

NOW, THEREFORE, in and for the mutual covenants herein and other good and valuable consideration, the parties hereby agree as follows:

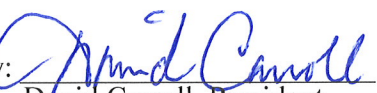
1. Section 6.2(b)(vi) of the Transfer Station Agreement is amended to read as follows:

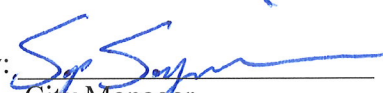
"CPI" means the Consumer Price Index, All Urban Consumers, All items in San Francisco-Oakland-San Jose, CA, (Series CUURA422SA0, CUUSA422SA0) (Index 1982-84=100), published by the United States Department of Labor, Bureau of Labor Statistics.

IN WITNESS WHEREOF, the parties have executed this Addendum Two as of the date first set forth above.

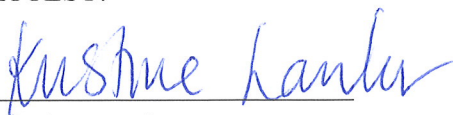
Solid Wastes Systems, Inc.

City of Ukiah

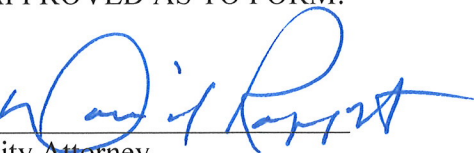
By:   
David Carroll, President

By:   
City Manager

ATTEST:

  
Kristine Lawler  
City Clerk

APPROVED AS TO FORM:

  
City Attorney

## Food

Food prices rose 1.1 percent for the two months ending in June. (See table 1.) Prices for food at home rose 2.0 percent, and prices for food away from home increased 0.3 percent for the same period.

Over the year, food prices increased 5.1 percent. Prices for food away from home rose 7.4 percent since a year ago, and prices for food at home rose 2.4 percent.

## Energy

The energy index decreased 1.6 percent for the two months ending in June. The decrease was mainly due to lower prices for gasoline (-3.4 percent). Prices for natural gas service declined 6.4 percent, but electricity prices advanced 4.6 percent for the same period.

Energy prices increased 2.2 percent over the year, largely due to higher prices for electricity (4.9 percent). Prices paid for natural gas service increased 2.3 percent, and prices for gasoline increased 1.1 percent during the past year.

## All items less food and energy

The index for all items less food and energy inched up 0.1 percent in the latest two-month period. Higher prices for new and used motor vehicles (2.0 percent) and shelter (0.3 percent) were partially offset by lower prices for recreation (-2.2 percent) and apparel (-1.9 percent).

Over the year, the index for all items less food and energy rose 3.0 percent. Components contributing to the increase included apparel (7.5 percent), education and communication (5.9 percent), and shelter (2.8 percent). Partly offsetting the increases was a decline in the price for new vehicles (-3.1 percent).

**Table A. San Francisco-Oakland-Hayward, CA, CPI-U 2-month and 12-month percent changes, all items index, not seasonally adjusted**

| Month          | 2015    |          | 2016    |          | 2017    |          | 2018    |          | 2019    |          |
|----------------|---------|----------|---------|----------|---------|----------|---------|----------|---------|----------|
|                | 2-month | 12-month | 2-month | 12-month | 2-month | 12-month | 2-month | 12-month | 2-month | 12-month |
| February ..... | 1.0     | 2.5      | 0.9     | 3.0      | 0.8     | 3.4      | 1.4     | 3.6      | 0.5     | 3.5      |
| April .....    | 1.1     | 2.4      | 0.7     | 2.7      | 1.1     | 3.8      | 0.8     | 3.2      | 1.2     | 4.0      |
| June .....     | 0.6     | 2.3      | 0.6     | 2.7      | 0.3     | 3.5      | 0.9     | 3.9      | 0.2     | 3.2      |
| August .....   | 0.3     | 2.6      | 0.7     | 3.1      | 0.2     | 3.0      | 0.6     | 4.3      |         |          |
| October .....  | 0.4     | 2.6      | 0.9     | 3.6      | 0.6     | 2.7      | 0.7     | 4.4      |         |          |
| December ..... | -0.3    | 3.2      | -0.3    | 3.5      | -0.1    | 2.9      | 0.1     | 4.5      |         |          |

**The August 2019 Consumer Price Index for the San Francisco-Oakland-Hayward area is scheduled to be released on September 12, 2019.**

3.22%

## Consumer Price Index Geographic Revision for 2018

In January 2018, BLS introduced a new geographic area sample for the Consumer Price Index (CPI). As part of the new sample, the index for this area was renamed. Additional information on the geographic revision is available at: [www.bls.gov/cpi/additional-resources/geographic-revision-2018.htm](http://www.bls.gov/cpi/additional-resources/geographic-revision-2018.htm).

June 2018 = 286.062  
June 2019 = 295.259

**Table 1. Consumer Price Index for All Urban Consumers (CPI-U): Indexes and percent changes for selected periods San Francisco-Oakland-Hayward, CA (1982-84=100 unless otherwise noted)**

| Item and Group                                        | Indexes      |             |              | Percent change from- |              |             |
|-------------------------------------------------------|--------------|-------------|--------------|----------------------|--------------|-------------|
|                                                       | Apr.<br>2019 | May<br>2019 | Jun.<br>2019 | Jun.<br>2018         | Apr.<br>2019 | May<br>2019 |
| <b>Expenditure category</b>                           |              |             |              |                      |              |             |
| All items.....                                        | 294.801      | -           | 295.259      | 3.2                  | 0.2          | -           |
| All items (1967=100).....                             | 906.300      | -           | 907.709      | -                    | -            | -           |
| Food and beverages.....                               | 288.243      | -           | 290.452      | 4.6                  | 0.8          | -           |
| Food.....                                             | 285.888      | -           | 288.914      | 5.1                  | 1.1          | -           |
| Food at home.....                                     | 252.639      | 254.863     | 257.789      | 2.4                  | 2.0          | 1.1         |
| Cereals and bakery products.....                      | 258.149      | -           | 259.205      | -0.3                 | 0.4          | -           |
| Meats, poultry, fish, and eggs.....                   | 250.400      | -           | 258.545      | 4.7                  | 3.3          | -           |
| Dairy and related products.....                       | 261.768      | -           | 264.976      | -1.1                 | 1.2          | -           |
| Fruits and vegetables.....                            | 342.744      | -           | 347.822      | 4.3                  | 1.5          | -           |
| Nonalcoholic beverages and beverage materials(1)..... | 204.278      | -           | 200.398      | -0.9                 | -1.9         | -           |
| Other food at home.....                               | 216.998      | -           | 226.017      | 2.9                  | 4.2          | -           |
| Food away from home.....                              | 324.339      | -           | 325.183      | 7.4                  | 0.3          | -           |
| Food away from home.....                              | 324.339      | -           | 325.183      | 7.4                  | 0.3          | -           |
| Alcoholic beverages.....                              | 316.507      | -           | 311.910      | 1.0                  | -1.5         | -           |
| Housing.....                                          | 346.105      | -           | 347.397      | 2.8                  | 0.4          | -           |
| Shelter.....                                          | 395.518      | 396.532     | 396.831      | 2.8                  | 0.3          | 0.1         |
| Rent of primary residence(2).....                     | 453.935      | 454.898     | 452.744      | 2.8                  | -0.3         | -0.5        |
| Owners' equiv. rent of residences(2)(3).....          | 424.098      | 424.539     | 425.284      | 2.8                  | 0.3          | 0.2         |
| Owners' equiv. rent of primary residence(1)(2).....   | 424.098      | 424.539     | 425.284      | 2.8                  | 0.3          | 0.2         |
| Fuels and utilities.....                              | 415.874      | -           | 419.833      | 5.2                  | 1.0          | -           |
| Household energy.....                                 | 359.515      | 366.047     | 365.063      | 4.0                  | 1.5          | -0.3        |
| Energy services(2).....                               | 360.524      | 367.134     | 366.460      | 4.2                  | 1.6          | -0.2        |
| Electricity(2).....                                   | 373.923      | 391.199     | 391.199      | 4.9                  | 4.6          | 0.0         |
| Utility (piped) gas service(2).....                   | 320.999      | 302.619     | 300.392      | 2.3                  | -6.4         | -0.7        |
| Household furnishings and operations.....             | 139.090      | -           | 139.650      | 0.9                  | 0.4          | -           |
| Apparel.....                                          | 117.181      | -           | 114.989      | 7.5                  | -1.9         | -           |
| Transportation.....                                   | 210.749      | -           | 210.896      | 1.1                  | 0.1          | -           |
| Private transportation.....                           | 204.281      | -           | 203.699      | 1.1                  | -0.3         | -           |
| New and used motor vehicles(4).....                   | 93.188       | -           | 95.053       | -2.7                 | 2.0          | -           |
| New vehicles(1).....                                  | 158.086      | -           | 159.898      | -3.1                 | 1.1          | -           |
| Used cars and trucks(1).....                          | 253.407      | -           | 253.982      | 0.4                  | 0.2          | -           |
| Motor fuel.....                                       | 290.028      | 297.662     | 280.364      | 1.1                  | -3.3         | -5.8        |
| Gasoline (all types).....                             | 289.129      | 296.691     | 279.331      | 1.1                  | -3.4         | -5.9        |
| Gasoline, unleaded regular(4).....                    | 289.818      | 297.438     | 279.819      | 1.2                  | -3.5         | -5.9        |
| Gasoline, unleaded midgrade(4).....                   | 266.200      | 275.585     | 259.713      | 0.8                  | -2.4         | -5.8        |
| Gasoline, unleaded premium(4).....                    | 271.738      | 278.343     | 262.894      | 0.8                  | -3.3         | -5.6        |
| Motor vehicle insurance(1).....                       | 516.426      | -           | 516.426      | 2.1                  | 0.0          | -           |
| Medical care.....                                     | 537.178      | -           | 538.854      | 5.4                  | 0.3          | -           |
| Recreation(6).....                                    | 119.255      | -           | 116.648      | 0.9                  | -2.2         | -           |
| Education and communication(6).....                   | 151.482      | -           | 151.694      | 5.9                  | 0.1          | -           |
| Tuition, other school fees, and child care(1).....    | 1,836.560    | -           | 1,836.560    | 10.3                 | 0.0          | -           |
| Other goods and services.....                         | 499.587      | -           | 499.018      | 1.0                  | -0.1         | -           |
| <b>Commodity and service group</b>                    |              |             |              |                      |              |             |
| All items.....                                        | 294.801      | -           | 295.259      | 3.2                  | 0.2          | -           |
| Commodities.....                                      | 195.833      | -           | 194.969      | 2.4                  | -0.4         | -           |
| Commodities less food & beverages.....                | 146.132      | -           | 143.834      | 0.3                  | -1.6         | -           |
| Nondurables less food & beverages.....                | 196.693      | -           | 191.919      | 1.5                  | -2.4         | -           |
| Durables.....                                         | 97.745       | -           | 97.689       | -1.6                 | -0.1         | -           |

Note: See footnotes at end of table.

# Historical Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, all items, by month — Continued

[1982-84=100, unless otherwise noted]

| Year      | Jan.    | Feb.    | Mar.    | Apr.    | May     | Jun.    | Jul.    | Aug.    | Sep.    | Oct.    | Nov.    | Dec.    |
|-----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 1971..... | 39.8    | 39.9    | 40.0    | 40.1    | 40.3    | 40.6    | 40.7    | 40.8    | 40.8    | 40.9    | 40.9    | 41.1    |
| 1972..... | 41.1    | 41.3    | 41.4    | 41.5    | 41.6    | 41.7    | 41.9    | 42.0    | 42.1    | 42.3    | 42.4    | 42.5    |
| 1973..... | 42.6    | 42.9    | 43.3    | 43.6    | 43.9    | 44.2    | 44.3    | 45.1    | 45.2    | 45.6    | 45.9    | 46.2    |
| 1974..... | 46.6    | 47.2    | 47.8    | 48.0    | 48.6    | 49.0    | 49.4    | 50.0    | 50.6    | 51.1    | 51.5    | 51.9    |
| 1975..... | 52.1    | 52.5    | 52.7    | 52.9    | 53.2    | 53.6    | 54.2    | 54.3    | 54.6    | 54.9    | 55.3    | 55.5    |
| 1976..... | 55.6    | 55.8    | 55.9    | 56.1    | 56.5    | 56.8    | 57.1    | 57.4    | 57.6    | 57.9    | 58.0    | 58.2    |
| 1977..... | 58.5    | 59.1    | 59.5    | 60.0    | 60.3    | 60.7    | 61.0    | 61.2    | 61.4    | 61.6    | 61.9    | 62.1    |
| 1978..... | 62.5    | 62.9    | 63.4    | 63.9    | 64.5    | 65.2    | 65.7    | 66.0    | 66.5    | 67.1    | 67.4    | 67.7    |
| 1979..... | 68.3    | 69.1    | 69.8    | 70.6    | 71.5    | 72.3    | 73.1    | 73.8    | 74.6    | 75.2    | 75.9    | 76.7    |
| 1980..... | 77.8    | 78.9    | 80.1    | 81.0    | 81.8    | 82.7    | 82.7    | 83.3    | 84.0    | 84.8    | 85.5    | 86.3    |
| 1981..... | 87.0    | 87.9    | 88.5    | 89.1    | 89.8    | 90.6    | 91.6    | 92.3    | 93.2    | 93.4    | 93.7    | 94.0    |
| 1982..... | 94.3    | 94.6    | 94.5    | 94.9    | 95.8    | 97.0    | 97.5    | 97.7    | 97.9    | 98.2    | 98.0    | 97.6    |
| 1983..... | 97.8    | 97.9    | 97.9    | 98.6    | 99.2    | 99.5    | 99.9    | 100.2   | 100.7   | 101.0   | 101.2   | 101.3   |
| 1984..... | 101.9   | 102.4   | 102.6   | 103.1   | 103.4   | 103.7   | 104.1   | 104.5   | 105.0   | 105.3   | 105.3   | 105.3   |
| 1985..... | 105.5   | 106.0   | 106.4   | 106.9   | 107.3   | 107.6   | 107.8   | 108.0   | 108.3   | 108.7   | 109.0   | 109.3   |
| 1986..... | 109.6   | 109.3   | 108.8   | 108.6   | 108.9   | 109.5   | 109.5   | 109.7   | 110.2   | 110.3   | 110.4   | 110.5   |
| 1987..... | 111.2   | 111.6   | 112.1   | 112.7   | 113.1   | 113.5   | 113.8   | 114.4   | 115.0   | 115.3   | 115.4   | 115.4   |
| 1988..... | 115.7   | 116.0   | 116.5   | 117.1   | 117.5   | 118.0   | 118.5   | 119.0   | 119.8   | 120.2   | 120.3   | 120.5   |
| 1989..... | 121.1   | 121.6   | 122.3   | 123.1   | 123.8   | 124.1   | 124.4   | 124.6   | 125.0   | 125.6   | 125.9   | 126.1   |
| 1990..... | 127.4   | 128.0   | 128.7   | 128.9   | 129.2   | 129.9   | 130.4   | 131.6   | 132.7   | 133.5   | 133.8   | 133.8   |
| 1991..... | 134.6   | 134.8   | 135.0   | 135.2   | 135.6   | 136.0   | 136.2   | 136.6   | 137.2   | 137.4   | 137.8   | 137.9   |
| 1992..... | 138.1   | 138.6   | 139.3   | 139.5   | 139.7   | 140.2   | 140.5   | 140.9   | 141.3   | 141.8   | 142.0   | 141.9   |
| 1993..... | 142.6   | 143.1   | 143.6   | 144.0   | 144.2   | 144.4   | 144.4   | 144.8   | 145.1   | 145.7   | 145.8   | 145.8   |
| 1994..... | 146.2   | 146.7   | 147.2   | 147.4   | 147.5   | 148.0   | 148.4   | 149.0   | 149.4   | 149.5   | 149.7   | 149.7   |
| 1995..... | 150.3   | 150.9   | 151.4   | 151.9   | 152.2   | 152.5   | 152.5   | 152.9   | 153.2   | 153.7   | 153.6   | 153.5   |
| 1996..... | 154.4   | 154.9   | 155.7   | 156.3   | 156.6   | 156.7   | 157.0   | 157.3   | 157.8   | 158.3   | 158.6   | 158.6   |
| 1997..... | 159.1   | 159.6   | 160.0   | 160.2   | 160.1   | 160.3   | 160.5   | 160.8   | 161.2   | 161.6   | 161.5   | 161.3   |
| 1998..... | 161.6   | 161.9   | 162.2   | 162.5   | 162.8   | 163.0   | 163.2   | 163.4   | 163.6   | 164.0   | 164.0   | 163.9   |
| 1999..... | 164.3   | 164.5   | 165.0   | 166.2   | 166.2   | 166.2   | 166.7   | 167.1   | 167.9   | 168.2   | 168.3   | 168.3   |
| 2000..... | 168.8   | 169.8   | 171.2   | 171.3   | 171.5   | 172.4   | 172.8   | 172.8   | 173.7   | 174.0   | 174.1   | 174.0   |
| 2001..... | 175.1   | 175.8   | 176.2   | 176.9   | 177.7   | 178.0   | 177.5   | 177.5   | 178.3   | 177.7   | 177.4   | 176.7   |
| 2002..... | 177.1   | 177.8   | 178.8   | 179.8   | 179.8   | 179.9   | 180.1   | 180.7   | 181.0   | 181.3   | 181.3   | 180.9   |
| 2003..... | 181.7   | 183.1   | 184.2   | 183.8   | 183.5   | 183.7   | 183.9   | 184.6   | 185.2   | 185.0   | 184.5   | 184.3   |
| 2004..... | 185.2   | 186.2   | 187.4   | 188.0   | 189.1   | 189.7   | 189.4   | 189.5   | 189.9   | 190.9   | 191.0   | 190.3   |
| 2005..... | 190.7   | 191.8   | 193.3   | 194.6   | 194.4   | 194.5   | 195.4   | 196.4   | 198.8   | 199.2   | 197.6   | 196.8   |
| 2006..... | 198.3   | 198.7   | 199.8   | 201.5   | 202.5   | 202.9   | 203.5   | 203.9   | 202.9   | 201.8   | 201.5   | 201.8   |
| 2007..... | 202.416 | 203.499 | 205.352 | 206.686 | 207.949 | 208.352 | 208.299 | 207.917 | 208.490 | 208.936 | 210.177 | 210.036 |
| 2008..... | 211.080 | 211.693 | 213.528 | 214.823 | 216.632 | 218.815 | 219.964 | 219.086 | 218.783 | 216.573 | 212.425 | 210.228 |
| 2009..... | 211.143 | 212.193 | 212.709 | 213.240 | 213.856 | 215.693 | 215.351 | 215.834 | 215.969 | 216.177 | 216.330 | 215.949 |
| 2010..... | 216.687 | 216.741 | 217.631 | 218.009 | 218.178 | 217.965 | 218.011 | 218.312 | 218.439 | 218.711 | 218.803 | 219.179 |
| 2011..... | 220.223 | 221.309 | 223.467 | 224.906 | 225.964 | 225.722 | 225.922 | 226.545 | 226.889 | 226.421 | 226.230 | 225.672 |
| 2012..... | 226.665 | 227.663 | 229.392 | 230.085 | 229.815 | 229.478 | 229.104 | 230.379 | 231.407 | 231.317 | 230.221 | 229.601 |
| 2013..... | 230.280 | 232.166 | 232.773 | 232.531 | 232.945 | 233.504 | 233.596 | 233.877 | 234.149 | 233.546 | 233.069 | 233.049 |
| 2014..... | 233.916 | 234.781 | 236.293 | 237.072 | 237.900 | 238.343 | 238.250 | 237.852 | 238.031 | 237.433 | 236.151 | 234.812 |
| 2015..... | 233.707 | 234.722 | 236.119 | 236.599 | 237.805 | 238.638 | 238.654 | 238.316 | 237.945 | 237.838 | 237.336 | 236.525 |
| 2016..... | 236.916 | 237.111 | 238.132 | 239.261 | 240.229 | 241.018 | 240.628 | 240.849 | 241.428 | 241.729 | 241.353 | 241.432 |
| 2017..... | 242.839 | 243.603 | 243.801 | 244.524 | 244.733 | 244.955 | 244.786 | 245.519 | 246.819 | 246.663 | 246.669 | 246.524 |
| 2018..... | 247.867 | 248.991 | 249.554 | 250.546 | 251.588 | 251.989 | 252.006 | 252.146 | 252.439 | 252.885 | 252.038 | 251.233 |
| 2019..... | 251.712 | 252.776 | 254.202 | 255.548 | 256.092 | 256.143 | -       | -       | -       | -       | -       | -       |

1.45%



U.S. Energy Information  
Administration

## PETROLEUM &amp; OTHER LIQUIDS

OVERVIEW DATA ANALYSIS &amp; PROJECTIONS

GLOSSARY FAQs

## Weekly Retail Gasoline and Diesel Prices

(Dollars per Gallon, Including Taxes)

Area:  Period: 

| Show Data By:                       |                          | Feb-19 | Mar-19 | Apr-19 | May-19 | Jun-19 | Jul-19 | View History |
|-------------------------------------|--------------------------|--------|--------|--------|--------|--------|--------|--------------|
| Product                             | Area                     |        |        |        |        |        |        |              |
| Gasoline - All Grades               | <input type="checkbox"/> | 3.236  | 3.342  | 3.894  | 4.019  | 3.787  | 3.668  | 2000-2019    |
| All Grades - Reformulated Areas     | <input type="checkbox"/> |        |        |        |        |        |        | 1995-2001    |
| Regular                             | <input type="checkbox"/> | 3.158  | 3.268  | 3.820  | 3.947  | 3.717  | 3.595  | 2000-2019    |
| Reformulated Areas                  | <input type="checkbox"/> |        |        |        |        |        |        | 1995-2001    |
| Midgrade                            | <input type="checkbox"/> | 3.355  | 3.458  | 4.014  | 4.132  | 3.903  | 3.796  | 2000-2019    |
| Reformulated Areas                  | <input type="checkbox"/> |        |        |        |        |        |        | 1995-2001    |
| Premium                             | <input type="checkbox"/> | 3.477  | 3.574  | 4.120  | 4.244  | 4.002  | 3.891  | 2000-2019    |
| Reformulated Areas                  | <input type="checkbox"/> |        |        |        |        |        |        | 1995-2001    |
| Diesel (On-Highway) - All Types     | <input type="checkbox"/> | 3.734  | 3.789  | 3.953  | 4.128  | 4.035  | 3.949  | 1995-2019    |
| Ultra Low Sulfur (15 ppm and Under) | <input type="checkbox"/> | 3.734  | 3.789  | 3.953  | 4.128  | 4.035  | 3.949  | 2007-2019    |

Click on the source key icon to learn how to download series into Excel, or to embed a chart or map on your website.

- = No Data Reported; -- = Not Applicable; NA = Not Available; W = Withheld to avoid disclosure of individual company data.

Notes: Conventional area is any area that does not require the sale of reformulated gasoline. All types of finished motor gasoline may be sold in this area. RFG area is an ozone nonattainment area designated by the Environmental Protection Agency which requires the use of reformulated gasoline. Publication of Low Sulfur On-Highway Diesel (LSD) prices at the U.S. level was discontinued on December 8, 2008 due to a diminishing number of stations selling LSD as a result of EPA diesel fuel regulations. EIA continued to collect LSD prices from retail outlets and included them in the Diesel Average All Types price until July 28, 2010, when no more outlets reported LSD sales. Beginning July 28, 2010 publication of Ultra Low Sulfur Diesel (ULSD) price became fully represented by the Diesel Average All Types price. As of December 1, 2010 (September 1, 2006 in California), any on-highway diesel fuel sold is ULSD as mandated by EPA on-highway diesel fuel regulations. EIA did not collect weekly retail motor gasoline data between December 10, 1990 and January 14, 1991. Monthly and annual averages are simple averages of the weekly data contained therein. For months and years with incomplete weekly data series, the monthly and/or annual averages are not available. See Definitions, Sources, and Notes link above for more information on this table.

Release Date: 8/5/2019

Next Release Date: 8/12/2019

## SOLID WASTE SYSTEMS - UKIAH TRANSFER STATION

## MUNICIPAL SOLID WASTE

| 2019   | CITY SELF-HAUL |                |          | UKIAH<br>WASTE<br>SOLUTIONS | Total<br>City | COUNTY<br>SELF-HAUL |                |          | EMPIRE<br>WASTE<br>MGMT | ANDERSON<br>VALLEY | BOONVILLE<br>TRANSFER<br>STATION | POTTER<br>VALLEY<br>TRANSFER<br>STATION | Total<br>County | TOTAL,<br>City +<br>County | APPLIANCES | TIRES |
|--------|----------------|----------------|----------|-----------------------------|---------------|---------------------|----------------|----------|-------------------------|--------------------|----------------------------------|-----------------------------------------|-----------------|----------------------------|------------|-------|
| MONTH  | YARDS          | yds to<br>tons | TONS     | TONS                        | TONS          | YARDS               | yds to<br>tons | TONS     | TONS                    | TONS               | TONS                             | TONS                                    | TONS            | TONS                       | UNITS      | UNITS |
| Jan-19 | 796.39         | 143.75         | 86.71    | 995.04                      | 1225.50       | 1977.14             | 356.87         | 917.27   | 1061.46                 | 64.26              | 0.00                             | 0.00                                    | 2399.86         | 3625.36                    | 440        | 400   |
| Feb-19 | 746.94         | 134.82         | 106.33   | 872.68                      | 1113.83       | 1400.43             | 252.78         | 533.86   | 890.68                  | 59.87              | 0.00                             | 0.00                                    | 1737.19         | 2851.02                    | 342        | 276   |
| Mar-19 | 1032.74        | 186.41         | 285.05   | 966.55                      | 1438.01       | 2036.03             | 367.50         | 664.32   | 917.65                  | 72.16              | 16.68                            | 0.00                                    | 2038.31         | 3476.32                    | 497        | 332   |
| Apr-19 | 1396.70        | 252.10         | 190.39   | 960.47                      | 1402.96       | 1924.89             | 347.44         | 807.04   | 894.10                  | 66.93              | 0.00                             | 0.00                                    | 2115.51         | 3518.48                    | 485        | 474   |
| May-19 | 1398.02        | 252.34         | 106.65   | 960.69                      | 1319.68       | 1758.60             | 317.43         | 881.16   | 966.64                  | 64.76              | 0.00                             | 0.00                                    | 2229.99         | 3549.67                    | 396        | 378   |
| Jun-19 | 1361.25        | 245.71         | 385.44   | 947.10                      | 1578.25       | 2123.90             | 383.36         | 690.62   | 865.03                  | 56.02              | 0.00                             | 0.00                                    | 1995.03         | 3573.28                    | 449        | 209   |
| Jul-19 |                | 0.00           |          |                             | 0.00          |                     | 0.00           |          |                         |                    |                                  |                                         | 0.00            | 0.00                       |            |       |
| Aug-19 |                | 0.00           |          |                             | 0.00          |                     | 0.00           |          |                         |                    |                                  |                                         | 0.00            | 0.00                       |            |       |
| Sep-19 |                | 0.00           |          |                             | 0.00          |                     | 0.00           |          |                         |                    |                                  |                                         | 0.00            | 0.00                       |            |       |
| Oct-19 |                | 0.00           |          |                             | 0.00          |                     | 0.00           |          |                         |                    |                                  |                                         | 0.00            | 0.00                       |            |       |
| Nov-19 |                | 0.00           |          |                             | 0.00          |                     | 0.00           |          |                         |                    |                                  |                                         | 0.00            | 0.00                       |            |       |
| Dec-19 |                | 0.00           |          |                             | 0.00          |                     | 0.00           |          |                         |                    |                                  |                                         | 0.00            | 0.00                       |            |       |
| TOTAL  | 6,732.04       | 1,215.13       | 1,160.57 | 5,702.53                    | 8,078.23      | 11,220.99           | 2,025.39       | 4,494.27 | 5,595.56                | 384.00             | 16.68                            | 0.00                                    | 12,515.90       | 20,594.13                  | 2,609      | 2,069 |

| MONTH  | TOTAL<br>CITY<br>TONS | TOTAL<br>COUNTY<br>TONS | TOTAL<br>MSW<br>TONS | %<br>CITY | %<br>COUNTY |
|--------|-----------------------|-------------------------|----------------------|-----------|-------------|
| Jan-19 | 1225.50               | 2399.86                 | 3625.36              | 33.80%    | 66.20%      |
| Feb-19 | 1113.83               | 1737.19                 | 2851.02              | 39.07%    | 60.93%      |
| Mar-19 | 1438.01               | 2038.31                 | 3476.32              | 41.37%    | 58.63%      |
| Apr-19 | 1402.96               | 2115.51                 | 3518.48              | 39.87%    | 60.13%      |
| May-19 | 1319.68               | 2229.99                 | 3549.67              | 37.18%    | 62.82%      |
| Jun-19 | 1578.25               | 1995.03                 | 3573.28              | 44.17%    | 55.83%      |
| Jul-19 | 0.00                  | 0.00                    | 0.00                 | #DIV/0!   | #DIV/0!     |
| Aug-19 | 0.00                  | 0.00                    | 0.00                 | #DIV/0!   | #DIV/0!     |
| Sep-19 | 0.00                  | 0.00                    | 0.00                 | #DIV/0!   | #DIV/0!     |
| Oct-19 | 0.00                  | 0.00                    | 0.00                 | #DIV/0!   | #DIV/0!     |
| Nov-19 | 0.00                  | 0.00                    | 0.00                 | #DIV/0!   | #DIV/0!     |
| Dec-19 | 0.00                  | 0.00                    | 0.00                 | #DIV/0!   | #DIV/0!     |
|        |                       |                         | 20594.13             |           |             |

**SOLID WASTE SYSTEMS - UKIAH TRANSFER STATION**  
**MUNICIPAL SOLID WASTE**

| 2018         | CITY SELF-HAUL   |                 |                 | UKIAH<br>WASTE<br>SOLUTIONS | Total<br>City    | COUNTY<br>SELF-HAUL |                 |                 | EMPIRE<br>WASTE<br>MGMT | ANDERSON<br>VALLEY | BOONVILLE<br>TRANSFER<br>STATION | POTTER<br>VALLEY<br>TRANSFER<br>STATION | Total County     | TOTAL,<br>City + County | APPLIANCES   | TIRES        |
|--------------|------------------|-----------------|-----------------|-----------------------------|------------------|---------------------|-----------------|-----------------|-------------------------|--------------------|----------------------------------|-----------------------------------------|------------------|-------------------------|--------------|--------------|
| MONTH        | YARDS            | yds to tons     | TONS            | TONS                        | TONS             | YARDS               | yds to<br>tons  | TONS            | TONS                    | TONS               | TONS                             | TONS                                    | TONS             | TONS                    | UNITS        | UNITS        |
| Jan-18       | 1070.43          | 193.21          | 164.32          | 894.97                      | 1252.50          | 1711.26             | 308.88          | 816.48          | 868.79                  | 62.51              | 31.80                            | 8.77                                    | 2097.23          | 3349.74                 | 359          | 436          |
| Feb-18       | 1072.75          | 193.63          | 149.62          | 861.37                      | 1204.62          | 1713.14             | 309.22          | 685.82          | 713.58                  | 56.32              | 19.17                            | 4.51                                    | 1788.62          | 2993.24                 | 364          | 384          |
| Mar-18       | 1405.66          | 253.72          | 318.16          | 973.40                      | 1545.28          | 1557.99             | 281.22          | 617.21          | 801.30                  | 68.93              | 25.79                            | 8.72                                    | 1803.17          | 3348.45                 | 520          | 293          |
| Apr-18       | 1265.00          | 228.33          | 199.41          | 957.97                      | 1385.71          | 1509.04             | 272.38          | 678.33          | 829.89                  | 70.79              | 33.69                            | 13.64                                   | 1898.72          | 3284.43                 | 403          | 307          |
| May-18       | 916.52           | 165.43          | 165.49          | 973.64                      | 1304.56          | 2387.72             | 430.98          | 698.29          | 923.21                  | 56.83              | 27.56                            | 11.81                                   | 2148.68          | 3453.25                 | 387          | 397          |
| Jun-18       | 1302.61          | 235.12          | 348.20          | 927.11                      | 1510.43          | 2094.03             | 377.97          | 601.21          | 823.26                  | 88.16              | 23.64                            | 8.38                                    | 1922.62          | 3433.05                 | 332          | 287          |
| Jul-18       | 840.00           | 151.62          | 271.10          | 935.04                      | 1357.76          | 2115.86             | 381.91          | 723.51          | 777.98                  | 89.79              | 33.05                            | 7.66                                    | 2013.90          | 3371.66                 | 371          | 185          |
| Aug-18       | 1378.20          | 248.77          | 195.82          | 1163.32                     | 1607.91          | 1911.16             | 344.96          | 913.61          | 910.88                  | 87.76              | 30.95                            | 7.74                                    | 2295.90          | 3903.81                 | 419          | 318          |
| Sep-18       | 873.93           | 157.74          | 434.28          | 872.45                      | 1464.47          | 2120.92             | 382.83          | 748.55          | 821.07                  | 62.30              | 37.83                            | 8.32                                    | 2060.90          | 3525.37                 | 433          | 434          |
| Oct-18       | 1236.99          | 223.28          | 427.25          | 1023.64                     | 1674.17          | 1807.02             | 326.17          | 479.03          | 873.97                  | 76.29              | 38.12                            | 14.24                                   | 1807.82          | 3481.98                 | 342          | 320          |
| Nov-18       | 506.76           | 91.47           | 210.24          | 901.67                      | 1203.38          | 2369.71             | 427.73          | 696.43          | 895.24                  | 63.40              | 21.63                            | 3.81                                    | 2108.24          | 3311.62                 | 372          | 551          |
| Dec-18       | 709.24           | 128.02          | 252.92          | 884.40                      | 1265.34          | 2066.56             | 373.01          | 459.70          | 955.36                  | 64.97              | 7.91                             | 0.00                                    | 1860.95          | 3126.29                 | 372          | 381          |
| <b>TOTAL</b> | <b>12,578.09</b> | <b>2,270.35</b> | <b>3,136.81</b> | <b>11,368.98</b>            | <b>16,776.14</b> | <b>23,364.41</b>    | <b>4,217.28</b> | <b>8,118.17</b> | <b>10,194.53</b>        | <b>848.05</b>      | <b>331.14</b>                    | <b>97.60</b>                            | <b>23,806.77</b> | <b>40,582.90</b>        | <b>4,674</b> | <b>4,293</b> |

|                |                 |                 |                 |                 |                 |                  |                 |                 |                 |               |               |              |                  |                  |                 |                 |
|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|---------------|---------------|--------------|------------------|------------------|-----------------|-----------------|
| <b>Jul-Dec</b> | <b>5,545.12</b> | <b>1,000.89</b> | <b>1,791.61</b> | <b>5,780.52</b> | <b>8,573.02</b> | <b>12,391.23</b> | <b>2,236.62</b> | <b>4,020.83</b> | <b>5,234.50</b> | <b>444.51</b> | <b>169.49</b> | <b>41.77</b> | <b>12,147.72</b> | <b>20,720.74</b> | <b>2,309.00</b> | <b>2,189.00</b> |
|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|---------------|---------------|--------------|------------------|------------------|-----------------|-----------------|

|        | TOTAL CITY | TOTAL COUNTY | TOTAL MSW       | % CITY | % COUNTY |
|--------|------------|--------------|-----------------|--------|----------|
| MONTH  | TONS       | TONS         | TONS            |        |          |
| Jan-18 | 1252.50    | 2097.23      | 3349.74         | 37.39% | 62.61%   |
| Feb-18 | 1204.62    | 1788.62      | 2993.24         | 40.24% | 59.76%   |
| Mar-18 | 1545.28    | 1803.17      | 3348.45         | 46.15% | 53.85%   |
| Apr-18 | 1385.71    | 1898.72      | 3284.43         | 42.19% | 57.81%   |
| May-18 | 1304.56    | 2148.68      | 3453.25         | 37.78% | 62.22%   |
| Jun-18 | 1510.43    | 1922.62      | 3433.05         | 44.00% | 56.00%   |
| Jul-18 | 1357.76    | 2013.90      | 3371.66         | 40.27% | 59.73%   |
| Aug-18 | 1607.91    | 2295.90      | 3903.81         | 41.19% | 58.81%   |
| Sep-18 | 1464.47    | 2060.90      | 3525.37         | 41.54% | 58.46%   |
| Oct-18 | 1674.17    | 1807.82      | 3481.98         | 48.08% | 51.92%   |
| Nov-18 | 1203.38    | 2108.24      | 3311.62         | 36.34% | 63.66%   |
| Dec-18 | 1265.34    | 1860.95      | 3126.29         | 40.47% | 59.53%   |
|        |            |              | <u>40582.90</u> |        |          |

## Discounts for 20-Gallon Cans for Residential Curbside Solid Waste Collection in Coastal North Bay Counties

October, 2019

By Stephen G. Scalmanini

| <u>City</u>                         | <u>32 gallon</u><br><u>monthly</u><br><u>rate</u> | <u>20 gallon</u><br><u>monthly</u><br><u>rate</u> | <u>Volume</u><br><u>20 gallon</u><br><u>discount</u> | <u>vs 32</u><br><u>gallon</u> | <u>10 gallon</u><br><u>monthly</u><br><u>rate</u> | <u>Volume</u><br><u>10 gallon</u><br><u>discount</u> | <u>vs 32</u><br><u>gallon</u> | <u>Effective Date</u> |
|-------------------------------------|---------------------------------------------------|---------------------------------------------------|------------------------------------------------------|-------------------------------|---------------------------------------------------|------------------------------------------------------|-------------------------------|-----------------------|
| Rohnert Park                        | \$19.40                                           | \$10.58                                           | -45%                                                 | -38%                          |                                                   |                                                      |                               | 7/1/2018              |
| Petaluma                            | \$17.99                                           | \$10.16                                           | -44%                                                 | -38%                          |                                                   |                                                      |                               | 7/1/2018              |
| Petaluma - Lifeline                 | \$13.50                                           | \$7.60                                            | -44%                                                 | -38%                          |                                                   |                                                      |                               | "                     |
| Sebastopol                          | \$20.05                                           | \$11.52                                           | -43%                                                 | -38%                          |                                                   |                                                      |                               | 7/1/2018              |
| Sonoma                              | \$14.83                                           | \$8.92                                            | -40%                                                 | -38%                          |                                                   |                                                      |                               | 7/1/2018              |
| Sonoma Cnty - Mobile Home           | \$43.71                                           | \$27.27                                           | -38%                                                 | -38%                          |                                                   |                                                      |                               | 4/1/2018              |
| Sonoma Cnty - Unincorporated        | \$44.98                                           | \$28.13                                           | -37%                                                 | -38%                          |                                                   |                                                      |                               | 4/1/2018              |
| Novato                              | \$20.51                                           | \$12.83                                           | -37%                                                 | -38%                          |                                                   |                                                      |                               | 1/1/2018              |
| Cotati                              | \$13.76                                           | \$9.80                                            | -29%                                                 | -38%                          |                                                   |                                                      |                               | 4/1/2016              |
| Cotati - Low Income                 | \$11.01                                           | \$7.84                                            | -29%                                                 | -38%                          |                                                   |                                                      |                               | 4/1/2016              |
| Cloverdale                          | \$22.46                                           | \$16.58                                           | -26%                                                 | -38%                          |                                                   |                                                      |                               | 9/1/2018              |
| Cloverdale - Low Income             | \$20.48                                           | \$15.28                                           | -25%                                                 | -38%                          |                                                   |                                                      |                               | "                     |
| Healdsburg                          | \$15.95                                           | \$11.93                                           | -25%                                                 | -38%                          |                                                   |                                                      |                               | 9/1/2018              |
| Healdsburg - CARE Program           | \$12.76                                           | \$9.54                                            | -25%                                                 | -38%                          |                                                   |                                                      |                               | "                     |
| Napa                                | \$27.14                                           | \$21.65                                           | -20%                                                 | -38%                          |                                                   |                                                      |                               | 1/1/2016              |
| Corte Madera                        | \$36.94                                           | \$31.41                                           | -15%                                                 | -38%                          |                                                   |                                                      |                               | 7/1/2018              |
| San Rafael                          | \$37.81                                           | \$32.14                                           | -15%                                                 | -38%                          |                                                   |                                                      |                               | 1/1/2018              |
| San Rafael - CARE Program           | \$30.20                                           | \$25.70                                           | -15%                                                 | -38%                          |                                                   |                                                      |                               | "                     |
| Santa Rosa                          | \$27.05                                           | \$23.56                                           | -13%                                                 | -38%                          |                                                   |                                                      |                               | 1/1/2018              |
| Santa Rosa - CARE Program           | \$22.99                                           | \$20.03                                           | -13%                                                 | -38%                          |                                                   |                                                      |                               | "                     |
| Point Arena                         | \$28.14                                           | \$24.56                                           | -13%                                                 | -38%                          |                                                   |                                                      |                               | 1/1/2016              |
| Albany                              | \$42.65                                           | \$38.09                                           | -11%                                                 | -38%                          | \$19.05                                           | -55%                                                 | -69%                          | 8/1/2018              |
| Eureka                              | \$31.88                                           | \$25.61                                           | -20%                                                 | -38%                          |                                                   |                                                      |                               | Before Oct, 2019      |
| Eureka - Senior Rate                |                                                   | \$13.43                                           | -58%                                                 | -38%                          |                                                   |                                                      |                               | "                     |
| County near Eureka                  | \$39.42                                           | \$26.45                                           | -33%                                                 | -38%                          |                                                   |                                                      |                               | "                     |
| County near Eureka - Senior Rate    |                                                   | \$14.94                                           | -62%                                                 | -38%                          |                                                   |                                                      |                               | "                     |
| Arcata                              | \$28.11                                           | \$21.02                                           | -25%                                                 | -38%                          |                                                   |                                                      |                               | "                     |
| County near Arcata                  | \$36.32                                           | \$24.38                                           | -33%                                                 | -38%                          |                                                   |                                                      |                               | "                     |
| County near Arcata - Senior Rate    |                                                   | \$13.80                                           | -62%                                                 | -38%                          |                                                   |                                                      |                               | "                     |
| Fortuna                             | \$25.08                                           | \$21.68                                           | -14%                                                 | -38%                          |                                                   |                                                      |                               | "                     |
| Garberville & Redway                | \$32.56                                           | \$21.87                                           | -33%                                                 | -38%                          |                                                   |                                                      |                               | "                     |
| Garberville & Redway - Senior Rate  |                                                   | \$14.94                                           | -54%                                                 | -38%                          |                                                   |                                                      |                               | "                     |
| Ukiah (2014-2017)                   | \$18.19                                           | \$10.13                                           | -44%                                                 | -38%                          | \$4.81                                            | -74%                                                 | -69%                          | 1/1/2014              |
| Ukiah (after 2017) (on actual bill) | \$18.63                                           | \$17.12                                           | -8%                                                  | -38%                          | \$17.12                                           | -8%                                                  | -69%                          | 1/1/2018              |
| Ukiah (after 2017) (per webpage)    | \$18.63                                           | \$18.63                                           | 0%                                                   | -38%                          | \$18.63                                           | 0%                                                   | -69%                          | 1/1/2018              |
| Ukiah (proposed for 2019)           | \$20.13                                           | \$18.50                                           | -8%                                                  | -38%                          | \$18.50                                           | -8%                                                  | -69%                          | 1/1/2019              |



## Source

<https://www.recology.com/recology-sonoma-marin/rates-ropo>

<https://www.recology.com/recology-sonoma-marin/rates-petaluma>

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<https://www.recology.com/recology-sonoma-marin/sebastopol/rates>

<https://www.sonomagarbage.com/city-rates2.html>

<https://www.recology.com/recology-sonoma-marin/unincorporated-sonoma-county/rates>

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<https://www.recology.com/recology-sonoma-marin/novato/rates>

<https://www.recology.com/recology-sonoma-marin/cotati/rates>

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<https://www.recology.com/recology-sonoma-marin/cloverdale/rates/>

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<https://www.recology.com/recology-sonoma-marin/healdsburg/rates/>

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<http://naparecycling.com/wp-content/uploads/2015/12/City-of-Napa-Solid-Waste-and-Recycling-Collection-Rates-effective-January-1-2016.pdf>

[https://www.millvalleyrefuse.com/rates\\_terms/MVRS\\_CorteMadera\\_Rates\\_2018-19.pdf](https://www.millvalleyrefuse.com/rates_terms/MVRS_CorteMadera_Rates_2018-19.pdf)

Per PDF emailed 10/1/18 from Corey Bytof at City of San Rafael (Cory.Bytof@cityofsanrafael.org.)

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<https://www.recology.com/recology-sonoma-marin/rates-santa-rosa>

"

<https://www.recology.com/recology-sonoma-marin/point-arena-mendocino-county/rates>

Per email 10/1/18 from Brandon Pinnecker, Waste Management Customer Experience Representative (bpinneck@wm.com.)

Per phone conversation 10/2/2019 with Recology in Eureka - (707) 442-5711

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<http://www.cityofukiah.com/NewWeb/wp-content/uploads/2013/09/Solid-Waste-Attachment-2-UWS-2014-Adjustment-Notification-8.pdf>

<http://www.cityofukiah.com/rate-restructure-notices>

[https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/252662/Attachment\\_1\\_-\\_UWS\\_Rate\\_Package\\_to\\_City\\_8.15.18\\_curbside\\_.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/252662/Attachment_1_-_UWS_Rate_Package_to_City_8.15.18_curbside_.pdf)



## AGENDA SUMMARY REPORT

**SUBJECT:** Approval of Notice of Completion for Recycled Water Project, Phases 1 - 3, Specification No. 17-08.

**DEPARTMENT:** Water Resources      **PREPARED BY:** Sean White, Water Resources Director, Jarod Thiele, Public Works Management Analyst

**ATTACHMENTS:**

1. Notice of Completion-Spec17-08

**Summary:** Council will Consider Approval the of Notice of Completion for Recycled Water Project, Phases 1 - 3, Specification No. 17-08.

**Background:** The City Council awarded a contract to Ghilotti Construction Company for the construction of Phases 1 to 3 of the Recycled Water System in the amount of \$22,357,358. Council also approved two subsequent Change Orders. The first Change Order was for the construction of the new Chlorine Contact Basins in the amount of \$3,999,092. The second Change Order was for the Oak Manor Improvement Project in the amount of \$3,104,146.99.

**Discussion:** The work of the contract was completed by the contractor in substantial conformance with the approved plans and specifications on September 12, 2019. The final contract cost, based on actual quantities constructed, authorized contract change orders, and flood related expenses (\$115,508.42) is \$31,612.765.

One final change order is still in progress, and final cost will not be known until after the Council meeting, but is anticipated to be well within the City Engineer's change order authority.

Final payment of the retention will be made to the contractor after 35 days from the date the Notice of Completion is filed with the County Recorder.

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**Recommended Action:** Approval of Notice of Completion for Recycled Water Project, Phases 1 - 3, Specification No. 17-08.

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**BUDGET AMENDMENT REQUIRED:** No

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**CURRENT BUDGET AMOUNT:** \$4,759,846

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**PROPOSED BUDGET AMOUNT:** \$0

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**FINANCING SOURCE:** Recycled Water

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**PREVIOUS CONTRACT/PURCHASE ORDER NO.:** 1718-138

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**COORDINATED WITH:**

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Approved:   
Sage Sangiacomo, City Manager

Please return to:

CITY OF UKIAH  
300 Seminary Avenue  
Ukiah, California 95482-5400  
(707) 463-6200

No fee pursuant to Government Code 27383

NOTICE OF COMPLETION

NOTICE IS HEREBY GIVEN:

1. That the real property described is owned by the following whose address is: City of Ukiah, a Municipal Corporation, 300 Seminary Avenue, Ukiah, California 95482-5400.
2. That the nature of the title to the Recycled Water Project, Phases 1-3, Specification No. 17-08 of all said owners is that of fee simple.
3. That on the 12th day of September, 2019, the Contract work for this project was actually completed.
4. That the name and address of the Contractor is Ghilotti Construction Company, Inc., 246 Ghilotti Avenue, Santa Rosa 95407.
5. That the real property herein referred to is situated in the County of Mendocino, State of California, and is described as follows: City-owned property identified as the Recycled Water Project, Phases 1-3 within the City of Ukiah and the unincorporated part of Mendocino County.

I hereby certify under penalty of perjury that the forgoing is true and correct:

City Council Approval

CITY OF UKIAH, a Municipal Corporation

\_\_\_\_\_  
Date

By: \_\_\_\_\_  
Kristine Lawler, City Clerk

\_\_\_\_\_  
Date

State of California

County of Mendocino





## AGENDA SUMMARY REPORT

**SUBJECT:** Authorize Execution of Amendment to the Agreement with GHD in an Amount not to Exceed \$13,930 for Additional Services for the Traffic Analysis for Ukiah Schools and Surrounding Area.

**DEPARTMENT:** Public Works      **PREPARED BY:** Rick Seanor, Deputy Public Works Director

**ATTACHMENTS:**

1. GHD amendment 1 - Traffic Analysis for Ukiah Schools & Surrounding Area
2. 2018-05-10 Agreement -Traffic Analysis for Ukiah Schools & Surrounding Area

**Summary:** City Council will consider authorizing an amendment to the professional services agreement with GHD for additional services for the traffic analysis for Ukiah schools and surrounding area.

**Background:** On April 18, 2018, City Council awarded a professional services agreement to GHD to complete a traffic analysis for Ukiah schools and surrounding area. Expenses related to the original agreement have been shared by the Mendocino Council of Governments (MCOG) in the amount of \$20,000; the Ukiah Unified School District (UUSD) in the amount of \$10,000; and the City of Ukiah in the amount of \$24,930.

**Discussion:** GHD has been working on the traffic analysis and have coordinated their studies with the drastically different conditions that exist in this area during school in session and when the school is on a break. Having completed the existing conditions report and initializing work on the scenarios for proposed improvements, the consultant - along with City staff - has realized that the parking lot at the High School is one of the biggest contributors to interrupted flow patterns. During a recent conference call with City of Ukiah, MCOG, and UUSD, it was determined that additional analysis of the circulation and traffic flow through the Ukiah High School parking lot was necessary. Since this analysis was not included in the consultant's original scope of work, staff requested a proposal (Attachment #1) for the additional services. For further reference, the initial agreement for this work is included as Attachment #2.

Staff recommends approval of this amendment so that the City's consultant will remain on task to complete the traffic analysis with review and input from the City, MCOG, and UUSD. Staff reviewed the proposal for the additional work and found the proposed fee of \$13,930 to be commensurate with the scope of work.

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**Recommended Action:** Authorize execution of amendment to the agreement with GHD in an amount not to exceed \$13,930 for additional services for the Traffic Analysis for Ukiah Schools and Surrounding Area.

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**BUDGET AMENDMENT REQUIRED:** No

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**CURRENT BUDGET AMOUNT:** \$13,930

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**PROPOSED BUDGET AMOUNT:** \$13,930

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**FINANCING SOURCE:** Engineering Contractual Services, 10024210.52100.18003

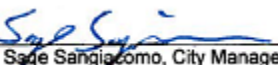
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**PREVIOUS CONTRACT/PURCHASE ORDER NO.:** 1718-214, Project Code 18003

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**COORDINATED WITH:** Sage Sangiacomo, City Manager; Tim Eriksen, Director of Public Works / City Engineer

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Approved:   
Sage Sangiacomo, City Manager

# ATTACHMENT #1

CITY OF UKIAH  
AMENDMENT NO. 1  
TO AGREEMENT FOR PROFESSIONAL CONSULTING SERVICES  
DATED MAY 10, 2018

## **TERMS AND CONDITIONS**

All terms and conditions of the Agreement for Professional Consulting Services dated May 10, 2018 shall remain in force and effect except as modified by this first amendment.

## **AUTHORIZATION**

Upon execution of this amendment, service provider is authorized to provide the service described under the Scope of Additional Work identified in this Amendment No. 1.

## **SCOPE OF ADDITIONAL WORK**

Work authorized by this amendment shall include that work described in the September 3, 2019 letter proposal from GHD. A copy of said letter is included in this first amendment.

## **COMPENSATION**

Compensation for the performance of the additional work shall be made on a time and expense basis at Consultant's customary fees. Expenses shall not exceed a maximum total cost of \$13,930.

**GHD**

**CITY OF UKIAH**

BY: \_\_\_\_\_

BY: \_\_\_\_\_

\_\_\_\_\_  
Print Name & Title

Sage Sangiacomo  
City Manager

\_\_\_\_\_  
DATE

\_\_\_\_\_  
DATE



September 3, 2019

Reference: City of Ukiah 1718-214/BST 11176246

Rick Seanor  
Dept. of Public Works  
City of Ukiah  
300 Seminary Avenue  
Ukiah, CA 95482

Sent Via Email

**Re: Additional Services Agreement No. 1**  
**Project: Ukiah Schools & Surrounding Area Traffic Analysis**

Dear Mr. Seanor:

GHD is pleased to provide this proposal for an Additional Services Agreement (ASA# 1), for services related to optimizing the configuration and circulation within the Ukiah High School student drop-off/pick-up parking lot. The ASA is intended to modify nothing in the original agreement dated May 10, 2018 and referenced above, except the description of Services to be Performed (A), and Compensation (B), as follows:

**A. Services to be Performed:**

| Task Name                                    | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Parking Lot Data Collection               | Conduct site visit to collect measurements for the current student Ukiah High School drop-off/pick-up parking lot, including all entry driveways, sidewalks, parking stalls, median/tree wells, and driving lanes. Observe use during one afternoon departure period.                                                                                                                                                                                                                       |
| 2. Prepare Circulation Alternatives          | Prepare two preliminary circulation alternative Improvement Maps for the student drop-off/pick-up parking lot. The alternatives will likely consist of a lower-cost alternative (focused on changing signage, striping, and instructions to students/parents), and a higher-cost alternative requiring changes to hardscape within the parking lot. Deliverables will be provided in .PDF.                                                                                                  |
| 3. Generate Cost Estimates                   | Develop planning-level cost estimates for preferred alternative, by improvement type, to calculate preliminary project cost estimates for proposed circulation changes. Deliverables to be excel list of improvements, with associated costs, in addition to cost estimate backups.                                                                                                                                                                                                         |
| 4. Prepare Designs for Preferred Alternative | Prepare preliminary designs for the preferred alternative selected by the client, with modifications to the draft alternative as requested by client. Prepare supporting documentation outlining circulation procedures for caregivers, students, school busses, staff, and visitors. Documentation might include narrative for Student/Parent Handbook, flyer for Back to School distribution, and a simple annotated map. Deliverables will be provided in .DOCX and .PDF as appropriate. |





B. Compensation for Services:

Total compensation for services will be \$13,930 on a time and expense basis, broken down by staff in estimated hourly increments by task as follows:

| Task Name                                    | Todd Tregenza<br>\$215 / hr. | Kendra Ramsey<br>\$184 / hr. | Emily Shandy<br>\$163 / hr. | Darren Zeillermaker<br>\$194 / hr. | Total Cost |
|----------------------------------------------|------------------------------|------------------------------|-----------------------------|------------------------------------|------------|
| 1. Parking Lot Data Collection               |                              | 6                            | 6                           |                                    | \$2,082    |
| 2. Prepare Circulation Alternatives          | 4                            | 4                            | 16                          |                                    | \$4,204    |
| 3. Generate Cost Estimates                   |                              |                              | 6                           | 6                                  | \$2,142    |
| 4. Prepare Designs for Preferred Alternative | 4                            | 4                            | 4                           | 16                                 | \$5,352    |
| <i>Direct Costs</i>                          |                              |                              |                             |                                    | \$150      |
| <i>Total Hours / Cost</i>                    | 8                            | 14                           | 28                          | 16                                 | \$13,930   |

Should the City wish to move forward with the ASA, please send the approved and signed Amendment which includes the information in this ASA letter as the Scope of Work. We look forward to continuing our relationship with the City. Please let me know if you have any questions.

Sincerely,

Todd Tregenza, AICP  
Senior Project Manager, GHD

TBT/kcr/1

## ATTACHMENT #2

### AGREEMENT FOR PROFESSIONAL CONSULTING SERVICES

This Agreement, made and entered into this 10 day of MAY, 2018 ("Effective Date"), by and between CITY OF UKIAH, CALIFORNIA, hereinafter referred to as "City" and GHD INC, a CORPORATION [sole proprietorship, corporation, partnership, limited partnership, limited liability company, etc] organized and in good standing under the laws of the State of CALIFORNIA, hereinafter referred to as "Consultant".

#### RECITALS

This Agreement is predicated on the following facts:

- a. City requires consulting services to complete a traffic analysis for Ukiah schools and surrounding area.
- b. Consultant represents that it has the qualifications, skills, experience and properly licensed to provide these services, and is willing to provide them according to the terms of this Agreement.
- c. City and Consultant agree upon the Scope-of-Work and Work Schedule attached hereto as Attachment "A", describing contract provisions for the project and setting forth the completion dates for the various services to be provided pursuant to this Agreement.

#### TERMS OF AGREEMENT

##### 1.0 DESCRIPTION OF PROJECT

- 1.1 The Project is described in detail in the attached Scope-of-Work (Attachment "A").

##### 2.0 SCOPE OF WORK

- 2.1 As set forth in Attachment "A".
- 2.2 Additional Services. Additional services, if any, shall only proceed upon written agreement between City and Consultant. The written Agreement shall be in the form of an Amendment to this Agreement.

##### 3.0 CONDUCT OF WORK

- 3.1 Time of Completion. Consultant shall commence performance of services as required by the Scope-of-Work upon receipt of a Notice to Proceed from City. Consultant shall complete the work to the City's reasonable satisfaction; even if contract disputes arise or Consultant contends it is entitled to further compensation.

##### 4.0 COMPENSATION FOR SERVICES

- 4.1 Basis for Compensation. For the performance of the professional services of this Agreement, Consultant shall be compensated on a time and expense basis not to exceed a maximum dollar amount of \$54,930. Labor charges shall be based upon hourly billing rates for the various classifications of personnel employed by Consultant to

perform the Scope of Work as set forth in the attached Attachment B, which shall include all indirect costs and expenses of every kind or nature, except direct expenses. The direct expenses and the fees to be charged for same shall be as set forth in Attachment B. Consultant shall complete the Scope of Work for the not-to-exceed guaranteed maximum, even if actual time and expenses exceed that amount.

- 4.2 Changes. Should changes in compensation be required because of changes to the Scope-of-Work of this Agreement, the parties shall agree in writing to any changes in compensation. "Changes to the Scope-of-Work" means different activities than those described in Attachment "A" and not additional time to complete those activities than the parties anticipated on the date they entered this Agreement.
- 4.3 Sub-contractor Payment. The use of sub-consultants or other services to perform a portion of the work of this Agreement shall be approved by City prior to commencement of work. The cost of sub-consultants shall be included within guaranteed not-to-exceed amount set forth in Section 4.1.
- 4.4 Terms of Payment. Payment to Consultant for services rendered in accordance with this contract shall be based upon submission of monthly invoices for the work satisfactorily performed prior to the date of the invoice less any amount already paid to Consultant, which amounts shall be due and payable thirty (30) days after receipt by City. The invoices shall provide a description of each item of work performed, the time expended to perform each task, the fees charged for that task, and the direct expenses incurred and billed for. Invoices shall be accompanied by documentation sufficient to enable City to determine progress made and to support the expenses claimed.

## 5.0 ASSURANCES OF CONSULTANT

- 5.1 Independent Contractor. Consultant is an independent contractor and is solely responsible for its acts or omissions. Consultant (including its agents, servants, and employees) is not the City's agent, employee, or representative for any purpose.

It is the express intention of the parties hereto that Consultant is an independent contractor and not an employee, joint venturer, or partner of City for any purpose whatsoever. City shall have no right to, and shall not control the manner or prescribe the method of accomplishing those services contracted to and performed by Consultant under this Agreement, and the general public and all governmental agencies regulating such activity shall be so informed.

Those provisions of this Agreement that reserve ultimate authority in City have been inserted solely to achieve compliance with federal and state laws, rules, regulations, and interpretations thereof. No such provisions and no other provisions of this Agreement shall be interpreted or construed as creating or establishing the relationship of employer and employee between Consultant and City.

Consultant shall pay all estimated and actual federal and state income and self-employment taxes that are due the state and federal government and shall furnish and pay worker's compensation insurance, unemployment insurance and any other benefits required by law for himself and his employees, if any. Consultant agrees to indemnify and hold City and its officers, agents and employees harmless from and against any claims or demands by federal, state or local government agencies for any such taxes or benefits due but not paid by Consultant, including the legal costs associated with defending against any audit, claim, demand or law suit.

Consultant warrants and represents that it is a properly licensed professional or professional organization with a substantial investment in its business and that it maintains its own offices and staff which it will use in performing under this Agreement.

- 5.2 Conflict of Interest. Consultant understands that its professional responsibility is solely to City. Consultant has no interest and will not acquire any direct or indirect interest that would conflict with its performance of the Agreement. Consultant shall not in the performance of this Agreement employ a person having such an interest. If the City Manager determines that the Consultant has a disclosure obligation under the City's local conflict of interest code, the Consultant shall file the required disclosure form with the City Clerk within 10 days of being notified of the City Manager's determination.

## 6.0 INDEMNIFICATION

- 6.1 Insurance Liability. Without limiting Consultant's obligations arising under Paragraph 6.2 Consultant shall not begin work under this Agreement until it procures and maintains for the full period of time allowed by law, surviving the termination of this Agreement insurance against claims for injuries to persons or damages to property, which may arise from or in connection with its performance under this Agreement.

### A. Minimum Scope of Insurance

Coverage shall be at least as broad as:

1. Insurance Services Office ("ISO) Commercial General Liability Coverage Form No. CG 20 10 10 01 and Commercial General Liability Coverage – Completed Operations Form No. CG 20 37 10 01.
2. ISO Form No. CA 0001 (Ed. 1/87) covering Automobile Liability, Code 1 "any auto" or Code 8, 9 if no owned autos and endorsement CA 0025.
3. Worker's Compensation Insurance as required by the Labor Code of the State of California and Employers Liability Insurance.
4. Errors and Omissions liability insurance appropriate to the consultant's profession. Architects' and engineers' coverage is to be endorsed to include contractual liability.

### B. Minimum Limits of Insurance

Consultant shall maintain limits no less than:

1. General Liability: \$1,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage including operations, products and completed operations. If Commercial General Liability Insurance or other form with a general aggregate limit is used, the general aggregate limit shall apply separately to the work performed under this Agreement, or the aggregate limit shall be twice the prescribed per occurrence limit.
2. Automobile Liability: \$1,000,000 combined single limit per accident for bodily injury and property damage.



3. Worker's Compensation and Employers Liability: Worker's compensation limits as required by the Labor Code of the State of California and Employers Liability limits of \$1,000,000 per accident.

4. Errors and Omissions liability: \$1,000,000 per claim.

C. Deductibles and Self-Insured Retentions

Any deductibles or self-insured retentions must be declared to and approved by the City. At the option of the City, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects to the City, its officers, officials, employees and volunteers; or the Consultant shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

D. Other Insurance Provisions

The policies are to contain, or be endorsed to contain, the following provisions:

1. General Liability and Automobile Liability Coverages

- a. The City, its officers, officials, employees and volunteers are to be covered as additional insureds as respects; liability arising out of activities performed by or on behalf of the Consultant, products and completed operations of the Consultant, premises owned, occupied or used by the Consultant, or automobiles owned, hired or borrowed by the Consultant for the full period of time allowed by law, surviving the termination of this Agreement. The coverage shall contain no special limitations on the scope-of-protection afforded to the City, its officers, officials, employees or volunteers.
- b. The Consultant's insurance coverage shall be primary insurance as respects to the City, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees or volunteers shall be in excess of the Consultant's insurance and shall not contribute with it.
- c. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its officers, officials, employees or volunteers.
- d. The Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

2. Worker's Compensation and Employers Liability Coverage

The insurer shall agree to waive all rights of subrogation against the City, its officers, officials, employees and volunteers for losses arising from Consultant's performance of the work, pursuant to this Agreement.

3. Professional Liability Coverage

If written on a claims-made basis, the retroactivity date shall be the effective date of this Agreement. The policy period shall extend for the duration of the work being performed.

4. All Coverages

Each Insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.

E. Acceptability of Insurers

Insurance is to be placed with admitted California insurers with an A.M. Best's rating of no less than A- for financial strength, AA for long-term credit rating and AMB-1 for short-term credit rating.

F. Verification of Coverage

Consultant shall furnish the City with Certificates of Insurance and with original Endorsements effecting coverage required by this Agreement. The Certificates and Endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The Certificates and Endorsements are to be on forms provided or approved by the City. Where by statute, the City's Workers' Compensation - related forms cannot be used, equivalent forms approved by the Insurance Commissioner are to be substituted. All Certificates and Endorsements are to be received and approved by the City before Consultant begins the work of this Agreement. The City reserves the right to require complete, certified copies of all required insurance policies, at any time. If Consultant fails to provide the coverages required herein, the City shall have the right, but not the obligation, to purchase any or all of them. In that event, the cost of insurance becomes part of the compensation due the contractor after notice to Consultant that City has paid the premium.

G. Subcontractors

Consultant shall include all subcontractors or sub-consultants as insured under its policies or shall furnish separate certificates and endorsements for each subcontractor or sub-consultant. All coverage for sub-contractors or sub-consultants shall be subject to all insurance requirements set forth in this Paragraph 6.1.

- 6.2 Indemnification. Notwithstanding the foregoing insurance requirements, and in addition thereto, Consultant agrees, for the full period of time allowed by law, surviving the termination of this Agreement, to indemnify the City for any claim, cost or liability that arises out of, or pertains to, or relates to any negligent act or omission or the willful misconduct of Consultant in the performance of services under this contract by Consultant, but this indemnity does not apply to liability for damages for death or bodily injury to persons, injury to property, or other loss, arising from the sole negligence, willful

misconduct or defects in design by the City, or arising from the active negligence of the City.

"Indemnify," as used herein includes the expenses of defending against a claim and the payment of any settlement or judgment arising out of the claim. Defense costs include all costs associated with defending the claim, including, but not limited to, the fees of attorneys, investigators, consultants, experts and expert witnesses, and litigation expenses.

References in this paragraph to City or Consultant, include their officers, employees, agents, and subcontractors.

## 7.0 CONTRACT PROVISIONS

- 7.1 Ownership of Work. All documents furnished to Consultant by City and all documents or reports and supportive data prepared by Consultant under this Agreement are owned and become the property of the City upon their creation and shall be given to City immediately upon demand and at the completion of Consultant's services at no additional cost to City. Deliverables are identified in the Scope-of-Work, Attachment "A". All documents produced by Consultant shall be furnished to City in digital format and hardcopy. Consultant shall produce the digital format, using software and media approved by City.
- 7.2 Governing Law. Consultant shall comply with the laws and regulations of the United States, the State of California, and all local governments having jurisdiction over this Agreement. The interpretation and enforcement of this Agreement shall be governed by California law and any action arising under or in connection with this Agreement must be filed in a Court of competent jurisdiction in Mendocino County.
- 7.3 Entire Agreement. This Agreement plus its Attachment(s) and executed Amendments set forth the entire understanding between the parties.
- 7.4 Severability. If any term of this Agreement is held invalid by a court of competent jurisdiction, the remainder of this Agreement shall remain in effect.
- 7.5 Modification. No modification of this Agreement is valid unless made with the agreement of both parties in writing.
- 7.6 Assignment. Consultant's services are considered unique and personal. Consultant shall not assign, transfer, or sub-contract its interest or obligation under all or any portion of this Agreement without City's prior written consent.
- 7.7 Waiver. No waiver of a breach of any covenant, term, or condition of this Agreement shall be a waiver of any other or subsequent breach of the same or any other covenant, term or condition or a waiver of the covenant, term or condition itself.
- 7.8 Termination. This Agreement may only be terminated by either party: 1) for breach of the Agreement; 2) because funds are no longer available to pay Consultant for services provided under this Agreement; or 3) City has abandoned and does not wish to complete the project for which Consultant was retained. A party shall notify the other party of any alleged breach of the Agreement and of the action required to cure the breach. If the breaching party fails to cure the breach within the time specified in the notice, the contract shall be terminated as of that time. If terminated for lack of funds or

abandonment of the project, the contract shall terminate on the date notice of termination is given to Consultant. City shall pay the Consultant only for services performed and expenses incurred as of the effective termination date. In such event, as a condition to payment, Consultant shall provide to City all finished or unfinished documents, data, studies, surveys, drawings, maps, models, photographs and reports prepared by the Consultant under this Agreement. Consultant shall be entitled to receive just and equitable compensation for any work satisfactorily completed hereunder, subject to off-set for any direct or consequential damages City may incur as a result of Consultant's breach of contract.

7.9 Duplicate Originals. This Agreement may be executed in duplicate originals, each bearing the original signature of the parties. When so signed, each such document shall be admissible in administrative or judicial proceedings as proof of the terms of the Agreement between the parties.

#### 8.0 NOTICES

Any notice given under this Agreement shall be in writing and deemed given when personally delivered or deposited in the mail (certified or registered) addressed to the parties as follows:

CITY OF UKIAH  
DEPT. OF PUBLIC WORKS  
300 SEMINARY AVENUE  
UKIAH, CALIFORNIA 95482-5400

KAMESH VEDULA  
943 RESERVE DRIVE, # 100  
ROSEVILLE, CA - 95678

#### 9.0 SIGNATURES

IN WITNESS WHEREOF, the parties have executed this Agreement the Effective Date:

#### CONSULTANT

BY: 

MAY 9<sup>th</sup> 2018

Date

PRINT NAME: KAMESH VEDULA  
VICE PRESIDENT

IRS IDN Number 98-0425935

#### CITY OF UKIAH

BY: 

SAGE SANGIACOMO  
CITY MANAGER

6-4-18

Date

#### ATTEST



KRISTINE LAWLER, CITY CLERK

6-4-18

Date



APPROVED AS TO FORM:

  
\_\_\_\_\_  
DAVID J. RAPPORT  
CITY ATTORNEY

6/4/18  
Date

## SCOPE OF SERVICES

The scope of the update for the traffic study shall include tasks described below, as well as other elements or modifications, which may be suggested by consultants presenting proposals to better meet the needs of the City.

- Obtain intersection traffic counts at N. State St. and Empire Dr. / Ford Rd.; N. State St. and Low Gap Rd. / Brush St.; N. Bush St. and Low Gap Rd.; Despina Dr. and Low Gap Rd.; Despina Dr. and Empire Dr.; and Despina Dr. and Capps Lane. Intersection traffic counts shall be collected both during the school year and during the summer months when school is not in session.
- Analyze the signal timing at the two signalized intersections and provide updated signal timing sheets.
- Analyze the unsignalized intersections and provide both interim, low cost recommendations and long term capital improvement recommendations regarding traffic flow.
- Analyze the pedestrian and bicyclist movements at the aforementioned intersections and provide recommendations.
- Review the traffic flow at Ukiah High School during peak hours and provide recommendations regarding circulation for buses, parents dropping and collecting children, etc.
- Provide out-of-the-box recommendations regarding the traffic situation at the six mentioned intersections and Ukiah High School.

## WORK PRODUCT REQUESTED

- Twelve (12) bound copies of the final traffic study.
- One electronic copy of the final traffic study (PDF format).

# Project Approach and Schedule

ICE process, signal alternatives are analyzed. Omni-Means/GHD has provided coordinated signal timing plans for multiple corridors as well as signal timing plans for individual intersections. These update signal timing plans ensure adequate crossing times for pedestrians while ensuring maximum efficiency when appropriate for vehicular traffic.

With this experience, Omni-Means/GHD will be able to provide unique solutions and improvements that will encourage and promote alternative modes of transportation Ukiah schools and surrounding areas.



*Omni-Means/GHD understands safety issues are a big concern; we will analyze the roadways to make sure we incorporate commuter as well as school traffic and find low cost solutions that aid in pedestrian travel.*



## Scope of Work

### Task 1 - Data Collection, Meetings, and Project Management

#### Task 1.1 - Data Collection

To provide a data base of existing conditions, traffic counts will be collected during the AM and PM peak hours while schools are in session and during the summer while area schools are not in regular session. Omni Means/GHD will collect six (6) peak hour intersection turning movement counts at the following study locations:

1. N. State Street and Empire Drive/Ford Road
2. N. State Street and Low Gap Road/Brush Street
3. N. Bush Street and Low Gap Road
4. Despina Drive and Low Gap Road
5. Despina Drive and Capps Lane
6. Despina Drive and Empire Drive

Omni Means/GHD will include a bicycle and pedestrian issues and opportunities analysis for inclusion in the traffic study. The analysis will identify existing deficiencies in non-motorized connectivity and safety, review existing signage, amenities, and infrastructure for complete streets compatibility, and review potential improvements needed to serve both existing and future development.

#### Task 1.2 - Roadway Inventory

Roadway segments between study intersections will be inventoried and deficiencies in pedestrian and bicycle facilities will be identified. Review of the City of Ukiah's Citywide Circulation Study, Safe Routes to School Plan, and Bicycle and Pedestrian Master Plan will be reviewed to ensure that the need and purpose of this traffic study align with the long term vision for the city.

#### Task 1.3 - Meetings

Omni Means/GHD project manager will attend client and agency meetings. Omni Means/GHD has



budgeted up to three (3) project meetings. Any necessary meetings, beyond the 3 meetings, will be attended on a Time and Materials basis.

## **Task 1.4 - Project Management**

The general project management responsibilities will include:

- ♦ Project kick-off meeting with Project Team and Advisory Committee
- ♦ Prepare and update master project schedule
- ♦ Coordinate project status meetings
- ♦ Effectively manage budget
- ♦ Ensure Quality Assurance and Quality Control measures are completed
- ♦ Prepare monthly invoices and progress reports
- ♦ The kick-off meeting will discuss the project schedule, scope of work, project goals and objectives, communications protocol, and any other administrative items.

## **Task 2 - Existing Conditions Analysis**

### **Task 2.1 - Existing Conditions Capacity Analysis**

Based on the data collected in Task 1.1, the Existing traffic conditions will be analyzed. The intersections and streets will be described in terms of functional classifications, roadway geometries, number of travel lanes, and intersection spacing.

### **Task 2.2 - Pedestrian and Bicycle Analysis**

A qualitative review of the pedestrian and bicycle issues in the study area will be conducted. Existing pedestrian facilities will be reviewed and improvements will be recommended based on current ADA and MUTCD standards. All roadway segments will be reviewed for adequate bicycle facilities. Through the review of the existing facilities and master planning documents, opportunities to improve bicycle and pedestrian travel will be identified.

## **Task 3 - Improvements**

### **Task 3.1 - Improvement Concepts**

Potential improvements such as the following will be identified as short term and long term improvements:

- ♦ Raised Crosswalk
- ♦ Pedestrian Refuge Island
- ♦ Crosswalk Visibility Enhancements
- ♦ Bulbouts
- ♦ Pedestrian Hybrid Beacon

## **Task 4 - Draft/Final Traffic Study**

### **Task 4.1 - Draft Traffic Study**

The following information will be included in the draft traffic study:

- ♦ Review of existing and planned development
- ♦ Existing conditions traffic operations analysis including traffic volumes and intersection service levels
- ♦ Pedestrian and bicycle issues and opportunities
- ♦ Existing circulation and operational issues and deficiencies identification
- ♦ Updated signal timing sheets for the two signalized study intersections
- ♦ Recommended intersection and roadway improvements

### **Task 4.2 - Final Traffic Study**

Comments received from Task 4.1 will be referenced, response to comments table and a final traffic study will be completed under this task.



# Project Approach and Schedule

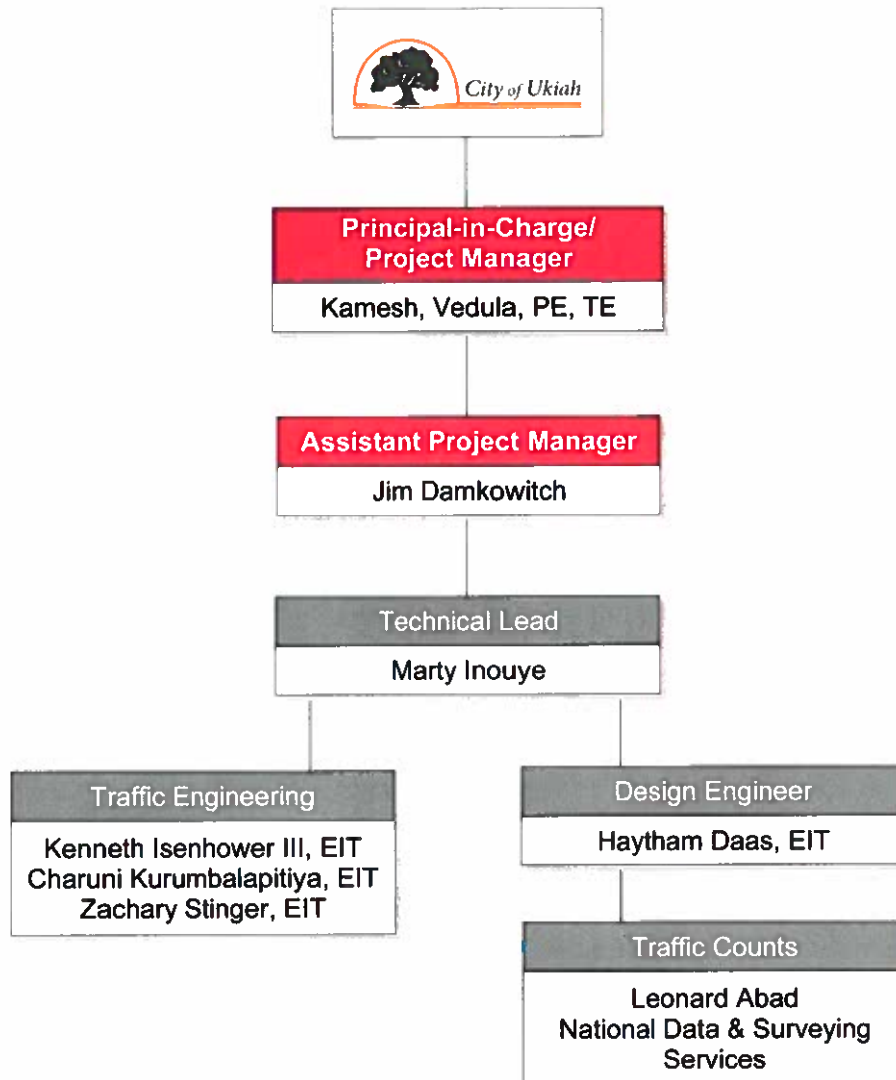
## SCHEDULE

|                                                                    | April |                                                | May   |       | June  |       | July  |       | Aug   |       | Sept. |       |
|--------------------------------------------------------------------|-------|------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                                                                    | 01-15 | 16-30                                          | 01-15 | 16-31 | 01-15 | 16-30 | 01-15 | 16-31 | 01-15 | 16-31 | 01-15 | 16-30 |
| <b>Task 1. Data Collection, Meetings, &amp; Project Management</b> |       |                                                |       |       |       |       |       |       |       |       |       |       |
| Task 1.1. Data Collection                                          | ★     |                                                |       |       |       |       |       |       |       |       |       |       |
| Task 1.2. Roadway Inventory                                        |       |                                                |       |       |       |       |       |       |       |       |       |       |
| Task 1.3. Meetings                                                 |       |                                                |       |       |       |       |       |       |       |       |       |       |
| Task 1.4. Project Management                                       |       |                                                |       |       |       |       |       |       |       |       |       |       |
| <b>Task 2. Existing Corridor Conditions</b>                        |       |                                                |       |       |       |       |       |       |       |       |       |       |
| Task 2.1. Existing Conditions Capacity Analysis                    |       |                                                |       |       |       |       |       |       |       |       |       |       |
| Task 2.2. Pedestrian and Bicycle Analysis                          |       |                                                |       |       |       |       |       |       |       |       |       |       |
| <b>Task 3. Improvement Concepts</b>                                |       |                                                |       |       |       |       |       |       |       |       |       |       |
| Task 3.1. Identification of Improvement Options                    |       |                                                |       |       |       |       |       |       |       |       |       |       |
| <b>Task 4. Draft/Final Traffic Study</b>                           |       |                                                |       |       |       |       |       |       |       |       |       |       |
| Task 4.1. Draft Traffic Study                                      |       |                                                |       |       |       |       |       |       |       |       |       |       |
| Task 4.2. Final Traffic Study                                      |       |                                                |       |       |       |       |       |       |       |       |       |       |
| Notes :                                                            | ★     | Project expected to kick-off 2nd week of April |       |       |       |       |       |       |       |       |       |       |



## Organizational Chart

The Organizational Chart outlines who will be your Project Manager and Key Personnel and the roles/ functions each person will perform on your project. Resumes can be found on the following pages.



Fee Schedule for  
TRAFFIC ANALYSIS – UKIAH  
SCHOOLS AND SURROUNDING AREA

ATTACHMENT "B"

| Task                                                               | Omni-Means     |                |                   |                     |                     |                     |                    |                | NDS               | Total<br>Hours | Task<br>Budget  |
|--------------------------------------------------------------------|----------------|----------------|-------------------|---------------------|---------------------|---------------------|--------------------|----------------|-------------------|----------------|-----------------|
|                                                                    | PM             | APM            | Technical<br>Lead | Traffic<br>Engineer | Traffic<br>Engineer | Traffic<br>Engineer | Design<br>Engineer | Expenses       | Traffic<br>Counts |                |                 |
|                                                                    | Kamesh         | Jim            | Marty             | Charuni             | Kenneth             | Zachary             | Haytham            |                | 1                 |                |                 |
| <i>Hourly Rate</i>                                                 | \$205          | \$195          | \$225             | \$110               | \$120               | \$100               | \$140              |                |                   |                |                 |
| <b>Task 1. Data Collection, Meetings, &amp; Project Management</b> |                |                |                   |                     |                     |                     |                    |                |                   |                | \$ 16,850       |
| Task 1.1. Data Collection                                          |                |                |                   | 8                   |                     |                     |                    |                | \$5,000           | 8              | \$5,880         |
| Task 1.2. Roadway Inventory                                        |                |                |                   | 8                   |                     |                     |                    |                |                   | 8              | \$880           |
| Task 1.3. Meetings                                                 | 16             | 16             |                   |                     |                     |                     |                    |                |                   | 32             | \$6,400         |
| Task 1.4. Project Management                                       | 18             |                |                   |                     |                     |                     |                    |                |                   | 18             | \$3,690         |
| <b>Task 2. Existing Corridor Conditions</b>                        |                |                |                   |                     |                     |                     |                    |                |                   |                | \$ 17,460       |
| Task 2.1. Existing Conditions Capacity Analysis                    |                | 8              |                   |                     | 60                  |                     |                    |                |                   | 68             | \$8,760         |
| Task 2.2. Pedestrian and Bicycle Analysis                          |                |                | 12                |                     |                     | 60                  |                    |                |                   | 72             | \$8,700         |
| <b>Task 3. Improvement Concepts</b>                                |                |                |                   |                     |                     |                     |                    |                |                   |                | \$ 11,680       |
| Task 3.1. Identification of Improvement Options                    |                | 4              | 4                 | 40                  |                     |                     | 40                 |                |                   | 88             | \$11,680        |
| <b>Task 4. Draft/Final Traffic Study</b>                           |                |                |                   |                     |                     |                     |                    |                |                   |                | \$ 7,940        |
| Task 4.1. Draft Traffic Study                                      |                | 8              |                   |                     |                     | 40                  |                    |                |                   | 48             | \$5,560         |
| Task 4.2. Final Traffic Study                                      |                | 4              |                   |                     |                     | 16                  |                    |                |                   | 20             | \$2,380         |
| <b>Staff Hours</b>                                                 | 34             | 40             | 16                | 56                  | 60                  | 116                 | 40                 |                |                   | 362            | \$53,930        |
| Reimbursable Expenses & Travel                                     |                |                |                   |                     |                     |                     |                    | \$1,000.00     |                   |                | \$1,000         |
| <b>Total</b>                                                       | <b>\$6,970</b> | <b>\$7,800</b> | <b>\$3,600</b>    | <b>\$6,160</b>      | <b>\$7,200</b>      | <b>\$11,600</b>     | <b>\$5,600</b>     | <b>\$1,000</b> | <b>\$5,000</b>    |                | <b>\$54,930</b> |



## AGENDA SUMMARY REPORT

**SUBJECT:** Receive and Approve Report of Citywide Engineering and Traffic Survey.

**DEPARTMENT:** Public Works      **PREPARED BY:** Rick Seanor, Deputy Public Works Director

**ATTACHMENTS:**

1. Ukiah Engineering and Traffic Survey
2. Ukiah City Code Section 7071
3. Ukiah City Code Section 7070

**Summary:** The City Council will receive a report of Citywide Engineering and Traffic Survey and consider approving the report.

**Background:** The Mendocino Council of Governments has provided funding for this update of the City's engineering and traffic (speed zone) surveys.

Vehicle Code Section 22357 permits a city to determine on the basis of an engineering and traffic survey that a prima facie speed limit of more than 25 miles per hour is reasonable and safe on specified segments of city streets. The City must declare the prima facie speed limit by ordinance in increments of five miles per hour, starting at 30 mph.

In addition, under Vehicle Code Section 22358.3, a city may lower the speed limit to 20 or 15 mph in a business or residential district or in a public park, on any roadway not exceeding 25 feet in width, if it determines on the basis of an engineering and traffic survey that 25 mph is more than is reasonable and safe.

These speed limits become effective when appropriate signs giving notice of the limits are erected upon the streets. Any such limit cannot thereafter be revised except upon the basis of an engineering and traffic survey and approval by City Council.

**Discussion:** The City's consultant, GHD, has completed an engineering and traffic survey of various city street segments. Please refer to Attachment #1 for a copy of the survey. The Engineering and traffic survey results are consistent with City Code Section 7071, Excess Speed Zones, Attachment #2. Therefore, this City Code Section does not need to be revised. In addition, all street sections not identified in City Code Section 7071 have a speed zone specified as 25 mph per City Code Section 7070, Attachment #3.

Speed limits are ordinarily established at or near the 85th percentile speed taking into account the accident history along with roadway, traffic, and roadside conditions which are not readily apparent to the driver. Generally accepted traffic engineering principles recognize that 85 percent of the traffic is moving at a speed which is reasonable and safe for the respective street.

The recently completed engineering and traffic survey will also aid in the enforcement of speed limits on city



streets. Under Vehicle Code Section 40803, when using radar evidence to prove a violation, the prosecution must include in its prima facie case that an engineering and traffic study was conducted on the street where the violation occurred within 5 years of the date of the offense, unless the street is a local street as defined in Section 40802.

"Local street" means a local street or road that is functionally classified as "local" on the "California road system maps," that are approved by the federal highway administration and maintained by the California Department of Transportation. If those maps have not been submitted, or when the particular street or road is not shown on the map, a local street or road is a street or road that primarily provides access to abutting residential properties and meets three conditions: a) The roadway is not more than 40 feet wide; b) The roadway is not more than 1/2 mile of uninterrupted length (traffic control signs count as an interruption); and c) The roadway is not more than one traffic lane in each direction.

Staff recommends that Council receive and approve this Report of Citywide Engineering and Traffic Survey.

---

**Recommended Action:** Receive and Approve Report of Citywide Engineering and Traffic Survey.

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**BUDGET AMENDMENT REQUIRED:** No

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**CURRENT BUDGET AMOUNT:** N/A

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**PROPOSED BUDGET AMOUNT:** N/A

---

**FINANCING SOURCE:** N/A

---

**PREVIOUS CONTRACT/PURCHASE ORDER NO.:** N/A

---

**COORDINATED WITH:** Sage Sangiacomo, City Manager; Tim Eriksen, Director of Public Works / City Engineer

---

Approved:   
Sage Sangiacomo, City Manager

## ATTACHMENT #1

### **Citywide Engineering and Traffic Survey**

Prepared for:

**City of Ukiah  
Department of Public Works**

Prepared by:



## **Citywide Engineering and Traffic Surveys**

**Prepared for:**  
**City of Ukiah**  
**Department of Public Works**  
**300 Seminary Avenue**  
**Ukiah, CA 95482-5400**

**Prepared by:**  
**GHD**  
**943 Reserve Drive**  
**Roseville, CA 95678**

**September, 2019**

**25-7354-05**  
**R2358RPT002.docx**

## TABLE OF CONTENTS

|                                                         |     |
|---------------------------------------------------------|-----|
| Introduction .....                                      | 1   |
| Background Methodology .....                            | 1   |
| Data Collection .....                                   | 8   |
| Field Survey Results .....                              | 14  |
| Engineering Analysis .....                              | 14  |
| Engineering and Traffic Surveys (E&TS) .....            | 21  |
| Lorraine Street (Marlene Street to Talmage Road).....   | 22  |
| Betty Street (Cooper Lane to Talmage Road) .....        | 27  |
| Church Street (State Street to Highland Avenue) .....   | 28  |
| Clara Avenue (State Street to Orchard Avenue).....      | 33  |
| Clay Street (State Street to Dora Street) .....         | 38  |
| Despina Drive (Low Gap Road to North City Limits).....  | 43  |
| Elm Street (Empire Drive to Magnolia Street).....       | 44  |
| Ford Street (State Street to Orchard Avenue) .....      | 49  |
| Gobbi Street (Dora Street to Leslie Street) .....       | 54  |
| Jones Street (Dora Street to McPeak Street) .....       | 59  |
| Leslie Street (Gobbi Street to Perkins Street).....     | 64  |
| Live Oak Avenue (Walnut Avenue to Maple Avenue).....    | 69  |
| Lockwood Drive (Empire Drive to Arlington Drive).....   | 74  |
| Lorraine Street (Betty Street to Marlene Street) .....  | 79  |
| Main Street (Gobbi Street to Norton Street).....        | 84  |
| Maple Avenue (Live Oak Avenue to West End).....         | 89  |
| Mason Street (Perkins Street to Clara Avenue).....      | 94  |
| Mendocino Drive (Gardens Avenue to Dora Street) .....   | 99  |
| Mill Street (State Street to Highland Drive) .....      | 104 |
| Oak Manor Drive (Gobbi Street to Perkins Street).....   | 109 |
| Oak Street (Perkins Street to Low Gap Road).....        | 114 |
| Observatory Avenue (State Street To Helen Avenue) ..... | 119 |
| Perkins Street (State Street to Highland Avenue).....   | 124 |
| Pine Street (Low Gap Road to Arlington Drive) .....     | 130 |
| Pomo Drive (Yosemite Drive to Washo Drive).....         | 135 |
| School Street (Mill Street to Scott Street) .....       | 140 |
| Spring Street (Jones Street to Walnut Avenue) .....     | 145 |



|                                                             |     |
|-------------------------------------------------------------|-----|
| Standley Street (State Street to West End) .....            | 150 |
| State Street (Gobbi Street to Norton Street) .....          | 156 |
| Walnut Avenue (Dora Street to Live Oak Avenue) .....        | 157 |
| Washo Drive (Yosemite Drive to Gobbi Street) .....          | 162 |
| Waugh Lane (Talmage Road to Gobbi Street) .....             | 167 |
| Airport Park Boulevard (Talmage Road to South End) .....    | 172 |
| Bush Street (Grove Avenue to North City Limit) .....        | 177 |
| Clay Street (Dora Street to Highland Avenue) .....          | 182 |
| Dora Street (South City Limits to Grove Avenue) .....       | 187 |
| Gobbi Street (Leslie Street to Oak Manor Drive) .....       | 192 |
| Grove Avenue (Pine Street to Live Oak Avenue) .....         | 197 |
| Helen Avenue (Mendocino Drive to Doolan Canyon Drive) ..... | 202 |
| Low Gap Road (State Street to Bush Street) .....            | 207 |
| Low Gap Road (Bush Street to West City Limits) .....        | 212 |
| Orchard Avenue (Ford Street to Gobbi Street) .....          | 217 |
| Perkins Street (State Street to Highway 101) .....          | 222 |
| State Street (North City Limits to Norton Street) .....     | 227 |
| State Street (Gobbi Street to Talmage Road) .....           | 232 |
| Wabash Avenue (State Street to Dora Street) .....           | 237 |
| Washington Avenue (State Street to Helen Avenue) .....      | 242 |
| Perkins Street (Highway 101 to Oak Manor Drive) .....       | 247 |
| State Street (Talmage Road to Beacon Lane) .....            | 252 |
| Talmage Road (State Street to Airport Park Boulevard) ..... | 257 |
| Babcock Lane (South City Limits to Gobbi Street) .....      | 262 |
| Gibson Street (State Street to Oak Street) .....            | 263 |
| South Orchard Avenue (Gobbi Street to Marlene Street) ..... | 268 |

## LIST OF FIGURES

|                                                |   |
|------------------------------------------------|---|
| Figure 1A – Speed Survey Locations 1-13 .....  | 4 |
| Figure 1B – Speed Survey Locations 14-26 ..... | 5 |
| Figure 1C – Speed Survey Locations 27-39 ..... | 6 |
| Figure 1D – Speed Survey Locations 40-53 ..... | 7 |
| Insert 1 Signs for School Areas .....          | 8 |

|                                                                     |    |
|---------------------------------------------------------------------|----|
| Figure 2A – Average Daily Traffic Volumes For locations 1-13 .....  | 10 |
| Figure 2B – Average Daily Traffic Volumes For locations 14-26 ..... | 11 |
| Figure 2C – Average Daily Traffic Volumes For locations 27-39 ..... | 12 |
| Figure 2D – Average Daily Traffic Volumes For locations 40-53 ..... | 13 |
| Figure 3A – Recommended Speed Limits 1-13 .....                     | 17 |
| Figure 3B – Recommended Speed Limits 14-26 .....                    | 18 |
| Figure 3C – Recommended Speed Limits 27-39 .....                    | 19 |
| Figure 3D – Recommended Speed Limits 40-53 .....                    | 20 |

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## LIST OF TABLES

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|                                                          |    |
|----------------------------------------------------------|----|
| Table 1 Speed Survey Locations .....                     | 3  |
| Table 2 Summary of Engineering and Traffic Surveys ..... | 16 |

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## APPENDIX

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|                                       |     |
|---------------------------------------|-----|
| Appendix 1: Daily Traffic Counts..... | 274 |
|---------------------------------------|-----|

## Introduction

This report presents the results of the Speed Zone Engineering and Traffic Surveys (E&TS) that have been completed at fifty-three (53) locations within the City of Ukiah during September and October of 2017. These locations are listed in Table 1 and illustrated on Figures 1A, 1B, 1C, and 1D.

Radar speed measurements were conducted by a trained observer using a hand held radar unit along each of these roadway segments. In determining appropriate speed limits, the results of the speed measurements were considered along with other factors, including; collision records, roadway characteristics, adjacent land uses, side street traffic, on-street parking and sight distances. Roadway speed limits are typically established based upon a combination of these factors along with the measured "critical vehicle speed." The critical vehicle speed is the 85<sup>th</sup> percentile speed which is the speed at which 85 percent of the motorists are traveling at or below. The following sections describe the data collection, analyses, and recommendations used in preparing the E&TS for each of the roadways included in this study.

## Background Methodology

Speed zoning or the application of designated vehicle speed limits on public streets is regulated by the California Vehicle Code (CVC) and the California Manual of Uniform Traffic Control Devices (MUTCD). Typically, speed zoning is warranted on streets and thoroughfares where there are "appreciable" amounts of traffic volumes and where speed zones would help contribute to the "orderly movement" of traffic by increasing driver awareness of a reasonable speed. The basic goal of speed zoning is to prevent motorists from operating at a wide range of speeds along a thoroughfare that could create vehicle conflicts. Speed zoning allows motorists to travel at or near the same speeds.

Speed limits range from absolute to prima facie. Absolute speed limits are usually found on highways and freeways where the maximum speed limit (e.g. 55 mph to 70 mph) cannot be exceeded. Prima facie speed limits are usually established through speed zoning studies. In some instances, there are automatic prima facie speed limits. These include a 25 mph speed limit on any street, other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in the latest CVC and California MUTCD.

CVC 235 defines a "business district" as that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists.

CVC 515 defines "residence district" as that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures. A residence district may be longer

than one quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of highway exists.

CVC 22352 (b.2) states that the prima facie limits shall be twenty-five miles per hour: On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.

CVC 22358.3 states: Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour in a business or residence district or in a public park on any street having a roadway not exceeding 25 feet in width, other than a state highway, is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is found most appropriate and is reasonable and safe. The declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

CVC 22358.5 states: It is the intent of the Legislature that physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning, as the basic rule of section 22350 is sufficient regulation as to such conditions.

Additionally, a "speed trap" must be avoided when establishing prima facie speed limits as indicated in CVC 40802. Prima facie speed limits must be justified by an E&TS conducted within five years prior to the date of the alleged violation when enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. However, this does not apply to a local street, road or school zone. Per CVC 40802, a local street or road is defined by the latest functional usage and federal-aid system maps submitted to the Federal Highway Administration. Per subdivision (c) of CVC 40802, the life of the E&TS may be extended to seven years if certain criteria are met, and up to a maximum of ten years if 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 volumes.

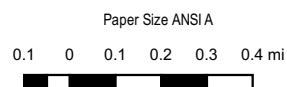


**TABLE 1  
SPEED SURVEY LOCATIONS**

| <b>ID No.</b> | <b>Roadway</b>         | <b>Segment</b>                         |
|---------------|------------------------|----------------------------------------|
| 1             | Lorraine Street        | Marlene Street to Talmage Road         |
| 2             | Betty Street           | Cooper Lane to Talmage Road            |
| 3             | Church Street          | State Street to Highland Avenue        |
| 4             | Clara Avenue           | State Street to Orchard Avenue         |
| 5             | Clay Street            | State Street to Dora Street            |
| 6             | Despina Drive          | Low Gap Road to North City Limits      |
| 7             | Elm Street             | Empire Drive to Magnolia Street        |
| 8             | Ford Street            | State Street to Orchard Avenue         |
| 9             | Gobbi Street           | Dora Street to Leslie Street           |
| 10            | Jones Street           | Dora Street to McPeak Street           |
| 11            | Leslie Street          | Gobbi Street to Perkins Street         |
| 12            | Live Oak Avenue        | Walnut Avenue to Maple Avenue          |
| 13            | Lockwood Drive         | Empire Drive to Arlington Drive        |
| 14            | Lorraine Street        | Betty Street to Marlene Street         |
| 15            | Main Street            | Gobbi Street to Norton Street          |
| 16            | Maple Avenue           | Live Oak Avenue to End                 |
| 17            | Mason Street           | Perkins Street to Clara Avenue         |
| 18            | Mendocino Drive        | Gardens Avenue to Dora Street          |
| 19            | Mill Street            | State Street to Highland Drive         |
| 20            | Oak Manor Drive        | Gobbi Street to Perkins Street         |
| 21            | Oak Street             | Perkins Street to Low Gap Road         |
| 22            | Observatory Avenue     | State Street to Helen Avenue           |
| 23            | Perkins Street         | State Street to Highland Avenue        |
| 24            | Pine Street            | Low Gap Road to Arlington Drive        |
| 25            | Pomo Drive             | Yosemite Drive to Washo Drive          |
| 26            | School Street          | Mill Street to Scott Street            |
| 27            | Spring Street          | Jones Street to Walnut Avenue          |
| 28            | Standley Street        | State Street to West End               |
| 29            | State Street           | Gobbi Street to Norton Street          |
| 30            | Walnut Avenue          | Dora Street to Live Oak Avenue         |
| 31            | Washo Drive            | Yosemite Drive to Gobbi Street         |
| 32            | Waugh Lane             | Talmage Road to Gobbi Street           |
| 33            | Airport Park Boulevard | Talmage Road to South End              |
| 34            | Bush Street            | Grove Avenue to North City Limit       |
| 35            | Clay Street            | Dora Street to Highland Avenue         |
| 36            | Dora Street            | South City Limit to Grove Avenue       |
| 37            | Gobbi Street           | Leslie Street to Oak Manor Drive       |
| 38            | Grove Avenue           | Pine Street to Live Oak Avenue         |
| 39            | Helen Avenue           | Mendocino Drive to Doolan Canyon Drive |
| 40            | Low Gap Road           | State Street to Bush Street            |
| 41            | Low Gap Road           | Bush Street to West City Limits        |
| 42            | Orchard Avenue         | Ford Street to Gobbi Street            |
| 43            | Perkins Street         | State Street to Highway 101            |
| 44            | State Street           | North City Limits to Norton Street     |
| 45            | State Street           | Gobbi Street to Talmage Road           |
| 46            | Wabash Avenue          | State Street to Dora Street            |
| 47            | Washington Avenue      | State Street to Helen Avenue           |
| 48            | Perkins Street         | Highway 101 to Oak Manor Drive         |
| 49            | State Street           | Talmage Road to Beacon Lane            |
| 50            | Talmage Road           | State Street to Airport Park Boulevard |
| 51            | Babcock Lane           | South City Limits to Gobbi Street      |
| 52            | Gibson Street          | North State Street to North Oak Street |
| 53            | South Orchard Avenue   | Gobbi Street to Marlene Street         |



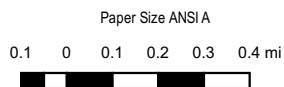
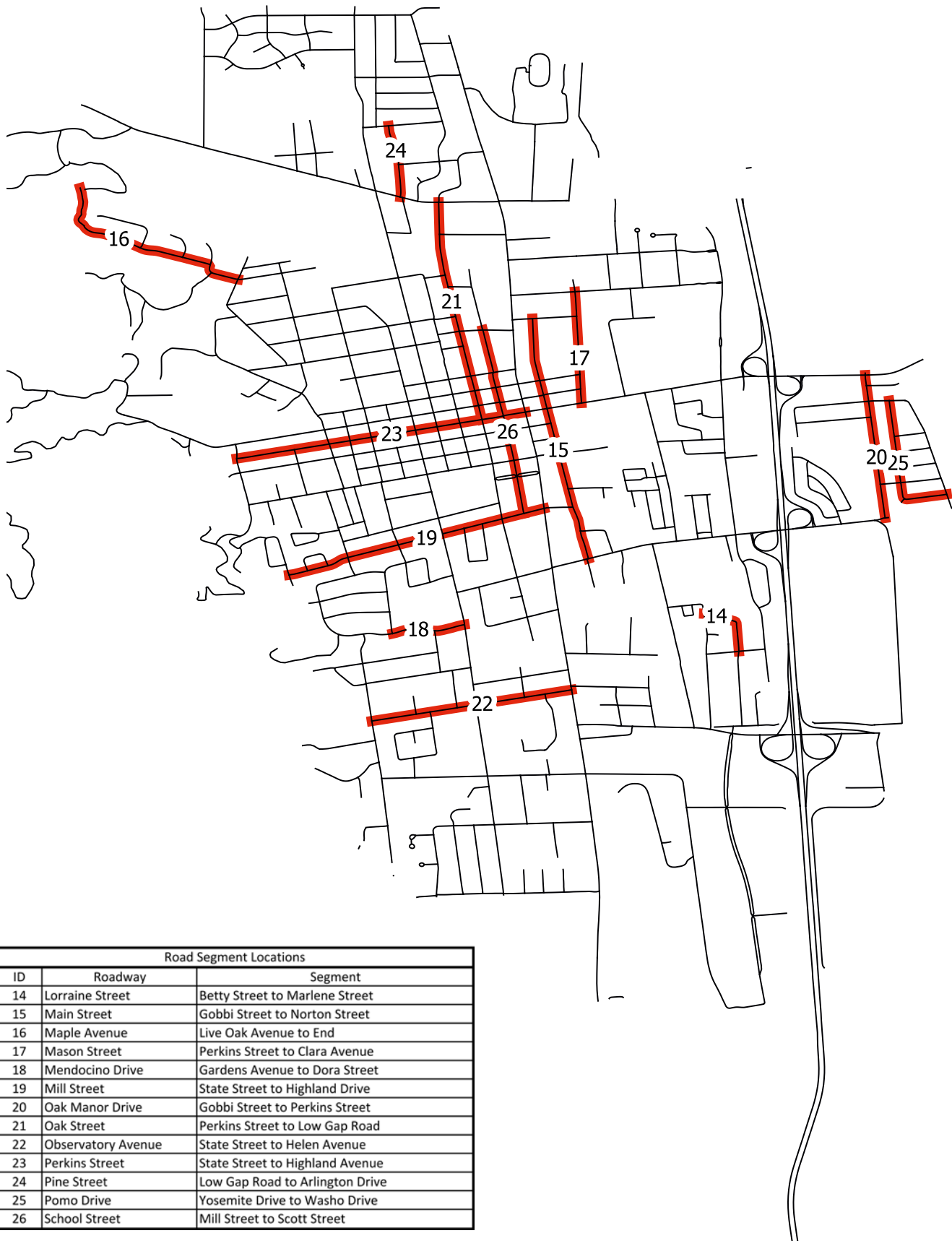
| Road Segment Locations |                 |                                   |
|------------------------|-----------------|-----------------------------------|
| ID                     | Roadway         | Segment                           |
| 1                      | Lorraine Street | Marlene Street to Talmage Road    |
| 2                      | Betty Street    | Cooper Lane to Talmage Road       |
| 3                      | Church Street   | State Street to Highland Avenue   |
| 4                      | Clara Avenue    | State Street to Orchard Avenue    |
| 5                      | Clay Street     | State Street to Dora Street       |
| 6                      | Despina Drive   | Low Gap Road to North City Limits |
| 7                      | Elm Street      | Empire Drive to Magnolia Street   |
| 8                      | Ford Street     | State Street to Orchard Avenue    |
| 9                      | Gobbi Street    | Dora Street to Leslie Street      |
| 10                     | Jones Street    | Dora Street to McPeak Street      |
| 11                     | Leslie Street   | Gobbi Street to Perkins Street    |
| 12                     | Live Oak Avenue | Walnut Avenue to Maple Avenue     |
| 13                     | Lockwood Drive  | Empire Drive to Arlington Drive   |



City of Ukiah  
Citywide Engineering and  
Traffic Survey  
**Speed Survey  
Locations  
1-13**

Project No. 11145146  
Revision No. -  
Date. 09-10-2019

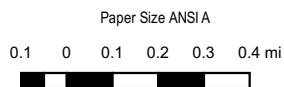
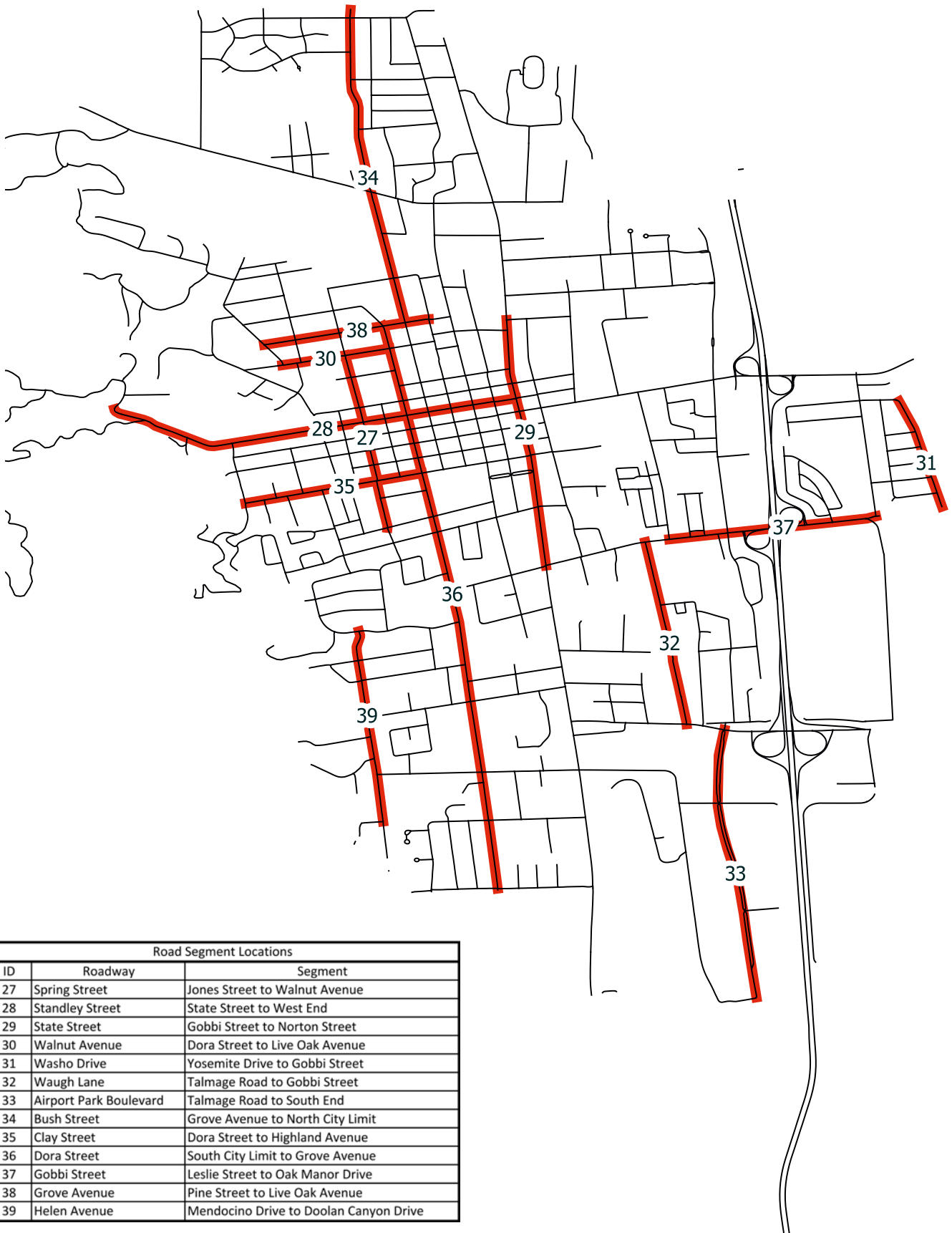
**FIGURE 1A**



City of Ukiah  
Citywide Engineering and  
Traffic Survey  
**Speed Survey  
Locations  
14-26**

Project No. 11145146  
Revision No. -  
Date. 09-10-2019

**FIGURE 1B**



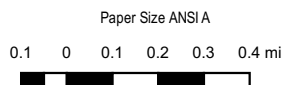
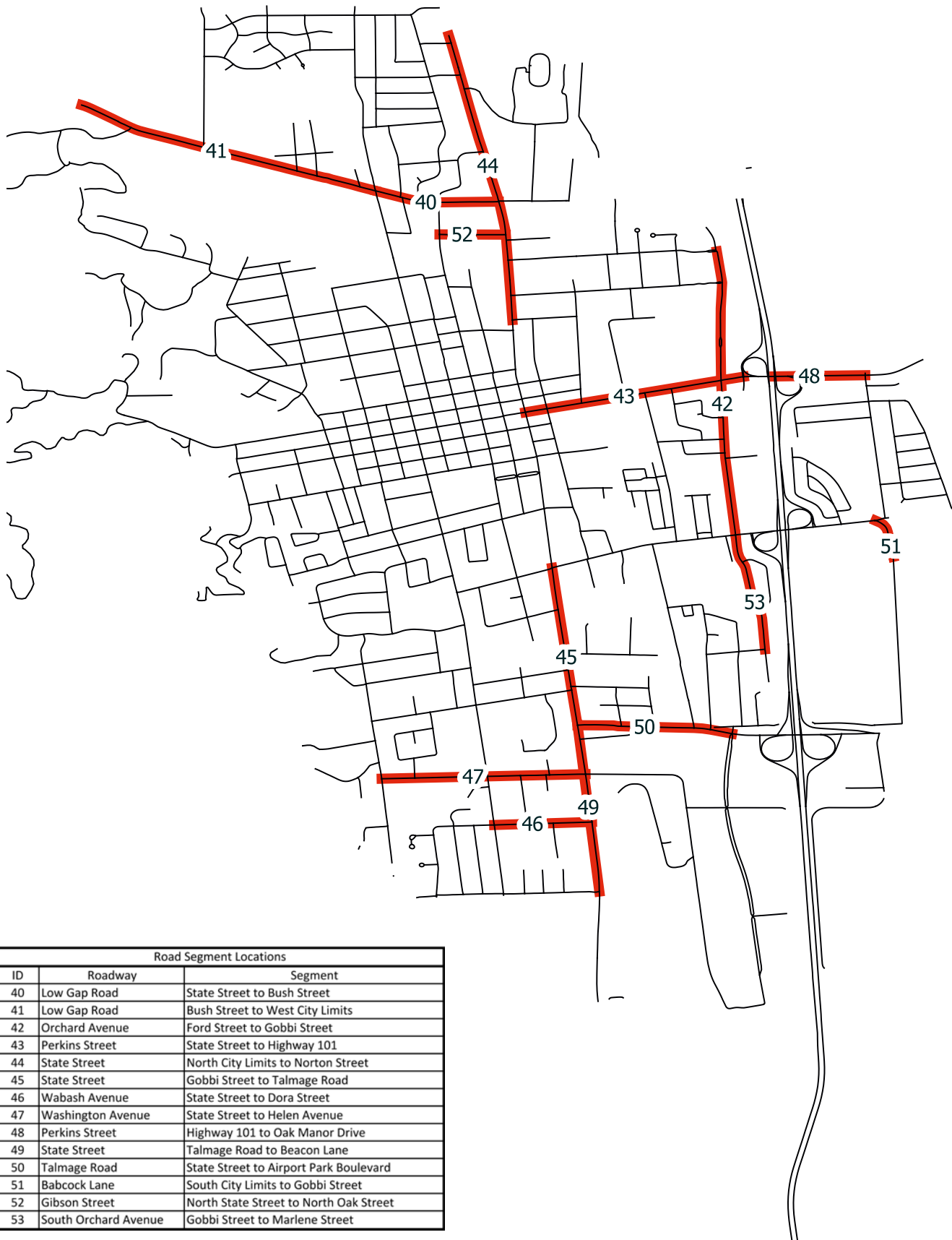
City of Ukiah  
Citywide Engineering and  
Traffic Survey  
**Speed Survey  
Locations  
27-39**

Project No. 11145146  
Revision No. -  
Date. 09-10-2019

**FIGURE 1C**

Data Source:





City of Ukiah  
Citywide Engineering and  
Traffic Survey  
**Speed Survey  
Locations  
40-53**

Project No. 11145146  
Revision No. -  
Date. 09-10-2019

**FIGURE 1D**

### ***Prima Facie Speeds in School Zones***

Generally, the speed limit indicated on the school sign assembly is in effect only while children are going to or leaving the school either during school hours or during the noon recess period. However, posted speed limits for school zones within the jurisdiction of a local authority may be subject to change upon the basis of an E&TS that has found the posted speed limits to be unreasonable or unsafe. The local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, as justified by the survey.

Such ordinance or resolution would not be effective until the erection of the appropriate signs giving notice of the speed limit upon the highway, and in the case of a state highway, until the ordinance is approved by Caltrans and the installation of proper signs. School zone speed limits of 20 or 15 mph may only be enacted under conditions specified in CVC Section 22358.4 and may only be applied when there is a maximum of one lane in each direction and the Prima Facie speed limit is 30 mph or less immediately before and after the school zone. Insert 1 presents the signage used to delineate school zones with 20 mph speed limits.

#### **INSERT 1 SIGNS FOR SCHOOL AREAS**



Per the California Legislature, CVC 22358.4, when determining the need to lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.

### **Data Collection**

The following section presents a brief overview on survey locations, data collection procedures and collision history.

### **Survey Locations**

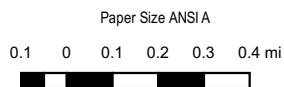
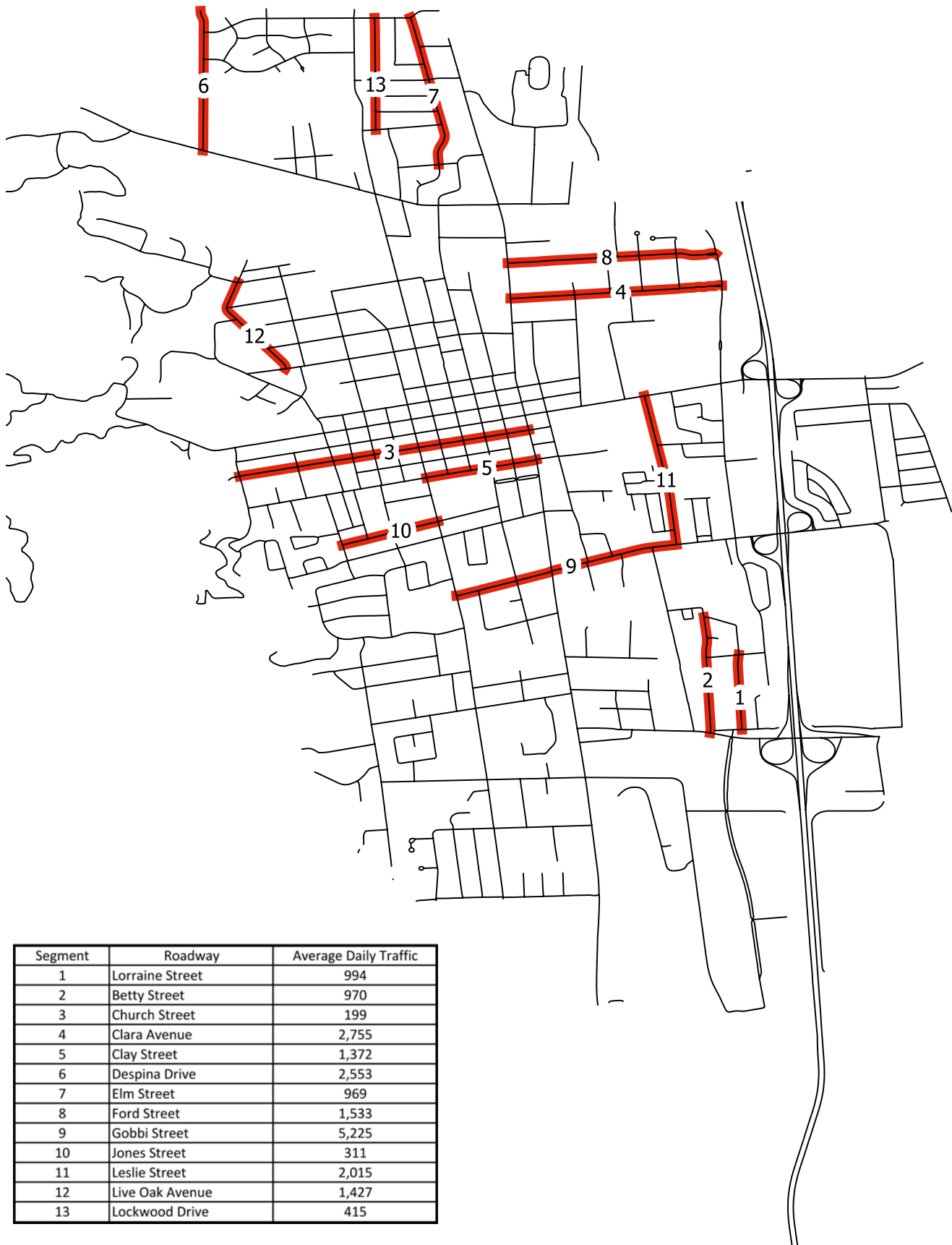
Speed zone surveys were conducted at the locations listed in Table 1. For each speed survey, a Vehicle Speed Data Sheet was prepared summarizing the measured vehicle speed characteristics, such as average speed, critical speed (85<sup>th</sup> percentile speed), pace speed, and the posted speed limit. A chart displaying the vehicle speeds versus the percent of cars was also created.

### ***Data Collection Procedures***

Field data, including daily roadway counts, was collected by GHD for all fifty-three (53) survey locations and are contained on Figures 2A, 2B, 2C, and 2D. Radar speed surveys were performed from an inconspicuously parked vehicle. Every effort was made to ensure that the presence of the vehicle in no way affected the speed of the surveyed traffic. Raw field data was recorded on forms and then input electronically for computer analysis. Only free flowing vehicles were surveyed. The results derived from this technique accurately demonstrate a balance among the speed, capacity, and general use of a segment.

### ***Collision History***

Collision data was obtained by GHD from the California Highway Patrol from the Statewide Integrated Traffic Records System (SWITRS) for all roadways studied. A minimum of two years of collision data is the standard for an E&TS. Collision data was analyzed for the period between January 2013 and December 2016. All collisions have been plotted on the respective speed survey map figures contained later in this report.



City of Ukiah  
Citywide Engineering and  
Traffic Survey

**Speed Survey  
Locations  
1-13**

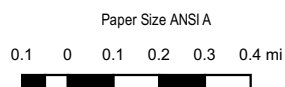
Project No. 11145146  
Revision No. -  
Date. 09-10-2019

**FIGURE 2A**





| Segment | Roadway            | Average Daily Traffic |
|---------|--------------------|-----------------------|
| 14      | Lorraine Street    | 344                   |
| 15      | Main Street        | 6,061                 |
| 16      | Maple Avenue       | 138                   |
| 17      | Mason Street       | 1,368                 |
| 18      | Mendocino Drive    | 1,198                 |
| 19      | Mill Street        | 2,699                 |
| 20      | Oak Manor Drive    | 2,757                 |
| 21      | Oak Street         | 1,374                 |
| 22      | Observatory Avenue | 2,200                 |
| 23      | Perkins Street     | 307                   |
| 24      | Pine Street        | 423                   |
| 25      | Pomo Drive         | 269                   |
| 26      | School Street      | 803                   |

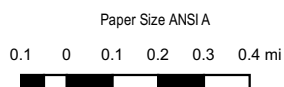
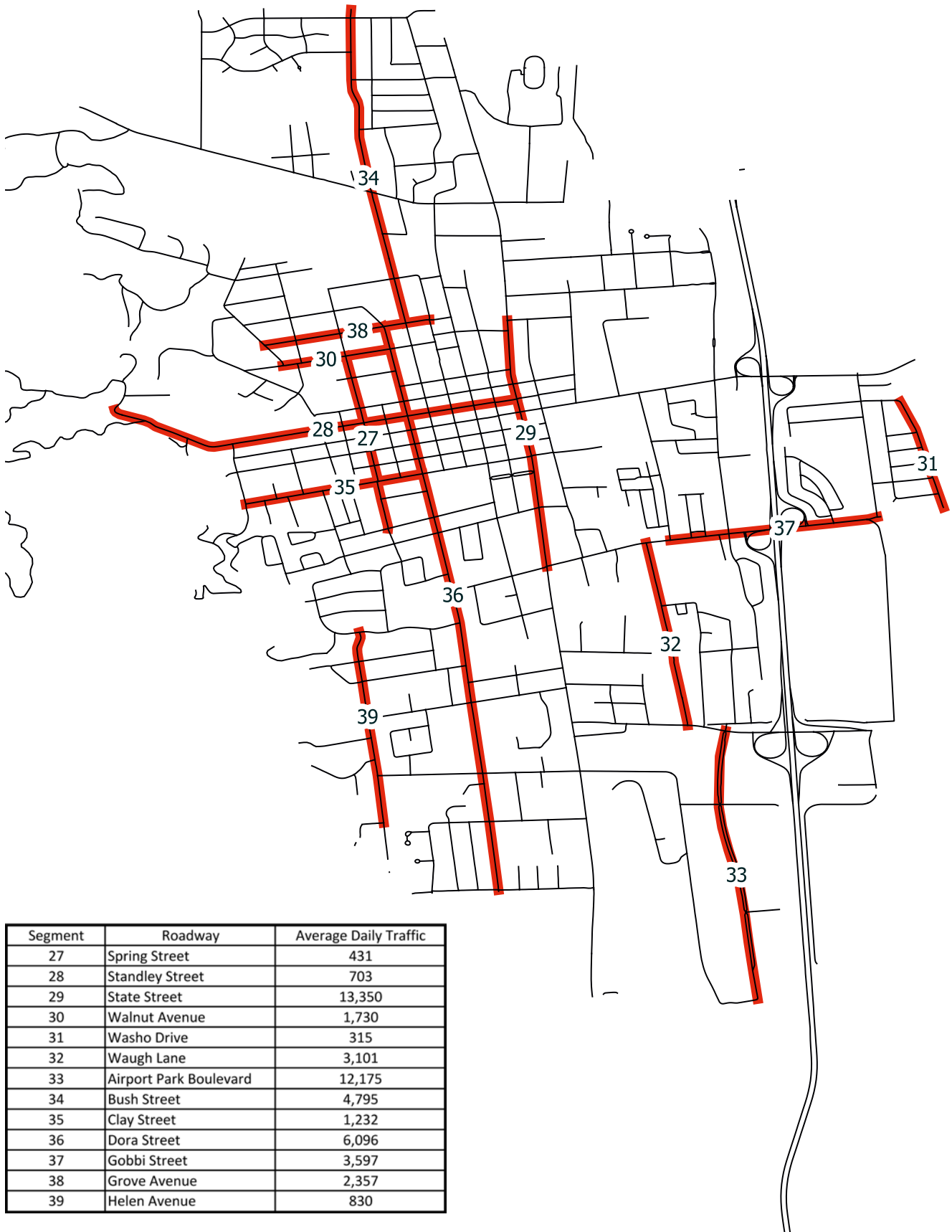


City of Ukiah  
Citywide Engineering and  
Traffic Survey

**Speed Survey  
Locations  
14-26**

Project No. 11145146  
Revision No. -  
Date. 09-10-2019

**FIGURE 2B**



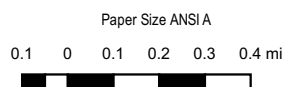
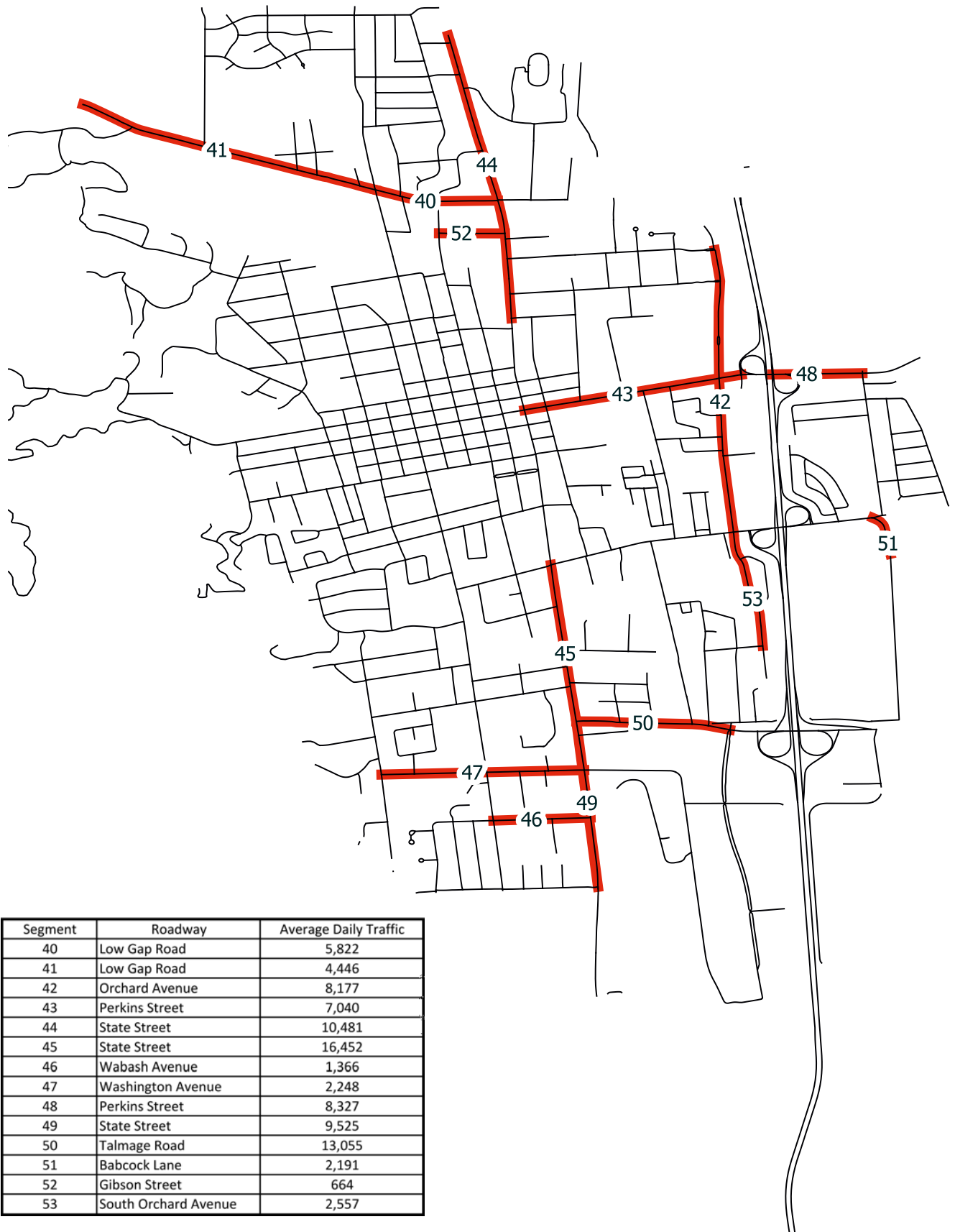
City of Ukiah  
Citywide Engineering and  
Traffic Survey

**Speed Survey  
Locations  
27-39**

Project No. 11145146  
Revision No. -  
Date. 09-10-2019

**FIGURE 2C**

Data Source:



City of Ukiah  
Citywide Engineering and  
Traffic Survey  
**Speed Survey  
Locations  
40-53**

Project No. 11145146  
Revision No. -  
Date. 09-10-2019

**FIGURE 2D**

## Field Survey Results

### **Field Data Reduction:**

Copies of the computer analysis of the field data collected at each survey location are included in this report in the corresponding section. The data includes the direction of travel and the date and time of the survey. The existing speed limit, if posted, is also noted. Calculated values include the average speed, the 85<sup>th</sup> percentile (critical) speed, the 10 mph pace speed, and the total number of vehicles observed. A brief definition of these terms is listed below:

The **average speed** is the arithmetical mean of the speeds observed and is derived by dividing the sum of all the speeds observed by the total number of observations.

The **85<sup>th</sup> percentile** speed is that speed at or below which 85 percent of the observed vehicles are traveling. The 85<sup>th</sup> percentile speed (also called the critical speed) of a spot speed survey is the primary indicator of a speed limit that might be imposed.

The **pace** is the 10 mile per hour increment of observed speeds that contains the greatest number of vehicles. In nearly all cases, the 85<sup>th</sup> percentile speed and the recommended speed limit lie somewhere within the pace, frequently in the middle to upper ranges. The percent of vehicles in the pace speed is an indication of the bunching of vehicular speeds. The higher the percent of vehicles within the pace speed, the better the speed distribution. The percent in the pace is often between 60 and 80.

## Engineering Analysis

The short method of speed zoning as described in the CA MUTCD is based on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include but are not limited to:

- the most recent two-year collision record
- roadway design speed
- safe stopping sight distance
- super-elevation
- shoulder conditions
- profile conditions
- intersection spacing and offsets
- commercial driveway characteristics
- pedestrian traffic in the roadway without sidewalks

For the study roadways, the speed limit normally should be established at the nearest five mile per hour increment to the 85<sup>th</sup> percentile speed. However, the factors described above may indicate the need to reduce the speed limit by five (5) mph, and should be documented in the E&TS. Speed limits established more than five (5) mph below the 85<sup>th</sup> percentile should be done with great care, as studies have shown that speed limits below the 85<sup>th</sup> percentile may result in an increase in accident rates (CA MUTCD Section 2B.13). In cases where the nearest 5 mph increment of the 85<sup>th</sup> percentile speed requires rounding up, the CA MUTCD allows rounding down to the nearest 5 mph increment, however no further reduction below this level is allowed.

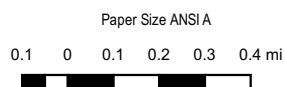
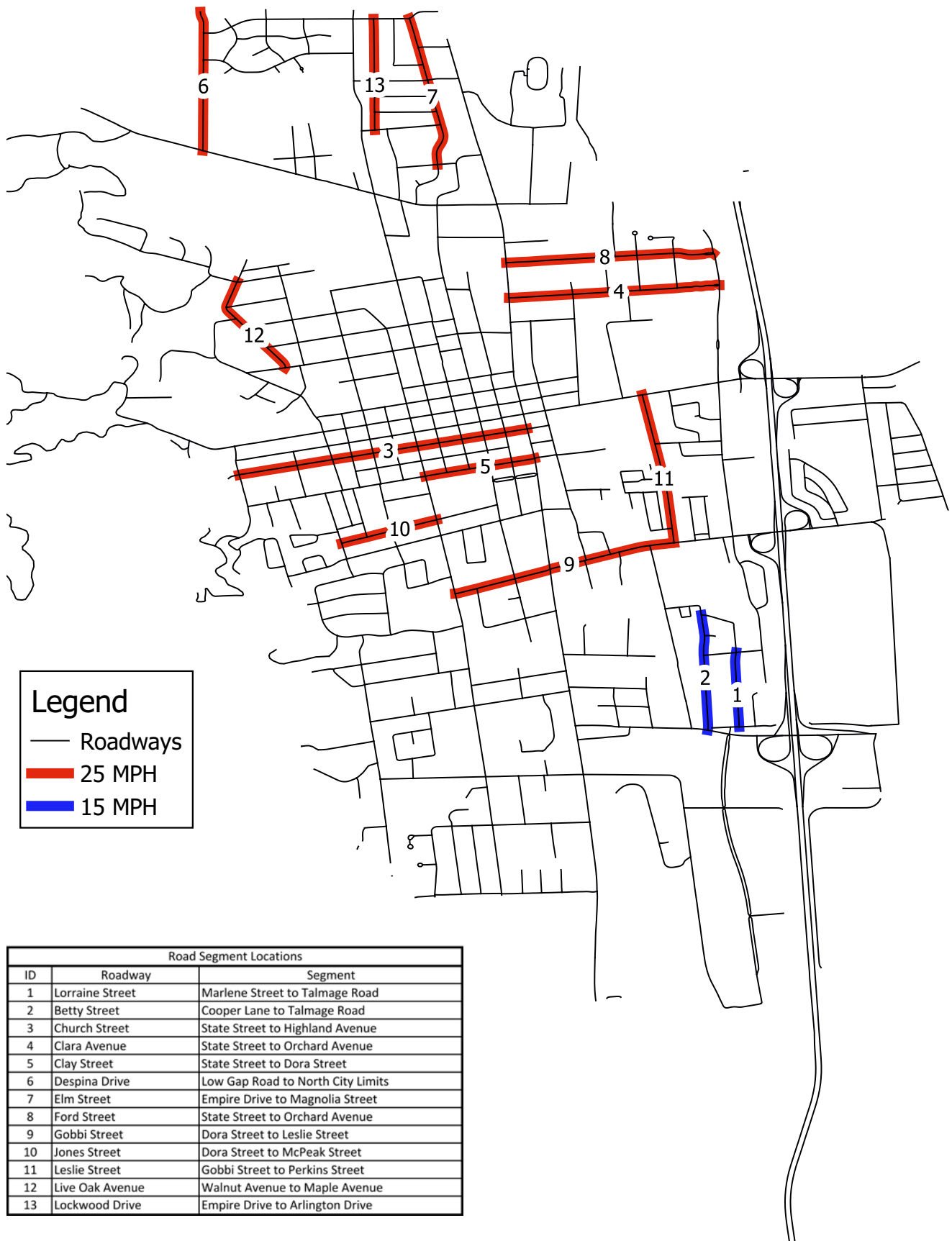


A summary of the E&TS results are contained in Table 2. Figures 3A, 3B, 3C, and 3D provide a graphical summary of the recommended speed limits.

E&TS reports and supporting worksheets for each study roadway are included after Table 2.

**TABLE 2**  
**SUMMARY OF ENGINEERING AND TRAFFIC SURVEYS**

| <b>ID No.</b> | <b>Roadway</b>         | <b>Segment</b>                         | <b>Existing Speed Limit</b> | <b>Critical Speed (85th Percentile)</b> | <b>Recommended Speed Limit</b> |
|---------------|------------------------|----------------------------------------|-----------------------------|-----------------------------------------|--------------------------------|
| 1             | Lorraine Street        | Marlene Street to Talmage Road         | 15 MPH                      | 22 MPH                                  | 15 MPH                         |
| 2             | Betty Street           | Cooper Lane to Talmage Road            | 15 MPH                      | 25 MPH                                  | 15 MPH                         |
| 3             | Church Street          | State Street to Highland Avenue        | 25 MPH                      | 23 MPH                                  | 25 MPH                         |
| 4             | Clara Avenue           | State Street to Orchard Avenue         | 25 MPH                      | 30 MPH                                  | 25 MPH                         |
| 5             | Clay Street            | State Street to Dora Street            | 25 MPH                      | 29 MPH                                  | 25 MPH                         |
| 6             | Despina Drive          | Low Gap Road to North City Limits      | 25 MPH                      | 33 MPH                                  | 25 MPH                         |
| 7             | Elm Street             | Empire Drive to Magnolia Street        | 25 MPH                      | 29 MPH                                  | 25 MPH                         |
| 8             | Ford Street            | State Street to Orchard Avenue         | 25 MPH                      | 29 MPH                                  | 25 MPH                         |
| 9             | Gobbi Street           | Dora Street to Leslie Street           | 25 MPH                      | 30 MPH                                  | 25 MPH                         |
| 10            | Jones Street           | Dora Street to McPeak Street           | 25 MPH                      | 28 MPH                                  | 25 MPH                         |
| 11            | Leslie Street          | Gobbi Street to Perkins Street         | 25 MPH                      | 31 MPH                                  | 25 MPH                         |
| 12            | Live Oak Avenue        | Walnut Avenue to Maple Avenue          | 25 MPH                      | 28 MPH                                  | 25 MPH                         |
| 13            | Lockwood Drive         | Empire Drive to Arlington Drive        | 25 MPH                      | 26 MPH                                  | 25 MPH                         |
| 14            | Lorraine Street        | Betty Street to Marlene Street         | 25 MPH                      | 25 MPH                                  | 25 MPH                         |
| 15            | Main Street            | Gobbi Street to Norton Street          | 25 MPH                      | 30 MPH                                  | 25 MPH                         |
| 16            | Maple Avenue           | Live Oak Avenue to End                 | 25 MPH                      | 23 MPH                                  | 25 MPH                         |
| 17            | Mason Street           | Perkins Street to Clara Avenue         | 25 MPH                      | 32 MPH                                  | 25 MPH                         |
| 18            | Mendocino Drive        | Gardens Avenue to Dora Street          | 25 MPH                      | 28 MPH                                  | 25 MPH                         |
| 19            | Mill Street            | State Street to Highland Drive         | 25 MPH                      | 30 MPH                                  | 25 MPH                         |
| 20            | Oak Manor Drive        | Gobbi Street to Perkins Street         | 25 MPH                      | 29 MPH                                  | 25 MPH                         |
| 21            | Oak Street             | Perkins Street to Low Gap Road         | 25 MPH                      | 29 MPH                                  | 25 MPH                         |
| 22            | Observatory Avenue     | State Street to Helen Avenue           | 25 MPH                      | 28 MPH                                  | 25 MPH                         |
| 23            | Perkins Street         | State Street to Highland Avenue        | 25 MPH                      | 27 MPH                                  | 25 MPH                         |
| 24            | Pine Street            | Low Gap Road to Arlington Drive        | 25 MPH                      | 26 MPH                                  | 25 MPH                         |
| 25            | Pomo Drive             | Yosemite Drive to Washo Drive          | 25 MPH                      | 26 MPH                                  | 25 MPH                         |
| 26            | School Street          | Mill Street to Scott Street            | 25 MPH                      | 25 MPH                                  | 25 MPH                         |
| 27            | Spring Street          | Jones Street to Walnut Avenue          | 25 MPH                      | 25 MPH                                  | 25 MPH                         |
| 28            | Standley Street        | State Street to West End               | 25 MPH                      | 28 MPH                                  | 25 MPH                         |
| 29            | State Street           | Gobbi Street to Norton Street          | 25 MPH                      | 34 MPH                                  | 25 MPH                         |
| 30            | Walnut Avenue          | Dora Street to Live Oak Avenue         | 25 MPH                      | 30 MPH                                  | 25 MPH                         |
| 31            | Washo Drive            | Yosemite Drive to Gobbi Street         | 25 MPH                      | 26 MPH                                  | 25 MPH                         |
| 32            | Waugh Lane             | Talmage Road to Gobbi Street           | 25 MPH                      | 31 MPH                                  | 25 MPH                         |
| 33            | Airport Park Boulevard | Talmage Road to South End              | 30 MPH                      | 33 MPH                                  | 30 MPH                         |
| 34            | Bush Street            | Grove Avenue to North City Limit       | 30 MPH                      | 33MPH                                   | 30 MPH                         |
| 35            | Clay Street            | Dora Street to Highland Avenue         | 30 MPH                      | 29 MPH                                  | 30 MPH                         |
| 36            | Dora Street            | South City Limit to Grove Avenue       | 30 MPH                      | 32 MPH                                  | 30 MPH                         |
| 37            | Gobbi Street           | Leslie Street to Oak Manor Drive       | 30 MPH                      | 36 MPH                                  | 30 MPH                         |
| 38            | Grove Avenue           | Pine Street to Live Oak Avenue         | 30 MPH                      | 32 MPH                                  | 30 MPH                         |
| 39            | Helen Avenue           | Mendocino Drive to Doolan Canyon Drive | 30 MPH                      | 30 MPH                                  | 30 MPH                         |
| 40            | Low Gap Road           | State Street to Bush Street            | 30 MPH                      | 33 MPH                                  | 30 MPH                         |
| 41            | Low Gap Road           | Bush Street to West City Limits        | 30 MPH                      | 33MPH                                   | 30 MPH                         |
| 42            | Orchard Avenue         | Ford Street to Gobbi Street            | 30 MPH                      | 32 MPH                                  | 30 MPH                         |
| 43            | Perkins Street         | State Street to Highway 101            | 30 MPH                      | 34 MPH                                  | 30 MPH                         |
| 44            | State Street           | North City Limits to Norton Street     | 30 MPH                      | 36 MPH                                  | 30 MPH                         |
| 45            | State Street           | Gobbi Street to Talmage Road           | 30 MPH                      | 34 MPH                                  | 30 MPH                         |
| 46            | Wabash Avenue          | State Street to Dora Street            | 30 MPH                      | 33 MPH                                  | 30 MPH                         |
| 47            | Washington Avenue      | State Street to Helen Avenue           | 30 MPH                      | 32 MPH                                  | 30 MPH                         |
| 48            | Perkins Street         | Highway 101 to Oak Manor Drive         | 35 MPH                      | 36 MPH                                  | 35 MPH                         |
| 49            | State Street           | Talmage Road to Beacon Lane            | 35 MPH                      | 40 MPH                                  | 35 MPH                         |
| 50            | Talmage Road           | State Street to Airport Park Boulevard | 35 MPH                      | 40 MPH                                  | 35 MPH                         |
| 51            | Babcock Lane           | South City Limits to Gobbi Street      | 25 MPH                      | 39 MPH                                  | N/A                            |
| 52            | Gibson Street          | North State Street to North Oak Street | Not Posted                  | 27 MPH                                  | 25 MPH                         |
| 53            | South Orchard Avenue   | Gobbi Street to Marlene Street         | 25 MPH                      | 30 MPH                                  | 25 MPH                         |



City of Ukiah  
Citywide Engineering and  
Traffic Survey  
**Speed Survey  
Locations  
1-13**

Project No. 11145146  
Revision No. -  
Date. 09-10-2019

**FIGURE 3A**

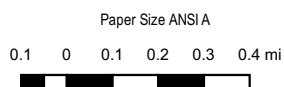
Data Source:



### Legend

- Roadways
- 25 MPH

| Road Segment Locations |                    |                                 |
|------------------------|--------------------|---------------------------------|
| ID                     | Roadway            | Segment                         |
| 14                     | Lorraine Street    | Betty Street to Marlene Street  |
| 15                     | Main Street        | Gobbi Street to Norton Street   |
| 16                     | Maple Avenue       | Live Oak Avenue to End          |
| 17                     | Mason Street       | Perkins Street to Clara Avenue  |
| 18                     | Mendocino Drive    | Gardens Avenue to Dora Street   |
| 19                     | Mill Street        | State Street to Highland Drive  |
| 20                     | Oak Manor Drive    | Gobbi Street to Perkins Street  |
| 21                     | Oak Street         | Perkins Street to Low Gap Road  |
| 22                     | Observatory Avenue | State Street to Helen Avenue    |
| 23                     | Perkins Street     | State Street to Highland Avenue |
| 24                     | Pine Street        | Low Gap Road to Arlington Drive |
| 25                     | Pomo Drive         | Yosemite Drive to Washo Drive   |
| 26                     | School Street      | Mill Street to Scott Street     |

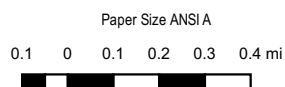
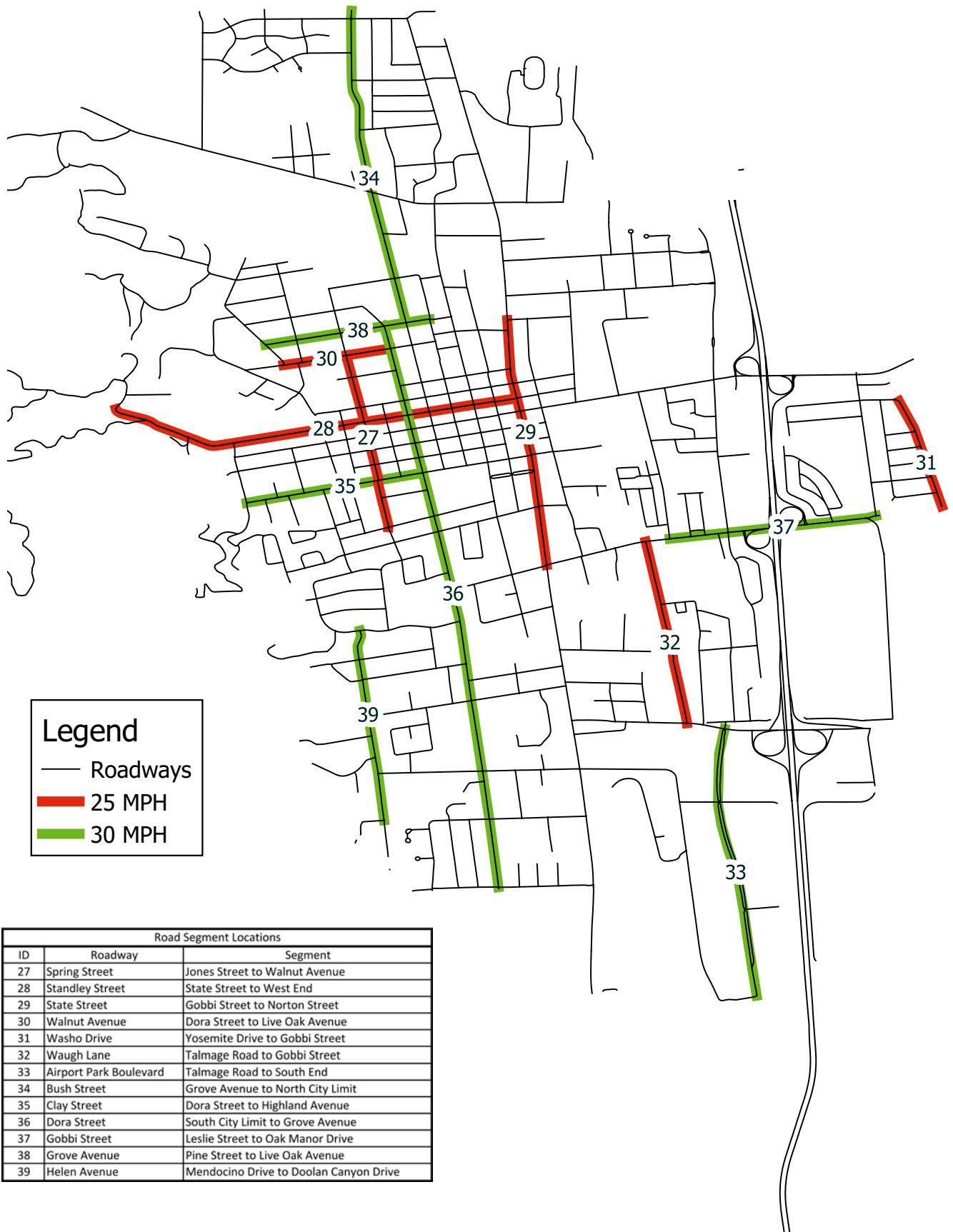


City of Ukiah  
Citywide Engineering and  
Traffic Survey  
**Speed Survey  
Locations  
14-26**

Project No. 11145146  
Revision No. -  
Date. 09-10-2019

**FIGURE 3B**



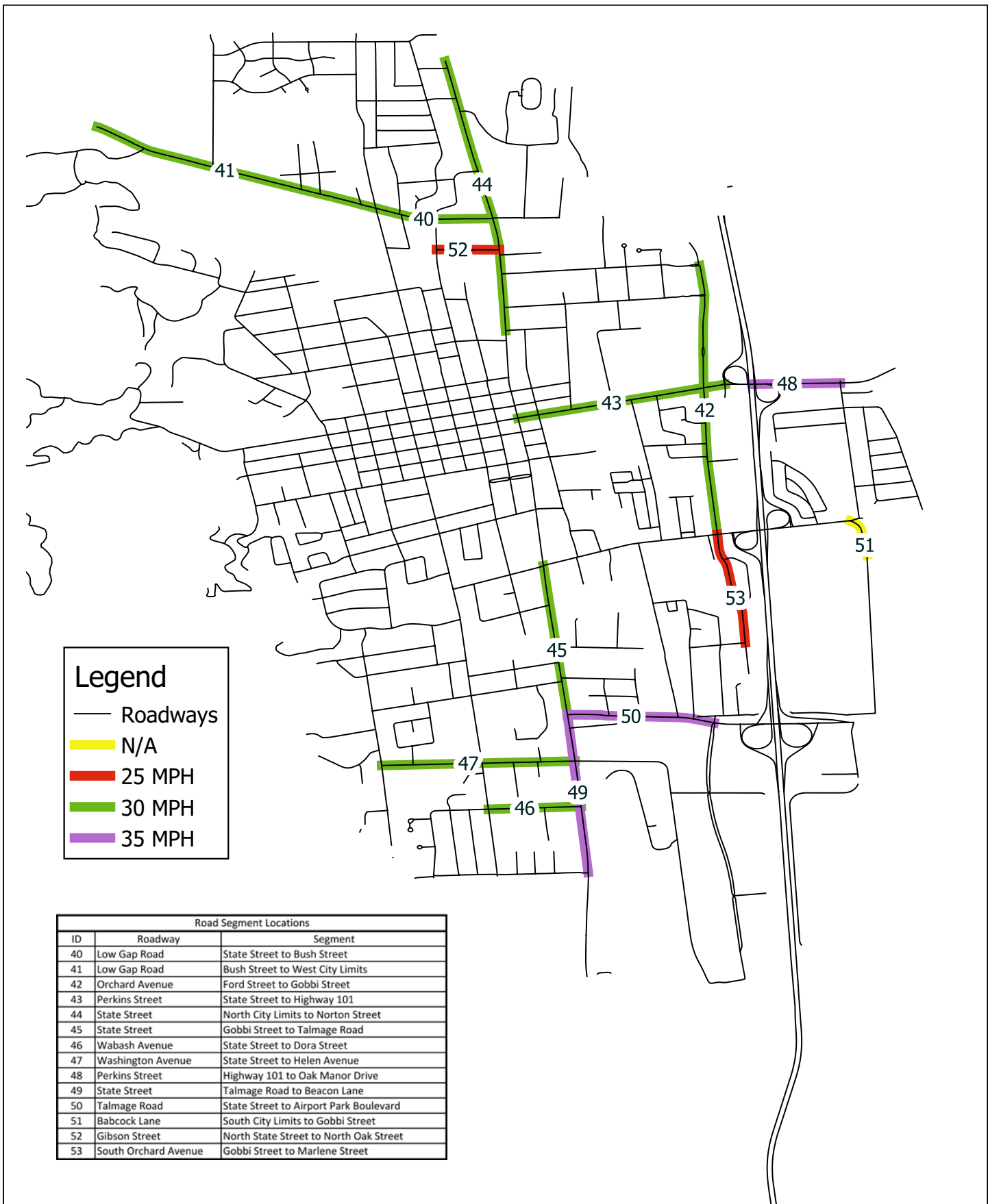


City of Ukiah  
Citywide Engineering and  
Traffic Survey  
**Speed Survey  
Locations  
27-39**

Project No. 11145146  
Revision No. -  
Date. 09-10-2019

**FIGURE 3C**

Data Source:



Paper Size ANSI A  
0.1 0 0.1 0.2 0.3 0.4 mi



City of Ukiah  
Citywide Engineering and  
Traffic Survey  
**Speed Survey  
Locations  
40-53**

Project No. 11145146  
Revision No. -  
Date. 09-10-2019

**FIGURE 3D**

## Engineering and Traffic Surveys (E&TS)

## **Lorraine Street (Marlene Street to Talmage Road)**



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Lorraine Street Prepared By: GHD  
Limits: Marlene Street to Talmage Road Field Observer: Baymetrics  
Date: 9/25/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |             |  |
|--------------------|--|-------------|--|
| Location of Survey |  | Mid-Block   |  |
| Direction          |  | Both        |  |
| 85th Percentile    |  | 22 MPH      |  |
| 10 mph Pace        |  | 14 - 23 MPH |  |
| Percent in Pace    |  | 90%         |  |
| Posted Speed Limit |  | 15 MPH      |  |

**B. COLLISION HISTORY**

|                    |                |              |                           |
|--------------------|----------------|--------------|---------------------------|
| Date Range Covered | From<br>Jan-13 | To<br>Dec-16 | Duration/Years<br>3 years |
| Total Collisions   | Fatal<br>0     | Injury<br>0  | Non-Injury<br>1           |

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 994   |
| Length of Segment      | 1,160 |
| Width of Segment       | 22    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Lorraine Street between Marlene Street and Talmage Road is a 2-lane, undivided residential roadway. Multiple residential driveways with limited sight distance. Residents use the space immediately available beyond the edge of pavement for street parking.

Roadway Geometrics Four speed tables are found to exist on Lorraine Street between Talmage Road and Marlene Street.

Comments Based on the residential land use, street classification, excessive driveways, on-street parking, speed tables, narrow roadway, and poor sight distance, it is appropriate to maintain the existing speed limit of 15 MPH on Lorraine Street between Marlene Street to Talmage Road. Additionally, based on CVC Section 22358.3, Local authority can, based on an E&TS, lower the speed limit in a residential district to 20 or 15 mph, if the roadway width is not greater than 25 feet.

E. ADJACENT LAND USE Single-Family Residential Developments

**SURVEY RESULTS**

|                                                                   |        |
|-------------------------------------------------------------------|--------|
| Posted Speed Limit                                                | 15 MPH |
| Critical Speed*                                                   | 20 MPH |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | Yes    |
| Speed Limit Change?                                               | No     |
| Recommended Speed Limit                                           | 15 MPH |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018  
Date

Project Manager  
Title



# B A Y M E T R I C S

## R A D A R S P E E D S U R V E Y

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/25/2017      **DAY:** MONDAY      **TIME:** 11:05-11:55AM; 2:10-3:30PM

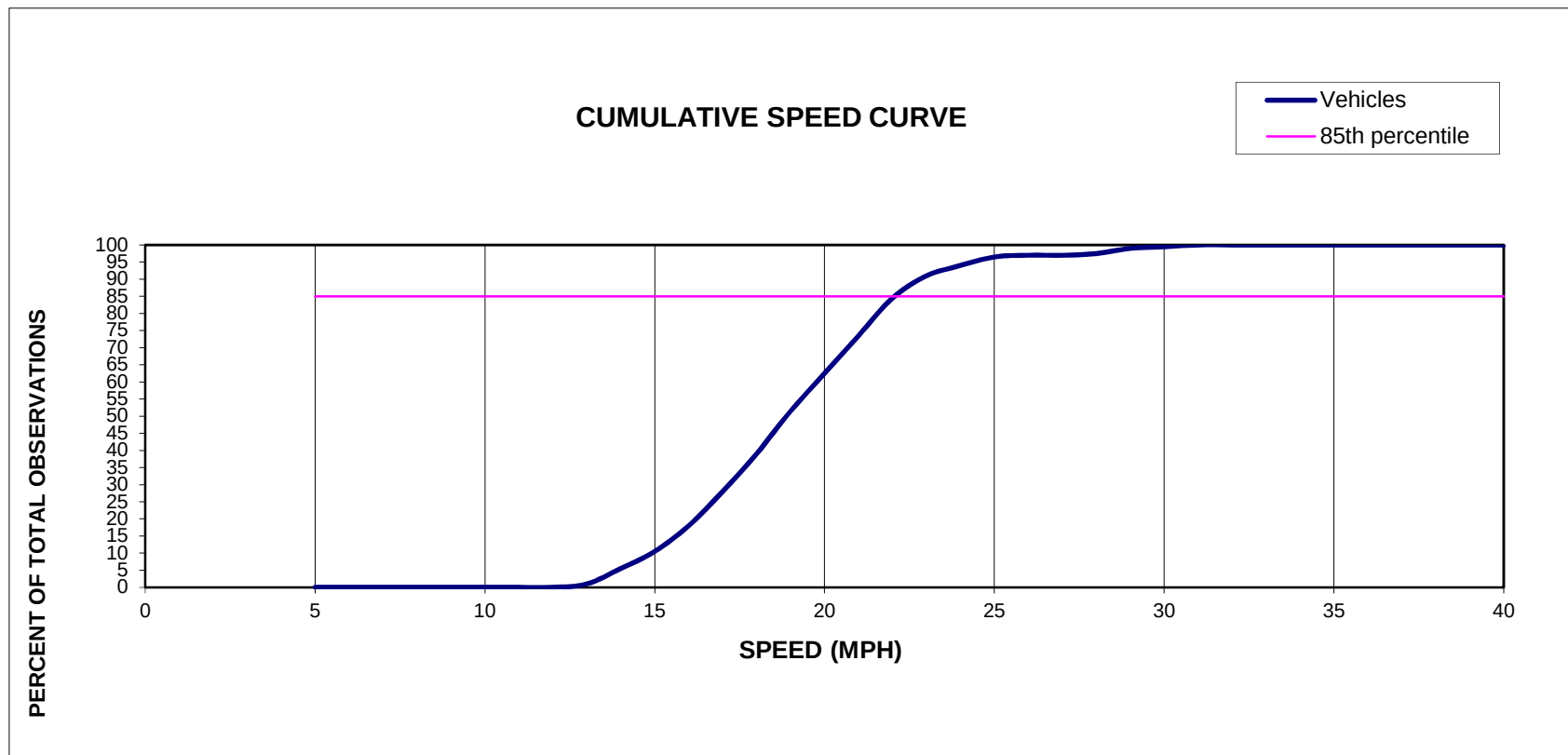
### 1. LORRAINE STREET BETWEEN MARLENE STREET TO TALMAGE ROAD

| DIRECTION: NORTH BOUND |        |                   |        |                                                                                                              |          |        |        | DIRECTION: SOUTH BOUND |          |                   |        |                                                                                                              |          |          |      | DIRECTION: COMBINED |                   |                 |        |                                                                                                              |          |        |      |
|------------------------|--------|-------------------|--------|--------------------------------------------------------------------------------------------------------------|----------|--------|--------|------------------------|----------|-------------------|--------|--------------------------------------------------------------------------------------------------------------|----------|----------|------|---------------------|-------------------|-----------------|--------|--------------------------------------------------------------------------------------------------------------|----------|--------|------|
| SPEED                  | #      | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |          |        |        | SPEED                  | #        | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |          |          |      | SPEED               | #                 | %               | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |          |        |      |
| 5 mph                  | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |        | 5 mph                  | 0        | 0.0%              | 0.0%   |                                                                                                              |          |          |      | 5 mph               | 0                 | 0.0%            | 0.0%   |                                                                                                              |          |        |      |
| 6 mph                  | 0      | 0.0%              | 0.0%   | 6 mph                                                                                                        | 0        | 0.0%   | 0.0%   | 6 mph                  | 0        | 0.0%              | 0.0%   |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 7 mph                  | 0      | 0.0%              | 0.0%   | 7 mph                                                                                                        | 0        | 0.0%   | 0.0%   | 7 mph                  | 0        | 0.0%              | 0.0%   |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 8 mph                  | 0      | 0.0%              | 0.0%   | 8 mph                                                                                                        | 0        | 0.0%   | 0.0%   | 8 mph                  | 0        | 0.0%              | 0.0%   |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 9 mph                  | 0      | 0.0%              | 0.0%   | 9 mph                                                                                                        | 0        | 0.0%   | 0.0%   | 9 mph                  | 0        | 0.0%              | 0.0%   |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 10 mph                 | 0      | 0.0%              | 0.0%   | 10 mph                                                                                                       | 0        | 0.0%   | 0.0%   | 10 mph                 | 0        | 0.0%              | 0.0%   |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 11 mph                 | 0      | 0.0%              | 0.0%   | 11 mph                                                                                                       | 0        | 0.0%   | 0.0%   | 11 mph                 | 0        | 0.0%              | 0.0%   |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 12 mph                 | 0      | 0.0%              | 0.0%   | 12 mph                                                                                                       | 0        | 0.0%   | 0.0%   | 12 mph                 | 0        | 0.0%              | 0.0%   |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 13 mph                 | 1      | 1.0%              | 1.0%   | 13 mph                                                                                                       | 1        | 1.0%   | 1.0%   | 13 mph                 | 2        | 1.0%              | 1.0%   |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 14 mph                 | 4      | 4.0%              | 5.0%   | 14 mph                                                                                                       | 5        | 5.0%   | 6.0%   | 14 mph                 | 9        | 4.5%              | 5.5%   |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 15 mph                 | 6      | 6.0%              | 11.0%  | 15 mph                                                                                                       | 4        | 4.0%   | 10.0%  | 15 mph                 | 10       | 5.0%              | 10.5%  |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 16 mph                 | 12     | 12.0%             | 23.0%  | 16 mph                                                                                                       | 3        | 3.0%   | 13.0%  | 16 mph                 | 15       | 7.5%              | 18.0%  |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 17 mph                 | 15     | 15.0%             | 38.0%  | 17 mph                                                                                                       | 5        | 5.0%   | 18.0%  | 17 mph                 | 20       | 10.0%             | 28.0%  |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 18 mph                 | 9      | 9.0%              | 47.0%  | 18 mph                                                                                                       | 13       | 13.0%  | 31.0%  | 18 mph                 | 22       | 11.0%             | 39.0%  |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 19 mph                 | 12     | 12.0%             | 59.0%  | 19 mph                                                                                                       | 13       | 13.0%  | 44.0%  | 19 mph                 | 25       | 12.5%             | 51.5%  |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 20 mph                 | 10     | 10.0%             | 69.0%  | 20 mph                                                                                                       | 12       | 12.0%  | 56.0%  | 20 mph                 | 22       | 11.0%             | 62.5%  |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 21 mph                 | 9      | 9.0%              | 78.0%  | 21 mph                                                                                                       | 13       | 13.0%  | 69.0%  | 21 mph                 | 22       | 11.0%             | 73.5%  |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 22 mph                 | 11     | 11.0%             | 89.0%  | 22 mph                                                                                                       | 11       | 11.0%  | 80.0%  | 22 mph                 | 22       | 11.0%             | 84.5%  |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 23 mph                 | 7      | 7.0%              | 96.0%  | 23 mph                                                                                                       | 6        | 6.0%   | 86.0%  | 23 mph                 | 13       | 6.5%              | 91.0%  |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 24 mph                 | 2      | 2.0%              | 98.0%  | 24 mph                                                                                                       | 4        | 4.0%   | 90.0%  | 24 mph                 | 6        | 3.0%              | 94.0%  |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 25 mph                 | 2      | 2.0%              | 100.0% | 25 mph                                                                                                       | 3        | 3.0%   | 93.0%  | 25 mph                 | 5        | 2.5%              | 96.5%  |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 26 mph                 | 0      | 0.0%              | 100.0% | 26 mph                                                                                                       | 1        | 1.0%   | 94.0%  | 26 mph                 | 1        | 0.5%              | 97.0%  |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 27 mph                 | 0      | 0.0%              | 100.0% | 27 mph                                                                                                       | 0        | 0.0%   | 94.0%  | 27 mph                 | 0        | 0.0%              | 97.0%  |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 28 mph                 | 0      | 0.0%              | 100.0% | 28 mph                                                                                                       | 1        | 1.0%   | 95.0%  | 28 mph                 | 1        | 0.5%              | 97.5%  |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 29 mph                 | 0      | 0.0%              | 100.0% | 29 mph                                                                                                       | 3        | 3.0%   | 98.0%  | 29 mph                 | 3        | 1.5%              | 99.0%  |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 30 mph                 | 0      | 0.0%              | 100.0% | 30 mph                                                                                                       | 1        | 1.0%   | 99.0%  | 30 mph                 | 1        | 0.5%              | 99.5%  |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 31 mph                 | 0      | 0.0%              | 100.0% | 31 mph                                                                                                       | 1        | 1.0%   | 100.0% | 31 mph                 | 1        | 0.5%              | 100.0% |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 32 mph                 | 0      | 0.0%              | 100.0% | 32 mph                                                                                                       | 0        | 0.0%   | 100.0% | 32 mph                 | 0        | 0.0%              | 100.0% |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 33 mph                 | 0      | 0.0%              | 100.0% | 33 mph                                                                                                       | 0        | 0.0%   | 100.0% | 33 mph                 | 0        | 0.0%              | 100.0% |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 34 mph                 | 0      | 0.0%              | 100.0% | 34 mph                                                                                                       | 0        | 0.0%   | 100.0% | 34 mph                 | 0        | 0.0%              | 100.0% |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 35 mph                 | 0      | 0.0%              | 100.0% | 35 mph                                                                                                       | 0        | 0.0%   | 100.0% | 35 mph                 | 0        | 0.0%              | 100.0% |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 36 mph                 | 0      | 0.0%              | 100.0% | 36 mph                                                                                                       | 0        | 0.0%   | 100.0% | 36 mph                 | 0        | 0.0%              | 100.0% |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 37 mph                 | 0      | 0.0%              | 100.0% | 37 mph                                                                                                       | 0        | 0.0%   | 100.0% | 37 mph                 | 0        | 0.0%              | 100.0% |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 38 mph                 | 0      | 0.0%              | 100.0% | 38 mph                                                                                                       | 0        | 0.0%   | 100.0% | 38 mph                 | 0        | 0.0%              | 100.0% |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 39 mph                 | 0      | 0.0%              | 100.0% | 39 mph                                                                                                       | 0        | 0.0%   | 100.0% | 39 mph                 | 0        | 0.0%              | 100.0% |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| 40 mph                 | 0      | 0.0%              | 100.0% | 40 mph                                                                                                       | 0        | 0.0%   | 100.0% | 40 mph                 | 0        | 0.0%              | 100.0% |                                                                                                              |          |          |      |                     |                   |                 |        |                                                                                                              |          |        |      |
| TOTAL:                 | 100    | 100.0%            |        | AVERAGE SPEED:                                                                                               |          |        | 18.9   | TOTAL:                 | 100      | 100.0%            |        | AVERAGE SPEED:                                                                                               |          |          | 20.2 | TOTAL:              | 200               | 100.0%          |        | AVERAGE SPEED:                                                                                               |          |        | 19.5 |
| PERCENTILE:            | 10%    | 15%               | 25%    | 50%                                                                                                          | 85%      | 90%    |        | PERCENTILE:            | 10%      | 15%               | 25%    | 50%                                                                                                          | 85%      | 90%      |      | PERCENTILE:         | 10%               | 15%             | 25%    | 50%                                                                                                          | 85%      | 90%    |      |
| SPEEDS:                | 15 MPH | 16 MPH            | 17 MPH | 19 MPH                                                                                                       | 22 MPH   | 23 MPH |        | SPEEDS:                | 15.9 MPH | 17 MPH            | 18 MPH | 20 MPH                                                                                                       | 23 MPH   | 24.1 MPH |      | SPEEDS:             | 15.0              | 16.0            | 17.0   | 19.0                                                                                                         | 22.0     | 23.0   |      |
| 10 MPH PACE SPEED:     | 14-23  | NUMBER IN PACE:   |        | 95                                                                                                           | PERCENT: | 95.0%  |        | 10 MPH PACE SPEED:     | 14-23    | NUMBER IN PACE:   |        | 85                                                                                                           | PERCENT: | 85.0%    |      | 10 MPH PACE SPEED:  | 14-23             | NUMBER IN PACE: |        | 180                                                                                                          | PERCENT: | 90.0%  |      |
|                        |        | NUMBER BELOW PACE |        | 1                                                                                                            | PERCENT: | 1.0%   |        |                        |          | NUMBER BELOW PACE |        | 1                                                                                                            | PERCENT: | 1.0%     |      |                     | NUMBER BELOW PACE |                 | 2      | PERCENT:                                                                                                     | 1.0%     |        |      |
|                        |        | NUMBER ABOVE PACE |        | 4                                                                                                            | PERCENT: | 4.0%   |        |                        |          | NUMBER ABOVE PACE |        | 14                                                                                                           | PERCENT: | 14.0%    |      |                     | NUMBER ABOVE PACE |                 | 18     | PERCENT:                                                                                                     | 9.0%     |        |      |
| SPEED EXCEEDED:        | 10 MPH | 15 MPH            | 20 MPH | 25MPH                                                                                                        | 30 MPH   | 35 MPH |        | SPEED EXCEEDED:        | 10 MPH   | 15 MPH            | 20 MPH | 25MPH                                                                                                        | 30 MPH   | 35 MPH   |      | SPEED EXCEEDED:     | 10 MPH            | 15 MPH          | 20 MPH | 25MPH                                                                                                        | 30 MPH   | 35 MPH |      |
| TOTAL:                 | 100    | 89                | 31     | 0                                                                                                            | 0        | 0      |        | TOTAL:                 | 100      | 90                | 44     | 7                                                                                                            | 1        | 0        |      | TOTAL:              | 200               | 179             | 75     | 7                                                                                                            | 1        | 0      |      |
| PERCENTAGE:            | 100.0% | 89.0%             | 31.0%  | 0.0%                                                                                                         | 0.0%     | 0.0%   |        | PERCENTAGE:            | 100.0%   | 90.0%             | 44.0%  | 7.0%                                                                                                         | 1.0%     | 0.0%     |      | PERCENTAGE:         | 100.0%            | 89.5%           | 37.5%  | 3.5%                                                                                                         | 0.5%     | 0.0%   |      |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Lorraine Street**  
SEGMENT: **Marlene Street to Talmage Road**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/25/2017**  
TIME: **11:05-11:55AM; 2:10-3:30PM**  
DIRECTION OF TRAVEL: **COMBINED**



## Accident Report

### Accident Dates

ROADWAY: Lorraine Street

From: Jan-13

SEGMENT: Marlene Street to Talmage Road

To: Dec-16

| Date      | Location                     | Time of Day | Weather | Collision Factor | Collision Type | Fatal | Injury | Non-Injury |
|-----------|------------------------------|-------------|---------|------------------|----------------|-------|--------|------------|
| 8/28/2016 | 79' W of Talmage Frontage Rd | 10:27 PM    | Clear   | Not Drive        | Hit Object     | 0     | 0      | 1          |

---

|         |   |   |   |
|---------|---|---|---|
| TOTALS: | 0 | 0 | 1 |
|---------|---|---|---|

**NOTE:** Collision data obtained from the CHP SWTRS and TIMS programs.



## **Betty Street (Cooper Lane to Talmage Road)**

The study segment is currently posted 15 mph. It is recommended to allow the 2012 Speed Zone Survey result for this segment be extended to 10 years as allowed under CVC Section 40802 (c)(2)(B)(i)(I). It is recommended that the speed limit for the segment remain posted at 15 mph.

## Church Street (State Street to Highland Avenue)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Church Street  
Limits: State Street to Highland Avenue

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 10/5/2017

**A. PREVAILING SPEED DATA**

|                    |  |           |  |
|--------------------|--|-----------|--|
| Location of Survey |  | Mid-Block |  |
| Direction          |  | COMBINED  |  |
| 85th Percentile    |  | 23 MPH    |  |
| 10 mph Pace        |  | 15-24 MPH |  |
| Percent in Pace    |  | 90%       |  |
| Posted Speed Limit |  | 25 MPH    |  |

**B. COLLISION HISTORY**

Date Range Covered

|                |              |                           |
|----------------|--------------|---------------------------|
| From<br>Jan-13 | To<br>Dec-16 | Duration/Years<br>3 years |
| Fatal          | Injury       | Non-Injury                |
| 0              | 1            | 4                         |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 199   |
| Length of Segment      | 3,610 |
| Width of Segment       | 21    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions

Church Street, between State Street and Highland Avenue, is a 2-Lane, undivided residential roadway.

Roadway Geometrics

Between Dora Street and South State Street, Church Street is a One-Way street with travel permitted only in the easterly direction. Between Dora Street and Highland Avenue, Church Street is an undivided, 2-lane road with travel permitted in the east/west directions. A yellow warning sign currently informs drivers of the approaching dip in the pavement section of Church Street in the vicinity of Hortense Street.

Comments

There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE**

Single-Family Residential Developments

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 25 MPH        |
| Critical Speed*                                                         | 25 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.

Name

3/1/2018

Date

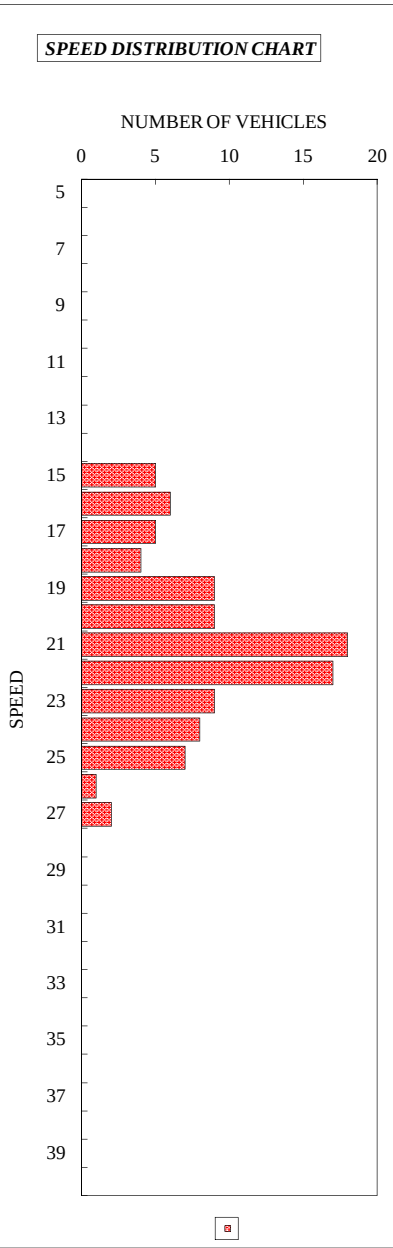
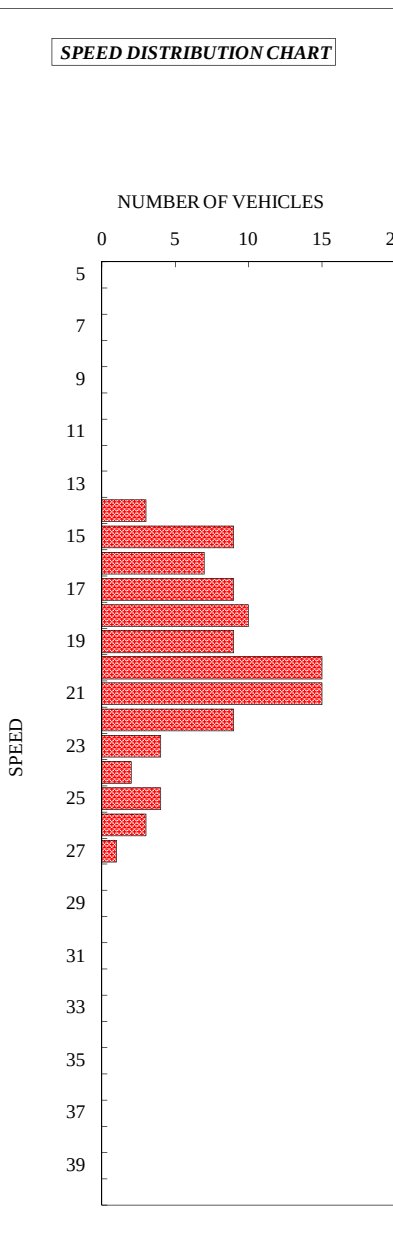
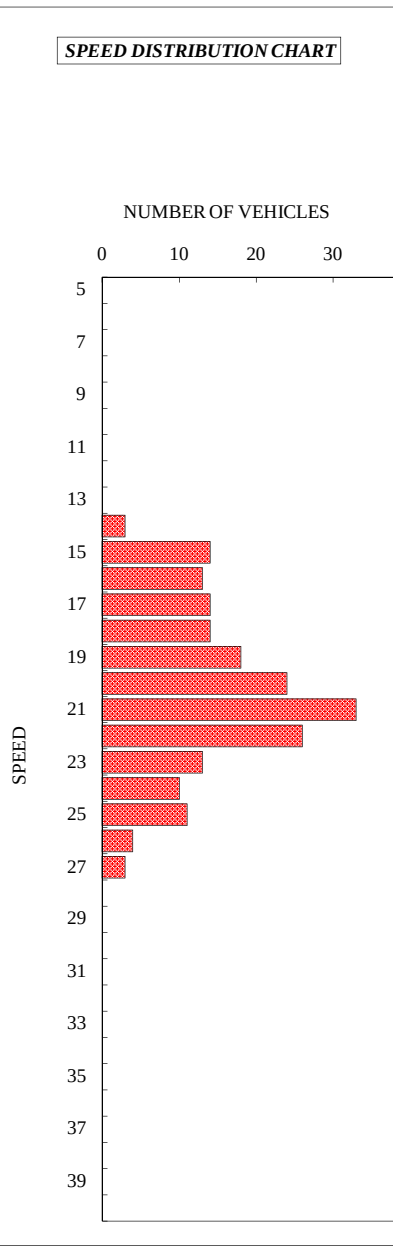
Project Manager

Title



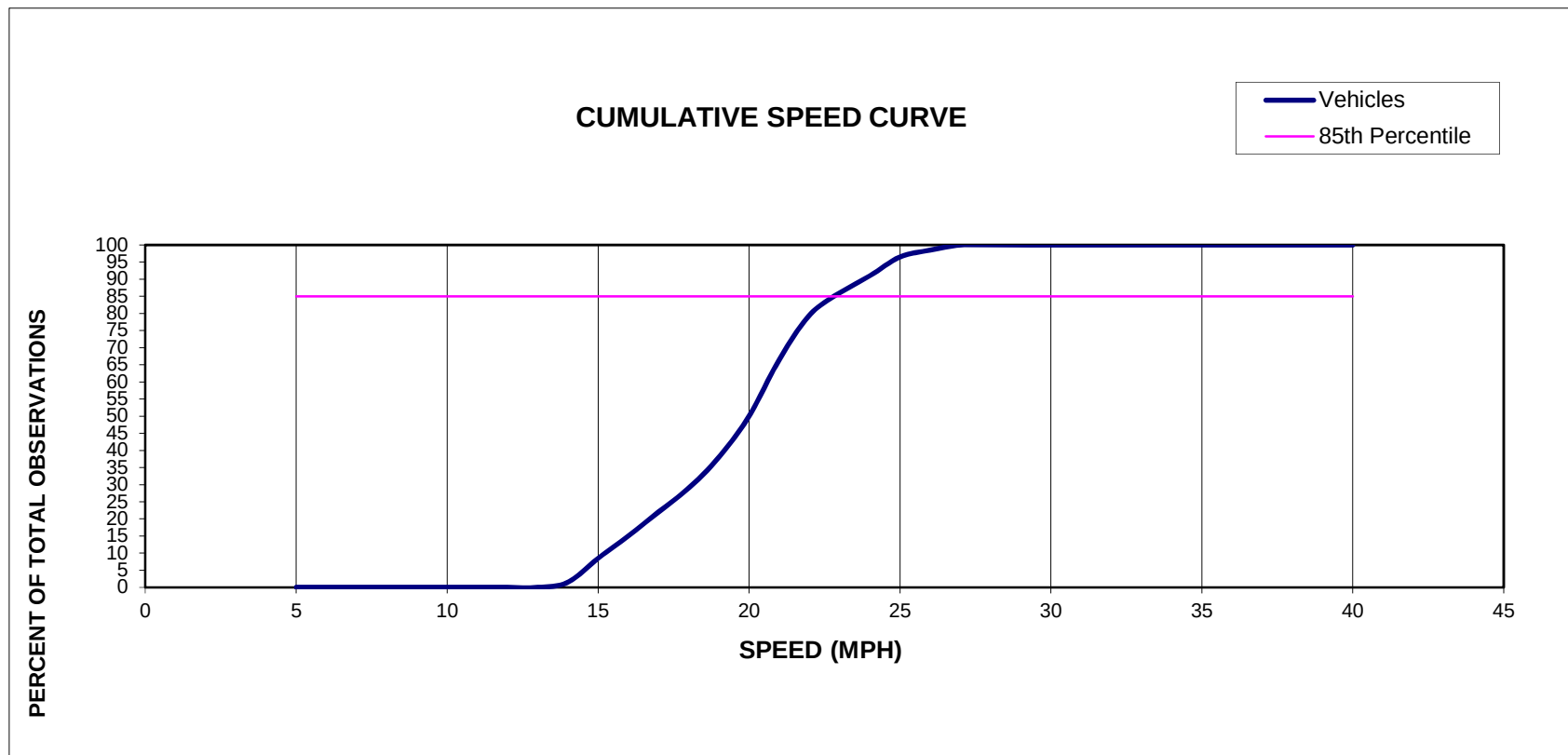
# B A Y M E T R I C S

## R A D A R S P E E D S U R V E Y

|                                                                                  |     |           |                   |                                                                                                                         |        |          |          |                       |                    |        |                |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
|----------------------------------------------------------------------------------|-----|-----------|-------------------|-------------------------------------------------------------------------------------------------------------------------|--------|----------|----------|-----------------------|--------------------|--------|----------------|--------------------------------------------------------------------------------------------------------------------------|--------|--------|----------|---------------------|-------|--------------------|--------|--------------------------------------------------------------------------------------------------------------------------|-------------------|--------|--------|----------|--|-------|
| PROJECT: RADAR SPEED SURVEY IN UKIAH                                             |     |           |                   | DATE: 10/5/2017                                                                                                         |        |          |          | DAY: THURSDAY         |                    |        |                | TIME: 7:00-8:30AM; 3:35-4:30PM                                                                                           |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| 3. CHURCH STREET BETWEEN STATE STREET TO HIGHLAND AVENUE (FROM DORA TO HIGHLAND) |     |           |                   |                                                                                                                         |        |          |          |                       |                    |        |                |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| DIRECTION: EAST BOUND                                                            |     |           |                   |                                                                                                                         |        |          |          | DIRECTION: WEST BOUND |                    |        |                |                                                                                                                          |        |        |          | DIRECTION: COMBINED |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| SPEED                                                                            | #   | %         | CUM. %            | <div>SPEED DISTRIBUTION CHART</div>  |        |          |          | SPEED                 | #                  | %      | CUM. %         | <div>SPEED DISTRIBUTION CHART</div>  |        |        |          | SPEED               | #     | %                  | CUM. % | <div>SPEED DISTRIBUTION CHART</div>  |                   |        |        |          |  |       |
| 5 mph                                                                            | 0   | 0.0%      | 0.0%              |                                                                                                                         |        |          |          | 5 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                          |        |        |          | 5 mph               | 0     | 0.0%               | 0.0%   |                                                                                                                          |                   |        |        |          |  |       |
| 6 mph                                                                            | 0   | 0.0%      | 0.0%              |                                                                                                                         |        |          |          | 6 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                          |        |        |          | 6 mph               | 0     | 0.0%               | 0.0%   |                                                                                                                          |                   |        |        |          |  |       |
| 7 mph                                                                            | 0   | 0.0%      | 0.0%              |                                                                                                                         |        |          |          | 7 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                          |        |        |          | 7 mph               | 0     | 0.0%               | 0.0%   |                                                                                                                          |                   |        |        |          |  |       |
| 8 mph                                                                            | 0   | 0.0%      | 0.0%              |                                                                                                                         |        |          |          | 8 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                          |        |        |          | 8 mph               | 0     | 0.0%               | 0.0%   |                                                                                                                          |                   |        |        |          |  |       |
| 9 mph                                                                            | 0   | 0.0%      | 0.0%              |                                                                                                                         |        |          |          | 9 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                          |        |        |          | 9 mph               | 0     | 0.0%               | 0.0%   |                                                                                                                          |                   |        |        |          |  |       |
| 10 mph                                                                           | 0   | 0.0%      | 0.0%              |                                                                                                                         |        |          |          | 10 mph                | 0                  | 0.0%   | 0.0%           |                                                                                                                          |        |        |          | 10 mph              | 0     | 0.0%               | 0.0%   |                                                                                                                          |                   |        |        |          |  |       |
| 11 mph                                                                           | 0   | 0.0%      | 0.0%              |                                                                                                                         |        |          |          | 11 mph                | 0                  | 0.0%   | 0.0%           |                                                                                                                          |        |        |          | 11 mph              | 0     | 0.0%               | 0.0%   |                                                                                                                          |                   |        |        |          |  |       |
| 12 mph                                                                           | 0   | 0.0%      | 0.0%              |                                                                                                                         |        |          |          | 12 mph                | 0                  | 0.0%   | 0.0%           |                                                                                                                          |        |        |          | 12 mph              | 0     | 0.0%               | 0.0%   |                                                                                                                          |                   |        |        |          |  |       |
| 13 mph                                                                           | 0   | 0.0%      | 0.0%              |                                                                                                                         |        |          |          | 13 mph                | 0                  | 0.0%   | 0.0%           |                                                                                                                          |        |        |          | 13 mph              | 0     | 0.0%               | 0.0%   |                                                                                                                          |                   |        |        |          |  |       |
| 14 mph                                                                           | 0   | 0.0%      | 0.0%              |                                                                                                                         |        |          |          | 14 mph                | 3                  | 3.0%   | 3.0%           |                                                                                                                          |        |        |          | 14 mph              | 3     | 1.5%               | 1.5%   |                                                                                                                          |                   |        |        |          |  |       |
| 15 mph                                                                           | 5   | 5.0%      | 5.0%              |                                                                                                                         |        |          |          | 15 mph                | 9                  | 9.0%   | 12.0%          |                                                                                                                          |        |        |          | 15 mph              | 14    | 7.0%               | 8.5%   |                                                                                                                          |                   |        |        |          |  |       |
| 16 mph                                                                           | 6   | 6.0%      | 11.0%             |                                                                                                                         |        |          |          | 16 mph                | 7                  | 7.0%   | 19.0%          |                                                                                                                          |        |        |          | 16 mph              | 13    | 6.5%               | 15.0%  |                                                                                                                          |                   |        |        |          |  |       |
| 17 mph                                                                           | 5   | 5.0%      | 16.0%             |                                                                                                                         |        |          |          | 17 mph                | 9                  | 9.0%   | 28.0%          |                                                                                                                          |        |        |          | 17 mph              | 14    | 7.0%               | 22.0%  |                                                                                                                          |                   |        |        |          |  |       |
| 18 mph                                                                           | 4   | 4.0%      | 20.0%             |                                                                                                                         |        |          |          | 18 mph                | 10                 | 10.0%  | 38.0%          |                                                                                                                          |        |        |          | 18 mph              | 14    | 7.0%               | 29.0%  |                                                                                                                          |                   |        |        |          |  |       |
| 19 mph                                                                           | 9   | 9.0%      | 29.0%             |                                                                                                                         |        |          |          | 19 mph                | 9                  | 9.0%   | 47.0%          |                                                                                                                          |        |        |          | 19 mph              | 18    | 9.0%               | 38.0%  |                                                                                                                          |                   |        |        |          |  |       |
| 20 mph                                                                           | 9   | 9.0%      | 38.0%             |                                                                                                                         |        |          |          | 20 mph                | 15                 | 15.0%  | 62.0%          |                                                                                                                          |        |        |          | 20 mph              | 24    | 12.0%              | 50.0%  |                                                                                                                          |                   |        |        |          |  |       |
| 21 mph                                                                           | 18  | 18.0%     | 56.0%             |                                                                                                                         |        |          |          | 21 mph                | 15                 | 15.0%  | 77.0%          |                                                                                                                          |        |        |          | 21 mph              | 33    | 16.5%              | 66.5%  |                                                                                                                          |                   |        |        |          |  |       |
| 22 mph                                                                           | 17  | 17.0%     | 73.0%             |                                                                                                                         |        |          |          | 22 mph                | 9                  | 9.0%   | 86.0%          |                                                                                                                          |        |        |          | 22 mph              | 26    | 13.0%              | 79.5%  |                                                                                                                          |                   |        |        |          |  |       |
| 23 mph                                                                           | 9   | 9.0%      | 82.0%             |                                                                                                                         |        |          |          | 23 mph                | 4                  | 4.0%   | 90.0%          |                                                                                                                          |        |        |          | 23 mph              | 13    | 6.5%               | 86.0%  |                                                                                                                          |                   |        |        |          |  |       |
| 24 mph                                                                           | 8   | 8.0%      | 90.0%             |                                                                                                                         |        |          |          | 24 mph                | 2                  | 2.0%   | 92.0%          |                                                                                                                          |        |        |          | 24 mph              | 10    | 5.0%               | 91.0%  |                                                                                                                          |                   |        |        |          |  |       |
| 25 mph                                                                           | 7   | 7.0%      | 97.0%             | 25 mph                                                                                                                  | 4      | 4.0%     | 96.0%    | 25 mph                | 11                 | 5.5%   | 96.5%          |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| 26 mph                                                                           | 1   | 1.0%      | 98.0%             | 26 mph                                                                                                                  | 3      | 3.0%     | 99.0%    | 26 mph                | 4                  | 2.0%   | 98.5%          |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| 27 mph                                                                           | 2   | 2.0%      | 100.0%            | 27 mph                                                                                                                  | 1      | 1.0%     | 100.0%   | 27 mph                | 3                  | 1.5%   | 100.0%         |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| 28 mph                                                                           | 0   | 0.0%      | 100.0%            | 28 mph                                                                                                                  | 0      | 0.0%     | 100.0%   | 28 mph                | 0                  | 0.0%   | 100.0%         |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| 29 mph                                                                           | 0   | 0.0%      | 100.0%            | 29 mph                                                                                                                  | 0      | 0.0%     | 100.0%   | 29 mph                | 0                  | 0.0%   | 100.0%         |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| 30 mph                                                                           | 0   | 0.0%      | 100.0%            | 30 mph                                                                                                                  | 0      | 0.0%     | 100.0%   | 30 mph                | 0                  | 0.0%   | 100.0%         |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| 31 mph                                                                           | 0   | 0.0%      | 100.0%            | 31 mph                                                                                                                  | 0      | 0.0%     | 100.0%   | 31 mph                | 0                  | 0.0%   | 100.0%         |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| 32 mph                                                                           | 0   | 0.0%      | 100.0%            | 32 mph                                                                                                                  | 0      | 0.0%     | 100.0%   | 32 mph                | 0                  | 0.0%   | 100.0%         |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| 33 mph                                                                           | 0   | 0.0%      | 100.0%            | 33 mph                                                                                                                  | 0      | 0.0%     | 100.0%   | 33 mph                | 0                  | 0.0%   | 100.0%         |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| 34 mph                                                                           | 0   | 0.0%      | 100.0%            | 34 mph                                                                                                                  | 0      | 0.0%     | 100.0%   | 34 mph                | 0                  | 0.0%   | 100.0%         |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| 35 mph                                                                           | 0   | 0.0%      | 100.0%            | 35 mph                                                                                                                  | 0      | 0.0%     | 100.0%   | 35 mph                | 0                  | 0.0%   | 100.0%         |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| 36 mph                                                                           | 0   | 0.0%      | 100.0%            | 36 mph                                                                                                                  | 0      | 0.0%     | 100.0%   | 36 mph                | 0                  | 0.0%   | 100.0%         |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| 37 mph                                                                           | 0   | 0.0%      | 100.0%            | 37 mph                                                                                                                  | 0      | 0.0%     | 100.0%   | 37 mph                | 0                  | 0.0%   | 100.0%         |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| 38 mph                                                                           | 0   | 0.0%      | 100.0%            | 38 mph                                                                                                                  | 0      | 0.0%     | 100.0%   | 38 mph                | 0                  | 0.0%   | 100.0%         |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| 39 mph                                                                           | 0   | 0.0%      | 100.0%            | 39 mph                                                                                                                  | 0      | 0.0%     | 100.0%   | 39 mph                | 0                  | 0.0%   | 100.0%         |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| 40 mph                                                                           | 0   | 0.0%      | 100.0%            | 40 mph                                                                                                                  | 0      | 0.0%     | 100.0%   | 40 mph                | 0                  | 0.0%   | 100.0%         |                                                                                                                          |        |        |          |                     |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |
| TOTAL:                                                                           | 100 | 100.0%    |                   | AVERAGE SPEED:                                                                                                          |        | 20.9     | TOTAL:   | 100                   | 100.0%             |        | AVERAGE SPEED: |                                                                                                                          | 19.5   | TOTAL: | 200      | 100.0%              |       | AVERAGE SPEED:     |        | 20.2                                                                                                                     |                   |        |        |          |  |       |
| PERCENTILE:                                                                      |     | 10%       | 15%               | 25%                                                                                                                     | 50%    | 85%      | 90%      | PERCENTILE:           |                    | 10%    | 15%            | 25%                                                                                                                      | 50%    | 85%    | 90%      | PERCENTILE:         |       | 10%                | 15%    | 25%                                                                                                                      | 50%               | 85%    | 90%    |          |  |       |
| SPEEDS:                                                                          |     | 16 MPH    | 17 MPH            | 19 MPH                                                                                                                  | 21 MPH | 24 MPH   | 24.1 MPH | SPEEDS:               |                    | 15 MPH | 16 MPH         | 17 MPH                                                                                                                   | 20 MPH | 22 MPH | 23.1 MPH | SPEEDS:             |       | 16.0               | 16.9   | 18.0                                                                                                                     | 20.5              | 23.0   | 24.0   |          |  |       |
| 10 MPH PACE SPEED:                                                               |     | 16-25 MPH | NUMBER IN PACE:   |                                                                                                                         | 92     | PERCENT: |          | 92.0%                 | 10 MPH PACE SPEED: |        | 14-23 MPH      | NUMBER IN PACE:                                                                                                          |        | 90     | PERCENT: |                     | 90.0% | 10 MPH PACE SPEED: |        | 15-24 MPH                                                                                                                | NUMBER IN PACE:   |        | 179    | PERCENT: |  | 89.5% |
|                                                                                  |     |           | NUMBER BELOW PACE |                                                                                                                         | 5      | PERCENT: |          | 5.0%                  |                    |        |                | NUMBER BELOW PACE                                                                                                        |        | 0      | PERCENT: |                     | 0.0%  |                    |        |                                                                                                                          | NUMBER BELOW PACE |        | 3      | PERCENT: |  | 1.5%  |
|                                                                                  |     |           | NUMBER ABOVE PACE |                                                                                                                         | 3      | PERCENT: |          | 3.0%                  |                    |        |                | NUMBER ABOVE PACE                                                                                                        |        | 8      | PERCENT: |                     | 8.0%  |                    |        |                                                                                                                          | NUMBER ABOVE PACE |        | 18     | PERCENT: |  | 9.0%  |
| SPEED EXCEEDED:                                                                  |     | 10 MPH    | 15 MPH            | 20 MPH                                                                                                                  | 25MPH  | 30 MPH   | 35 MPH   | SPEED EXCEEDED:       |                    | 10 MPH | 15 MPH         | 20 MPH                                                                                                                   | 25MPH  | 30 MPH | 35 MPH   | SPEED EXCEEDED:     |       | 10 MPH             | 15 MPH | 20 MPH                                                                                                                   | 25MPH             | 30 MPH | 35 MPH |          |  |       |
| TOTAL:                                                                           |     | 100       | 95                | 62                                                                                                                      | 3      | 0        | 0        | TOTAL:                |                    | 100    | 88             | 38                                                                                                                       | 4      | 0      | 0        | TOTAL:              |       | 200                | 183    | 100                                                                                                                      | 7                 | 0      | 0      |          |  |       |
| PERCENTAGE:                                                                      |     | 100.0%    | 95.0%             | 62.0%                                                                                                                   | 3.0%   | 0.0%     | 0.0%     | PERCENTAGE:           |                    | 100.0% | 88.0%          | 38.0%                                                                                                                    | 4.0%   | 0.0%   | 0.0%     | PERCENTAGE:         |       | 100.0%             | 91.5%  | 50.0%                                                                                                                    | 3.5%              | 0.0%   | 0.0%   |          |  |       |
| Tel: (510) 232-1271                                                              |     |           |                   |                                                                                                                         |        |          |          |                       |                    |        |                |                                                                                                                          |        |        |          | Fax: (510) 232-1272 |       |                    |        |                                                                                                                          |                   |        |        |          |  |       |



ROADWAY: **Church Street**  
SEGMENT: **State Street to Highland Avenue**  
RADAR LOCATION: **Mid-Block**  
DATE: **10/5/2017**  
TIME: **7:00-8:30AM; 3:35-4:30PM**  
DIRECTION OF TRAVEL: **COMBINED**



## Accident Report

### Accident Dates

**ROADWAY:** Church Street

**From:** Jan-13

**SEGMENT:** State Street to Highland Avenue

**To:** Dec-16

| Date           | Location                    | Time of Day | Weather | Collision Factor        | Collision Type | Fatal | Injury | Non-Injury |
|----------------|-----------------------------|-------------|---------|-------------------------|----------------|-------|--------|------------|
| 5/21/2014      | Intersection of S. State St | 4:51 PM     | Clear   | Unsafe Speed            | Rear End       | 0     | 0      | 1          |
| 12/2/2014      | 6' S of S. State St         | 11:22 AM    | Cloudy  | Improper Turning        | Hit Object     | 0     | 0      | 1          |
| 8/22/2015      | At 806 W. Church St         | 9:50 PM     | Clear   | Improper Turning        | Sideswipe      | 0     | 0      | 1          |
| 1/24/2015      | Intersection of S. State St | 11:03 PM    | Clear   | Automobile Right of Way | Broadside      | 0     | 0      | 1          |
| 12/14/2016     | Intersection of S. State St | 1:06 PM     | Raining | Automobile Right of Way | Broadside      | 0     | 1      | 0          |
| <b>TOTALS:</b> |                             |             |         |                         |                | 0     | 1      | 4          |

**NOTE:** Collision data obtained from the CHP SWTRS and TIMS programs.

## Clara Avenue (State Street to Orchard Avenue)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Clara Avenue  
Limits: State Street to Orchard Avenue

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/27/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |           |  |
|--------------------|--|-----------|--|
| Location of Survey |  | Mid-Block |  |
| Direction          |  | COMBINED  |  |
| 85th Percentile    |  | 30 MPH    |  |
| 10 mph Pace        |  | 22-31 MPH |  |
| Percent in Pace    |  | 88%       |  |
| Posted Speed Limit |  | 25 MPH    |  |

**B. COLLISION HISTORY**

Date Range Covered

|                |              |                           |
|----------------|--------------|---------------------------|
| From<br>Jan-13 | To<br>Dec-16 | Duration/Years<br>3 years |
| Fatal          | Injury       | Non-Injury                |
| 0              | 3            | 7                         |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 2,755 |
| Length of Segment      | 2,560 |
| Width of Segment       | 36    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Clara Avenue, between State Street and Orchard Avenue, is an undivided, 2-lane city minor collector.

Roadway Geometrics At Orchard Avenue and approximately 160 ft to the west of it, hard-scaped concrete islands exist on westbound Clara Avenue. Curb extensions are provided at existing locations for mid-block crosswalks provided at the intersection of Clara Avenue with Joseph Street and Hamilton Street.

Comments Based on the residential land use, street classification, on-street parking, and pedestrian crossings and California Vehicle Code 22352 (2-A), it is appropriate to maintain the Prima Facie speed limit of 25 MPH on Clara Avenue between State Street and Orchard Avenue.

**E. ADJACENT LAND USE** Single-Family and Multi-Family Residential Developments and Commercial Developments

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 25 MPH        |
| Critical Speed*                                                         | 30 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.

Name

3/1/2018

Date

Project Manager

Title



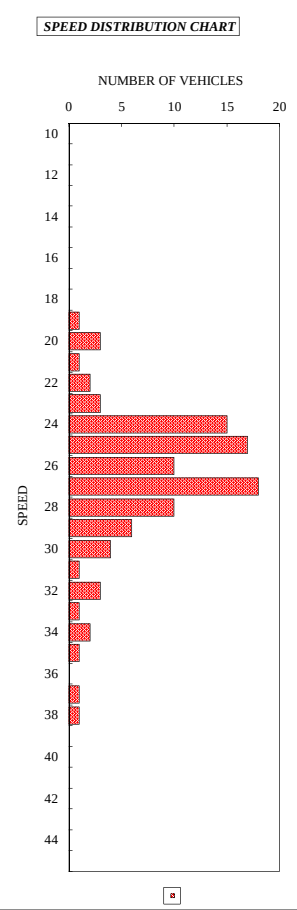
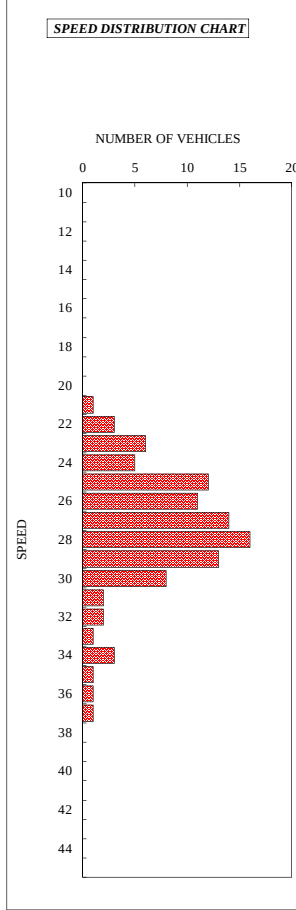
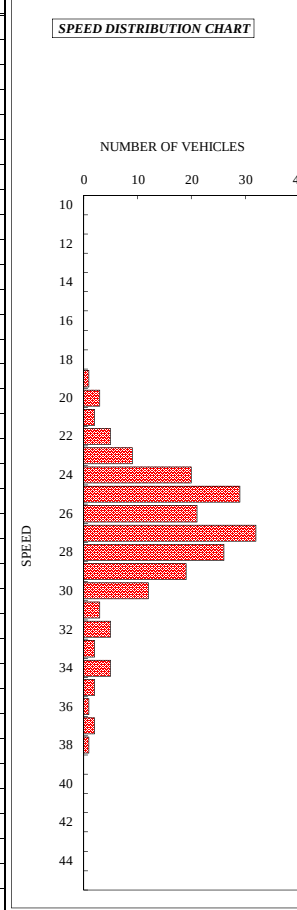


# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/27/2017      **DAY:** WEDNESDAY      **TIME:** 12:15-1:50PM

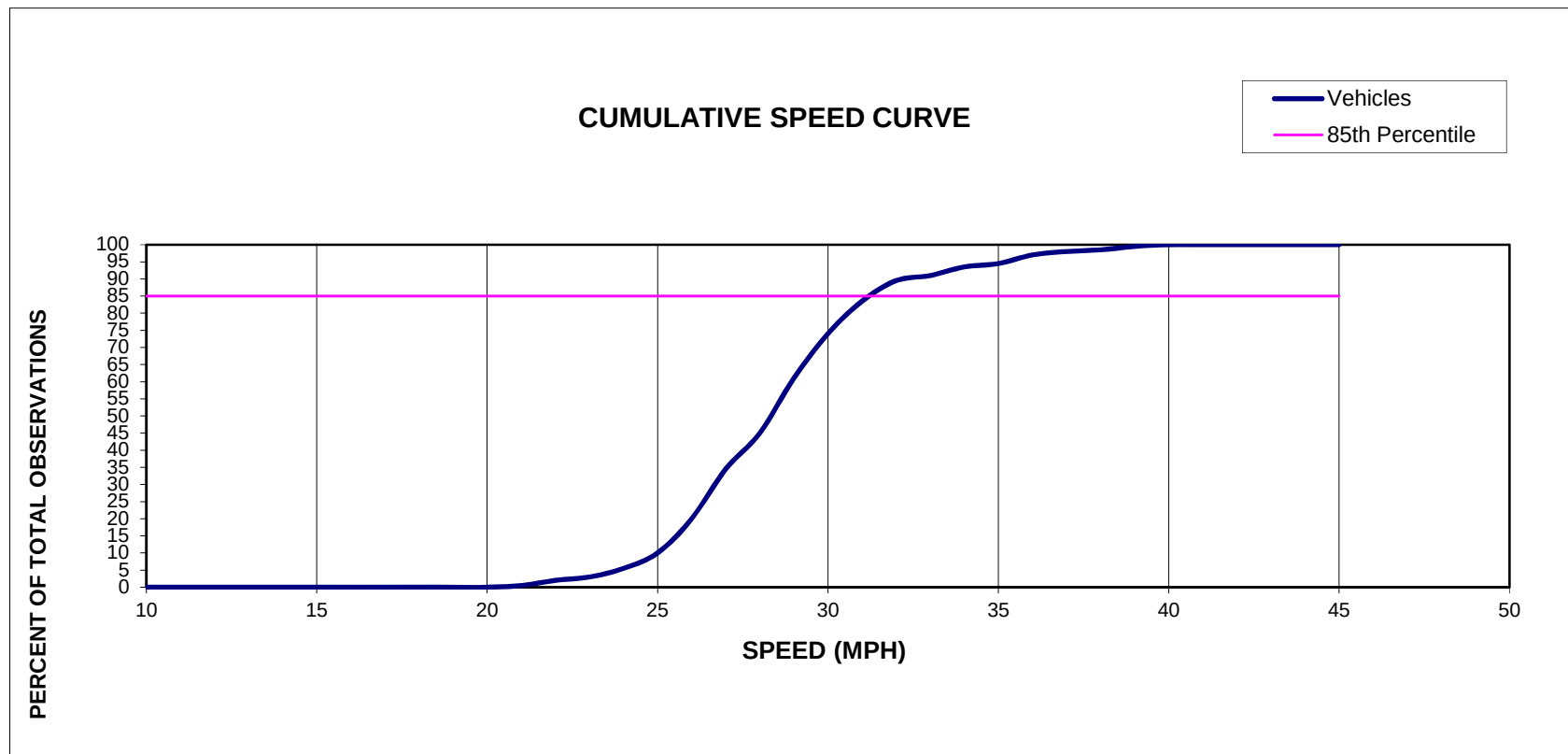
### 4. CLARA AVENUE BETWEEN STATE STREET TO ORCHARD AVENUE

| DIRECTION:         |           |                   |           | EAST BOUND                                                                                                                       |          |          |                    | DIRECTION: |                   |        |        | WEST BOUND                                                                                                                         |        |                    |           | DIRECTION:        |        |        |          | COMBINED                                                                                                                           |                    |           |                   |        |        |          |        |
|--------------------|-----------|-------------------|-----------|----------------------------------------------------------------------------------------------------------------------------------|----------|----------|--------------------|------------|-------------------|--------|--------|------------------------------------------------------------------------------------------------------------------------------------|--------|--------------------|-----------|-------------------|--------|--------|----------|------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------|-------------------|--------|--------|----------|--------|
| SPEED              | #         | %                 | CUM. %    | <div><div>SPEED DISTRIBUTION CHART</div></div> |          |          |                    | SPEED      | #                 | %      | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div></div> |        |                    |           | SPEED             | #      | %      | CUM. %   | <div><div>SPEED DISTRIBUTION CHART</div></div> |                    |           |                   |        |        |          |        |
| 10 mph             | 0         | 0.0%              | 0.0%      |                                                                                                                                  |          |          |                    | 10 mph     | 0                 | 0.0%   | 0.0%   |                                                                                                                                    |        |                    |           | 10 mph            | 0      | 0.0%   | 0.0%     |                                                                                                                                    |                    |           |                   |        |        | 10 mph   | 0      |
| 11 mph             | 0         | 0.0%              | 0.0%      | 11 mph                                                                                                                           | 0        | 0.0%     | 0.0%               | 11 mph     | 0                 | 0.0%   | 0.0%   | 11 mph                                                                                                                             | 0      | 0.0%               | 0.0%      | 11 mph            | 0      | 0.0%   | 0.0%     | 11 mph                                                                                                                             | 0                  | 0.0%      | 0.0%              |        |        |          |        |
| 12 mph             | 0         | 0.0%              | 0.0%      | 12 mph                                                                                                                           | 0        | 0.0%     | 0.0%               | 12 mph     | 0                 | 0.0%   | 0.0%   | 12 mph                                                                                                                             | 0      | 0.0%               | 0.0%      | 12 mph            | 0      | 0.0%   | 0.0%     | 12 mph                                                                                                                             | 0                  | 0.0%      | 0.0%              |        |        |          |        |
| 13 mph             | 0         | 0.0%              | 0.0%      | 13 mph                                                                                                                           | 0        | 0.0%     | 0.0%               | 13 mph     | 0                 | 0.0%   | 0.0%   | 13 mph                                                                                                                             | 0      | 0.0%               | 0.0%      | 13 mph            | 0      | 0.0%   | 0.0%     | 13 mph                                                                                                                             | 0                  | 0.0%      | 0.0%              |        |        |          |        |
| 14 mph             | 0         | 0.0%              | 0.0%      | 14 mph                                                                                                                           | 0        | 0.0%     | 0.0%               | 14 mph     | 0                 | 0.0%   | 0.0%   | 14 mph                                                                                                                             | 0      | 0.0%               | 0.0%      | 14 mph            | 0      | 0.0%   | 0.0%     | 14 mph                                                                                                                             | 0                  | 0.0%      | 0.0%              |        |        |          |        |
| 15 mph             | 0         | 0.0%              | 0.0%      | 15 mph                                                                                                                           | 0        | 0.0%     | 0.0%               | 15 mph     | 0                 | 0.0%   | 0.0%   | 15 mph                                                                                                                             | 0      | 0.0%               | 0.0%      | 15 mph            | 0      | 0.0%   | 0.0%     | 15 mph                                                                                                                             | 0                  | 0.0%      | 0.0%              |        |        |          |        |
| 16 mph             | 0         | 0.0%              | 0.0%      | 16 mph                                                                                                                           | 0        | 0.0%     | 0.0%               | 16 mph     | 0                 | 0.0%   | 0.0%   | 16 mph                                                                                                                             | 0      | 0.0%               | 0.0%      | 16 mph            | 0      | 0.0%   | 0.0%     | 16 mph                                                                                                                             | 0                  | 0.0%      | 0.0%              |        |        |          |        |
| 17 mph             | 0         | 0.0%              | 0.0%      | 17 mph                                                                                                                           | 0        | 0.0%     | 0.0%               | 17 mph     | 0                 | 0.0%   | 0.0%   | 17 mph                                                                                                                             | 0      | 0.0%               | 0.0%      | 17 mph            | 0      | 0.0%   | 0.0%     | 17 mph                                                                                                                             | 0                  | 0.0%      | 0.0%              |        |        |          |        |
| 18 mph             | 0         | 0.0%              | 0.0%      | 18 mph                                                                                                                           | 0        | 0.0%     | 0.0%               | 18 mph     | 0                 | 0.0%   | 0.0%   | 18 mph                                                                                                                             | 0      | 0.0%               | 0.0%      | 18 mph            | 0      | 0.0%   | 0.0%     | 18 mph                                                                                                                             | 0                  | 0.0%      | 0.0%              |        |        |          |        |
| 19 mph             | 1         | 1.0%              | 1.0%      | 19 mph                                                                                                                           | 0        | 0.0%     | 0.0%               | 19 mph     | 0                 | 0.0%   | 0.0%   | 19 mph                                                                                                                             | 1      | 0.5%               | 0.5%      | 19 mph            | 1      | 0.5%   | 0.5%     | 19 mph                                                                                                                             | 1                  | 0.5%      | 0.5%              |        |        |          |        |
| 20 mph             | 3         | 3.0%              | 4.0%      | 20 mph                                                                                                                           | 0        | 0.0%     | 0.0%               | 20 mph     | 0                 | 0.0%   | 0.0%   | 20 mph                                                                                                                             | 3      | 1.5%               | 2.0%      | 20 mph            | 3      | 1.5%   | 2.0%     | 20 mph                                                                                                                             | 3                  | 1.5%      | 2.0%              |        |        |          |        |
| 21 mph             | 1         | 1.0%              | 5.0%      | 21 mph                                                                                                                           | 1        | 1.0%     | 1.0%               | 21 mph     | 1                 | 1.0%   | 1.0%   | 21 mph                                                                                                                             | 2      | 1.0%               | 3.0%      | 21 mph            | 2      | 1.0%   | 3.0%     | 21 mph                                                                                                                             | 2                  | 1.0%      | 3.0%              |        |        |          |        |
| 22 mph             | 2         | 2.0%              | 7.0%      | 22 mph                                                                                                                           | 3        | 3.0%     | 4.0%               | 22 mph     | 3                 | 3.0%   | 4.0%   | 22 mph                                                                                                                             | 5      | 2.5%               | 5.5%      | 22 mph            | 5      | 2.5%   | 5.5%     | 22 mph                                                                                                                             | 5                  | 2.5%      | 5.5%              |        |        |          |        |
| 23 mph             | 3         | 3.0%              | 10.0%     | 23 mph                                                                                                                           | 6        | 6.0%     | 10.0%              | 23 mph     | 9                 | 4.5%   | 10.0%  | 23 mph                                                                                                                             | 9      | 4.5%               | 10.0%     | 23 mph            | 9      | 4.5%   | 10.0%    | 23 mph                                                                                                                             | 9                  | 4.5%      | 10.0%             |        |        |          |        |
| 24 mph             | 15        | 15.0%             | 25.0%     | 24 mph                                                                                                                           | 5        | 5.0%     | 15.0%              | 24 mph     | 20                | 10.0%  | 20.0%  | 24 mph                                                                                                                             | 20     | 10.0%              | 20.0%     | 24 mph            | 20     | 10.0%  | 20.0%    | 24 mph                                                                                                                             | 20                 | 10.0%     | 20.0%             |        |        |          |        |
| 25 mph             | 17        | 17.0%             | 42.0%     | 25 mph                                                                                                                           | 12       | 12.0%    | 27.0%              | 25 mph     | 29                | 14.5%  | 34.5%  | 25 mph                                                                                                                             | 29     | 14.5%              | 34.5%     | 25 mph            | 29     | 14.5%  | 34.5%    | 25 mph                                                                                                                             | 29                 | 14.5%     | 34.5%             |        |        |          |        |
| 26 mph             | 10        | 10.0%             | 52.0%     | 26 mph                                                                                                                           | 11       | 11.0%    | 38.0%              | 26 mph     | 21                | 10.5%  | 45.0%  | 26 mph                                                                                                                             | 21     | 10.5%              | 45.0%     | 26 mph            | 21     | 10.5%  | 45.0%    | 26 mph                                                                                                                             | 21                 | 10.5%     | 45.0%             |        |        |          |        |
| 27 mph             | 18        | 18.0%             | 70.0%     | 27 mph                                                                                                                           | 14       | 14.0%    | 52.0%              | 27 mph     | 32                | 16.0%  | 61.0%  | 27 mph                                                                                                                             | 32     | 16.0%              | 61.0%     | 27 mph            | 32     | 16.0%  | 61.0%    | 27 mph                                                                                                                             | 32                 | 16.0%     | 61.0%             |        |        |          |        |
| 28 mph             | 10        | 10.0%             | 80.0%     | 28 mph                                                                                                                           | 16       | 16.0%    | 68.0%              | 28 mph     | 26                | 13.0%  | 74.0%  | 28 mph                                                                                                                             | 26     | 13.0%              | 74.0%     | 28 mph            | 26     | 13.0%  | 74.0%    | 28 mph                                                                                                                             | 26                 | 13.0%     | 74.0%             |        |        |          |        |
| 29 mph             | 6         | 6.0%              | 86.0%     | 29 mph                                                                                                                           | 13       | 13.0%    | 81.0%              | 29 mph     | 19                | 9.5%   | 83.5%  | 29 mph                                                                                                                             | 19     | 9.5%               | 83.5%     | 29 mph            | 19     | 9.5%   | 83.5%    | 29 mph                                                                                                                             | 19                 | 9.5%      | 83.5%             |        |        |          |        |
| 30 mph             | 4         | 4.0%              | 90.0%     | 30 mph                                                                                                                           | 8        | 8.0%     | 89.0%              | 30 mph     | 12                | 6.0%   | 89.5%  | 30 mph                                                                                                                             | 12     | 6.0%               | 89.5%     | 30 mph            | 12     | 6.0%   | 89.5%    | 30 mph                                                                                                                             | 12                 | 6.0%      | 89.5%             |        |        |          |        |
| 31 mph             | 1         | 1.0%              | 91.0%     | 31 mph                                                                                                                           | 2        | 2.0%     | 91.0%              | 31 mph     | 3                 | 1.5%   | 91.0%  | 31 mph                                                                                                                             | 3      | 1.5%               | 91.0%     | 31 mph            | 3      | 1.5%   | 91.0%    | 31 mph                                                                                                                             | 3                  | 1.5%      | 91.0%             |        |        |          |        |
| 32 mph             | 3         | 3.0%              | 94.0%     | 32 mph                                                                                                                           | 2        | 2.0%     | 93.0%              | 32 mph     | 5                 | 2.5%   | 93.5%  | 32 mph                                                                                                                             | 5      | 2.5%               | 93.5%     | 32 mph            | 5      | 2.5%   | 93.5%    | 32 mph                                                                                                                             | 5                  | 2.5%      | 93.5%             |        |        |          |        |
| 33 mph             | 1         | 1.0%              | 95.0%     | 33 mph                                                                                                                           | 1        | 1.0%     | 94.0%              | 33 mph     | 2                 | 1.0%   | 94.5%  | 33 mph                                                                                                                             | 2      | 1.0%               | 94.5%     | 33 mph            | 2      | 1.0%   | 94.5%    | 33 mph                                                                                                                             | 2                  | 1.0%      | 94.5%             |        |        |          |        |
| 34 mph             | 2         | 2.0%              | 97.0%     | 34 mph                                                                                                                           | 3        | 3.0%     | 97.0%              | 34 mph     | 5                 | 2.5%   | 97.0%  | 34 mph                                                                                                                             | 5      | 2.5%               | 97.0%     | 34 mph            | 5      | 2.5%   | 97.0%    | 34 mph                                                                                                                             | 5                  | 2.5%      | 97.0%             |        |        |          |        |
| 35 mph             | 1         | 1.0%              | 98.0%     | 35 mph                                                                                                                           | 1        | 1.0%     | 98.0%              | 35 mph     | 2                 | 1.0%   | 98.0%  | 35 mph                                                                                                                             | 2      | 1.0%               | 98.0%     | 35 mph            | 2      | 1.0%   | 98.0%    | 35 mph                                                                                                                             | 2                  | 1.0%      | 98.0%             |        |        |          |        |
| 36 mph             | 0         | 0.0%              | 98.0%     | 36 mph                                                                                                                           | 1        | 1.0%     | 99.0%              | 36 mph     | 1                 | 0.5%   | 98.5%  | 36 mph                                                                                                                             | 1      | 0.5%               | 98.5%     | 36 mph            | 1      | 0.5%   | 98.5%    | 36 mph                                                                                                                             | 1                  | 0.5%      | 98.5%             |        |        |          |        |
| 37 mph             | 1         | 1.0%              | 99.0%     | 37 mph                                                                                                                           | 1        | 1.0%     | 100.0%             | 37 mph     | 2                 | 1.0%   | 99.5%  | 37 mph                                                                                                                             | 2      | 1.0%               | 99.5%     | 37 mph            | 2      | 1.0%   | 99.5%    | 37 mph                                                                                                                             | 2                  | 1.0%      | 99.5%             |        |        |          |        |
| 38 mph             | 1         | 1.0%              | 100.0%    | 38 mph                                                                                                                           | 0        | 0.0%     | 100.0%             | 38 mph     | 1                 | 0.5%   | 100.0% | 38 mph                                                                                                                             | 1      | 0.5%               | 100.0%    | 38 mph            | 1      | 0.5%   | 100.0%   | 38 mph                                                                                                                             | 1                  | 0.5%      | 100.0%            |        |        |          |        |
| 39 mph             | 0         | 0.0%              | 100.0%    | 39 mph                                                                                                                           | 0        | 0.0%     | 100.0%             | 39 mph     | 0                 | 0.0%   | 100.0% | 39 mph                                                                                                                             | 0      | 0.0%               | 100.0%    | 39 mph            | 0      | 0.0%   | 100.0%   | 39 mph                                                                                                                             | 0                  | 0.0%      | 100.0%            |        |        |          |        |
| 40 mph             | 0         | 0.0%              | 100.0%    | 40 mph                                                                                                                           | 0        | 0.0%     | 100.0%             | 40 mph     | 0                 | 0.0%   | 100.0% | 40 mph                                                                                                                             | 0      | 0.0%               | 100.0%    | 40 mph            | 0      | 0.0%   | 100.0%   | 40 mph                                                                                                                             | 0                  | 0.0%      | 100.0%            |        |        |          |        |
| 41 mph             | 0         | 0.0%              | 100.0%    | 41 mph                                                                                                                           | 0        | 0.0%     | 100.0%             | 41 mph     | 0                 | 0.0%   | 100.0% | 41 mph                                                                                                                             | 0      | 0.0%               | 100.0%    | 41 mph            | 0      | 0.0%   | 100.0%   | 41 mph                                                                                                                             | 0                  | 0.0%      | 100.0%            |        |        |          |        |
| 42 mph             | 0         | 0.0%              | 100.0%    | 42 mph                                                                                                                           | 0        | 0.0%     | 100.0%             | 42 mph     | 0                 | 0.0%   | 100.0% | 42 mph                                                                                                                             | 0      | 0.0%               | 100.0%    | 42 mph            | 0      | 0.0%   | 100.0%   | 42 mph                                                                                                                             | 0                  | 0.0%      | 100.0%            |        |        |          |        |
| 43 mph             | 0         | 0.0%              | 100.0%    | 43 mph                                                                                                                           | 0        | 0.0%     | 100.0%             | 43 mph     | 0                 | 0.0%   | 100.0% | 43 mph                                                                                                                             | 0      | 0.0%               | 100.0%    | 43 mph            | 0      | 0.0%   | 100.0%   | 43 mph                                                                                                                             | 0                  | 0.0%      | 100.0%            |        |        |          |        |
| 44 mph             | 0         | 0.0%              | 100.0%    | 44 mph                                                                                                                           | 0        | 0.0%     | 100.0%             | 44 mph     | 0                 | 0.0%   | 100.0% | 44 mph                                                                                                                             | 0      | 0.0%               | 100.0%    | 44 mph            | 0      | 0.0%   | 100.0%   | 44 mph                                                                                                                             | 0                  | 0.0%      | 100.0%            |        |        |          |        |
| 45 mph             | 0         | 0.0%              | 100.0%    | 45 mph                                                                                                                           | 0        | 0.0%     | 100.0%             | 45 mph     | 0                 | 0.0%   | 100.0% | 45 mph                                                                                                                             | 0      | 0.0%               | 100.0%    | 45 mph            | 0      | 0.0%   | 100.0%   | 45 mph                                                                                                                             | 0                  | 0.0%      | 100.0%            |        |        |          |        |
| TOTAL:             | 100       | 100.0%            |           | AVERAGE SPEED:                                                                                                                   |          |          | 26.6               | TOTAL:     | 100               | 100.0% |        | AVERAGE SPEED:                                                                                                                     |        |                    | 27.4      | TOTAL:            | 200    | 100.0% |          | AVERAGE SPEED:                                                                                                                     |                    |           | 27.0              |        |        |          |        |
| PERCENTILE:        | 10%       | 15%               | 25%       | 50%                                                                                                                              | 85%      | 90%      | PERCENTILE:        | 10%        | 15%               | 25%    | 50%    | 85%                                                                                                                                | 90%    | PERCENTILE:        | 10%       | 15%               | 25%    | 50%    | 85%      | 90%                                                                                                                                | PERCENTILE:        | 10%       | 15%               | 25%    | 50%    | 85%      | 90%    |
| SPEEDS:            | 23.9 MPH  | 24 MPH            | 24.75 MPH | 26 MPH                                                                                                                           | 29 MPH   | 30.1 MPH | SPEEDS:            | 23.9 MPH   | 24.85 MPH         | 25 MPH | 27 MPH | 30 MPH                                                                                                                             | 31 MPH | SPEEDS:            | 23.9 MPH  | 24 MPH            | 25 MPH | 27 MPH | 30 MPH   | 31 MPH                                                                                                                             | SPEEDS:            | 23.9 MPH  | 24 MPH            | 25 MPH | 27 MPH | 30 MPH   | 31 MPH |
| 10 MPH PACE SPEED: | 23-32 MPH | NUMBER IN PACE:   |           | 87                                                                                                                               | PERCENT: | 87.0%    | 10 MPH PACE SPEED: | 22-31 MPH  | NUMBER IN PACE:   |        | 90     | PERCENT:                                                                                                                           | 90.0%  | 10 MPH PACE SPEED: | 22-31 MPH | NUMBER IN PACE:   |        | 176    | PERCENT: | 88.0%                                                                                                                              | 10 MPH PACE SPEED: | 22-31 MPH | NUMBER IN PACE:   |        | 176    | PERCENT: | 88.0%  |
|                    |           | NUMBER BELOW PACE |           | 0                                                                                                                                | PERCENT: | 0.0%     |                    |            | NUMBER BELOW PACE |        | 0      | PERCENT:                                                                                                                           | 100.0% |                    |           | NUMBER BELOW PACE |        | 6      | PERCENT: | 3.0%                                                                                                                               |                    |           | NUMBER BELOW PACE |        | 6      | PERCENT: | 3.0%   |
|                    |           | NUMBER ABOVE PACE |           | 0                                                                                                                                | PERCENT: | 0.0%     |                    |            | NUMBER ABOVE PACE |        | 0      | PERCENT:                                                                                                                           | 0.0%   |                    |           | NUMBER ABOVE PACE |        | 18     | PERCENT: | 9.0%                                                                                                                               |                    |           | NUMBER ABOVE PACE |        | 18     | PERCENT: | 9.0%   |
| SPEED EXCEEDED:    | 15 MPH    | 20 MPH            | 25MPH     | 30 MPH                                                                                                                           | 35 MPH   | 40 MPH   | SPEED EXCEEDED:    | 15 MPH     | 20 MPH            | 25MPH  | 30 MPH | 35 MPH                                                                                                                             | 40 MPH | SPEED EXCEEDED:    | 15 MPH    | 20 MPH            | 25MPH  | 30 MPH | 35 MPH   | 40 MPH                                                                                                                             | SPEED EXCEEDED:    | 15 MPH    | 20 MPH            | 25MPH  | 30 MPH | 35 MPH   | 40 MPH |
| TOTAL:             | 100       | 96                | 58        | 10                                                                                                                               | 2        | 0        | TOTAL:             | 100        | 100               | 73     | 11     | 2                                                                                                                                  | 0      | TOTAL:             | 200       | 196               | 131    | 21     | 4        | 0                                                                                                                                  | TOTAL:             | 200       | 196               | 131    | 21     | 4        | 0      |
| PERCENTAGE:        | 100.0%    | 96.0%             | 58.0%     | 10.0%                                                                                                                            | 2.0%     | 0.0%     | PERCENTAGE:        | 100.0%     | 100.0%            | 73.0%  | 11.0%  | 2.0%                                                                                                                               | 0.0%   | PERCENTAGE:        | 100.0%    | 98.0%             | 65.5%  | 10.5%  | 2.0%     | 0.0%                                                                                                                               | PERCENTAGE:        | 100.0%    | 98.0%             | 65.5%  | 10.5%  | 2.0%     | 0.0%   |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Clara Avenue**  
SEGMENT: **State Street to Orchard Avenue**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/27/2017**  
TIME: **12:15-1:50PM**  
DIRECTION OF TRAVEL: **COMBINED**



## Accident Report

### Accident Dates

**ROADWAY:** Clara Avenue

**From:** Jan-13

**SEGMENT:** State Street to Orchard Avenue

**To:** Dec-16

| Date           | Location                      | Time of Day | Weather | Collision Factor        | Collision Type | Fatal | Injury | Non-Injury |
|----------------|-------------------------------|-------------|---------|-------------------------|----------------|-------|--------|------------|
| 1/18/2013      | 35' E of Myron St             | 9:59 AM     | Clear   | Wrong side of road      | Sideswipe      | 0     | 1      | 0          |
| 1/11/2014      | 249' E of North State St      | 8:00 PM     | Cloudy  | DUI                     | Rear End       | 0     | 1      | 0          |
| 5/21/2014      | 89' E of Mason St             | 12:23 PM    | Clear   | Improper Turning        | Hit Object     | 0     | 1      | 0          |
| 5/7/2016       | Intersection of N. Orchard St | 11:45 AM    | Clear   | Improper Turning        | Hit Object     | 0     | 0      | 1          |
| 10/7/2013      | Intersection of Sidnie St     | 2:35 PM     | Clear   | Other Hazard            | Other          | 0     | 0      | 1          |
| 5/7/2013       | 108' N of Joseph St           | 3:22 PM     | Clear   | Improper Turning        | Head-On        | 0     | 0      | 1          |
| 1/11/2013      | 93' S North State St          | 1:40 PM     | Clear   | Unsafe Speed            | Overtaken      | 0     | 0      | 1          |
| 2/26/2014      | 794' S of N. Orchard St       | 11:48 AM    | Raining | Automobile Right of Way | Broadside      | 0     | 0      | 1          |
| 3/11/2014      | Intersection of N. State St   | 6:35 PM     | Clear   | Unsafe Speed            | Rear End       | 0     | 0      | 1          |
| 9/21/2015      | Intersection of Myron St      | 1:59 PM     | Clear   | Not Driver              | Hit Object     | 0     | 0      | 1          |
| <b>TOTALS:</b> |                               |             |         |                         |                | 0     | 3      | 7          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Clay Street (State Street to Dora Street)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Clay Street  
Limits: State Street to Dora Street

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 10/4/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |           |  |
|--------------------|--|-----------|--|
| Location of Survey |  | Mid-Block |  |
| Direction          |  | Combined  |  |
| 85th Percentile    |  | 29 MPH    |  |
| 10 mph Pace        |  | 21-30 MPH |  |
| Percent in Pace    |  | 88%       |  |
| Posted Speed Limit |  | 25 MPH    |  |

**B. COLLISION HISTORY**

Date Range Covered

|                |              |                           |
|----------------|--------------|---------------------------|
| From<br>Jan-13 | To<br>Dec-16 | Duration/Years<br>3 years |
| Fatal          | Injury       | Non-Injury                |
| 0              | 1            | 8                         |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 1,372 |
| Length of Segment      | 1,380 |
| Width of Segment       | 38    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Clay Street, between State Street and South Dora Street, is an undivided, 2-lane collector facility.

Roadway Geometrics None

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential Develoments and Public Facilities Land Use Types

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 25 MPH        |
| Critical Speed*                                                         | 30 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018  
Date

Project Manager  
Title



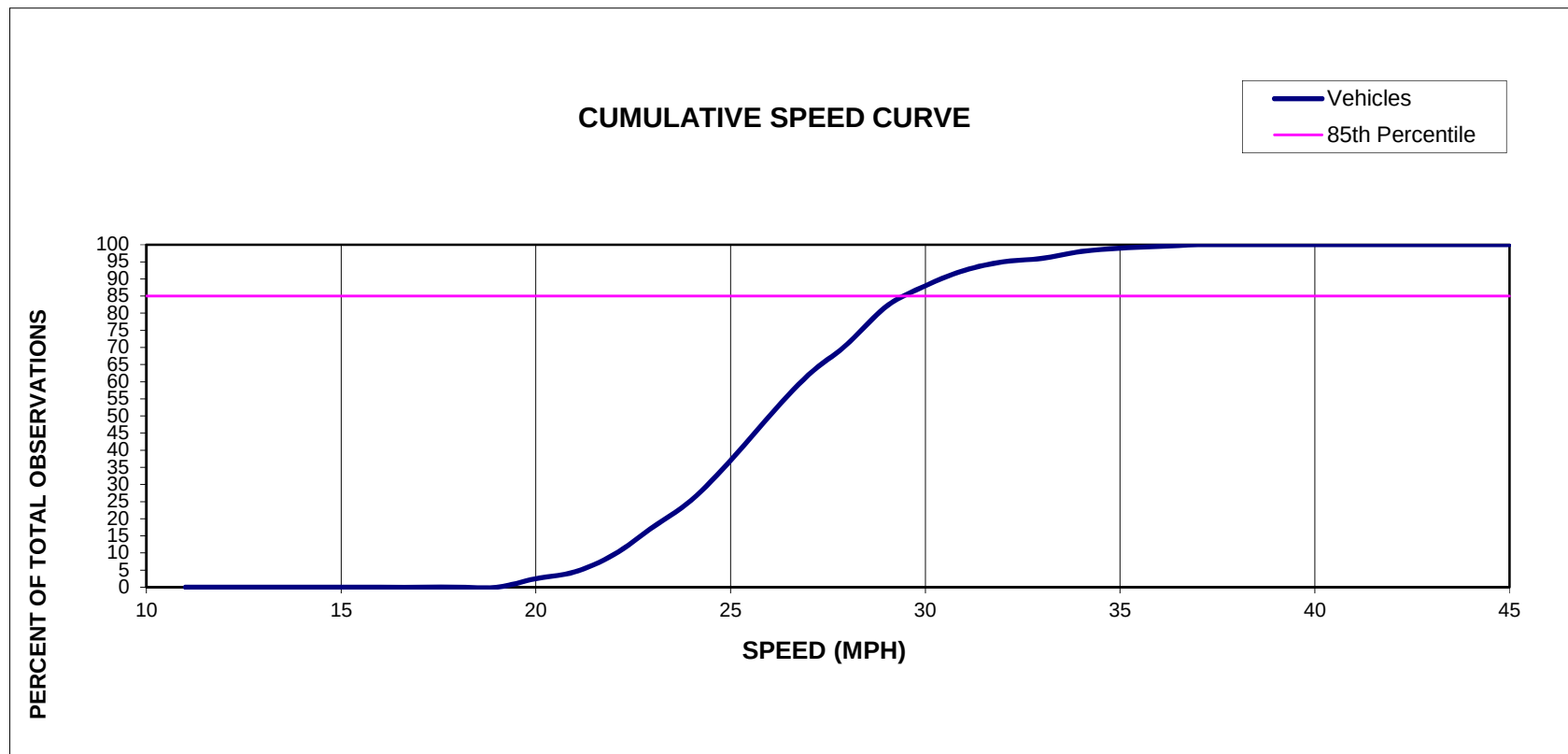


# B A Y M E T R I C S

## R A D A R S P E E D S U R V E Y

| PROJECT: RADAR SPEED SURVEY IN UKIAH               |     |        |        |                          |        |        | DATE: 10/4/2017       |                 |                    |        | DAY: WEDNESDAY           |       |                   |                     | TIME: 1:40-3:30PM |                 |        |                          |        |       |        |                   |        |     |          |       |
|----------------------------------------------------|-----|--------|--------|--------------------------|--------|--------|-----------------------|-----------------|--------------------|--------|--------------------------|-------|-------------------|---------------------|-------------------|-----------------|--------|--------------------------|--------|-------|--------|-------------------|--------|-----|----------|-------|
| 5. CLAY STREET BETWEEN STATE STREET TO DORA STREET |     |        |        |                          |        |        |                       |                 |                    |        |                          |       |                   |                     |                   |                 |        |                          |        |       |        |                   |        |     |          |       |
| DIRECTION: EAST BOUND                              |     |        |        |                          |        |        | DIRECTION: WEST BOUND |                 |                    |        |                          |       |                   | DIRECTION: COMBINED |                   |                 |        |                          |        |       |        |                   |        |     |          |       |
| SPEED                                              | #   | %      | CUM. % | SPEED DISTRIBUTION CHART |        |        | SPEED                 | #               | %                  | CUM. % | SPEED DISTRIBUTION CHART |       |                   | SPEED               | #                 | %               | CUM. % | SPEED DISTRIBUTION CHART |        |       |        |                   |        |     |          |       |
| 10 mph                                             | 0   | 0.0%   | 0.0%   |                          |        |        | 10 mph                | 0               | 0.0%               | 0.0%   |                          |       |                   | 10 mph              | 0                 | 0.0%            | 0.0%   |                          |        |       |        |                   |        |     |          |       |
| 11 mph                                             | 0   | 0.0%   | 0.0%   |                          |        |        | 11 mph                | 0               | 0.0%               | 0.0%   |                          |       |                   | 11 mph              | 0                 | 0.0%            | 0.0%   |                          |        |       |        |                   |        |     |          |       |
| 12 mph                                             | 0   | 0.0%   | 0.0%   |                          |        |        | 12 mph                | 0               | 0.0%               | 0.0%   |                          |       |                   | 12 mph              | 0                 | 0.0%            | 0.0%   |                          |        |       |        |                   |        |     |          |       |
| 13 mph                                             | 0   | 0.0%   | 0.0%   |                          |        |        | 13 mph                | 0               | 0.0%               | 0.0%   |                          |       |                   | 13 mph              | 0                 | 0.0%            | 0.0%   |                          |        |       |        |                   |        |     |          |       |
| 14 mph                                             | 0   | 0.0%   | 0.0%   |                          |        |        | 14 mph                | 0               | 0.0%               | 0.0%   |                          |       |                   | 14 mph              | 0                 | 0.0%            | 0.0%   |                          |        |       |        |                   |        |     |          |       |
| 15 mph                                             | 0   | 0.0%   | 0.0%   |                          |        |        | 15 mph                | 0               | 0.0%               | 0.0%   |                          |       |                   | 15 mph              | 0                 | 0.0%            | 0.0%   |                          |        |       |        |                   |        |     |          |       |
| 16 mph                                             | 0   | 0.0%   | 0.0%   |                          |        |        | 16 mph                | 0               | 0.0%               | 0.0%   |                          |       |                   | 16 mph              | 0                 | 0.0%            | 0.0%   |                          |        |       |        |                   |        |     |          |       |
| 17 mph                                             | 0   | 0.0%   | 0.0%   |                          |        |        | 17 mph                | 0               | 0.0%               | 0.0%   |                          |       |                   | 17 mph              | 0                 | 0.0%            | 0.0%   |                          |        |       |        |                   |        |     |          |       |
| 18 mph                                             | 0   | 0.0%   | 0.0%   |                          |        |        | 18 mph                | 0               | 0.0%               | 0.0%   |                          |       |                   | 18 mph              | 0                 | 0.0%            | 0.0%   |                          |        |       |        |                   |        |     |          |       |
| 19 mph                                             | 1   | 1.0%   | 1.0%   |                          |        |        | 19 mph                | 4               | 4.0%               | 4.0%   |                          |       |                   | 19 mph              | 5                 | 2.5%            | 2.5%   |                          |        |       |        |                   |        |     |          |       |
| 20 mph                                             | 3   | 3.0%   | 4.0%   |                          |        |        | 20 mph                | 1               | 1.0%               | 5.0%   |                          |       |                   | 20 mph              | 4                 | 2.0%            | 4.5%   |                          |        |       |        |                   |        |     |          |       |
| 21 mph                                             | 4   | 4.0%   | 8.0%   |                          |        |        | 21 mph                | 6               | 6.0%               | 11.0%  |                          |       |                   | 21 mph              | 10                | 5.0%            | 9.5%   |                          |        |       |        |                   |        |     |          |       |
| 22 mph                                             | 6   | 6.0%   | 14.0%  |                          |        |        | 22 mph                | 10              | 10.0%              | 21.0%  |                          |       |                   | 22 mph              | 16                | 8.0%            | 17.5%  |                          |        |       |        |                   |        |     |          |       |
| 23 mph                                             | 8   | 8.0%   | 22.0%  |                          |        |        | 23 mph                | 8               | 8.0%               | 29.0%  |                          |       |                   | 23 mph              | 16                | 8.0%            | 25.5%  |                          |        |       |        |                   |        |     |          |       |
| 24 mph                                             | 12  | 12.0%  | 34.0%  |                          |        |        | 24 mph                | 11              | 11.0%              | 40.0%  |                          |       |                   | 24 mph              | 23                | 11.5%           | 37.0%  |                          |        |       |        |                   |        |     |          |       |
| 25 mph                                             | 12  | 12.0%  | 46.0%  |                          |        |        | 25 mph                | 14              | 14.0%              | 54.0%  |                          |       |                   | 25 mph              | 26                | 13.0%           | 50.0%  |                          |        |       |        |                   |        |     |          |       |
| 26 mph                                             | 10  | 10.0%  | 56.0%  |                          |        |        | 26 mph                | 14              | 14.0%              | 68.0%  |                          |       |                   | 26 mph              | 24                | 12.0%           | 62.0%  |                          |        |       |        |                   |        |     |          |       |
| 27 mph                                             | 11  | 11.0%  | 67.0%  |                          |        |        | 27 mph                | 7               | 7.0%               | 75.0%  |                          |       |                   | 27 mph              | 18                | 9.0%            | 71.0%  |                          |        |       |        |                   |        |     |          |       |
| 28 mph                                             | 13  | 13.0%  | 80.0%  |                          |        |        | 28 mph                | 9               | 9.0%               | 84.0%  |                          |       |                   | 28 mph              | 22                | 11.0%           | 82.0%  |                          |        |       |        |                   |        |     |          |       |
| 29 mph                                             | 4   | 4.0%   | 84.0%  |                          |        |        | 29 mph                | 8               | 8.0%               | 92.0%  |                          |       |                   | 29 mph              | 12                | 6.0%            | 88.0%  |                          |        |       |        |                   |        |     |          |       |
| 30 mph                                             | 6   | 6.0%   | 90.0%  |                          |        |        | 30 mph                | 3               | 3.0%               | 95.0%  |                          |       |                   | 30 mph              | 9                 | 4.5%            | 92.5%  |                          |        |       |        |                   |        |     |          |       |
| 31 mph                                             | 3   | 3.0%   | 93.0%  |                          |        |        | 31 mph                | 2               | 2.0%               | 97.0%  |                          |       |                   | 31 mph              | 5                 | 2.5%            | 95.0%  |                          |        |       |        |                   |        |     |          |       |
| 32 mph                                             | 2   | 2.0%   | 95.0%  |                          |        |        | 32 mph                | 0               | 0.0%               | 97.0%  |                          |       |                   | 32 mph              | 2                 | 1.0%            | 96.0%  |                          |        |       |        |                   |        |     |          |       |
| 33 mph                                             | 2   | 2.0%   | 97.0%  |                          |        |        | 33 mph                | 2               | 2.0%               | 99.0%  |                          |       |                   | 33 mph              | 4                 | 2.0%            | 98.0%  |                          |        |       |        |                   |        |     |          |       |
| 34 mph                                             | 1   | 1.0%   | 98.0%  |                          |        |        | 34 mph                | 1               | 1.0%               | 100.0% |                          |       |                   | 34 mph              | 2                 | 1.0%            | 99.0%  |                          |        |       |        |                   |        |     |          |       |
| 35 mph                                             | 1   | 1.0%   | 99.0%  |                          |        |        | 35 mph                | 0               | 0.0%               | 100.0% |                          |       |                   | 35 mph              | 1                 | 0.5%            | 99.5%  |                          |        |       |        |                   |        |     |          |       |
| 36 mph                                             | 1   | 1.0%   | 100.0% |                          |        |        | 36 mph                | 0               | 0.0%               | 100.0% |                          |       |                   | 36 mph              | 1                 | 0.5%            | 100.0% |                          |        |       |        |                   |        |     |          |       |
| 37 mph                                             | 0   | 0.0%   | 100.0% |                          |        |        | 37 mph                | 0               | 0.0%               | 100.0% |                          |       |                   | 37 mph              | 0                 | 0.0%            | 100.0% |                          |        |       |        |                   |        |     |          |       |
| 38 mph                                             | 0   | 0.0%   | 100.0% |                          |        |        | 38 mph                | 0               | 0.0%               | 100.0% |                          |       |                   | 38 mph              | 0                 | 0.0%            | 100.0% |                          |        |       |        |                   |        |     |          |       |
| 39 mph                                             | 0   | 0.0%   | 100.0% |                          |        |        | 39 mph                | 0               | 0.0%               | 100.0% |                          |       |                   | 39 mph              | 0                 | 0.0%            | 100.0% |                          |        |       |        |                   |        |     |          |       |
| 40 mph                                             | 0   | 0.0%   | 100.0% |                          |        |        | 40 mph                | 0               | 0.0%               | 100.0% |                          |       |                   | 40 mph              | 0                 | 0.0%            | 100.0% |                          |        |       |        |                   |        |     |          |       |
| 41 mph                                             | 0   | 0.0%   | 100.0% |                          |        |        | 41 mph                | 0               | 0.0%               | 100.0% |                          |       |                   | 41 mph              | 0                 | 0.0%            | 100.0% |                          |        |       |        |                   |        |     |          |       |
| 42 mph                                             | 0   | 0.0%   | 100.0% |                          |        |        | 42 mph                | 0               | 0.0%               | 100.0% |                          |       |                   | 42 mph              | 0                 | 0.0%            | 100.0% |                          |        |       |        |                   |        |     |          |       |
| 43 mph                                             | 0   | 0.0%   | 100.0% |                          |        |        | 43 mph                | 0               | 0.0%               | 100.0% |                          |       |                   | 43 mph              | 0                 | 0.0%            | 100.0% |                          |        |       |        |                   |        |     |          |       |
| 44 mph                                             | 0   | 0.0%   | 100.0% |                          |        |        | 44 mph                | 0               | 0.0%               | 100.0% |                          |       |                   | 44 mph              | 0                 | 0.0%            | 100.0% |                          |        |       |        |                   |        |     |          |       |
| 45 mph                                             | 0   | 0.0%   | 100.0% |                          |        |        | 45 mph                | 0               | 0.0%               | 100.0% |                          |       |                   | 45 mph              | 0                 | 0.0%            | 100.0% |                          |        |       |        |                   |        |     |          |       |
| TOTAL:                                             | 100 | 100.0% |        | AVERAGE SPEED:           |        | 26.1   | TOTAL:                | 100             | 100.0%             |        | AVERAGE SPEED:           |       | 25.3              | TOTAL:              | 200               | 100.0%          |        | AVERAGE SPEED:           |        | 25.7  |        |                   |        |     |          |       |
| PERCENTILE:                                        |     | 10%    | 15%    | 25%                      | 50%    | 85%    | 90%                   | PERCENTILE:     |                    | 10%    | 15%                      | 25%   | 50%               | 85%                 | 90%               | PERCENTILE:     |        | 10%                      | 15%    | 25%   | 50%    | 85%               | 90%    |     |          |       |
| SPEEDS:                                            |     | 22.0   | 23.0   | 24.0                     | 26.0   | 30.0   | 30.1                  | SPEEDS:         |                    | 21.0   | 22.0                     | 23.0  | 25.0              | 29.0                | 29.0              | SPEEDS:         |        | 22.0                     | 22.0   | 23.0  | 25.5   | 29.0              | 30.0   |     |          |       |
| 10 MPH PACE SPEED:                                 |     | 21-30  |        | NUMBER IN PACE:          |        | 86     | PERCENT:              | 86.0%           | 10 MPH PACE SPEED: |        | 21-30                    |       | NUMBER IN PACE:   |                     | 90                | PERCENT:        | 90.0%  | 10 MPH PACE SPEED:       |        | 21-30 |        | NUMBER IN PACE:   |        | 176 | PERCENT: | 88.0% |
|                                                    |     |        |        | NUMBER BELOW PACE        |        | 4      | PERCENT:              | 4.0%            |                    |        |                          |       | NUMBER BELOW PACE |                     | 5                 | PERCENT:        | 5.0%   |                          |        |       |        | NUMBER BELOW PACE |        | 9   | PERCENT: | 4.5%  |
|                                                    |     |        |        | NUMBER ABOVE PACE        |        | 10     | PERCENT:              | 10.0%           |                    |        |                          |       | NUMBER ABOVE PACE |                     | 5                 | PERCENT:        | 5.0%   |                          |        |       |        | NUMBER ABOVE PACE |        | 15  | PERCENT: | 7.5%  |
| SPEED EXCEEDED:                                    |     | 15 MPH | 20 MPH | 25MPH                    | 30 MPH | 35 MPH | 40 MPH                | SPEED EXCEEDED: |                    | 15 MPH | 20 MPH                   | 25MPH | 30 MPH            | 35 MPH              | 40 MPH            | SPEED EXCEEDED: |        | 15 MPH                   | 20 MPH | 25MPH | 30 MPH | 35 MPH            | 40 MPH |     |          |       |
| TOTAL:                                             |     | 100    | 96     | 54                       | 10     | 1      | 0                     | TOTAL:          |                    | 100    | 95                       | 46    | 5                 | 0                   | 0                 | TOTAL:          |        | 200                      | 191    | 100   | 15     | 1                 | 0      |     |          |       |
| PERCENTAGE:                                        |     | 100.0% | 96.0%  | 54.0%                    | 10.0%  | 1.0%   | 0.0%                  | PERCENTAGE:     |                    | 100.0% | 95.0%                    | 46.0% | 5.0%              | 0.0%                | 0.0%              | PERCENTAGE:     |        | 100.0%                   | 95.5%  | 50.0% | 7.5%   | 0.5%              | 0.0%   |     |          |       |
| Tel: (510) 232-1271 Fax: (510) 232-1272            |     |        |        |                          |        |        |                       |                 |                    |        |                          |       |                   |                     |                   |                 |        |                          |        |       |        |                   |        |     |          |       |

ROADWAY: **Clay Street**  
SEGMENT: **State Street to Dora Street**  
RADAR LOCATION: **Mid-Block**  
DATE: **10/4/2017**  
TIME: **1:40-3:30PM**  
DIRECTION OF TRAVEL: **COMBINED**



## Accident Report

### Accident Dates

**ROADWAY:** Clay Street  
**SEGMENT:** State Street to Dora Street

**From:** Jan-13  
**To:** Dec-16

| Date           | Location                        | Time of Day | Weather | Collision Factor        | Collision Type | Fatal | Injury | Non-Injury |
|----------------|---------------------------------|-------------|---------|-------------------------|----------------|-------|--------|------------|
| 1/17/2014      | 150' S of South State St        | 5:14 PM     | Clear   | Wrong Side of Road      | Sideswipe      | 0     | 1      | 0          |
| 7/16/2013      | Intersection of South State St  | 12:21 PM    | Clear   | Unsafe Speed            | Rear End       | 0     | 0      | 1          |
| 3/5/2013       | Intersection of South State St  | 1:33 PM     | Clear   | Unknown                 | Head-On        | 0     | 0      | 1          |
| 8/6/2013       | Intersection of South State St  | 4:05 PM     | Clear   | Unsafe Speed            | Rear End       | 0     | 0      | 1          |
| 5/15/2014      | Intersection of South State St  | 11:52 AM    | Clear   | Automobile right of way | Sideswipe      | 0     | 0      | 1          |
| 8/14/2014      | Intersection of South State St  | 10:46 AM    | Clear   | Improper Turning        | Hit Object     | 0     | 0      | 1          |
| 4/8/2015       | Intersection of South State St  | 6:09 PM     | Clear   | Automobile right of way | Sideswipe      | 0     | 0      | 1          |
| 5/29/2015      | Intersection of South School St | 12:23 PM    | Clear   | Unsafe Speed            | Broadside      | 0     | 0      | 0          |
| 5/24/2016      | Intersection of South State St  | 12:35 PM    | Clear   | Automobile right of way | Broadside      | 0     | 0      | 1          |
| 3/21/2016      | Intersection of South School St | 1:29 PM     | Cloudy  | Automobile right of way | Broadside      | 0     | 0      | 1          |
| <b>TOTALS:</b> |                                 |             |         |                         |                | 0     | 1      | 8          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## **Despina Drive (Low Gap Road to North City Limits)**

The study segment is currently posted at 25 mph. The measured critical speed is 34 mph, while the 10 mph pace speed is between 26-35 mph. The critical speed would suggest the posted speed limit should be 35 mph. Since Despina Lane is a local road and qualifies as a residential district under CVC Section 627, an E&TS is not needed to maintain a speed limit of 25 mph based on CVC Section 2235 b.2. Recommend letting the existing E&TS expire and not renew it.

## Elm Street (Empire Drive to Magnolia Street)



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Elm Street  
Limits: Empire Street to Magnolia Street

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 10/5/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |
|--------------------|--|------------------|
| Location of Survey |  | <b>Mid-Block</b> |
| Direction          |  | COMBINED         |
| 85th Percentile    |  | 29 MPH           |
| 10 mph Pace        |  | 24-33 MPH        |
| Percent in Pace    |  | 86%              |
| Posted Speed Limit |  | 25 MPH           |

**B. COLLISION HISTORY**

|                    |                       |                     |                                  |
|--------------------|-----------------------|---------------------|----------------------------------|
| Date Range Covered | <i>From</i><br>Jan-13 | <i>To</i><br>Dec-16 | <i>Duration/Years</i><br>3 years |
| Total Collisions   | <b>Fatal</b><br>0     | <b>Injury</b><br>0  | <b>Non-Injury</b><br>1           |

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 969   |
| Length of Segment      | 2,364 |
| Width of Segment       | 38    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Elm Street, between Magnolia Street and Empire Street is a 2-lane, undivided residential roadway.

Roadway Geometrics None

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential Development and Public Facilities Land Use Types

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 25 MPH        |
| Critical Speed*                                                         | 30 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

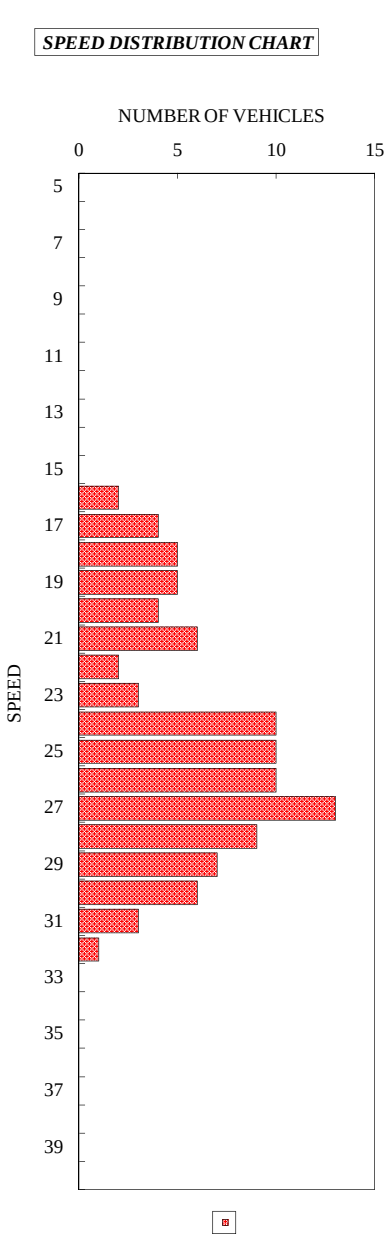
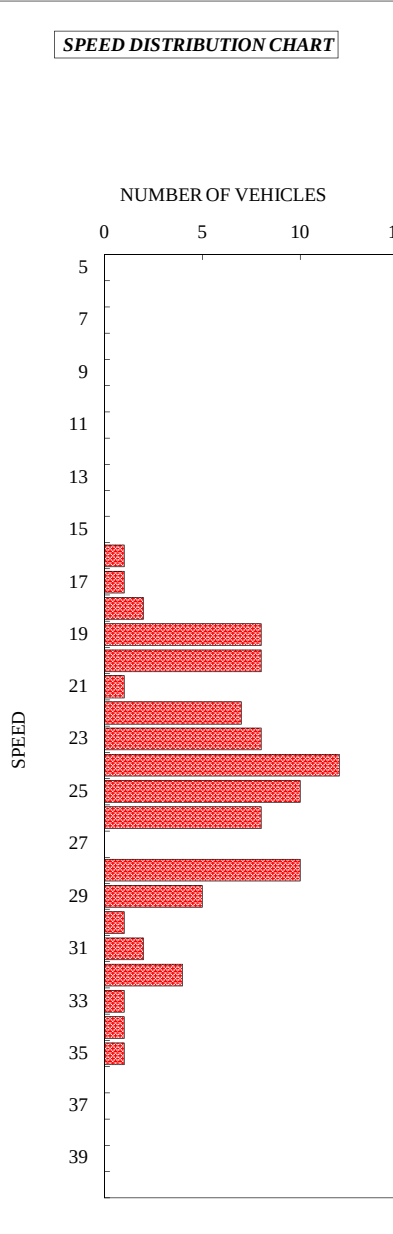
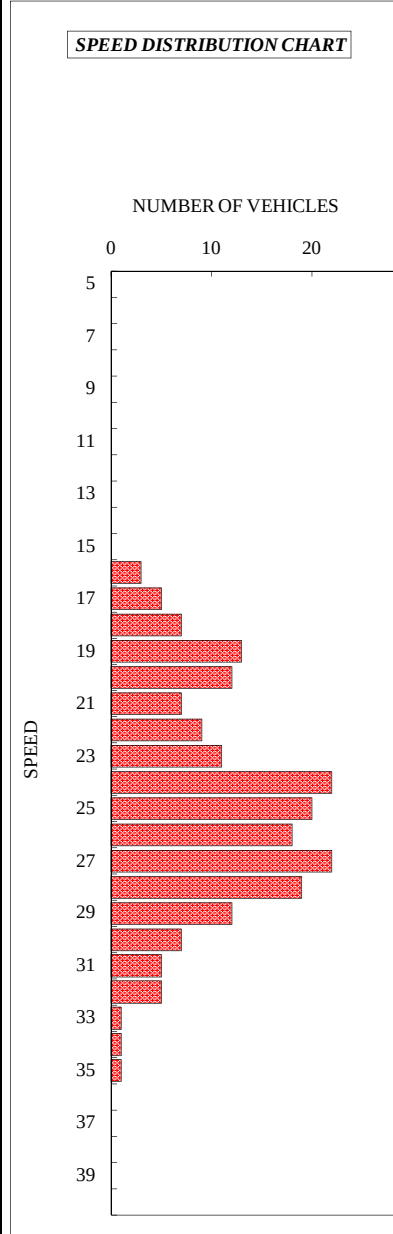
3/1/2018  
**Date**

Project Manager  
**Title**

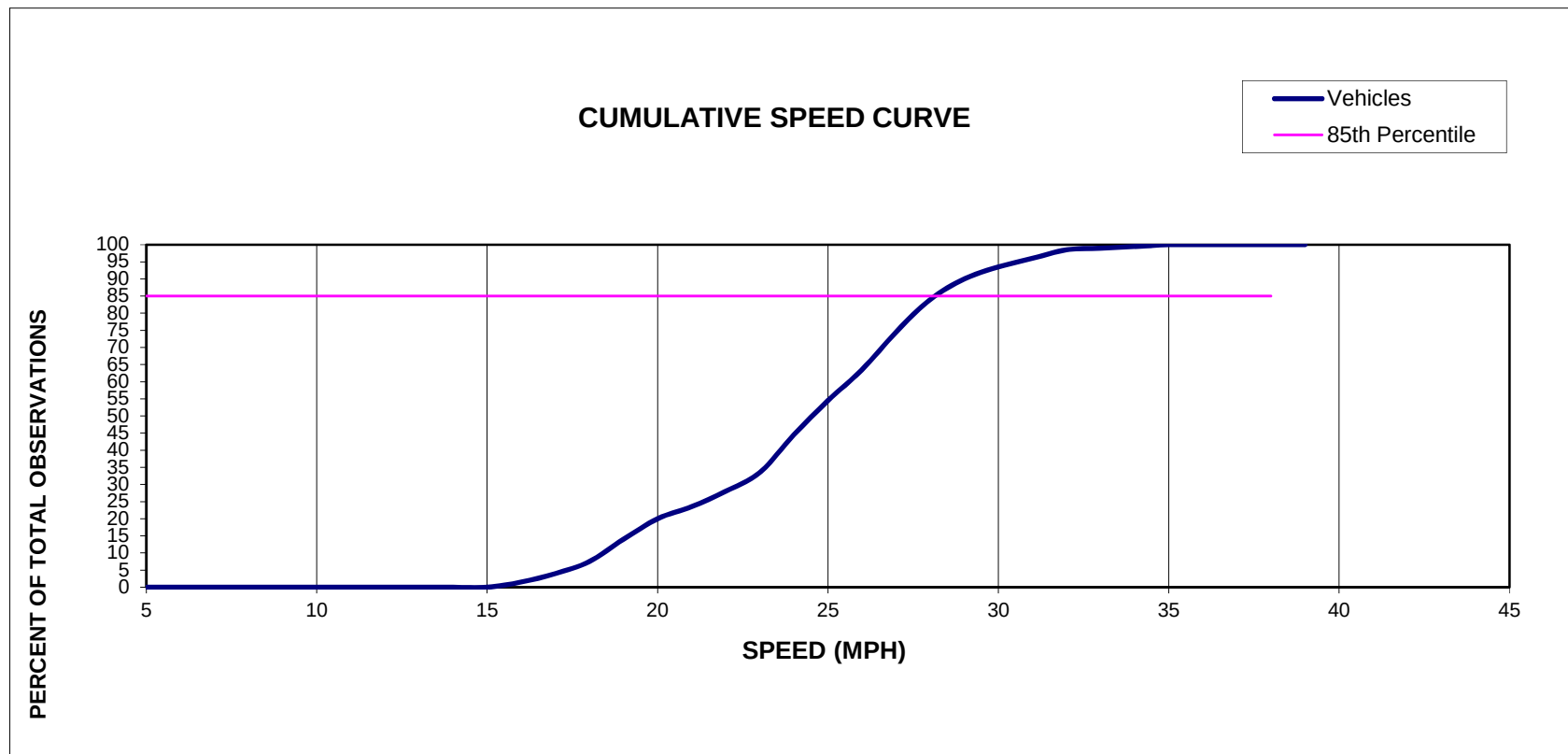


# B A Y M E T R I C S

## R A D A R S P E E D S U R V E Y

| PROJECT: RADAR SPEED SURVEY IN UKIAH                 |     |        |        |                                                                                                                         |       |        | DATE: 10/5/2017        |                 |       |          | DAY: THURSDAY                                                                                                            |        |                   |                     | TIME: 12:00-2:30PM |                 |                |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
|------------------------------------------------------|-----|--------|--------|-------------------------------------------------------------------------------------------------------------------------|-------|--------|------------------------|-----------------|-------|----------|--------------------------------------------------------------------------------------------------------------------------|--------|-------------------|---------------------|--------------------|-----------------|----------------|--------------------------------------------------------------------------------------------------------------------------|--------|--------|-----------------|-------------------|--------|----------|-------------|--------------------|------|-------|------|-----------------|------|------|
| 7. ELM STREET BETWEEN EMPIRE DRIVE & MAGNOLIA STREET |     |        |        |                                                                                                                         |       |        |                        |                 |       |          |                                                                                                                          |        |                   |                     |                    |                 |                |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| DIRECTION: NORTH BOUND                               |     |        |        |                                                                                                                         |       |        | DIRECTION: SOUTH BOUND |                 |       |          |                                                                                                                          |        |                   | DIRECTION: COMBINED |                    |                 |                |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| SPEED                                                | #   | %      | CUM. % | <div>SPEED DISTRIBUTION CHART</div>  |       |        | SPEED                  | #               | %     | CUM. %   | <div>SPEED DISTRIBUTION CHART</div>  |        |                   | SPEED               | #                  | %               | CUM. %         | <div>SPEED DISTRIBUTION CHART</div>  |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 5 mph                                                | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        | 5 mph                  | 0               | 0.0%  | 0.0%     |                                                                                                                          |        |                   | 5 mph               | 0                  | 0.0%            | 0.0%           |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 6 mph                                                | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        | 6 mph                  | 0               | 0.0%  | 0.0%     |                                                                                                                          |        |                   | 6 mph               | 0                  | 0.0%            | 0.0%           |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 7 mph                                                | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        | 7 mph                  | 0               | 0.0%  | 0.0%     |                                                                                                                          |        |                   | 7 mph               | 0                  | 0.0%            | 0.0%           |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 8 mph                                                | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        | 8 mph                  | 0               | 0.0%  | 0.0%     |                                                                                                                          |        |                   | 8 mph               | 0                  | 0.0%            | 0.0%           |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 9 mph                                                | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        | 9 mph                  | 0               | 0.0%  | 0.0%     |                                                                                                                          |        |                   | 9 mph               | 0                  | 0.0%            | 0.0%           |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 10 mph                                               | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        | 10 mph                 | 0               | 0.0%  | 0.0%     |                                                                                                                          |        |                   | 10 mph              | 0                  | 0.0%            | 0.0%           |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 11 mph                                               | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        | 11 mph                 | 0               | 0.0%  | 0.0%     |                                                                                                                          |        |                   | 11 mph              | 0                  | 0.0%            | 0.0%           |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 12 mph                                               | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        | 12 mph                 | 0               | 0.0%  | 0.0%     |                                                                                                                          |        |                   | 12 mph              | 0                  | 0.0%            | 0.0%           |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 13 mph                                               | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        | 13 mph                 | 0               | 0.0%  | 0.0%     |                                                                                                                          |        |                   | 13 mph              | 0                  | 0.0%            | 0.0%           |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 14 mph                                               | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        | 14 mph                 | 0               | 0.0%  | 0.0%     |                                                                                                                          |        |                   | 14 mph              | 0                  | 0.0%            | 0.0%           |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 15 mph                                               | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        | 15 mph                 | 0               | 0.0%  | 0.0%     |                                                                                                                          |        |                   | 15 mph              | 0                  | 0.0%            | 0.0%           |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 16 mph                                               | 2   | 2.0%   | 2.0%   |                                                                                                                         |       |        | 16 mph                 | 1               | 1.0%  | 1.0%     |                                                                                                                          |        |                   | 16 mph              | 3                  | 1.5%            | 1.5%           |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 17 mph                                               | 4   | 4.0%   | 6.0%   |                                                                                                                         |       |        | 17 mph                 | 1               | 1.0%  | 2.0%     |                                                                                                                          |        |                   | 17 mph              | 5                  | 2.5%            | 4.0%           |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 18 mph                                               | 5   | 5.0%   | 11.0%  |                                                                                                                         |       |        | 18 mph                 | 2               | 2.0%  | 4.0%     |                                                                                                                          |        |                   | 18 mph              | 7                  | 3.5%            | 7.5%           |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 19 mph                                               | 5   | 5.0%   | 16.0%  |                                                                                                                         |       |        | 19 mph                 | 8               | 8.0%  | 12.0%    |                                                                                                                          |        |                   | 19 mph              | 13                 | 6.5%            | 14.0%          |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 20 mph                                               | 4   | 4.0%   | 20.0%  |                                                                                                                         |       |        | 20 mph                 | 8               | 8.0%  | 20.0%    |                                                                                                                          |        |                   | 20 mph              | 12                 | 6.0%            | 20.0%          |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 21 mph                                               | 6   | 6.0%   | 26.0%  |                                                                                                                         |       |        | 21 mph                 | 1               | 1.0%  | 21.0%    |                                                                                                                          |        |                   | 21 mph              | 7                  | 3.5%            | 23.5%          |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 22 mph                                               | 2   | 2.0%   | 28.0%  |                                                                                                                         |       |        | 22 mph                 | 7               | 7.0%  | 28.0%    |                                                                                                                          |        |                   | 22 mph              | 9                  | 4.5%            | 28.0%          |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 23 mph                                               | 3   | 3.0%   | 31.0%  |                                                                                                                         |       |        | 23 mph                 | 8               | 8.0%  | 36.0%    |                                                                                                                          |        |                   | 23 mph              | 11                 | 5.5%            | 33.5%          |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 24 mph                                               | 10  | 10.0%  | 41.0%  |                                                                                                                         |       |        | 24 mph                 | 12              | 12.0% | 48.0%    |                                                                                                                          |        |                   | 24 mph              | 22                 | 11.0%           | 44.5%          |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 25 mph                                               | 10  | 10.0%  | 51.0%  |                                                                                                                         |       |        | 25 mph                 | 10              | 10.0% | 58.0%    |                                                                                                                          |        |                   | 25 mph              | 20                 | 10.0%           | 54.5%          |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 26 mph                                               | 10  | 10.0%  | 61.0%  |                                                                                                                         |       |        | 26 mph                 | 8               | 8.0%  | 66.0%    |                                                                                                                          |        |                   | 26 mph              | 18                 | 9.0%            | 63.5%          |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 27 mph                                               | 13  | 13.0%  | 74.0%  |                                                                                                                         |       |        | 27 mph                 | `               | 9.0%  | 75.0%    |                                                                                                                          |        |                   | 27 mph              | 22                 | 11.0%           | 74.5%          |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 28 mph                                               | 9   | 9.0%   | 83.0%  |                                                                                                                         |       |        | 28 mph                 | 10              | 10.0% | 85.0%    |                                                                                                                          |        |                   | 28 mph              | 19                 | 9.5%            | 84.0%          |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 29 mph                                               | 7   | 7.0%   | 90.0%  |                                                                                                                         |       |        | 29 mph                 | 5               | 5.0%  | 90.0%    |                                                                                                                          |        |                   | 29 mph              | 12                 | 6.0%            | 90.0%          |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 30 mph                                               | 6   | 6.0%   | 96.0%  |                                                                                                                         |       |        | 30 mph                 | 1               | 1.0%  | 91.0%    |                                                                                                                          |        |                   | 30 mph              | 7                  | 3.5%            | 93.5%          |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 31 mph                                               | 3   | 3.0%   | 99.0%  |                                                                                                                         |       |        | 31 mph                 | 2               | 2.0%  | 93.0%    |                                                                                                                          |        |                   | 31 mph              | 5                  | 2.5%            | 96.0%          |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 32 mph                                               | 1   | 1.0%   | 100.0% |                                                                                                                         |       |        | 32 mph                 | 4               | 4.0%  | 97.0%    |                                                                                                                          |        |                   | 32 mph              | 5                  | 2.5%            | 98.5%          |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 33 mph                                               | 0   | 0.0%   | 100.0% |                                                                                                                         |       |        | 33 mph                 | 1               | 1.0%  | 98.0%    |                                                                                                                          |        |                   | 33 mph              | 1                  | 0.5%            | 99.0%          |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 34 mph                                               | 0   | 0.0%   | 100.0% |                                                                                                                         |       |        | 34 mph                 | 1               | 1.0%  | 99.0%    |                                                                                                                          |        |                   | 34 mph              | 1                  | 0.5%            | 99.5%          |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 35 mph                                               | 0   | 0.0%   | 100.0% |                                                                                                                         |       |        | 35 mph                 | 1               | 1.0%  | 100.0%   |                                                                                                                          |        |                   | 35 mph              | 1                  | 0.5%            | 100.0%         |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 36 mph                                               | 0   | 0.0%   | 100.0% |                                                                                                                         |       |        | 36 mph                 | 0               | 0.0%  | 100.0%   |                                                                                                                          |        |                   | 36 mph              | 0                  | 0.0%            | 100.0%         |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 37 mph                                               | 0   | 0.0%   | 100.0% |                                                                                                                         |       |        | 37 mph                 | 0               | 0.0%  | 100.0%   |                                                                                                                          |        |                   | 37 mph              | 0                  | 0.0%            | 100.0%         |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 38 mph                                               | 0   | 0.0%   | 100.0% |                                                                                                                         |       |        | 38 mph                 | 0               | 0.0%  | 100.0%   |                                                                                                                          |        |                   | 38 mph              | 0                  | 0.0%            | 100.0%         |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 39 mph                                               | 0   | 0.0%   | 100.0% |                                                                                                                         |       |        | 39 mph                 | 0               | 0.0%  | 100.0%   |                                                                                                                          |        |                   | 39 mph              | 0                  | 0.0%            | 100.0%         |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| 40 mph                                               | 0   | 0.0%   | 100.0% |                                                                                                                         |       |        | 40 mph                 | 0               | 0.0%  | 100.0%   |                                                                                                                          |        |                   | 40 mph              | 0                  | 0.0%            | 100.0%         |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |
| TOTAL:                                               | 100 | 100.0% |        |                                                                                                                         |       |        | AVERAGE SPEED:         |                 | 24.7  | TOTAL:   |                                                                                                                          |        |                   | 100                 | 100.0%             |                 | AVERAGE SPEED: |                                                                                                                          |        |        | 24.8            | TOTAL:            | 200    | 100.0%   |             | AVERAGE SPEED:     |      | 24.7  |      |                 |      |      |
| PERCENTILE:                                          |     | 10%    | 15%    |                                                                                                                         |       |        | 25%                    | 50%             | 85%   | 90%      |                                                                                                                          |        |                   | PERCENTILE:         |                    | 10%             | 15%            |                                                                                                                          |        |        | 25%             | 50%               | 85%    | 90%      | PERCENTILE: |                    | 10%  | 15%   | 25%  | 50%             | 85%  | 90%  |
| SPEEDS:                                              |     | 18.0   | 19.0   |                                                                                                                         |       |        | 21.0                   | 25.0            | 29.0  | 29.1     |                                                                                                                          |        |                   | SPEEDS:             |                    | 19.0            | 20.0           |                                                                                                                          |        |        | 22.0            | 25.0              | 28.2   | 29.1     | SPEEDS:     |                    | 19.0 | 20.0  | 22.0 | 25.0            | 29.0 | 29.1 |
| 10 MPH PACE SPEED:                                   |     | 21-30  |        |                                                                                                                         |       |        | NUMBER IN PACE:        |                 | 76    | PERCENT: |                                                                                                                          |        |                   | 76.0%               | 10 MPH PACE SPEED: |                 | 19-28          |                                                                                                                          |        |        | NUMBER IN PACE: |                   | 81     | PERCENT: | 81.0%       | 10 MPH PACE SPEED: |      | 19-28 |      | NUMBER IN PACE: |      | 153  |
|                                                      |     |        |        | NUMBER BELOW PACE                                                                                                       |       | 20     | PERCENT:               | 20%             |       |          |                                                                                                                          |        | NUMBER BELOW PACE |                     | 4                  | PERCENT:        | 4%             |                                                                                                                          |        |        |                 | NUMBER BELOW PACE |        | 0        | PERCENT:    | 0%                 |      |       |      |                 |      |      |
|                                                      |     |        |        | NUMBER ABOVE PACE                                                                                                       |       | 4      | PERCENT:               | 4%              |       |          |                                                                                                                          |        | NUMBER ABOVE PACE |                     | 15                 | PERCENT:        | 15%            |                                                                                                                          |        |        |                 | NUMBER ABOVE PACE |        | 0        | PERCENT:    | 0%                 |      |       |      |                 |      |      |
| SPEED EXCEEDED:                                      |     | 10 MPH | 15 MPH | 20 MPH                                                                                                                  | 25MPH | 30 MPH | 35 MPH                 | SPEED EXCEEDED: |       | 10 MPH   | 15 MPH                                                                                                                   | 20 MPH | 25MPH             | 30 MPH              | 35 MPH             | SPEED EXCEEDED: |                | 10 MPH                                                                                                                   | 15 MPH | 20 MPH | 25MPH           | 30 MPH            | 35 MPH |          |             |                    |      |       |      |                 |      |      |
| TOTAL:                                               |     | 100    | 100    | 80                                                                                                                      | 49    | 4      | 0                      | TOTAL:          |       | 100      | 100                                                                                                                      | 80     | 42                | 9                   | 0                  | TOTAL:          |                | 200                                                                                                                      | 200    | 160    | 91              | 13                | 0      |          |             |                    |      |       |      |                 |      |      |
| PERCENTAGE:                                          |     | 100.0% | 100.0% | 80.0%                                                                                                                   | 49.0% | 4.0%   | 0.0%                   | PERCENTAGE:     |       | 100.0%   | 100.0%                                                                                                                   | 80.0%  | 42.0%             | 9.0%                | 0.0%               | PERCENTAGE:     |                | 100.0%                                                                                                                   | 100.0% | 80.0%  | 45.5%           | 6.5%              | 0.0%   |          |             |                    |      |       |      |                 |      |      |
| Tel: (510) 232-1271 Fax: (510) 232-1272              |     |        |        |                                                                                                                         |       |        |                        |                 |       |          |                                                                                                                          |        |                   |                     |                    |                 |                |                                                                                                                          |        |        |                 |                   |        |          |             |                    |      |       |      |                 |      |      |

ROADWAY: **Elm Street**  
SEGMENT: **Empire Street to Magnolia Street**  
RADAR LOCATION: **Mid-Block**  
DATE: **10/5/2017**  
TIME: **12:00-2:30PM**  
DIRECTION OF TRAVEL: **COMBINED**



Accident Report

Accident Dates

ROADWAY: Elm Street

SEGMENT: Empire Street to Magnolia Street

From: Jan-13

To: Dec-16

| Date       | Location                   | Time of Day | Weather | Collision Factor        | Collision Type | Fatal | Injury | Non-Injury |
|------------|----------------------------|-------------|---------|-------------------------|----------------|-------|--------|------------|
| 12/12/2016 | Intersection of Garrett Dr | 8:17 AM     | Clear   | Automobile Right of Way | Broadside      | 0     | 0      | 1          |
| TOTALS:    |                            |             |         |                         |                | 0     | 0      | 1          |

NOTE: Collision data obtained from the CHP SWTRS program.

## Ford Street (State Street to Orchard Avenue)



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Ford Street  
Limits: State Street and Orchard Avenue

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/27/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |           |
|--------------------|-----------|
| Location of Survey | Mid-Block |
| Direction          | COMBINED  |
| 85th Percentile    | 29 MPH    |
| 10 mph Pace        | 21-30 MPH |
| Percent in Pace    | 90%       |
| Posted Speed Limit | 25 MPH    |

**B. COLLISION HISTORY**

Date Range Covered

|                |              |                           |
|----------------|--------------|---------------------------|
| From<br>Jan-13 | To<br>Dec-16 | Duration/Years<br>3 years |
| Fatal          | Injury       | Non-Injury                |
| 0              | 3            | 5                         |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 1,533 |
| Length of Segment      | 2,540 |
| Width of Segment       | 34    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

|                    |                                                                                                                                                                                                                                                                        |
|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Conditions         | Ford Street, between State Street and Orchard Avenue, is a 2-lane, undivided residential roadway.                                                                                                                                                                      |
| Roadway Geometrics | Existing conditions indicate the presence of a sign approximately 200 feet east of State Street that advises drivers of a narrowing roadway width on Ford Street. There is also a railroad crossing on Ford Street approximately 720 feet to the east of State Street. |
| Comments           | There are no conditions that are not readily apparent to the driver.                                                                                                                                                                                                   |

**E. ADJACENT LAND USE**      Single and Multi-Family Residential and Neighborhood Commercial Developments

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 25 MPH        |
| Critical Speed*                                                         | 30 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018  
Date

Project Manager  
Title



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/27/2017      **DAY:** WEDNESDAY      **TIME:** 4:15-5:45PM

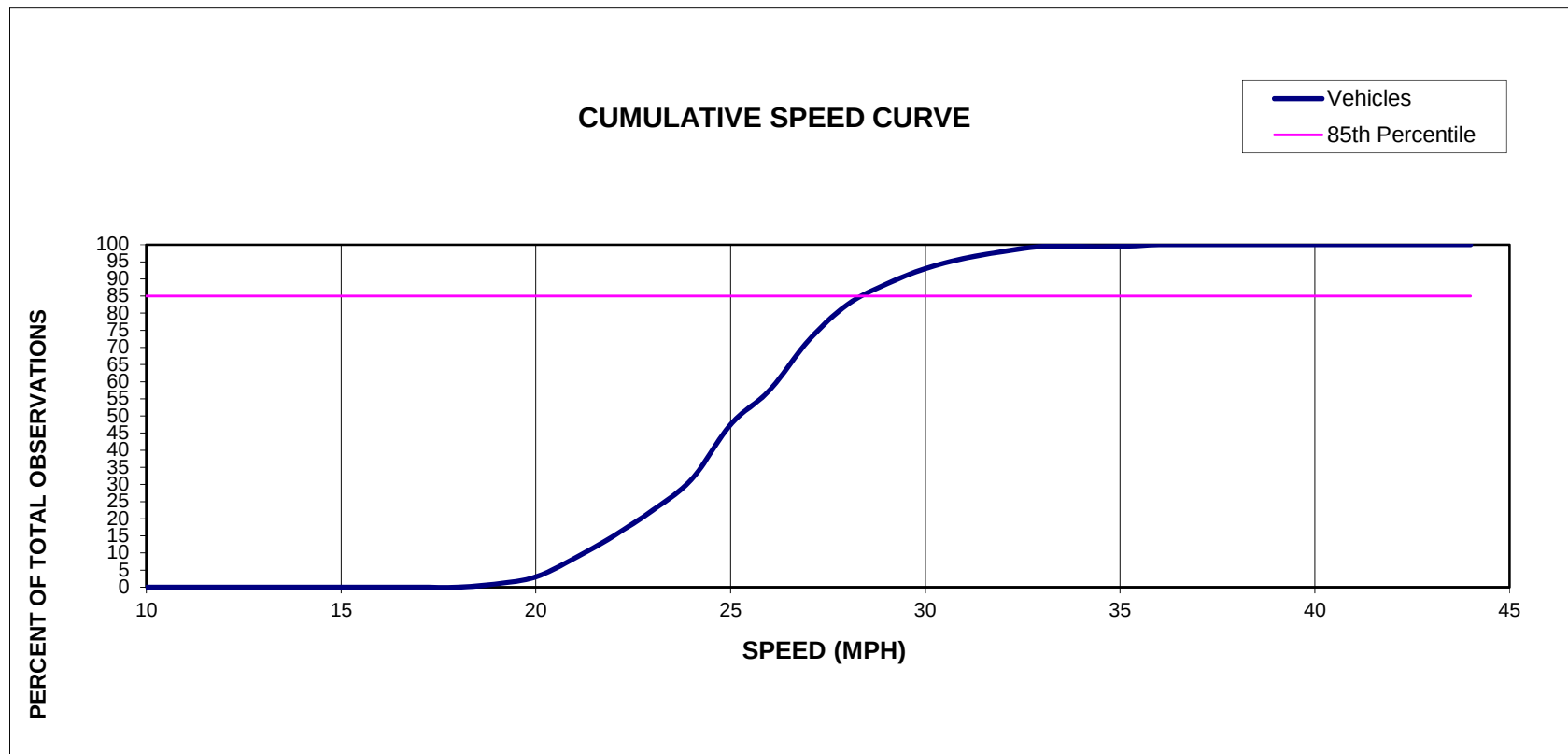
### 8. FORD STREET BETWEEN STATE STREET & ORCHARD AVENUE

| DIRECTION:         |        |                   |        | EAST BOUND               |          |        |                    | DIRECTION: |                   |       |                | WEST BOUND               |        |                    |        | DIRECTION:        |       |                |          | COMBINED                 |  |  |  |  |  |
|--------------------|--------|-------------------|--------|--------------------------|----------|--------|--------------------|------------|-------------------|-------|----------------|--------------------------|--------|--------------------|--------|-------------------|-------|----------------|----------|--------------------------|--|--|--|--|--|
| SPEED              | #      | %                 | CUM. % | SPEED DISTRIBUTION CHART |          |        |                    | SPEED      | #                 | %     | CUM. %         | SPEED DISTRIBUTION CHART |        |                    |        | SPEED             | #     | %              | CUM. %   | SPEED DISTRIBUTION CHART |  |  |  |  |  |
| 10 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 10 mph     | 0                 | 0.0%  | 0.0%           |                          |        |                    |        | 10 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |  |  |
| 11 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 11 mph     | 0                 | 0.0%  | 0.0%           |                          |        |                    |        | 11 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |  |  |
| 12 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 12 mph     | 0                 | 0.0%  | 0.0%           |                          |        |                    |        | 12 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |  |  |
| 13 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 13 mph     | 0                 | 0.0%  | 0.0%           |                          |        |                    |        | 13 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |  |  |
| 14 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 14 mph     | 0                 | 0.0%  | 0.0%           |                          |        |                    |        | 14 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 15 mph     | 0                 | 0.0%  | 0.0%           |                          |        |                    |        | 15 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |  |  |
| 16 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 16 mph     | 0                 | 0.0%  | 0.0%           |                          |        |                    |        | 16 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |  |  |
| 17 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 17 mph     | 0                 | 0.0%  | 0.0%           |                          |        |                    |        | 17 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |  |  |
| 18 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 18 mph     | 0                 | 0.0%  | 0.0%           |                          |        |                    |        | 18 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |  |  |
| 19 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 19 mph     | 2                 | 2.0%  | 2.0%           |                          |        |                    |        | 19 mph            | 2     | 1.0%           | 1.0%     |                          |  |  |  |  |  |
| 20 mph             | 2      | 2.0%              | 2.0%   |                          |          |        |                    | 20 mph     | 2                 | 2.0%  | 4.0%           |                          |        |                    |        | 20 mph            | 4     | 2.0%           | 3.0%     |                          |  |  |  |  |  |
| 21 mph             | 7      | 7.0%              | 9.0%   |                          |          |        |                    | 21 mph     | 4                 | 4.0%  | 8.0%           |                          |        |                    |        | 21 mph            | 11    | 5.5%           | 8.5%     |                          |  |  |  |  |  |
| 22 mph             | 6      | 6.0%              | 15.0%  |                          |          |        |                    | 22 mph     | 7                 | 7.0%  | 15.0%          |                          |        |                    |        | 22 mph            | 13    | 6.5%           | 15.0%    |                          |  |  |  |  |  |
| 23 mph             | 7      | 7.0%              | 22.0%  |                          |          |        |                    | 23 mph     | 8                 | 8.0%  | 23.0%          |                          |        |                    |        | 23 mph            | 15    | 7.5%           | 22.5%    |                          |  |  |  |  |  |
| 24 mph             | 8      | 8.0%              | 30.0%  |                          |          |        |                    | 24 mph     | 10                | 10.0% | 33.0%          |                          |        |                    |        | 24 mph            | 18    | 9.0%           | 31.5%    |                          |  |  |  |  |  |
| 25 mph             | 18     | 18.0%             | 48.0%  |                          |          |        |                    | 25 mph     | 14                | 14.0% | 47.0%          |                          |        |                    |        | 25 mph            | 32    | 16.0%          | 47.5%    |                          |  |  |  |  |  |
| 26 mph             | 10     | 10.0%             | 58.0%  |                          |          |        |                    | 26 mph     | 10                | 10.0% | 57.0%          |                          |        |                    |        | 26 mph            | 20    | 10.0%          | 57.5%    |                          |  |  |  |  |  |
| 27 mph             | 14     | 14.0%             | 72.0%  |                          |          |        |                    | 27 mph     | 15                | 15.0% | 72.0%          |                          |        |                    |        | 27 mph            | 29    | 14.5%          | 72.0%    |                          |  |  |  |  |  |
| 28 mph             | 8      | 8.0%              | 80.0%  |                          |          |        |                    | 28 mph     | 13                | 13.0% | 85.0%          |                          |        |                    |        | 28 mph            | 21    | 10.5%          | 82.5%    |                          |  |  |  |  |  |
| 29 mph             | 8      | 8.0%              | 88.0%  |                          |          |        |                    | 29 mph     | 4                 | 4.0%  | 89.0%          |                          |        |                    |        | 29 mph            | 12    | 6.0%           | 88.5%    |                          |  |  |  |  |  |
| 30 mph             | 5      | 5.0%              | 93.0%  | 30 mph                   | 4        | 4.0%   | 93.0%              | 30 mph     | 9                 | 4.5%  | 93.0%          |                          |        |                    |        |                   |       |                |          |                          |  |  |  |  |  |
| 31 mph             | 3      | 3.0%              | 96.0%  | 31 mph                   | 3        | 3.0%   | 96.0%              | 31 mph     | 6                 | 3.0%  | 96.0%          |                          |        |                    |        |                   |       |                |          |                          |  |  |  |  |  |
| 32 mph             | 2      | 2.0%              | 98.0%  | 32 mph                   | 2        | 2.0%   | 98.0%              | 32 mph     | 4                 | 2.0%  | 98.0%          |                          |        |                    |        |                   |       |                |          |                          |  |  |  |  |  |
| 33 mph             | 1      | 1.0%              | 99.0%  | 33 mph                   | 2        | 2.0%   | 100.0%             | 33 mph     | 3                 | 1.5%  | 99.5%          |                          |        |                    |        |                   |       |                |          |                          |  |  |  |  |  |
| 34 mph             | 0      | 0.0%              | 99.0%  | 34 mph                   | 0        | 0.0%   | 100.0%             | 34 mph     | 0                 | 0.0%  | 99.5%          |                          |        |                    |        |                   |       |                |          |                          |  |  |  |  |  |
| 35 mph             | 0      | 0.0%              | 99.0%  | 35 mph                   | 0        | 0.0%   | 100.0%             | 35 mph     | 0                 | 0.0%  | 99.5%          |                          |        |                    |        |                   |       |                |          |                          |  |  |  |  |  |
| 36 mph             | 1      | 1.0%              | 100.0% | 36 mph                   | 0        | 0.0%   | 100.0%             | 36 mph     | 1                 | 0.5%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |  |  |
| 37 mph             | 0      | 0.0%              | 100.0% | 37 mph                   | 0        | 0.0%   | 100.0%             | 37 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |  |  |
| 38 mph             | 0      | 0.0%              | 100.0% | 38 mph                   | 0        | 0.0%   | 100.0%             | 38 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |  |  |
| 39 mph             | 0      | 0.0%              | 100.0% | 39 mph                   | 0        | 0.0%   | 100.0%             | 39 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |  |  |
| 40 mph             | 0      | 0.0%              | 100.0% | 40 mph                   | 0        | 0.0%   | 100.0%             | 40 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |  |  |
| 41 mph             | 0      | 0.0%              | 100.0% | 41 mph                   | 0        | 0.0%   | 100.0%             | 41 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |  |  |
| 42 mph             | 0      | 0.0%              | 100.0% | 42 mph                   | 0        | 0.0%   | 100.0%             | 42 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |  |  |
| 43 mph             | 0      | 0.0%              | 100.0% | 43 mph                   | 0        | 0.0%   | 100.0%             | 43 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |  |  |
| 44 mph             | 0      | 0.0%              | 100.0% | 44 mph                   | 0        | 0.0%   | 100.0%             | 44 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |  |  |
| 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                   | 0        | 0.0%   | 100.0%             | 45 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |  |  |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:           |          | 25.9   | TOTAL:             | 100        | 100.0%            |       | AVERAGE SPEED: |                          | 25.8   | TOTAL:             | 200    | 100.0%            |       | AVERAGE SPEED: |          | 25.9                     |  |  |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                      | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%   | 50%            | 85%                      | 90%    | PERCENTILE:        | 10%    | 15%               | 25%   | 50%            | 85%      | 90%                      |  |  |  |  |  |
| SPEEDS:            | 22.0   | 22.9              | 24.0   | 26.0                     | 29.0     | 30.0   | SPEEDS:            | 22.0       | 22.9              | 24.0  | 26.0           | 28.2                     | 30.0   | SPEEDS:            | 22.0   | 22.9              | 24.0  | 26.0           | 29.0     | 30.0                     |  |  |  |  |  |
| 10 MPH PACE SPEED: | 21-30  | NUMBER IN PACE:   |        | 91                       | PERCENT: | 91.0%  | 10 MPH PACE SPEED: | 21-30      | NUMBER IN PACE:   |       | 89             | PERCENT:                 | 89.0%  | 10 MPH PACE SPEED: | 21-30  | NUMBER IN PACE:   |       | 180            | PERCENT: | 90.0%                    |  |  |  |  |  |
|                    |        | NUMBER BELOW PACE |        | 2                        | PERCENT: | 2%     |                    |            | NUMBER BELOW PACE |       | 4              | PERCENT:                 | 4%     |                    |        | NUMBER BELOW PACE |       | 6              | PERCENT: | 3%                       |  |  |  |  |  |
|                    |        | NUMBER ABOVE PACE |        | 7                        | PERCENT: | 7%     |                    |            | NUMBER ABOVE PACE |       | 7              | PERCENT:                 | 7%     |                    |        | NUMBER ABOVE PACE |       | 14             | PERCENT: | 7%                       |  |  |  |  |  |
| SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH  | 30 MPH                   | 35 MPH   | 40 MPH | SPEED EXCEEDED:    | 15 MPH     | 20 MPH            | 25MPH | 30 MPH         | 35 MPH                   | 40 MPH | SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH | 30 MPH         | 35 MPH   | 40 MPH                   |  |  |  |  |  |
| TOTAL:             | 100    | 98                | 52     | 7                        | 1        | 0      | TOTAL:             | 100        | 96                | 53    | 7              | 0                        | 0      | TOTAL:             | 200    | 194               | 105   | 14             | 1        | 0                        |  |  |  |  |  |
| PERCENTAGE:        | 100.0% | 98.0%             | 52.0%  | 7.0%                     | 1.0%     | 0.0%   | PERCENTAGE:        | 100.0%     | 96.0%             | 53.0% | 7.0%           | 0.0%                     | 0.0%   | PERCENTAGE:        | 100.0% | 97.0%             | 52.5% | 7.0%           | 0.5%     | 0.0%                     |  |  |  |  |  |

Tel: (510) 232-1271

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ROADWAY: **Ford Street**  
SEGMENT: **State Street and Orchard Avenue**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/27/2017**  
TIME: **4:15-5:45PM**  
DIRECTION OF TRAVEL: **COMBINED**



## Accident Report

### Accident Dates

**ROADWAY:** Ford Street

**From:** Jan-13

**SEGMENT:** State Street and Orchard Avenue

**To:** Dec-16

| Date           | Location                      | Time of Day | Weather | Collision Factor        | Collision Type               | Fatal | Injury | Non-Injury |
|----------------|-------------------------------|-------------|---------|-------------------------|------------------------------|-------|--------|------------|
| 3/31/2014      | Intersection of Ford St       | 12:07 PM    | Raining | Pedestrian Right of Way | Vehicle/Pedestrian Collision | 0     | 1      | 0          |
| 4/9/2014       | Intersection of Ford St       | 1:38 PM     | Clear   | Not Stated              | Vehicle/Pedestrian Collision | 0     | 1      | 0          |
| 1/5/2016       | 270' S of Ford St             | 4:05 PM     | Cloudy  | Pedestrian Violation    | Vehicle/Pedestrian Collision | 0     | 1      | 0          |
| 5/16/2013      | Intersection of N. Orchard St | 1:48 PM     | Clear   | Improper Turning        | Hit Object                   | 0     | 0      | 1          |
| 2/3/2014       | Intersection of State St      | 3:22 PM     | Cloudy  | Automobile Right of Way | Broadside                    | 0     | 0      | 1          |
| 4/9/2014       | Intersection of Orchard Ave   | 4:14 PM     | Clear   | Unsafe Speed            | Rear End                     | 0     | 0      | 1          |
| 4/17/2015      | Intersection of N. State St   | 3:57 PM     | Clear   | Improper Turning        | Hit Object                   | 0     | 0      | 1          |
| 10/8/2015      | 584' E of N. State St         | 6:35 PM     | Clear   | DUI                     | Hit Object                   | 0     | 0      | 1          |
| <b>TOTALS:</b> |                               |             |         |                         |                              | 0     | 3      | 5          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Gobbi Street (Dora Street to Leslie Street)



**City of Ukiah Public Works Department**  
**Speed Limit**  
**Engineering and Traffic Survey (E&TS)**

Street: Gobbi Street  
Limits: Dora Street and Leslie Street

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/26/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | COMBINED         |  |
| 85th Percentile    |  | 30 MPH           |  |
| 10 mph Pace        |  | 22-31 MPH        |  |
| Percent in Pace    |  | 85%              |  |
| Posted Speed Limit |  | 25 MPH           |  |

**B. COLLISION HISTORY**

|                    |                       |                     |                                  |
|--------------------|-----------------------|---------------------|----------------------------------|
| Date Range Covered | <i>From</i><br>Jan-13 | <i>To</i><br>Dec-16 | <i>Duration/Years</i><br>3 years |
| Total Collisions   | <b>Fatal</b><br>0     | <b>Injury</b><br>9  | <b>Non-Injury</b><br>10          |

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 5,225 |
| Length of Segment      | 2,830 |
| Width of Segment       | 40    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

|                    |                                                                                                                                                                                                                                                                                                      |
|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Conditions         | <u>Gobbi Street, between Dora Street and Leslie Street, is a 2-lane, undivided city arterial roadway.</u>                                                                                                                                                                                            |
| Roadway Geometrics | <u>Class II Bicycle facilities are present between S. Oak Street and Leslie Street. There is a two-way-left-turn lane between S. State Street and Waugh Lane. A railroad crossing is present at Gobbi Street approximately 148 ft east of the intersection of Gobbi Street &amp; Village Circle.</u> |
| Comments           | <u>Based on the land use, street classification, bike lanes, pedestrian crossings, and railroad crossings and MUTCD section 12a, it is appropriate to maintain the existing speed limit of 25 MPH on Gobbi Street between Dora Street and Leslie Street.</u>                                         |

**E. ADJACENT LAND USE** Single-Family Residential, Neighborhood Commercial & Employment-based Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 25 MPH        |
| Critical Speed*                                                   | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018  
**Date**

Project Manager  
**Title**



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/26/2017      **DAY:** TUESDAY      **TIME:** 9:00-10:00AM

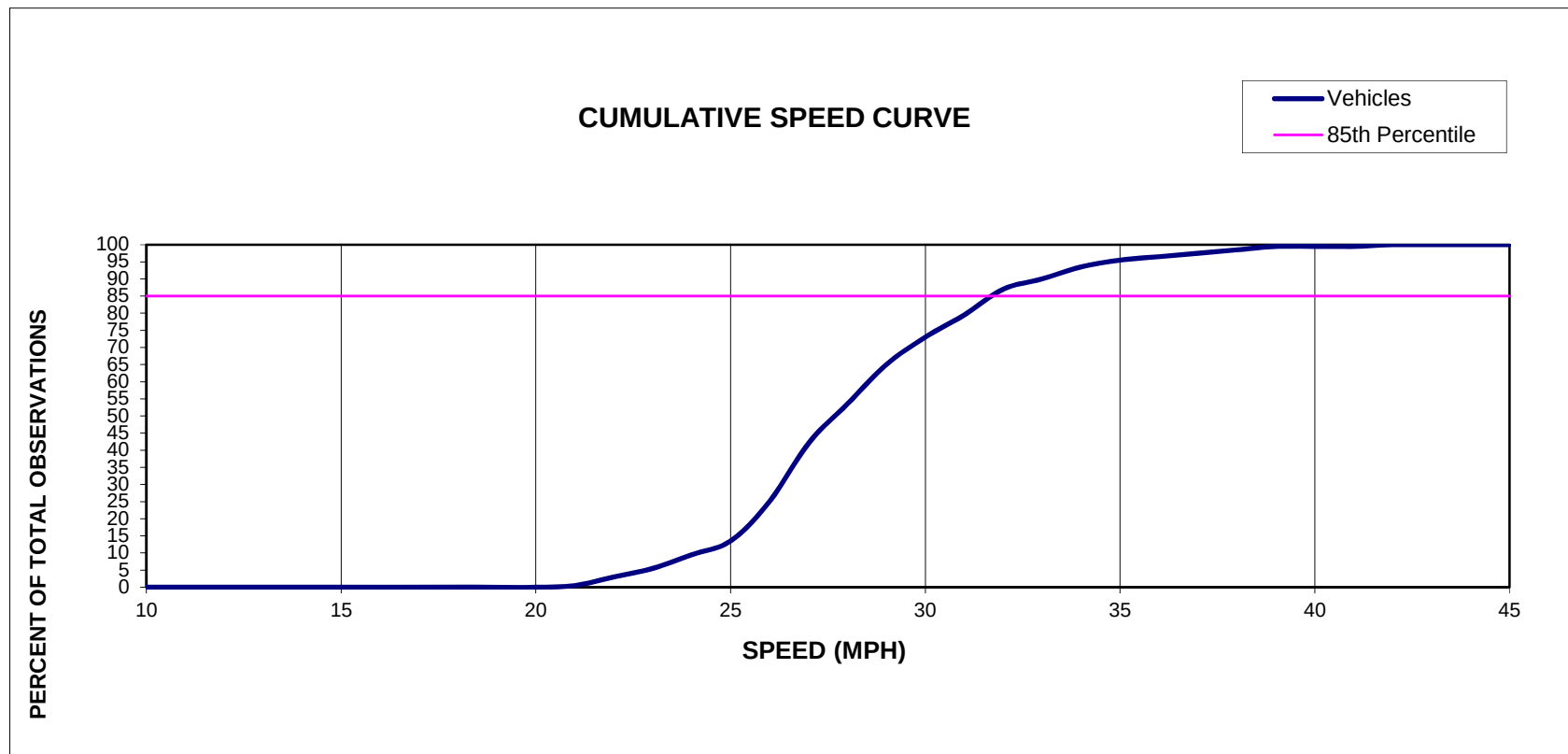
### 9. GOBBI STREET BETWEEN DORA STREET & LESLIE STREET

| DIRECTION:         |        |                 |        | EAST BOUND               |                |          |        | DIRECTION:         |   |        |                 | WEST BOUND               |                |  |          | DIRECTION: |                    |        |                 | COMBINED                 |        |          |        |
|--------------------|--------|-----------------|--------|--------------------------|----------------|----------|--------|--------------------|---|--------|-----------------|--------------------------|----------------|--|----------|------------|--------------------|--------|-----------------|--------------------------|--------|----------|--------|
| SPEED              | #      | %               | CUM. % | SPEED DISTRIBUTION CHART |                |          |        | SPEED              | # | %      | CUM. %          | SPEED DISTRIBUTION CHART |                |  |          | SPEED      | #                  | %      | CUM. %          | SPEED DISTRIBUTION CHART |        |          |        |
| 10 mph             | 0      | 0.0%            | 0.0%   |                          | 10 mph         | 0        | 0.0%   | 0.0%               |   | 10 mph | 0               | 0.0%                     | 0.0%           |  |          |            |                    |        |                 |                          |        |          |        |
| 11 mph             | 0      | 0.0%            | 0.0%   |                          | 11 mph         | 0        | 0.0%   | 0.0%               |   | 11 mph | 0               | 0.0%                     | 0.0%           |  |          |            |                    |        |                 |                          |        |          |        |
| 12 mph             | 0      | 0.0%            | 0.0%   |                          | 12 mph         | 0        | 0.0%   | 0.0%               |   | 12 mph | 0               | 0.0%                     | 0.0%           |  |          |            |                    |        |                 |                          |        |          |        |
| 13 mph             | 0      | 0.0%            | 0.0%   |                          | 13 mph         | 0        | 0.0%   | 0.0%               |   | 13 mph | 0               | 0.0%                     | 0.0%           |  |          |            |                    |        |                 |                          |        |          |        |
| 14 mph             | 0      | 0.0%            | 0.0%   |                          | 14 mph         | 0        | 0.0%   | 0.0%               |   | 14 mph | 0               | 0.0%                     | 0.0%           |  |          |            |                    |        |                 |                          |        |          |        |
| 15 mph             | 0      | 0.0%            | 0.0%   |                          | 15 mph         | 0        | 0.0%   | 0.0%               |   | 15 mph | 0               | 0.0%                     | 0.0%           |  |          |            |                    |        |                 |                          |        |          |        |
| 16 mph             | 0      | 0.0%            | 0.0%   |                          | 16 mph         | 0        | 0.0%   | 0.0%               |   | 16 mph | 0               | 0.0%                     | 0.0%           |  |          |            |                    |        |                 |                          |        |          |        |
| 17 mph             | 0      | 0.0%            | 0.0%   |                          | 17 mph         | 0        | 0.0%   | 0.0%               |   | 17 mph | 0               | 0.0%                     | 0.0%           |  |          |            |                    |        |                 |                          |        |          |        |
| 18 mph             | 0      | 0.0%            | 0.0%   |                          | 18 mph         | 0        | 0.0%   | 0.0%               |   | 18 mph | 0               | 0.0%                     | 0.0%           |  |          |            |                    |        |                 |                          |        |          |        |
| 19 mph             | 0      | 0.0%            | 0.0%   |                          | 19 mph         | 1        | 1.0%   | 1.0%               |   | 19 mph | 1               | 0.5%                     | 0.5%           |  |          |            |                    |        |                 |                          |        |          |        |
| 20 mph             | 3      | 3.0%            | 3.0%   |                          | 20 mph         | 2        | 2.0%   | 3.0%               |   | 20 mph | 5               | 2.5%                     | 3.0%           |  |          |            |                    |        |                 |                          |        |          |        |
| 21 mph             | 3      | 3.0%            | 6.0%   |                          | 21 mph         | 2        | 2.0%   | 5.0%               |   | 21 mph | 5               | 2.5%                     | 5.5%           |  |          |            |                    |        |                 |                          |        |          |        |
| 22 mph             | 5      | 5.0%            | 11.0%  |                          | 22 mph         | 3        | 3.0%   | 8.0%               |   | 22 mph | 8               | 4.0%                     | 9.5%           |  |          |            |                    |        |                 |                          |        |          |        |
| 23 mph             | 7      | 7.0%            | 18.0%  |                          | 23 mph         | 1        | 1.0%   | 9.0%               |   | 23 mph | 8               | 4.0%                     | 13.5%          |  |          |            |                    |        |                 |                          |        |          |        |
| 24 mph             | 13     | 13.0%           | 31.0%  |                          | 24 mph         | 10       | 10.0%  | 19.0%              |   | 24 mph | 23              | 11.5%                    | 25.0%          |  |          |            |                    |        |                 |                          |        |          |        |
| 25 mph             | 19     | 19.0%           | 50.0%  |                          | 25 mph         | 15       | 15.0%  | 34.0%              |   | 25 mph | 34              | 17.0%                    | 42.0%          |  |          |            |                    |        |                 |                          |        |          |        |
| 26 mph             | 11     | 11.0%           | 61.0%  |                          | 26 mph         | 12       | 12.0%  | 46.0%              |   | 26 mph | 23              | 11.5%                    | 53.5%          |  |          |            |                    |        |                 |                          |        |          |        |
| 27 mph             | 10     | 10.0%           | 71.0%  |                          | 27 mph         | 13       | 13.0%  | 59.0%              |   | 27 mph | 23              | 11.5%                    | 65.0%          |  |          |            |                    |        |                 |                          |        |          |        |
| 28 mph             | 5      | 5.0%            | 76.0%  |                          | 28 mph         | 11       | 11.0%  | 70.0%              |   | 28 mph | 16              | 8.0%                     | 73.0%          |  |          |            |                    |        |                 |                          |        |          |        |
| 29 mph             | 3      | 3.0%            | 79.0%  |                          | 29 mph         | 10       | 10.0%  | 80.0%              |   | 29 mph | 13              | 6.5%                     | 79.5%          |  |          |            |                    |        |                 |                          |        |          |        |
| 30 mph             | 7      | 7.0%            | 86.0%  |                          | 30 mph         | 8        | 8.0%   | 88.0%              |   | 30 mph | 15              | 7.5%                     | 87.0%          |  |          |            |                    |        |                 |                          |        |          |        |
| 31 mph             | 2      | 2.0%            | 88.0%  |                          | 31 mph         | 4        | 4.0%   | 92.0%              |   | 31 mph | 6               | 3.0%                     | 90.0%          |  |          |            |                    |        |                 |                          |        |          |        |
| 32 mph             | 2      | 2.0%            | 90.0%  |                          | 32 mph         | 5        | 5.0%   | 97.0%              |   | 32 mph | 7               | 3.5%                     | 93.5%          |  |          |            |                    |        |                 |                          |        |          |        |
| 33 mph             | 2      | 2.0%            | 92.0%  |                          | 33 mph         | 2        | 2.0%   | 99.0%              |   | 33 mph | 4               | 2.0%                     | 95.5%          |  |          |            |                    |        |                 |                          |        |          |        |
| 34 mph             | 1      | 1.0%            | 93.0%  |                          | 34 mph         | 1        | 1.0%   | 100.0%             |   | 34 mph | 2               | 1.0%                     | 96.5%          |  |          |            |                    |        |                 |                          |        |          |        |
| 35 mph             | 2      | 2.0%            | 95.0%  |                          | 35 mph         | 0        | 0.0%   | 100.0%             |   | 35 mph | 2               | 1.0%                     | 97.5%          |  |          |            |                    |        |                 |                          |        |          |        |
| 36 mph             | 2      | 2.0%            | 97.0%  |                          | 36 mph         | 0        | 0.0%   | 100.0%             |   | 36 mph | 2               | 1.0%                     | 98.5%          |  |          |            |                    |        |                 |                          |        |          |        |
| 37 mph             | 2      | 2.0%            | 99.0%  |                          | 37 mph         | 0        | 0.0%   | 100.0%             |   | 37 mph | 2               | 1.0%                     | 99.5%          |  |          |            |                    |        |                 |                          |        |          |        |
| 38 mph             | 0      | 0.0%            | 99.0%  |                          | 38 mph         | 0        | 0.0%   | 100.0%             |   | 38 mph | 0               | 0.0%                     | 99.5%          |  |          |            |                    |        |                 |                          |        |          |        |
| 39 mph             | 0      | 0.0%            | 99.0%  |                          | 39 mph         | 0        | 0.0%   | 100.0%             |   | 39 mph | 0               | 0.0%                     | 99.5%          |  |          |            |                    |        |                 |                          |        |          |        |
| 40 mph             | 1      | 1.0%            | 100.0% |                          | 40 mph         | 0        | 0.0%   | 100.0%             |   | 40 mph | 1               | 0.5%                     | 100.0%         |  |          |            |                    |        |                 |                          |        |          |        |
| 41 mph             | 0      | 0.0%            | 100.0% |                          | 41 mph         | 0        | 0.0%   | 100.0%             |   | 41 mph | 0               | 0.0%                     | 100.0%         |  |          |            |                    |        |                 |                          |        |          |        |
| 42 mph             | 0      | 0.0%            | 100.0% |                          | 42 mph         | 0        | 0.0%   | 100.0%             |   | 42 mph | 0               | 0.0%                     | 100.0%         |  |          |            |                    |        |                 |                          |        |          |        |
| 43 mph             | 0      | 0.0%            | 100.0% |                          | 43 mph         | 0        | 0.0%   | 100.0%             |   | 43 mph | 0               | 0.0%                     | 100.0%         |  |          |            |                    |        |                 |                          |        |          |        |
| 44 mph             | 0      | 0.0%            | 100.0% |                          | 44 mph         | 0        | 0.0%   | 100.0%             |   | 44 mph | 0               | 0.0%                     | 100.0%         |  |          |            |                    |        |                 |                          |        |          |        |
| 45 mph             | 0      | 0.0%            | 100.0% |                          | 45 mph         | 0        | 0.0%   | 100.0%             |   | 45 mph | 0               | 0.0%                     | 100.0%         |  |          |            |                    |        |                 |                          |        |          |        |
| TOTAL:             | 100    | 100.0%          |        |                          | AVERAGE SPEED: |          | 26.6   | TOTAL:             |   | 100    | 100.0%          |                          | AVERAGE SPEED: |  | 26.9     | TOTAL:     | 200                | 100.0% |                 | AVERAGE SPEED:           |        | 26.7     |        |
| PERCENTILE:        | 10%    | 15%             | 25%    |                          | 50%            | 85%      | 90%    | PERCENTILE:        |   | 10%    | 15%             | 25%                      | 50%            |  | 85%      | 90%        | PERCENTILE:        | 10%    | 15%             | 25%                      | 50%    | 85%      | 90%    |
| SPEEDS:            | 22.0   | 23.0            | 24.0   |                          | 25.5           | 30.0     | 32.1   | SPEEDS:            |   | 24.0   | 24.0            | 25.0                     | 27.0           |  | 30.0     | 31.0       | SPEEDS:            | 23.0   | 24.0            | 24.8                     | 26.0   | 30.0     | 31.1   |
| 10 MPH PACE SPEED: | 21-30  | NUMBER IN PACE: |        |                          | 83             | PERCENT: | 83.0%  | 10 MPH PACE SPEED: |   | 24-33  | NUMBER IN PACE: |                          | 90             |  | PERCENT: | 90.0%      | 10 MPH PACE SPEED: | 22-31  | NUMBER IN PACE: |                          | 169    | PERCENT: | 84.5%  |
| SPEED EXCEEDED:    | 15 MPH | 20 MPH          | 25MPH  |                          | 30 MPH         | 35 MPH   | 40 MPH | SPEED EXCEEDED:    |   | 15 MPH | 20 MPH          | 25MPH                    | 30 MPH         |  | 35 MPH   | 40 MPH     | SPEED EXCEEDED:    | 15 MPH | 20 MPH          | 25MPH                    | 30 MPH | 35 MPH   | 40 MPH |
| TOTAL:             | 100    | 97              | 50     |                          | 14             | 5        | 0      | TOTAL:             |   | 100    | 97              | 66                       | 12             |  | 0        | 0          | TOTAL:             | 200    | 194             | 116                      | 26     | 5        | 0      |
| PERCENTAGE:        | 100.0% | 97.0%           | 50.0%  |                          | 14.0%          | 5.0%     | 0.0%   | PERCENTAGE:        |   | 100.0% | 97.0%           | 66.0%                    | 12.0%          |  | 0.0%     | 0.0%       | PERCENTAGE:        | 100.0% | 97.0%           | 58.0%                    | 13.0%  | 2.5%     | 0.0%   |

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ROADWAY: **Gobbi Street**  
SEGMENT: **Dora Street and Leslie Street**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/26/2017**  
TIME: **9:00-10:00AM**  
DIRECTION OF TRAVEL: **COMBINED**



## Accident Report

### Accident Dates

ROADWAY: Gobbi Street  
SEGMENT: Dora Street and Leslie Street

From: Jan-13  
To: Dec-16

| Date       | Location                       | Time of Day | Weather | Collision Factor         | Collision Type     | Fatal | Injury | Non-Injury |
|------------|--------------------------------|-------------|---------|--------------------------|--------------------|-------|--------|------------|
| 7/15/2014  | 92' W of Leslie St             | 11:07 AM    | Clear   | Improper Turning         | Other              | 0     | 1      | 0          |
| 8/24/2015  | 7' E of South Main St          | 11:01 AM    | Clear   | Traffic Sigals and Signs | Vehicle/Pedestrian | 0     | 1      | 0          |
| 10/26/2015 | Intersection of Gobbi St       | 8:33 AM     | Cloudy  | Wrong Side of Road       | Head-On            | 0     | 1      | 0          |
| 9/6/2016   | Intersection of Leslie St      | 6:10 PM     | Clear   | Unsafe Speed             | Vehicle/Pedestrian | 0     | 1      | 0          |
| 12/17/2013 | Intersection of S. Oak St      | 1:22 PM     | Clear   | Automobile Right of Way  | Broadside          | 0     | 1      | 0          |
| 1/1/2014   | Intersection of S. Orchard Ave | 11:31 AM    | Clear   | Traffic Sigals and Signs | Broadside          | 0     | 1      | 0          |
| 12/3/2014  | Intersection of S. Orchard Ave | 5:17 PM     | Raining | Automobile Right of Way  | Broadside          | 0     | 0      | 1          |
| 10/6/2014  | 26' E of S. Main St            | 8:17 AM     | Clear   | Unsafe Speed             | Rear End           | 0     | 0      | 1          |
| 11/8/2014  | 29' W of S. Main St            | 12:23 PM    | Clear   | Unsafe Speed             | Rear End           | 0     | 0      | 1          |
| 4/11/2015  | Intersection of S. Orchard Ave | 11:01 AM    | Clear   | Traffic Sigals and Signs | Broadside          | 0     | 1      | 0          |
| 12/22/2015 | Intersection of S. State St    | 5:00 PM     | Cloudy  | Pedestrian Violation     | Vehicle/Pedestrian | 0     | 1      | 0          |
| 1/15/2016  | Intersection of S. Orchard Ave | 11:46 PM    | Cloudy  | Traffic Sigals and Signs | Broadside          | 0     | 0      | 1          |
| 4/19/2016  | Intersection S. Orchard Ave    | 4:46 PM     | Clear   | Unsafe Speed             | Rear End           | 0     | 0      | 1          |
| 3/24/2016  | 66' E of Waugh Ln              | 3:43 PM     | Clear   | Wrong Side of Road       | Sideswipe          | 0     | 0      | 1          |
| 4/18/2016  | Intersection of S. Orchard Ave | 11:47 AM    | Clear   | Other Hazard             | Hit Object         | 0     | 0      | 1          |
| 1/20/2016  | Intersection of S. State St    | 12:13 PM    | Cloudy  | Unsafe Speed             | Rear End           | 0     | 0      | 1          |
| 11/13/2016 | Intersection of S. State St    | 5:12 PM     | Clear   | Unsafe Speed             | Rear End           | 0     | 0      | 1          |
| 8/22/2016  | Intersection of S. Oak St      | 2:47 PM     | Clear   | Automobile Right of Way  | Head-On            | 0     | 1      | 0          |
| 4/1/2015   | Intersection of Leslie St      | 4:35 PM     | Clear   | DUI                      | Broadside          | 0     | 0      | 1          |
| TOTALS:    |                                |             |         |                          |                    | 0     | 9      | 10         |

NOTE: Collision data obtained from the CHP SWTRS program.

## **Jones Street (Dora Street to McPeak Street)**



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Jones Street  
Limits: Dora Street to McPeak Street

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 10/4/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |  |
|--------------------|--|------------------|--|--|
| Location of Survey |  | <b>Mid-Block</b> |  |  |
| Direction          |  | COMBINED         |  |  |
| 85th Percentile    |  | 28 MPH           |  |  |
| 10 mph Pace        |  | 19-28 MPH        |  |  |
| Percent in Pace    |  | 86%              |  |  |
| Posted Speed Limit |  | 25 MPH           |  |  |

**B. COLLISION HISTORY**

|                    |                       |                     |                                  |
|--------------------|-----------------------|---------------------|----------------------------------|
| Date Range Covered | <i>From</i><br>Jan-13 | <i>To</i><br>Dec-16 | <i>Duration/Years</i><br>3 years |
| Total Collisions   | <b>Fatal</b><br>0     | <b>Injury</b><br>0  | <b>Non-Injury</b><br>0           |

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 311   |
| Length of Segment      | 1,200 |
| Width of Segment       | 38    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Jones Street, between McPeak Street and S. Dora Street is a 2-lane, undivided residential roadway.

Roadway Geometrics None

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential and Public Institutional Developments.

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 25 MPH        |
| Critical Speed*                                                   | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018  
**Date**

Project Manager  
**Title**

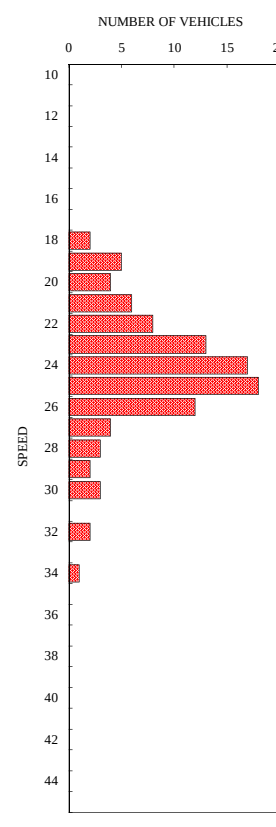
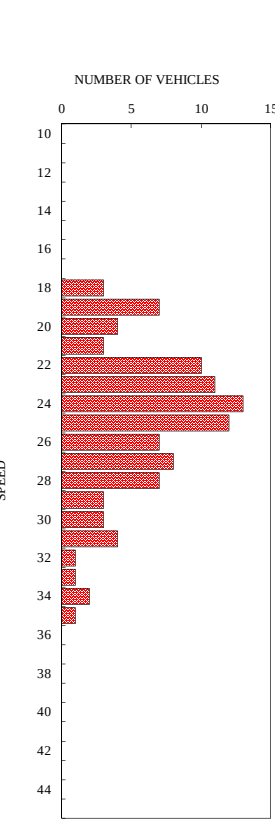
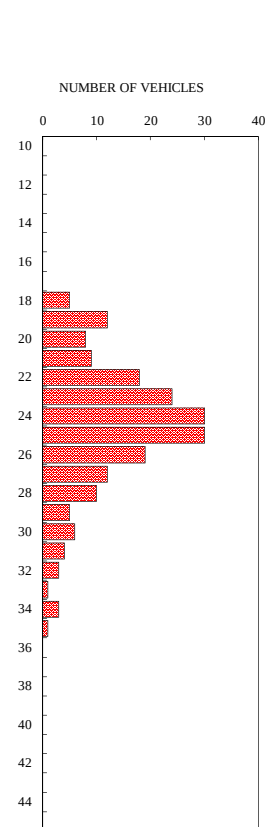


# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 10/4/2017      **DAY:** WEDNESDAY      **TIME:** 7:15-9:45AM

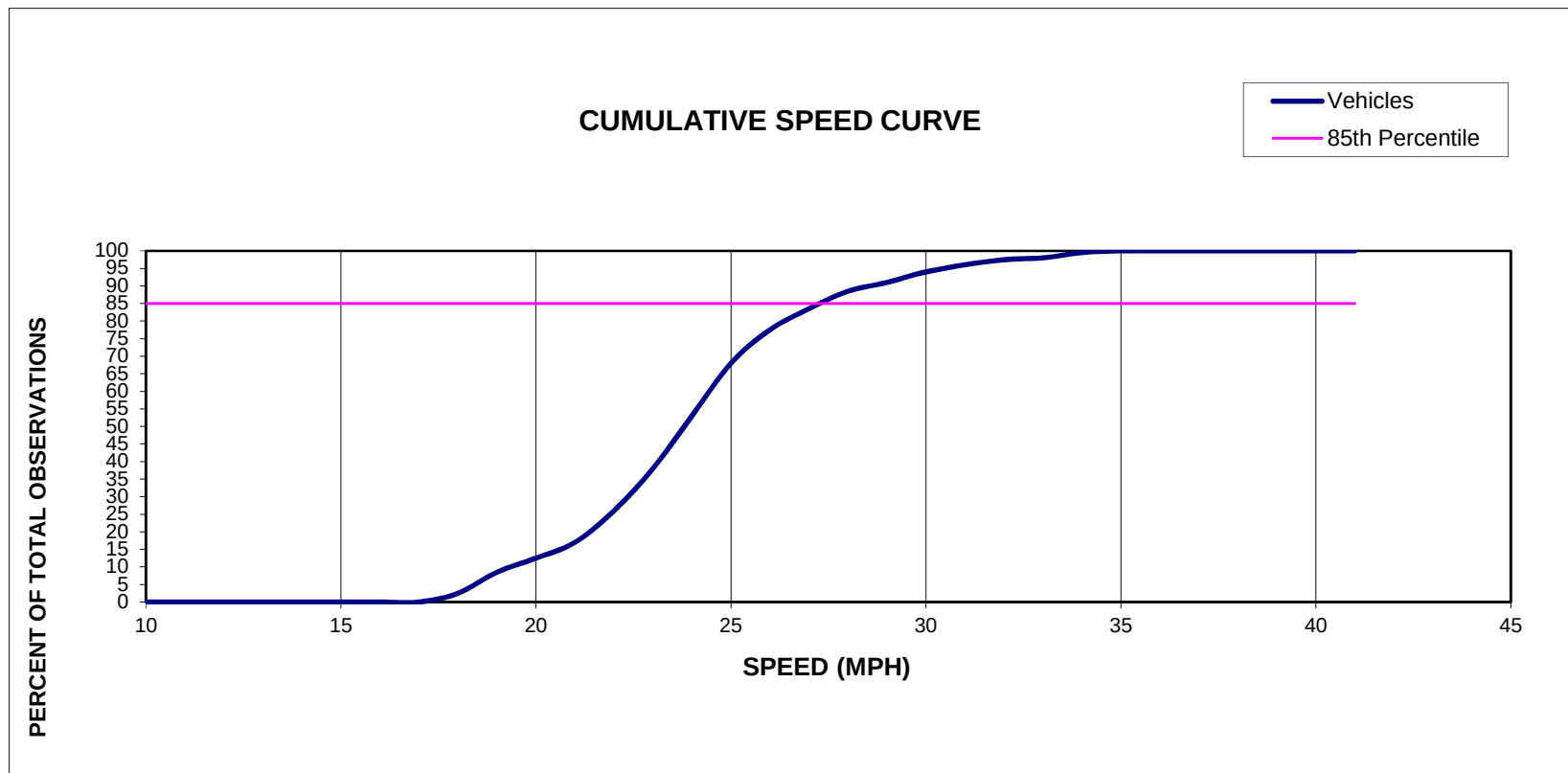
### 10. JONES STREET BETWEEN DORA STREET & McPEAK STREET

| DIRECTION:         |        |                   |        | EAST BOUND                                                                         |          |        |                    | DIRECTION: |                   |       |                | WEST BOUND                                                                           |        |                    |        | DIRECTION:        |       |                |          | COMBINED                                                                             |  |  |  |  |  |
|--------------------|--------|-------------------|--------|------------------------------------------------------------------------------------|----------|--------|--------------------|------------|-------------------|-------|----------------|--------------------------------------------------------------------------------------|--------|--------------------|--------|-------------------|-------|----------------|----------|--------------------------------------------------------------------------------------|--|--|--|--|--|
| SPEED              | #      | %                 | CUM. % | SPEED DISTRIBUTION CHART                                                           |          |        |                    | SPEED      | #                 | %     | CUM. %         | SPEED DISTRIBUTION CHART                                                             |        |                    |        | SPEED             | #     | %              | CUM. %   | SPEED DISTRIBUTION CHART                                                             |  |  |  |  |  |
| 10 mph             | 0      | 0.0%              | 0.0%   |  |          |        |                    | 10 mph     | 0                 | 0.0%  | 0.0%           |  |        |                    |        | 10 mph            | 0     | 0.0%           | 0.0%     |  |  |  |  |  |  |
| 11 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                    | 11 mph     | 0                 | 0.0%  | 0.0%           |                                                                                      |        |                    |        | 11 mph            | 0     | 0.0%           | 0.0%     |                                                                                      |  |  |  |  |  |
| 12 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                    | 12 mph     | 0                 | 0.0%  | 0.0%           |                                                                                      |        |                    |        | 12 mph            | 0     | 0.0%           | 0.0%     |                                                                                      |  |  |  |  |  |
| 13 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                    | 13 mph     | 0                 | 0.0%  | 0.0%           |                                                                                      |        |                    |        | 13 mph            | 0     | 0.0%           | 0.0%     |                                                                                      |  |  |  |  |  |
| 14 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                    | 14 mph     | 0                 | 0.0%  | 0.0%           |                                                                                      |        |                    |        | 14 mph            | 0     | 0.0%           | 0.0%     |                                                                                      |  |  |  |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                    | 15 mph     | 0                 | 0.0%  | 0.0%           |                                                                                      |        |                    |        | 15 mph            | 0     | 0.0%           | 0.0%     |                                                                                      |  |  |  |  |  |
| 16 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                    | 16 mph     | 0                 | 0.0%  | 0.0%           |                                                                                      |        |                    |        | 16 mph            | 0     | 0.0%           | 0.0%     |                                                                                      |  |  |  |  |  |
| 17 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                    | 17 mph     | 0                 | 0.0%  | 0.0%           |                                                                                      |        |                    |        | 17 mph            | 0     | 0.0%           | 0.0%     |                                                                                      |  |  |  |  |  |
| 18 mph             | 2      | 2.0%              | 2.0%   |                                                                                    |          |        |                    | 18 mph     | 3                 | 3.0%  | 3.0%           |                                                                                      |        |                    |        | 18 mph            | 5     | 2.5%           | 2.5%     |                                                                                      |  |  |  |  |  |
| 19 mph             | 5      | 5.0%              | 7.0%   |                                                                                    |          |        |                    | 19 mph     | 7                 | 7.0%  | 10.0%          |                                                                                      |        |                    |        | 19 mph            | 12    | 6.0%           | 8.5%     |                                                                                      |  |  |  |  |  |
| 20 mph             | 4      | 4.0%              | 11.0%  |                                                                                    |          |        |                    | 20 mph     | 4                 | 4.0%  | 14.0%          |                                                                                      |        |                    |        | 20 mph            | 8     | 4.0%           | 12.5%    |                                                                                      |  |  |  |  |  |
| 21 mph             | 6      | 6.0%              | 17.0%  |                                                                                    |          |        |                    | 21 mph     | 3                 | 3.0%  | 17.0%          |                                                                                      |        |                    |        | 21 mph            | 9     | 4.5%           | 17.0%    |                                                                                      |  |  |  |  |  |
| 22 mph             | 8      | 8.0%              | 25.0%  |                                                                                    |          |        |                    | 22 mph     | 10                | 10.0% | 27.0%          |                                                                                      |        |                    |        | 22 mph            | 18    | 9.0%           | 26.0%    |                                                                                      |  |  |  |  |  |
| 23 mph             | 13     | 13.0%             | 38.0%  |                                                                                    |          |        |                    | 23 mph     | 11                | 11.0% | 38.0%          |                                                                                      |        |                    |        | 23 mph            | 24    | 12.0%          | 38.0%    |                                                                                      |  |  |  |  |  |
| 24 mph             | 17     | 17.0%             | 55.0%  |                                                                                    |          |        |                    | 24 mph     | 13                | 13.0% | 51.0%          |                                                                                      |        |                    |        | 24 mph            | 30    | 15.0%          | 53.0%    |                                                                                      |  |  |  |  |  |
| 25 mph             | 18     | 18.0%             | 73.0%  |                                                                                    |          |        |                    | 25 mph     | 12                | 12.0% | 63.0%          |                                                                                      |        |                    |        | 25 mph            | 30    | 15.0%          | 68.0%    |                                                                                      |  |  |  |  |  |
| 26 mph             | 12     | 12.0%             | 85.0%  |                                                                                    |          |        |                    | 26 mph     | 7                 | 7.0%  | 70.0%          |                                                                                      |        |                    |        | 26 mph            | 19    | 9.5%           | 77.5%    |                                                                                      |  |  |  |  |  |
| 27 mph             | 4      | 4.0%              | 89.0%  |                                                                                    |          |        |                    | 27 mph     | 8                 | 8.0%  | 78.0%          |                                                                                      |        |                    |        | 27 mph            | 12    | 6.0%           | 83.5%    |                                                                                      |  |  |  |  |  |
| 28 mph             | 3      | 3.0%              | 92.0%  |                                                                                    |          |        |                    | 28 mph     | 7                 | 7.0%  | 85.0%          |                                                                                      |        |                    |        | 28 mph            | 10    | 5.0%           | 88.5%    |                                                                                      |  |  |  |  |  |
| 29 mph             | 2      | 2.0%              | 94.0%  |                                                                                    |          |        |                    | 29 mph     | 3                 | 3.0%  | 88.0%          |                                                                                      |        |                    |        | 29 mph            | 5     | 2.5%           | 91.0%    |                                                                                      |  |  |  |  |  |
| 30 mph             | 3      | 3.0%              | 97.0%  | 30 mph                                                                             | 3        | 3.0%   | 91.0%              | 30 mph     | 6                 | 3.0%  | 94.0%          |                                                                                      |        |                    |        |                   |       |                |          |                                                                                      |  |  |  |  |  |
| 31 mph             | 0      | 0.0%              | 97.0%  | 31 mph                                                                             | 4        | 4.0%   | 95.0%              | 31 mph     | 4                 | 2.0%  | 96.0%          |                                                                                      |        |                    |        |                   |       |                |          |                                                                                      |  |  |  |  |  |
| 32 mph             | 2      | 2.0%              | 99.0%  | 32 mph                                                                             | 1        | 1.0%   | 96.0%              | 32 mph     | 3                 | 1.5%  | 97.5%          |                                                                                      |        |                    |        |                   |       |                |          |                                                                                      |  |  |  |  |  |
| 33 mph             | 0      | 0.0%              | 99.0%  | 33 mph                                                                             | 1        | 1.0%   | 97.0%              | 33 mph     | 1                 | 0.5%  | 98.0%          |                                                                                      |        |                    |        |                   |       |                |          |                                                                                      |  |  |  |  |  |
| 34 mph             | 1      | 1.0%              | 100.0% | 34 mph                                                                             | 2        | 2.0%   | 99.0%              | 34 mph     | 3                 | 1.5%  | 99.5%          |                                                                                      |        |                    |        |                   |       |                |          |                                                                                      |  |  |  |  |  |
| 35 mph             | 0      | 0.0%              | 100.0% | 35 mph                                                                             | 1        | 1.0%   | 100.0%             | 35 mph     | 1                 | 0.5%  | 100.0%         |                                                                                      |        |                    |        |                   |       |                |          |                                                                                      |  |  |  |  |  |
| 36 mph             | 0      | 0.0%              | 100.0% | 36 mph                                                                             | 0        | 0.0%   | 100.0%             | 36 mph     | 0                 | 0.0%  | 100.0%         |                                                                                      |        |                    |        |                   |       |                |          |                                                                                      |  |  |  |  |  |
| 37 mph             | 0      | 0.0%              | 100.0% | 37 mph                                                                             | 0        | 0.0%   | 100.0%             | 37 mph     | 0                 | 0.0%  | 100.0%         |                                                                                      |        |                    |        |                   |       |                |          |                                                                                      |  |  |  |  |  |
| 38 mph             | 0      | 0.0%              | 100.0% | 38 mph                                                                             | 0        | 0.0%   | 100.0%             | 38 mph     | 0                 | 0.0%  | 100.0%         |                                                                                      |        |                    |        |                   |       |                |          |                                                                                      |  |  |  |  |  |
| 39 mph             | 0      | 0.0%              | 100.0% | 39 mph                                                                             | 0        | 0.0%   | 100.0%             | 39 mph     | 0                 | 0.0%  | 100.0%         |                                                                                      |        |                    |        |                   |       |                |          |                                                                                      |  |  |  |  |  |
| 40 mph             | 0      | 0.0%              | 100.0% | 40 mph                                                                             | 0        | 0.0%   | 100.0%             | 40 mph     | 0                 | 0.0%  | 100.0%         |                                                                                      |        |                    |        |                   |       |                |          |                                                                                      |  |  |  |  |  |
| 41 mph             | 0      | 0.0%              | 100.0% | 41 mph                                                                             | 0        | 0.0%   | 100.0%             | 41 mph     | 0                 | 0.0%  | 100.0%         |                                                                                      |        |                    |        |                   |       |                |          |                                                                                      |  |  |  |  |  |
| 42 mph             | 0      | 0.0%              | 100.0% | 42 mph                                                                             | 0        | 0.0%   | 100.0%             | 42 mph     | 0                 | 0.0%  | 100.0%         |                                                                                      |        |                    |        |                   |       |                |          |                                                                                      |  |  |  |  |  |
| 43 mph             | 0      | 0.0%              | 100.0% | 43 mph                                                                             | 0        | 0.0%   | 100.0%             | 43 mph     | 0                 | 0.0%  | 100.0%         |                                                                                      |        |                    |        |                   |       |                |          |                                                                                      |  |  |  |  |  |
| 44 mph             | 0      | 0.0%              | 100.0% | 44 mph                                                                             | 0        | 0.0%   | 100.0%             | 44 mph     | 0                 | 0.0%  | 100.0%         |                                                                                      |        |                    |        |                   |       |                |          |                                                                                      |  |  |  |  |  |
| 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                                                                             | 0        | 0.0%   | 100.0%             | 45 mph     | 0                 | 0.0%  | 100.0%         |                                                                                      |        |                    |        |                   |       |                |          |                                                                                      |  |  |  |  |  |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:                                                                     |          | 24.2   | TOTAL:             | 100        | 100.0%            |       | AVERAGE SPEED: |                                                                                      | 24.8   | TOTAL:             | 200    | 100.0%            |       | AVERAGE SPEED: |          | 24.5                                                                                 |  |  |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                                                                                | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%   | 50%            | 85%                                                                                  | 90%    | PERCENTILE:        | 10%    | 15%               | 25%   | 50%            | 85%      | 90%                                                                                  |  |  |  |  |  |
| SPEEDS:            | 20.0   | 21.0              | 22.8   | 24.0                                                                               | 26.2     | 28.0   | SPEEDS:            | 19.9       | 21.0              | 22.0  | 24.0           | 28.2                                                                                 | 30.0   | SPEEDS:            | 20.0   | 21.0              | 22.0  | 24.0           | 28.0     | 29.0                                                                                 |  |  |  |  |  |
| 10 MPH PACE SPEED: | 19-28  | NUMBER IN PACE:   |        | 90                                                                                 | PERCENT: | 90.0%  | 10 MPH PACE SPEED: | 19-28      | NUMBER IN PACE:   |       | 82             | PERCENT:                                                                             | 82.0%  | 10 MPH PACE SPEED: | 19-28  | NUMBER IN PACE:   |       | 172            | PERCENT: | 86.0%                                                                                |  |  |  |  |  |
|                    |        | NUMBER BELOW PACE |        | 2                                                                                  | PERCENT: | 2%     |                    |            | NUMBER BELOW PACE |       | 3              | PERCENT:                                                                             | 3%     |                    |        | NUMBER BELOW PACE |       | 5              | PERCENT: | 3%                                                                                   |  |  |  |  |  |
|                    |        | NUMBER ABOVE PACE |        | 8                                                                                  | PERCENT: | 8%     |                    |            | NUMBER ABOVE PACE |       | 15             | PERCENT:                                                                             | 15%    |                    |        | NUMBER ABOVE PACE |       | 23             | PERCENT: | 12%                                                                                  |  |  |  |  |  |
| SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH  | 30 MPH                                                                             | 35 MPH   | 40 MPH | SPEED EXCEEDED:    | 15 MPH     | 20 MPH            | 25MPH | 30 MPH         | 35 MPH                                                                               | 40 MPH | SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH | 30 MPH         | 35 MPH   | 40 MPH                                                                               |  |  |  |  |  |
| TOTAL:             | 100    | 89                | 27     | 3                                                                                  | 0        | 0      | TOTAL:             | 100        | 86                | 37    | 9              | 0                                                                                    | 0      | TOTAL:             | 200    | 175               | 64    | 12             | 0        | 0                                                                                    |  |  |  |  |  |
| PERCENTAGE:        | 100.0% | 89.0%             | 27.0%  | 3.0%                                                                               | 0.0%     | 0.0%   | PERCENTAGE:        | 100.0%     | 86.0%             | 37.0% | 9.0%           | 0.0%                                                                                 | 0.0%   | PERCENTAGE:        | 100.0% | 87.5%             | 32.0% | 6.0%           | 0.0%     | 0.0%                                                                                 |  |  |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Jones Street**  
SEGMENT: **Dora Street to McPeak Street**  
RADAR LOCATION: **Mid-Block**  
DATE: **10/4/2017**  
TIME: **7:15-9:45AM**  
DIRECTION OF TRAVEL: **COMBINED**



Accident Report

|          |                              | Accident Dates |         |                  |                |         |        |            |
|----------|------------------------------|----------------|---------|------------------|----------------|---------|--------|------------|
| ROADWAY: | Jones Street                 | From:          | Jan-13  |                  |                |         |        |            |
| SEGMENT: | Dora Street to McPeak Street | To:            | Dec-16  |                  |                |         |        |            |
| Date     | Location                     | Time of Day    | Weather | Collision Factor | Collision Type | Fatal   | Injury | Non-Injury |
|          |                              |                |         |                  |                | TOTALS: | 0      | 0          |
|          |                              |                |         |                  |                |         | 0      | 0          |

NOTE: Collision data obtained from the CHP SWTRS program.

## Leslie Street (Gobbi Street to Perkins Street)



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Leslie Street  
Limits: Gobbi Street to Perkins Street

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/26/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |           |  |
|--------------------|--|-----------|--|
| Location of Survey |  | Mid-Block |  |
| Direction          |  | COMBINED  |  |
| 85th Percentile    |  | 31 MPH    |  |
| 10 mph Pace        |  | 22-31 MPH |  |
| Percent in Pace    |  | 80%       |  |
| Posted Speed Limit |  | 25 MPH    |  |

**B. COLLISION HISTORY**

Date Range Covered

| From   | To     | Duration/Years |
|--------|--------|----------------|
| Jan-13 | Dec-16 | 3 years        |
| Fatal  | Injury | Non-Injury     |
| 0      | 2      | 2              |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 2,015 |
| Length of Segment      | 2,350 |
| Width of Segment       | 37    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions

Leslie Street, between Gobbi Street and Perkins Street, is a 2-lane, undivided residential roadway. Land use on Leslie Street includes River Oak Charter School with a School crossing as well as residential areas.

Roadway Geometrics

A midblock crosswalk with yellow striping currently exists approximately 165 feet from the School (indicated by S1-1 CA MUTCD sign at school entrance).

Comments

Based on the residential land use, street classification, on-street parking, and school crossings and California Vehicle Code 22352 (2-A), it is appropriate to maintain the Prima Facie speed limit of 25 MPH on Leslie Street between Gobbi Street to Perkins Street.

**E. ADJACENT LAND USE**

Residential and Light Industrial Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 25 MPH        |
| Critical Speed*                                                   | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>25 MPH</b> |

\* Nearest 5 MPH

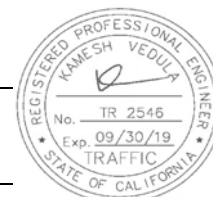
Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018

Date

Project Manager  
Title

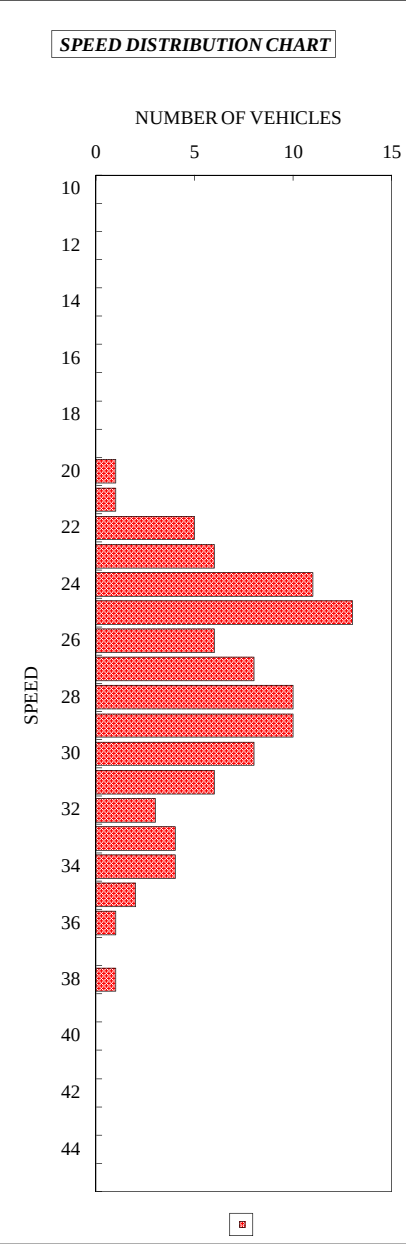
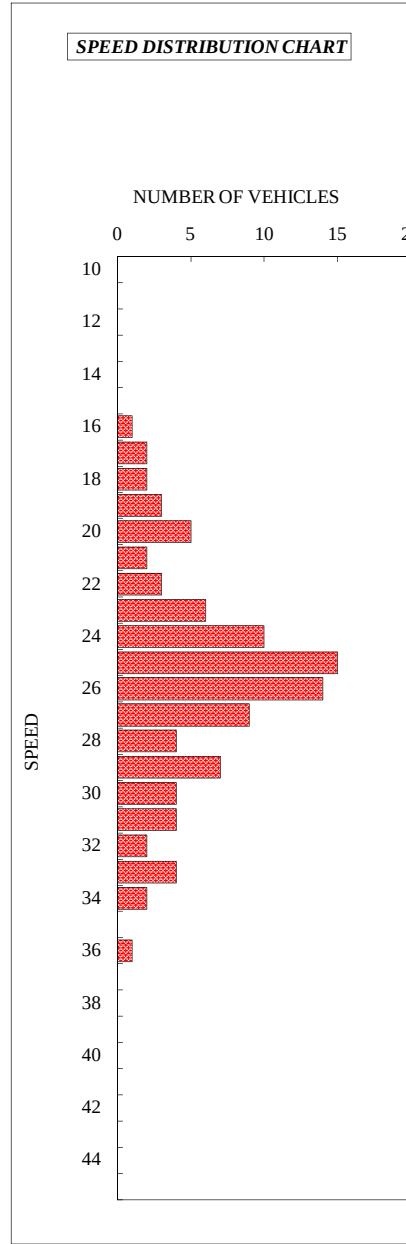
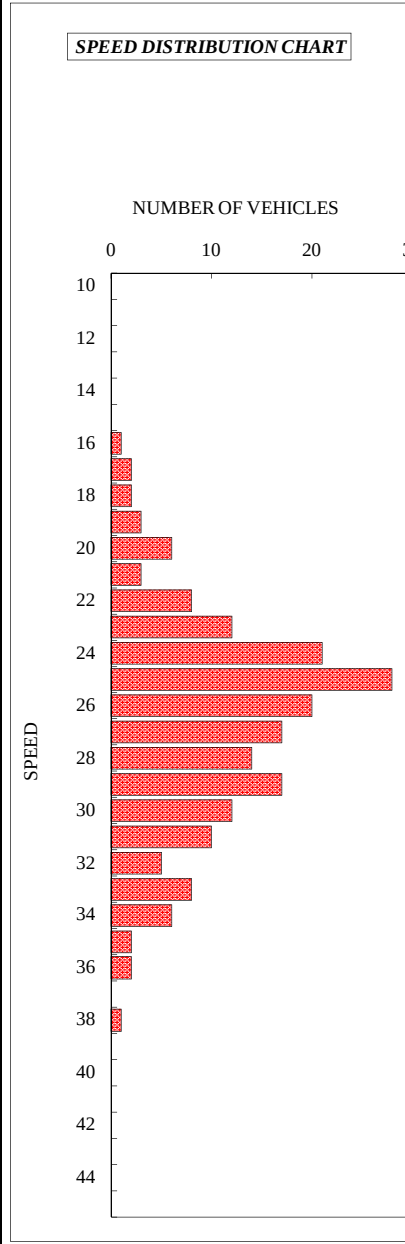


# B A Y M E T R I C S

## R A D A R S P E E D S U R V E Y

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/26/2017      **DAY:** TUESDAY      **TIME:** 9:00-10:15AM

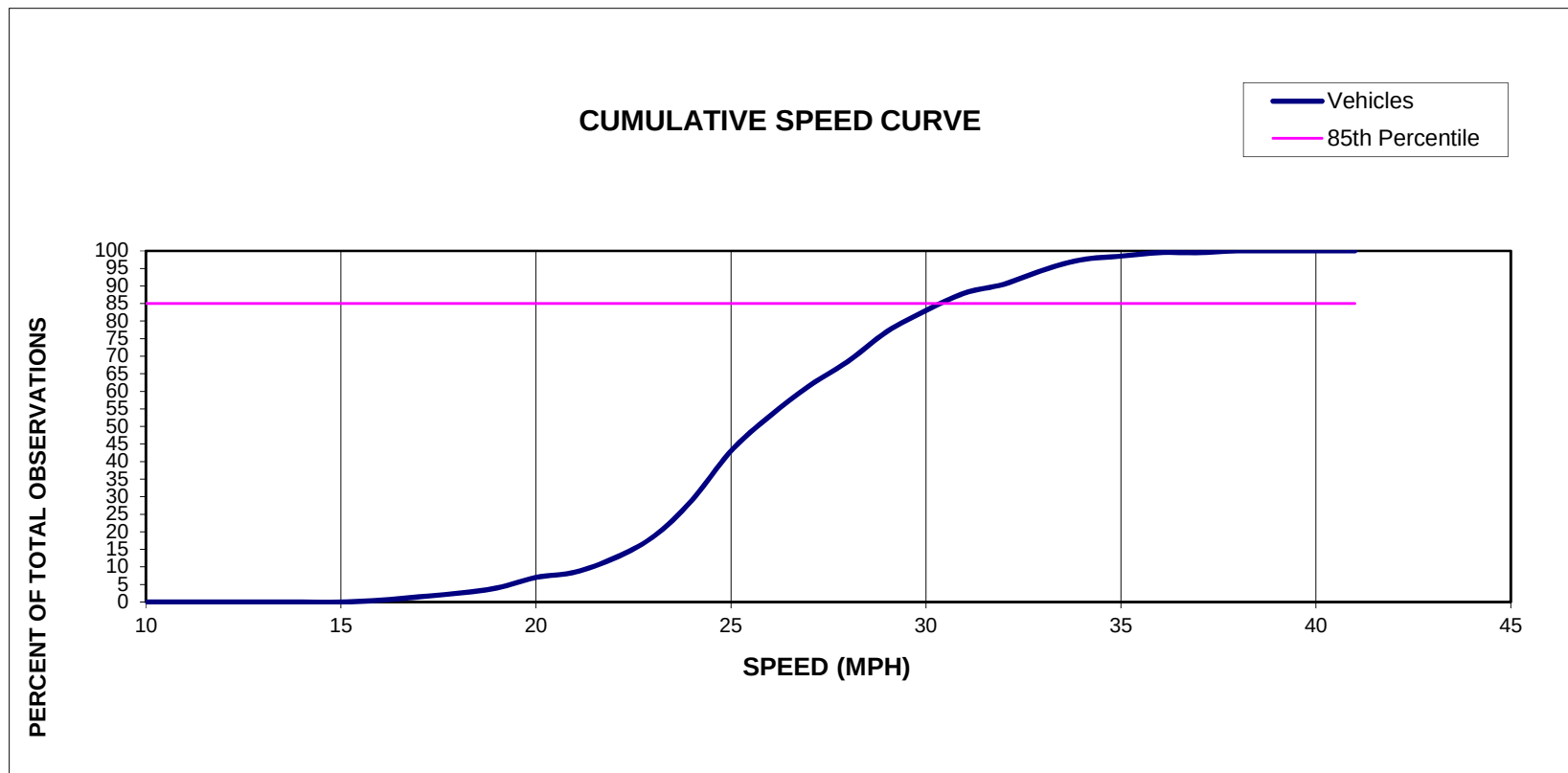
### 11. LESLIE STREET BETWEEN GOBBI STREET & PERKINS STREET

| DIRECTION: NORTH BOUND |        |                   |        | DIRECTION: SOUTH BOUND                                                                                                            |                |          |        | DIRECTION: COMBINED |                                                                                                                                    |                    |        |                   |        |                                                                                                                                    |                |          |        |  |
|------------------------|--------|-------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------|----------------|----------|--------|---------------------|------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------|-------------------|--------|------------------------------------------------------------------------------------------------------------------------------------|----------------|----------|--------|--|
| SPEED                  | #      | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div></div> | SPEED          | #        | %      | CUM. %              | <div><div>SPEED DISTRIBUTION CHART</div></div> | SPEED              | #      | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div></div> |                |          |        |  |
| 10 mph                 | 0      | 0.0%              | 0.0%   |                                                                                                                                   | 10 mph         | 0        | 0.0%   | 0.0%                |                                                                                                                                    | 10 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                    |                |          |        |  |
| 11 mph                 | 0      | 0.0%              | 0.0%   |                                                                                                                                   | 11 mph         | 0        | 0.0%   | 0.0%                |                                                                                                                                    | 11 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                    |                |          |        |  |
| 12 mph                 | 0      | 0.0%              | 0.0%   |                                                                                                                                   | 12 mph         | 0        | 0.0%   | 0.0%                |                                                                                                                                    | 12 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                    |                |          |        |  |
| 13 mph                 | 0      | 0.0%              | 0.0%   |                                                                                                                                   | 13 mph         | 0        | 0.0%   | 0.0%                |                                                                                                                                    | 13 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                    |                |          |        |  |
| 14 mph                 | 0      | 0.0%              | 0.0%   |                                                                                                                                   | 14 mph         | 0        | 0.0%   | 0.0%                |                                                                                                                                    | 14 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                    |                |          |        |  |
| 15 mph                 | 0      | 0.0%              | 0.0%   |                                                                                                                                   | 15 mph         | 0        | 0.0%   | 0.0%                |                                                                                                                                    | 15 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                    |                |          |        |  |
| 16 mph                 | 0      | 0.0%              | 0.0%   |                                                                                                                                   | 16 mph         | 1        | 1.0%   | 1.0%                |                                                                                                                                    | 16 mph             | 1      | 0.5%              | 0.5%   |                                                                                                                                    |                |          |        |  |
| 17 mph                 | 0      | 0.0%              | 0.0%   |                                                                                                                                   | 17 mph         | 2        | 2.0%   | 3.0%                |                                                                                                                                    | 17 mph             | 2      | 1.0%              | 1.5%   |                                                                                                                                    |                |          |        |  |
| 18 mph                 | 0      | 0.0%              | 0.0%   |                                                                                                                                   | 18 mph         | 2        | 2.0%   | 5.0%                |                                                                                                                                    | 18 mph             | 2      | 1.0%              | 2.5%   |                                                                                                                                    |                |          |        |  |
| 19 mph                 | 0      | 0.0%              | 0.0%   |                                                                                                                                   | 19 mph         | 3        | 3.0%   | 8.0%                |                                                                                                                                    | 19 mph             | 3      | 1.5%              | 4.0%   |                                                                                                                                    |                |          |        |  |
| 20 mph                 | 1      | 1.0%              | 1.0%   |                                                                                                                                   | 20 mph         | 5        | 5.0%   | 13.0%               |                                                                                                                                    | 20 mph             | 6      | 3.0%              | 7.0%   |                                                                                                                                    |                |          |        |  |
| 21 mph                 | 1      | 1.0%              | 2.0%   |                                                                                                                                   | 21 mph         | 2        | 2.0%   | 15.0%               |                                                                                                                                    | 21 mph             | 3      | 1.5%              | 8.5%   |                                                                                                                                    |                |          |        |  |
| 22 mph                 | 5      | 5.0%              | 7.0%   |                                                                                                                                   | 22 mph         | 3        | 3.0%   | 18.0%               |                                                                                                                                    | 22 mph             | 8      | 4.0%              | 12.5%  |                                                                                                                                    |                |          |        |  |
| 23 mph                 | 6      | 6.0%              | 13.0%  |                                                                                                                                   | 23 mph         | 6        | 6.0%   | 24.0%               |                                                                                                                                    | 23 mph             | 12     | 6.0%              | 18.5%  |                                                                                                                                    |                |          |        |  |
| 24 mph                 | 11     | 11.0%             | 24.0%  |                                                                                                                                   | 24 mph         | 10       | 10.0%  | 34.0%               |                                                                                                                                    | 24 mph             | 21     | 10.5%             | 29.0%  |                                                                                                                                    |                |          |        |  |
| 25 mph                 | 13     | 13.0%             | 37.0%  |                                                                                                                                   | 25 mph         | 15       | 15.0%  | 49.0%               |                                                                                                                                    | 25 mph             | 28     | 14.0%             | 43.0%  |                                                                                                                                    |                |          |        |  |
| 26 mph                 | 6      | 6.0%              | 43.0%  |                                                                                                                                   | 26 mph         | 14       | 14.0%  | 63.0%               |                                                                                                                                    | 26 mph             | 20     | 10.0%             | 53.0%  |                                                                                                                                    |                |          |        |  |
| 27 mph                 | 8      | 8.0%              | 51.0%  |                                                                                                                                   | 27 mph         | 9        | 9.0%   | 72.0%               |                                                                                                                                    | 27 mph             | 17     | 8.5%              | 61.5%  |                                                                                                                                    |                |          |        |  |
| 28 mph                 | 10     | 10.0%             | 61.0%  |                                                                                                                                   | 28 mph         | 4        | 4.0%   | 76.0%               |                                                                                                                                    | 28 mph             | 14     | 7.0%              | 68.5%  |                                                                                                                                    |                |          |        |  |
| 29 mph                 | 10     | 10.0%             | 71.0%  |                                                                                                                                   | 29 mph         | 7        | 7.0%   | 83.0%               |                                                                                                                                    | 29 mph             | 17     | 8.5%              | 77.0%  |                                                                                                                                    |                |          |        |  |
| 30 mph                 | 8      | 8.0%              | 79.0%  |                                                                                                                                   | 30 mph         | 4        | 4.0%   | 87.0%               |                                                                                                                                    | 30 mph             | 12     | 6.0%              | 83.0%  |                                                                                                                                    |                |          |        |  |
| 31 mph                 | 6      | 6.0%              | 85.0%  |                                                                                                                                   | 31 mph         | 4        | 4.0%   | 91.0%               |                                                                                                                                    | 31 mph             | 10     | 5.0%              | 88.0%  |                                                                                                                                    |                |          |        |  |
| 32 mph                 | 3      | 3.0%              | 88.0%  |                                                                                                                                   | 32 mph         | 2        | 2.0%   | 93.0%               |                                                                                                                                    | 32 mph             | 5      | 2.5%              | 90.5%  |                                                                                                                                    |                |          |        |  |
| 33 mph                 | 4      | 4.0%              | 92.0%  |                                                                                                                                   | 33 mph         | 4        | 4.0%   | 97.0%               |                                                                                                                                    | 33 mph             | 8      | 4.0%              | 94.5%  |                                                                                                                                    |                |          |        |  |
| 34 mph                 | 4      | 4.0%              | 96.0%  |                                                                                                                                   | 34 mph         | 2        | 2.0%   | 99.0%               |                                                                                                                                    | 34 mph             | 6      | 3.0%              | 97.5%  |                                                                                                                                    |                |          |        |  |
| 35 mph                 | 2      | 2.0%              | 98.0%  |                                                                                                                                   | 35 mph         | 0        | 0.0%   | 99.0%               |                                                                                                                                    | 35 mph             | 2      | 1.0%              | 98.5%  |                                                                                                                                    |                |          |        |  |
| 36 mph                 | 1      | 1.0%              | 99.0%  |                                                                                                                                   | 36 mph         | 1        | 1.0%   | 100.0%              |                                                                                                                                    | 36 mph             | 2      | 1.0%              | 99.5%  |                                                                                                                                    |                |          |        |  |
| 37 mph                 | 0      | 0.0%              | 99.0%  |                                                                                                                                   | 37 mph         | 0        | 0.0%   | 100.0%              |                                                                                                                                    | 37 mph             | 0      | 0.0%              | 99.5%  |                                                                                                                                    |                |          |        |  |
| 38 mph                 | 1      | 1.0%              | 100.0% |                                                                                                                                   | 38 mph         | 0        | 0.0%   | 100.0%              |                                                                                                                                    | 38 mph             | 1      | 0.5%              | 100.0% |                                                                                                                                    |                |          |        |  |
| 39 mph                 | 0      | 0.0%              | 100.0% |                                                                                                                                   | 39 mph         | 0        | 0.0%   | 100.0%              |                                                                                                                                    | 39 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                    |                |          |        |  |
| 40 mph                 | 0      | 0.0%              | 100.0% |                                                                                                                                   | 40 mph         | 0        | 0.0%   | 100.0%              |                                                                                                                                    | 40 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                    |                |          |        |  |
| 41 mph                 | 0      | 0.0%              | 100.0% |                                                                                                                                   | 41 mph         | 0        | 0.0%   | 100.0%              |                                                                                                                                    | 41 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                    |                |          |        |  |
| 42 mph                 | 0      | 0.0%              | 100.0% |                                                                                                                                   | 42 mph         | 0        | 0.0%   | 100.0%              |                                                                                                                                    | 42 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                    |                |          |        |  |
| 43 mph                 | 0      | 0.0%              | 100.0% |                                                                                                                                   | 43 mph         | 0        | 0.0%   | 100.0%              |                                                                                                                                    | 43 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                    |                |          |        |  |
| 44 mph                 | 0      | 0.0%              | 100.0% |                                                                                                                                   | 44 mph         | 0        | 0.0%   | 100.0%              |                                                                                                                                    | 44 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                    |                |          |        |  |
| 45 mph                 | 0      | 0.0%              | 100.0% |                                                                                                                                   | 45 mph         | 0        | 0.0%   | 100.0%              |                                                                                                                                    | 45 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                    |                |          |        |  |
| TOTAL:                 | 100    | 100.0%            |        |                                                                                                                                   | AVERAGE SPEED: |          | 27.5   |                     |                                                                                                                                    | AVERAGE SPEED:     |        | 25.7              |        |                                                                                                                                    | AVERAGE SPEED: |          | 26.6   |  |
| PERCENTILE:            | 10%    | 15%               | 25%    |                                                                                                                                   | 50%            | 85%      | 90%    |                     |                                                                                                                                    | PERCENTILE:        | 10%    | 15%               | 25%    |                                                                                                                                    | 50%            | 85%      | 90%    |  |
| SPEEDS:                | 23.0   | 24.0              | 25.0   |                                                                                                                                   | 27.0           | 31.2     | 33.0   |                     |                                                                                                                                    | SPEEDS:            | 20.0   | 21.9              | 24.0   |                                                                                                                                    | 26.0           | 30.0     | 31.0   |  |
| 10 MPH PACE SPEED:     | 22-31  | NUMBER IN PACE:   |        |                                                                                                                                   | 83             | PERCENT: | 83.0%  |                     |                                                                                                                                    | 10 MPH PACE SPEED: | 22-31  | NUMBER IN PACE:   |        |                                                                                                                                    | 76             | PERCENT: | 76.0%  |  |
|                        |        | NUMBER BELOW PACE |        |                                                                                                                                   | 2              | PERCENT: | 2%     |                     |                                                                                                                                    |                    |        | NUMBER BELOW PACE |        |                                                                                                                                    | 15             | PERCENT: | 15%    |  |
|                        |        | NUMBER ABOVE PACE |        |                                                                                                                                   | 15             | PERCENT: | 15%    |                     |                                                                                                                                    |                    |        | NUMBER ABOVE PACE |        |                                                                                                                                    | 9              | PERCENT: | 9%     |  |
| SPEED EXCEEDED:        | 15 MPH | 20 MPH            | 25MPH  |                                                                                                                                   | 30 MPH         | 35 MPH   | 40 MPH |                     |                                                                                                                                    | SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH  |                                                                                                                                    | 30 MPH         | 35 MPH   | 40 MPH |  |
| TOTAL:                 | 100    | 99                | 63     |                                                                                                                                   | 21             | 2        | 0      |                     |                                                                                                                                    | TOTAL:             | 100    | 87                | 51     |                                                                                                                                    | 13             | 1        | 0      |  |
| PERCENTAGE:            | 100.0% | 99.0%             | 63.0%  |                                                                                                                                   | 21.0%          | 2.0%     | 0.0%   |                     |                                                                                                                                    | PERCENTAGE:        | 100.0% | 87.0%             | 51.0%  |                                                                                                                                    | 13.0%          | 1.0%     | 0.0%   |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Leslie Street**  
SEGMENT: **Gobbi Street to Perkins Street**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/26/2017**  
TIME: **9:00-10:15AM**  
DIRECTION OF TRAVEL: **COMBINED**



## Accident Report

### Accident Dates

**ROADWAY:** Leslie Street

**From:** Jan-13

**SEGMENT:** Gobbi Street to Perkins Street

**To:** Dec-16

| Date           | Location                      | Time of Day | Weather | Collision Factor        | Collision Type     | Fatal | Injury | Non-Injury |
|----------------|-------------------------------|-------------|---------|-------------------------|--------------------|-------|--------|------------|
| 7/2/2013       | 57' N of Peach St             | 12:05 AM    | Clear   | Improper Turning        | Hit Object         | 0     | 0      | 1          |
| 11/6/2014      | Intersection of E. Perkins St | 5:20 PM     | Clear   | Automobile Right of Way | Broadside          | 0     | 0      | 1          |
| 12/5/2014      | Intersection of E. Perkins St | 9:15 AM     | Raining | Automobile Right of Way | Broadside          | 0     | 1      | 0          |
| 4/1/2015       | Intersection of E. Gobbi St   | 4:35 PM     | Clear   | DUI                     | Broadside          | 0     | 0      | 0          |
| 6/13/2015      | 51' N of #660 Leslie St       | 7:35 PM     | Clear   | Improper Turning        | Sideswipe          | 0     | 0      | 0          |
| 9/6/2016       | Intersection of E. Gobbi St   | 6:10 PM     | Clear   | Unsafe Speed            | Pedestrian/Vehicle | 0     | 1      | 0          |
| <b>TOTALS:</b> |                               |             |         |                         |                    | 0     | 2      | 2          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Live Oak Avenue (Walnut Avenue to Maple Avenue)



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Live Oak Avenue  
Limits: Walnut Avenue to Maple Avenue

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/27/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |           |  |
|--------------------|--|-----------|--|
| Location of Survey |  | Mid-Block |  |
| Direction          |  | COMBINED  |  |
| 85th Percentile    |  | 28 MPH    |  |
| 10 mph Pace        |  | 22-31 MPH |  |
| Percent in Pace    |  | 87.5%     |  |
| Posted Speed Limit |  | 25 MPH    |  |

**B. COLLISION HISTORY**

|                    |                |              |                           |
|--------------------|----------------|--------------|---------------------------|
| Date Range Covered | From<br>Jan-13 | To<br>Dec-16 | Duration/Years<br>3 years |
| Total Collisions   | Fatal<br>0     | Injury<br>0  | Non-Injury<br>0           |

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 1,427 |
| Length of Segment      | 1,605 |
| Width of Segment       | 40    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

|                    |                                                                                                                                                             |
|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Conditions         | <u>Live Oak Avenue, between Walnut Avenue and Maple Avenue, is a 2-lane, undivided residential roadway.</u>                                                 |
| Roadway Geometrics | <u>North of the existing intersection of Live Oak Avenue &amp; Cypress Avenue, the roadway profile of Live Oak Avenue narrows by approximately 15 feet.</u> |
| Comments           | <u>There are are no conditions that are not readily apparent to the driver.</u>                                                                             |

**E. ADJACENT LAND USE**      Single-Family Residential and Public Institutional Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 25 MPH        |
| Critical Speed*                                                   | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>25 MPH</b> |

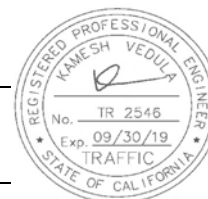
\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

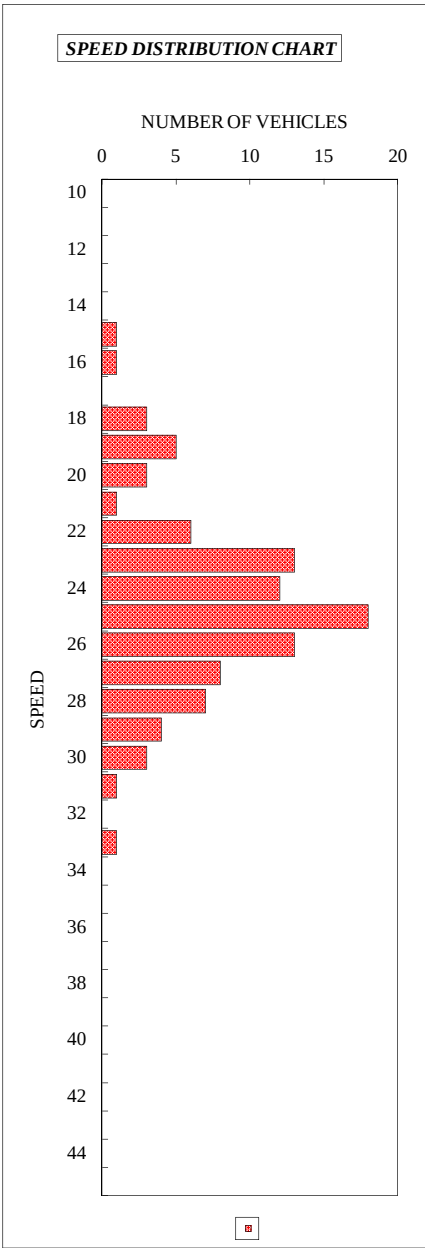
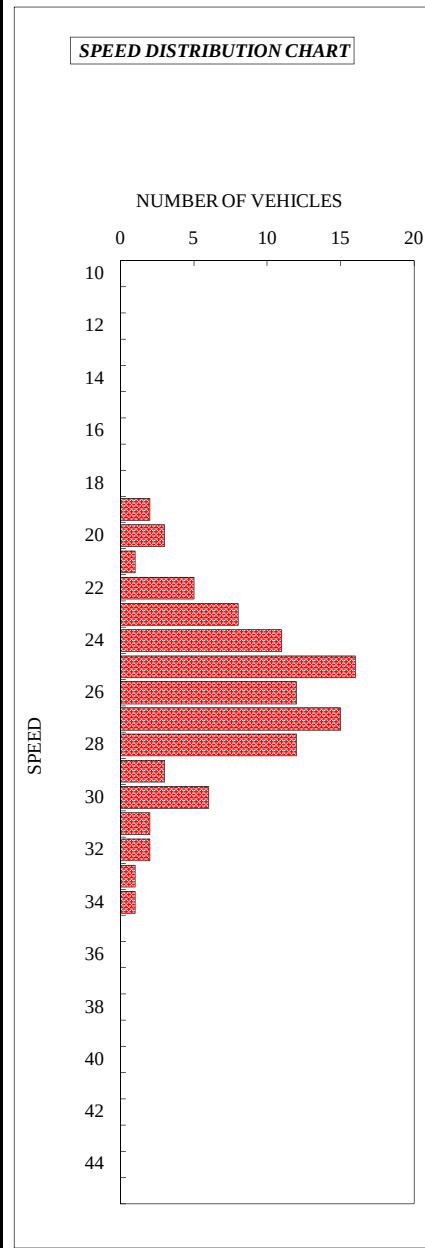
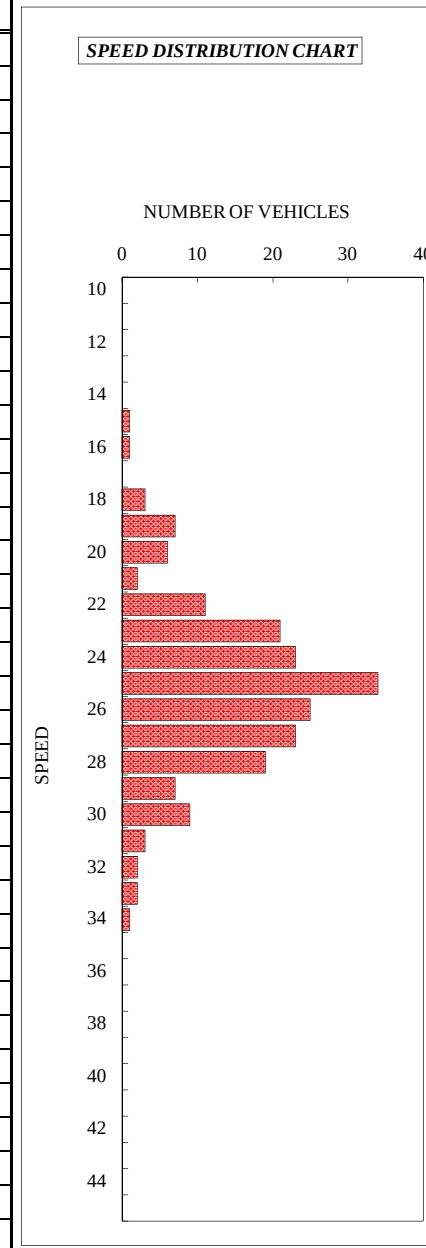
3/1/2018  
**Date**

Project Manager  
**Title**

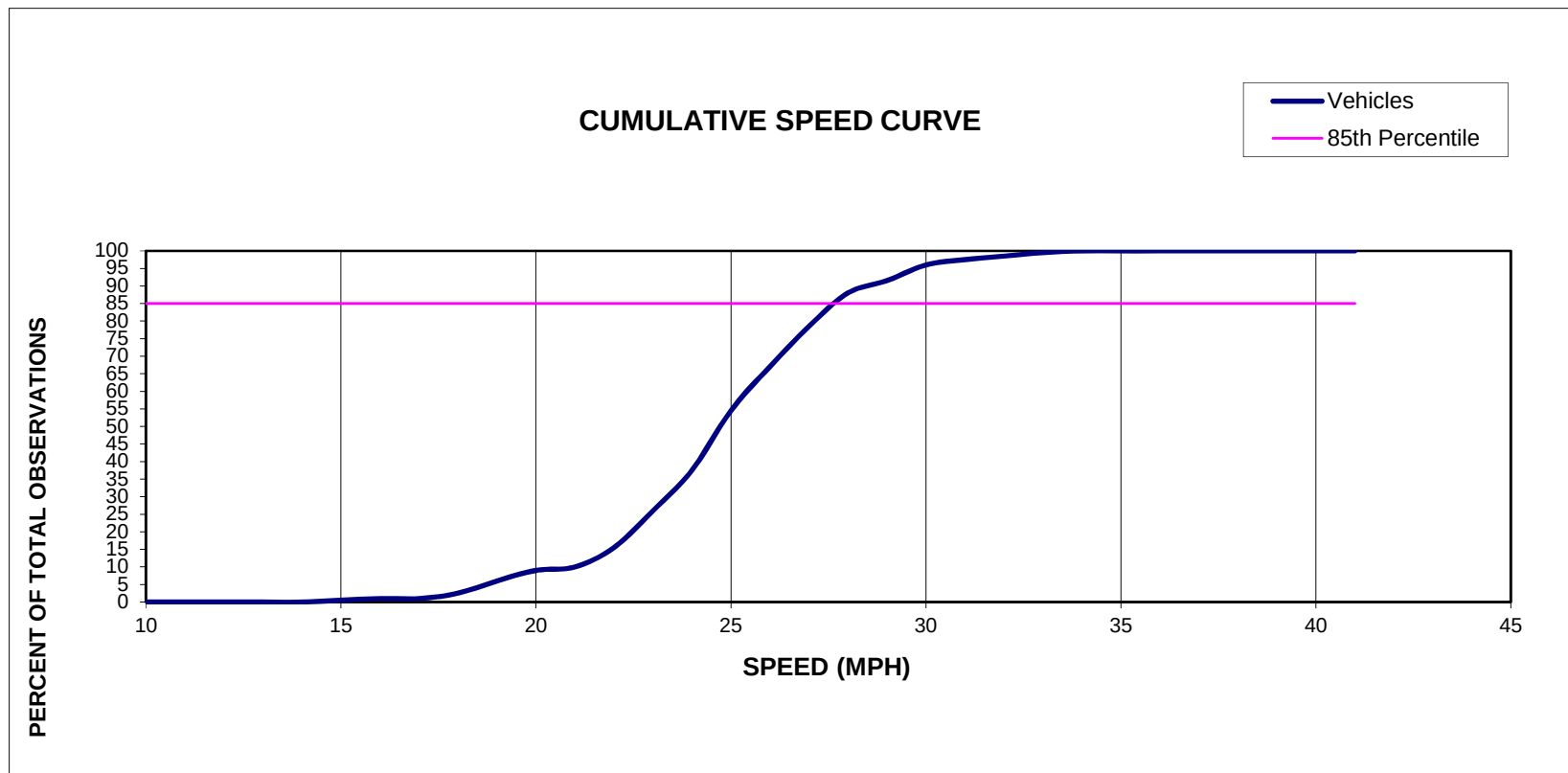


# B A Y M E T R I C S

## R A D A R S P E E D S U R V E Y

| PROJECT: RADAR SPEED SURVEY IN UKIAH                     |     |        |        | DATE: 9/27/2017                                                                                                                                       |        |        |          | DAY: WEDNESDAY         |                    |        |                | TIME: 8:00-9:45AM                                                                                                                                      |                   |        |        |                     |       |                    |        |                                                                                                                                                        |        |                   |        |     |          |       |
|----------------------------------------------------------|-----|--------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------|----------|------------------------|--------------------|--------|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|--------|--------|---------------------|-------|--------------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-------------------|--------|-----|----------|-------|
| 12. LIVE OAK AVENUE BETWEEN WALNUT AVENUE & MAPLE AVENUE |     |        |        |                                                                                                                                                       |        |        |          |                        |                    |        |                |                                                                                                                                                        |                   |        |        |                     |       |                    |        |                                                                                                                                                        |        |                   |        |     |          |       |
| DIRECTION: NORTH BOUND                                   |     |        |        |                                                                                                                                                       |        |        |          | DIRECTION: SOUTH BOUND |                    |        |                |                                                                                                                                                        |                   |        |        | DIRECTION: COMBINED |       |                    |        |                                                                                                                                                        |        |                   |        |     |          |       |
| SPEED                                                    | #   | %      | CUM. % | <div>SPEED DISTRIBUTION CHART</div> <div>NUMBER OF VEHICLES</div>  |        |        |          | SPEED                  | #                  | %      | CUM. %         | <div>SPEED DISTRIBUTION CHART</div> <div>NUMBER OF VEHICLES</div>  |                   |        |        | SPEED               | #     | %                  | CUM. % | <div>SPEED DISTRIBUTION CHART</div> <div>NUMBER OF VEHICLES</div>  |        |                   |        |     |          |       |
| 10 mph                                                   | 0   | 0.0%   | 0.0%   |                                                                                                                                                       |        |        |          | 10 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                                                        |                   |        |        | 10 mph              | 0     | 0.0%               | 0.0%   |                                                                                                                                                        |        |                   |        |     |          |       |
| 11 mph                                                   | 0   | 0.0%   | 0.0%   |                                                                                                                                                       |        |        |          | 11 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                                                        |                   |        |        | 11 mph              | 0     | 0.0%               | 0.0%   |                                                                                                                                                        |        |                   |        |     |          |       |
| 12 mph                                                   | 0   | 0.0%   | 0.0%   |                                                                                                                                                       |        |        |          | 12 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                                                        |                   |        |        | 12 mph              | 0     | 0.0%               | 0.0%   |                                                                                                                                                        |        |                   |        |     |          |       |
| 13 mph                                                   | 0   | 0.0%   | 0.0%   |                                                                                                                                                       |        |        |          | 13 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                                                        |                   |        |        | 13 mph              | 0     | 0.0%               | 0.0%   |                                                                                                                                                        |        |                   |        |     |          |       |
| 14 mph                                                   | 0   | 0.0%   | 0.0%   |                                                                                                                                                       |        |        |          | 14 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                                                        |                   |        |        | 14 mph              | 0     | 0.0%               | 0.0%   |                                                                                                                                                        |        |                   |        |     |          |       |
| 15 mph                                                   | 1   | 1.0%   | 1.0%   |                                                                                                                                                       |        |        |          | 15 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                                                        |                   |        |        | 15 mph              | 1     | 0.5%               | 0.5%   |                                                                                                                                                        |        |                   |        |     |          |       |
| 16 mph                                                   | 1   | 1.0%   | 2.0%   |                                                                                                                                                       |        |        |          | 16 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                                                        |                   |        |        | 16 mph              | 1     | 0.5%               | 1.0%   |                                                                                                                                                        |        |                   |        |     |          |       |
| 17 mph                                                   | 0   | 0.0%   | 2.0%   |                                                                                                                                                       |        |        |          | 17 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                                                        |                   |        |        | 17 mph              | 0     | 0.0%               | 1.0%   |                                                                                                                                                        |        |                   |        |     |          |       |
| 18 mph                                                   | 3   | 3.0%   | 5.0%   |                                                                                                                                                       |        |        |          | 18 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                                                        |                   |        |        | 18 mph              | 3     | 1.5%               | 2.5%   |                                                                                                                                                        |        |                   |        |     |          |       |
| 19 mph                                                   | 5   | 5.0%   | 10.0%  |                                                                                                                                                       |        |        |          | 19 mph                 | 2                  | 2.0%   | 2.0%           |                                                                                                                                                        |                   |        |        | 19 mph              | 7     | 3.5%               | 6.0%   |                                                                                                                                                        |        |                   |        |     |          |       |
| 20 mph                                                   | 3   | 3.0%   | 13.0%  |                                                                                                                                                       |        |        |          | 20 mph                 | 3                  | 3.0%   | 5.0%           |                                                                                                                                                        |                   |        |        | 20 mph              | 6     | 3.0%               | 9.0%   |                                                                                                                                                        |        |                   |        |     |          |       |
| 21 mph                                                   | 1   | 1.0%   | 14.0%  |                                                                                                                                                       |        |        |          | 21 mph                 | 1                  | 1.0%   | 6.0%           |                                                                                                                                                        |                   |        |        | 21 mph              | 2     | 1.0%               | 10.0%  |                                                                                                                                                        |        |                   |        |     |          |       |
| 22 mph                                                   | 6   | 6.0%   | 20.0%  |                                                                                                                                                       |        |        |          | 22 mph                 | 5                  | 5.0%   | 11.0%          |                                                                                                                                                        |                   |        |        | 22 mph              | 11    | 5.5%               | 15.5%  |                                                                                                                                                        |        |                   |        |     |          |       |
| 23 mph                                                   | 13  | 13.0%  | 33.0%  |                                                                                                                                                       |        |        |          | 23 mph                 | 8                  | 8.0%   | 19.0%          |                                                                                                                                                        |                   |        |        | 23 mph              | 21    | 10.5%              | 26.0%  |                                                                                                                                                        |        |                   |        |     |          |       |
| 24 mph                                                   | 12  | 12.0%  | 45.0%  |                                                                                                                                                       |        |        |          | 24 mph                 | 11                 | 11.0%  | 30.0%          |                                                                                                                                                        |                   |        |        | 24 mph              | 23    | 11.5%              | 37.5%  |                                                                                                                                                        |        |                   |        |     |          |       |
| 25 mph                                                   | 18  | 18.0%  | 63.0%  |                                                                                                                                                       |        |        |          | 25 mph                 | 16                 | 16.0%  | 46.0%          |                                                                                                                                                        |                   |        |        | 25 mph              | 34    | 17.0%              | 54.5%  |                                                                                                                                                        |        |                   |        |     |          |       |
| 26 mph                                                   | 13  | 13.0%  | 76.0%  |                                                                                                                                                       |        |        |          | 26 mph                 | 12                 | 12.0%  | 58.0%          |                                                                                                                                                        |                   |        |        | 26 mph              | 25    | 12.5%              | 67.0%  |                                                                                                                                                        |        |                   |        |     |          |       |
| 27 mph                                                   | 8   | 8.0%   | 84.0%  |                                                                                                                                                       |        |        |          | 27 mph                 | 15                 | 15.0%  | 73.0%          |                                                                                                                                                        |                   |        |        | 27 mph              | 23    | 11.5%              | 78.5%  |                                                                                                                                                        |        |                   |        |     |          |       |
| 28 mph                                                   | 7   | 7.0%   | 91.0%  |                                                                                                                                                       |        |        |          | 28 mph                 | 12                 | 12.0%  | 85.0%          |                                                                                                                                                        |                   |        |        | 28 mph              | 19    | 9.5%               | 88.0%  |                                                                                                                                                        |        |                   |        |     |          |       |
| 29 mph                                                   | 4   | 4.0%   | 95.0%  |                                                                                                                                                       |        |        |          | 29 mph                 | 3                  | 3.0%   | 88.0%          |                                                                                                                                                        |                   |        |        | 29 mph              | 7     | 3.5%               | 91.5%  |                                                                                                                                                        |        |                   |        |     |          |       |
| 30 mph                                                   | 3   | 3.0%   | 98.0%  |                                                                                                                                                       |        |        |          | 30 mph                 | 6                  | 6.0%   | 94.0%          |                                                                                                                                                        |                   |        |        | 30 mph              | 9     | 4.5%               | 96.0%  |                                                                                                                                                        |        |                   |        |     |          |       |
| 31 mph                                                   | 1   | 1.0%   | 99.0%  |                                                                                                                                                       |        |        |          | 31 mph                 | 2                  | 2.0%   | 96.0%          |                                                                                                                                                        |                   |        |        | 31 mph              | 3     | 1.5%               | 97.5%  |                                                                                                                                                        |        |                   |        |     |          |       |
| 32 mph                                                   | 0   | 0.0%   | 99.0%  |                                                                                                                                                       |        |        |          | 32 mph                 | 2                  | 2.0%   | 98.0%          |                                                                                                                                                        |                   |        |        | 32 mph              | 2     | 1.0%               | 98.5%  |                                                                                                                                                        |        |                   |        |     |          |       |
| 33 mph                                                   | 1   | 1.0%   | 100.0% |                                                                                                                                                       |        |        |          | 33 mph                 | 1                  | 1.0%   | 99.0%          |                                                                                                                                                        |                   |        |        | 33 mph              | 2     | 1.0%               | 99.5%  |                                                                                                                                                        |        |                   |        |     |          |       |
| 34 mph                                                   | 0   | 0.0%   | 100.0% |                                                                                                                                                       |        |        |          | 34 mph                 | 1                  | 1.0%   | 100.0%         |                                                                                                                                                        |                   |        |        | 34 mph              | 1     | 0.5%               | 100.0% |                                                                                                                                                        |        |                   |        |     |          |       |
| 35 mph                                                   | 0   | 0.0%   | 100.0% |                                                                                                                                                       |        |        |          | 35 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                                                        |                   |        |        | 35 mph              | 0     | 0.0%               | 100.0% |                                                                                                                                                        |        |                   |        |     |          |       |
| 36 mph                                                   | 0   | 0.0%   | 100.0% | 36 mph                                                                                                                                                | 0      | 0.0%   | 100.0%   | 36 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                                                        |                   |        |        |                     |       |                    |        |                                                                                                                                                        |        |                   |        |     |          |       |
| 37 mph                                                   | 0   | 0.0%   | 100.0% | 37 mph                                                                                                                                                | 0      | 0.0%   | 100.0%   | 37 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                                                        |                   |        |        |                     |       |                    |        |                                                                                                                                                        |        |                   |        |     |          |       |
| 38 mph                                                   | 0   | 0.0%   | 100.0% | 38 mph                                                                                                                                                | 0      | 0.0%   | 100.0%   | 38 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                                                        |                   |        |        |                     |       |                    |        |                                                                                                                                                        |        |                   |        |     |          |       |
| 39 mph                                                   | 0   | 0.0%   | 100.0% | 39 mph                                                                                                                                                | 0      | 0.0%   | 100.0%   | 39 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                                                        |                   |        |        |                     |       |                    |        |                                                                                                                                                        |        |                   |        |     |          |       |
| 40 mph                                                   | 0   | 0.0%   | 100.0% | 40 mph                                                                                                                                                | 0      | 0.0%   | 100.0%   | 40 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                                                        |                   |        |        |                     |       |                    |        |                                                                                                                                                        |        |                   |        |     |          |       |
| 41 mph                                                   | 0   | 0.0%   | 100.0% | 41 mph                                                                                                                                                | 0      | 0.0%   | 100.0%   | 41 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                                                        |                   |        |        |                     |       |                    |        |                                                                                                                                                        |        |                   |        |     |          |       |
| 42 mph                                                   | 0   | 0.0%   | 100.0% | 42 mph                                                                                                                                                | 0      | 0.0%   | 100.0%   | 42 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                                                        |                   |        |        |                     |       |                    |        |                                                                                                                                                        |        |                   |        |     |          |       |
| 43 mph                                                   | 0   | 0.0%   | 100.0% | 43 mph                                                                                                                                                | 0      | 0.0%   | 100.0%   | 43 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                                                        |                   |        |        |                     |       |                    |        |                                                                                                                                                        |        |                   |        |     |          |       |
| 44 mph                                                   | 0   | 0.0%   | 100.0% | 44 mph                                                                                                                                                | 0      | 0.0%   | 100.0%   | 44 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                                                        |                   |        |        |                     |       |                    |        |                                                                                                                                                        |        |                   |        |     |          |       |
| 45 mph                                                   | 0   | 0.0%   | 100.0% | 45 mph                                                                                                                                                | 0      | 0.0%   | 100.0%   | 45 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                                                        |                   |        |        |                     |       |                    |        |                                                                                                                                                        |        |                   |        |     |          |       |
| TOTAL:                                                   | 100 | 100.0% |        | AVERAGE SPEED:                                                                                                                                        |        | 24.5   | TOTAL:   | 100                    | 100.0%             |        | AVERAGE SPEED: |                                                                                                                                                        | 25.9              | TOTAL: | 200    | 100.0%              |       | AVERAGE SPEED:     |        | 25.2                                                                                                                                                   |        |                   |        |     |          |       |
| PERCENTILE:                                              |     | 10%    | 15%    | 25%                                                                                                                                                   | 50%    | 85%    | 90%      | PERCENTILE:            |                    | 10%    | 15%            | 25%                                                                                                                                                    | 50%               | 85%    | 90%    | PERCENTILE:         |       | 10%                | 15%    | 25%                                                                                                                                                    | 50%    | 85%               | 90%    |     |          |       |
| SPEEDS:                                                  |     | 19.9   | 22.0   | 23.0                                                                                                                                                  | 25.0   | 28.0   | 28.0     | SPEEDS:                |                    | 22.0   | 23.0           | 24.0                                                                                                                                                   | 26.0              | 28.2   | 30.0   | SPEEDS:             |       | 21.9               | 22.0   | 23.0                                                                                                                                                   | 25.0   | 28.0              | 29.0   |     |          |       |
| 10 MPH PACE SPEED:                                       |     | 19-28  |        | NUMBER IN PACE:                                                                                                                                       |        | 86     | PERCENT: | 86.0%                  | 10 MPH PACE SPEED: |        | 22-31          |                                                                                                                                                        | NUMBER IN PACE:   |        | 90     | PERCENT:            | 90.0% | 10 MPH PACE SPEED: |        | 22-31                                                                                                                                                  |        | NUMBER IN PACE:   |        | 175 | PERCENT: | 87.5% |
|                                                          |     |        |        | NUMBER BELOW PACE                                                                                                                                     |        | 14     | PERCENT: | 14%                    |                    |        |                |                                                                                                                                                        | NUMBER BELOW PACE |        | 6      | PERCENT:            | 6%    |                    |        |                                                                                                                                                        |        | NUMBER BELOW PACE |        | 20  | PERCENT: | 10%   |
|                                                          |     |        |        | NUMBER ABOVE PACE                                                                                                                                     |        | 1      | PERCENT: | 1%                     |                    |        |                |                                                                                                                                                        | NUMBER ABOVE PACE |        | 4      | PERCENT:            | 4%    |                    |        |                                                                                                                                                        |        | NUMBER ABOVE PACE |        | 5   | PERCENT: | 3%    |
| SPEED EXCEEDED:                                          |     | 15 MPH | 20 MPH | 25MPH                                                                                                                                                 | 30 MPH | 35 MPH | 40 MPH   | SPEED EXCEEDED:        |                    | 15 MPH | 20 MPH         | 25MPH                                                                                                                                                  | 30 MPH            | 35 MPH | 40 MPH | SPEED EXCEEDED:     |       | 15 MPH             | 20 MPH | 25MPH                                                                                                                                                  | 30 MPH | 35 MPH            | 40 MPH |     |          |       |
| TOTAL:                                                   |     | 99     | 87     | 37                                                                                                                                                    | 2      | 0      | 0        | TOTAL:                 |                    | 100    | 95             | 54                                                                                                                                                     | 6                 | 0      | 0      | TOTAL:              |       | 199                | 182    | 91                                                                                                                                                     | 8      | 0                 | 0      |     |          |       |
| PERCENTAGE:                                              |     | 99.0%  | 87.0%  | 37.0%                                                                                                                                                 | 2.0%   | 0.0%   | 0.0%     | PERCENTAGE:            |                    | 100.0% | 95.0%          | 54.0%                                                                                                                                                  | 6.0%              | 0.0%   | 0.0%   | PERCENTAGE:         |       | 99.5%              | 91.0%  | 45.5%                                                                                                                                                  | 4.0%   | 0.0%              | 0.0%   |     |          |       |
| Tel: (510) 232-1271 Fax: (510) 232-1272                  |     |        |        |                                                                                                                                                       |        |        |          |                        |                    |        |                |                                                                                                                                                        |                   |        |        |                     |       |                    |        |                                                                                                                                                        |        |                   |        |     |          |       |

ROADWAY: **Live Oak Avenue**  
SEGMENT: **Walnut Avenue to Maple Avenue**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/27/2017**  
TIME: **8:00-9:45AM**  
DIRECTION OF TRAVEL: **COMBINED**



## Accident Report

### Accident Dates

ROADWAY: Live Oak Avenue

From: Jan-13

SEGMENT: Walnut Avenue to Maple Avenue

To: Dec-16

| Date | Location | Time of Day | Weather | Collision Factor | Collision Type | Fatal | Injury | Non-Injury |
|------|----------|-------------|---------|------------------|----------------|-------|--------|------------|
|------|----------|-------------|---------|------------------|----------------|-------|--------|------------|

|         |   |   |   |
|---------|---|---|---|
| TOTALS: | 0 | 0 | 0 |
|---------|---|---|---|

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Lockwood Drive (Empire Drive to Arlington Drive)



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Lockwood Drive  
Limits: Empire Drive to Arlington Drive

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 10/3/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |           |  |
|--------------------|--|-----------|--|
| Location of Survey |  | Mid-Block |  |
| Direction          |  | COMBINED  |  |
| 85th Percentile    |  | 26 MPH    |  |
| 10 mph Pace        |  | 18-27 MPH |  |
| Percent in Pace    |  | 87.5%     |  |
| Posted Speed Limit |  | 25 MPH    |  |

**B. COLLISION HISTORY**

Date Range Covered

| From   | To     | Duration/Years |
|--------|--------|----------------|
| Jan-13 | Dec-16 | 3 years        |
| Fatal  | Injury | Non-Injury     |
| 0      | 0      | 1              |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 415   |
| Length of Segment      | 1,730 |
| Width of Segment       | 35    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Lockwood Drive, between Empire Drive and Arlington Drive, is a 2-lane, undivided residential roadway.

Roadway Geometrics None

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential Developments

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 25 MPH        |
| Critical Speed*                                                         | 25 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>25 MPH</b> |

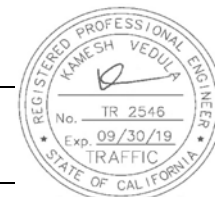
\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

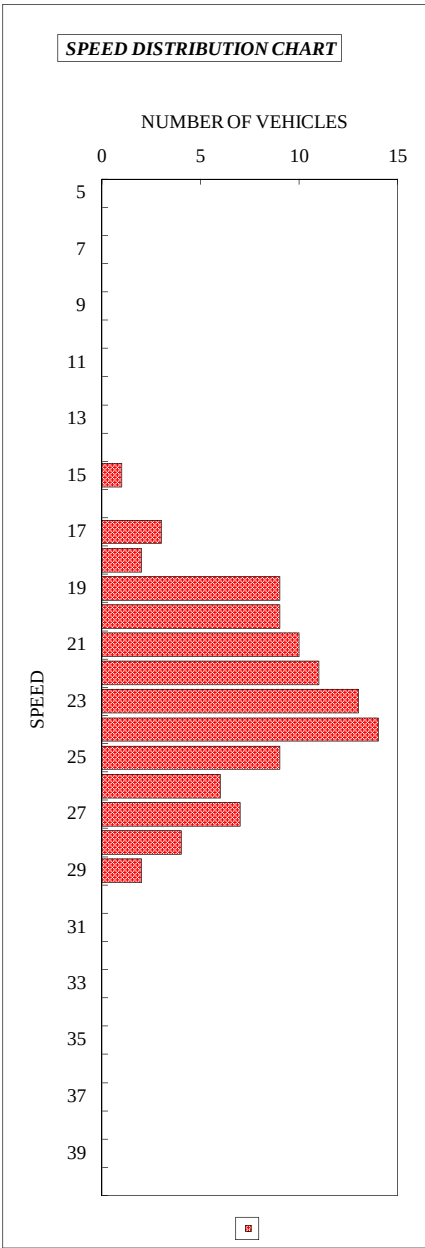
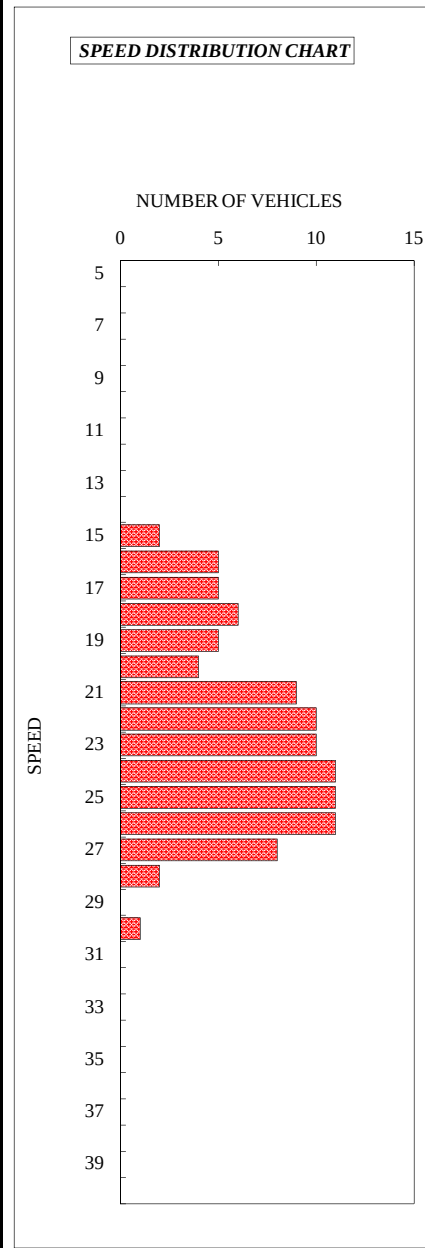
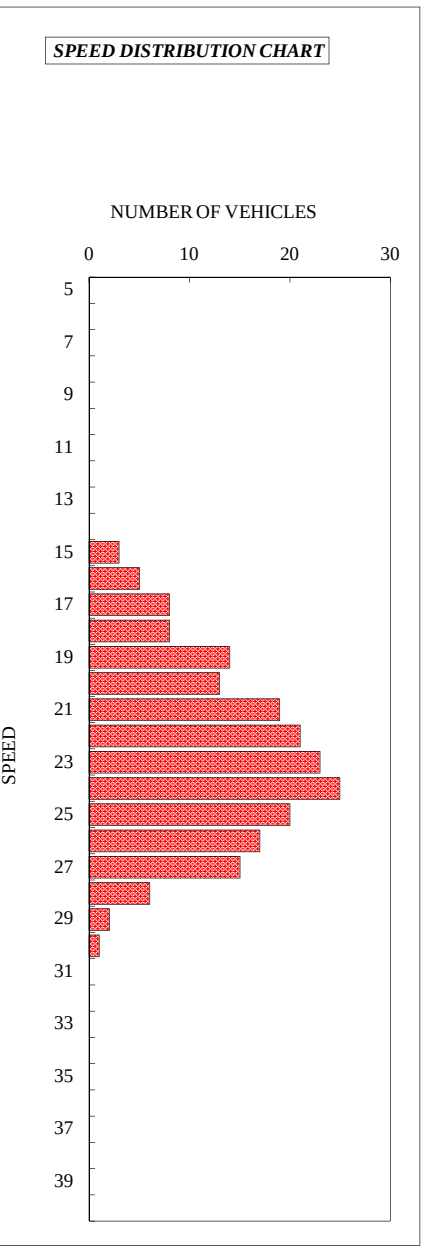
3/1/2018  
**Date**

Project Manager  
**Title**

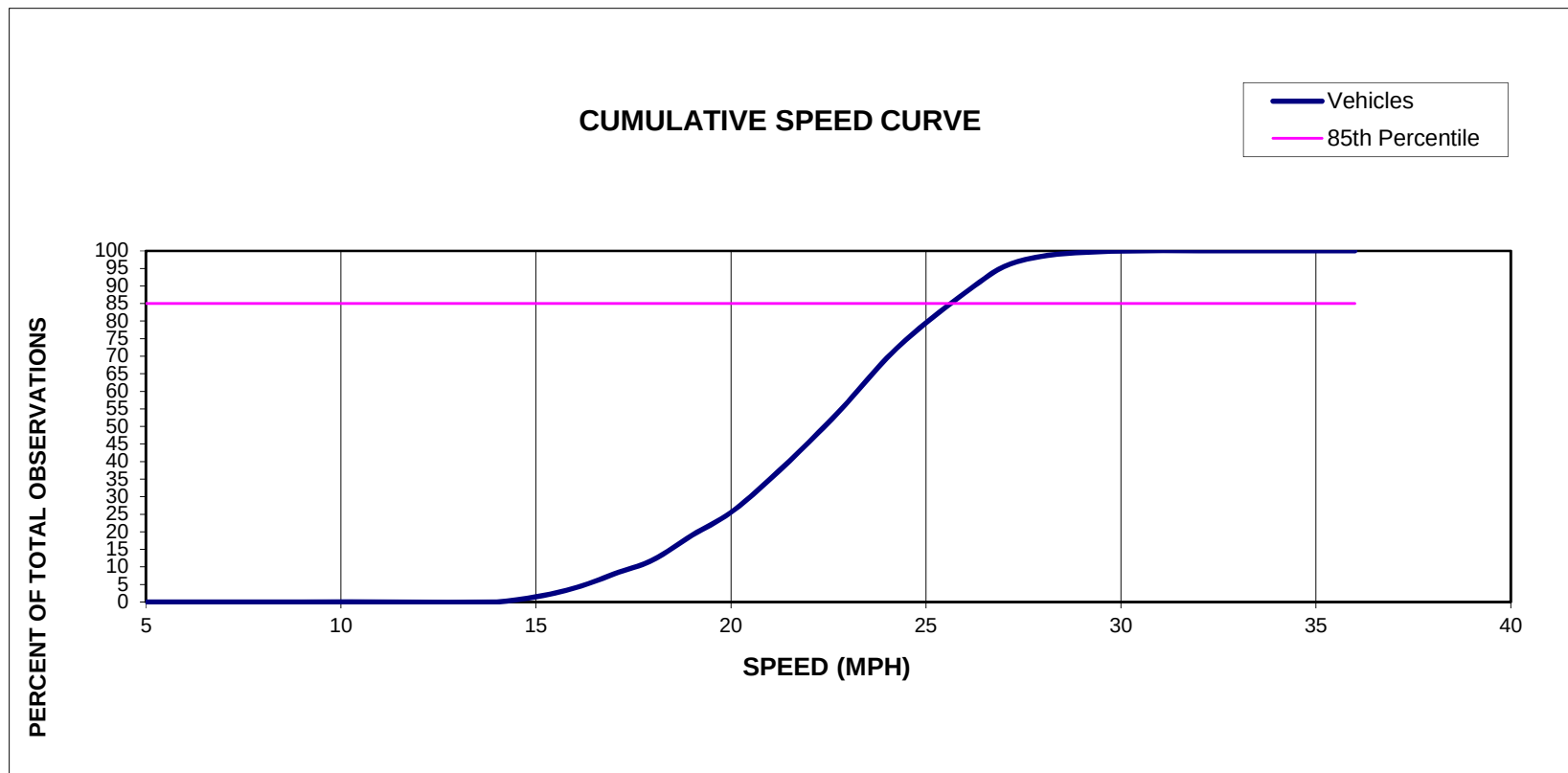


# B A Y M E T R I C S

## R A D A R S P E E D S U R V E Y

| PROJECT: RADAR SPEED SURVEY IN UKIAH                      |     |        |        | DATE: 10/3/2017                                                                                                         |       |        |          | DAY: TUESDAY           |                    |        |                | TIME: 8:50-10:45AM                                                                                                       |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
|-----------------------------------------------------------|-----|--------|--------|-------------------------------------------------------------------------------------------------------------------------|-------|--------|----------|------------------------|--------------------|--------|----------------|--------------------------------------------------------------------------------------------------------------------------|-------------------|--------|--------|---------------------|-------|--------------------|--------|--------------------------------------------------------------------------------------------------------------------------|-------|-------------------|--------|-----|----------|-------|
| 13. LOCKWOOD DRIVE BETWEEN EMPIRE DRIVE & ARLINGTON DRIVE |     |        |        |                                                                                                                         |       |        |          |                        |                    |        |                |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| DIRECTION: NORTH BOUND                                    |     |        |        |                                                                                                                         |       |        |          | DIRECTION: SOUTH BOUND |                    |        |                |                                                                                                                          |                   |        |        | DIRECTION: COMBINED |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| SPEED                                                     | #   | %      | CUM. % | <div>SPEED DISTRIBUTION CHART</div>  |       |        |          | SPEED                  | #                  | %      | CUM. %         | <div>SPEED DISTRIBUTION CHART</div>  |                   |        |        | SPEED               | #     | %                  | CUM. % | <div>SPEED DISTRIBUTION CHART</div>  |       |                   |        |     |          |       |
| 5 mph                                                     | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        |          | 5 mph                  | 0                  | 0.0%   | 0.0%           |                                                                                                                          |                   |        |        | 5 mph               | 0     | 0.0%               | 0.0%   |                                                                                                                          |       |                   |        |     |          |       |
| 6 mph                                                     | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        |          | 6 mph                  | 0                  | 0.0%   | 0.0%           |                                                                                                                          |                   |        |        | 6 mph               | 0     | 0.0%               | 0.0%   |                                                                                                                          |       |                   |        |     |          |       |
| 7 mph                                                     | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        |          | 7 mph                  | 0                  | 0.0%   | 0.0%           |                                                                                                                          |                   |        |        | 7 mph               | 0     | 0.0%               | 0.0%   |                                                                                                                          |       |                   |        |     |          |       |
| 8 mph                                                     | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        |          | 8 mph                  | 0                  | 0.0%   | 0.0%           |                                                                                                                          |                   |        |        | 8 mph               | 0     | 0.0%               | 0.0%   |                                                                                                                          |       |                   |        |     |          |       |
| 9 mph                                                     | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        |          | 9 mph                  | 0                  | 0.0%   | 0.0%           |                                                                                                                          |                   |        |        | 9 mph               | 0     | 0.0%               | 0.0%   |                                                                                                                          |       |                   |        |     |          |       |
| 10 mph                                                    | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        |          | 10 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                          |                   |        |        | 10 mph              | 0     | 0.0%               | 0.0%   |                                                                                                                          |       |                   |        |     |          |       |
| 11 mph                                                    | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        |          | 11 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                          |                   |        |        | 11 mph              | 0     | 0.0%               | 0.0%   |                                                                                                                          |       |                   |        |     |          |       |
| 12 mph                                                    | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        |          | 12 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                          |                   |        |        | 12 mph              | 0     | 0.0%               | 0.0%   |                                                                                                                          |       |                   |        |     |          |       |
| 13 mph                                                    | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        |          | 13 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                          |                   |        |        | 13 mph              | 0     | 0.0%               | 0.0%   |                                                                                                                          |       |                   |        |     |          |       |
| 14 mph                                                    | 0   | 0.0%   | 0.0%   |                                                                                                                         |       |        |          | 14 mph                 | 0                  | 0.0%   | 0.0%           |                                                                                                                          |                   |        |        | 14 mph              | 0     | 0.0%               | 0.0%   |                                                                                                                          |       |                   |        |     |          |       |
| 15 mph                                                    | 1   | 1.0%   | 1.0%   |                                                                                                                         |       |        |          | 15 mph                 | 2                  | 2.0%   | 2.0%           |                                                                                                                          |                   |        |        | 15 mph              | 3     | 1.5%               | 1.5%   |                                                                                                                          |       |                   |        |     |          |       |
| 16 mph                                                    | 0   | 0.0%   | 1.0%   |                                                                                                                         |       |        |          | 16 mph                 | 5                  | 5.0%   | 7.0%           |                                                                                                                          |                   |        |        | 16 mph              | 5     | 2.5%               | 4.0%   |                                                                                                                          |       |                   |        |     |          |       |
| 17 mph                                                    | 3   | 3.0%   | 4.0%   |                                                                                                                         |       |        |          | 17 mph                 | 5                  | 5.0%   | 12.0%          |                                                                                                                          |                   |        |        | 17 mph              | 8     | 4.0%               | 8.0%   |                                                                                                                          |       |                   |        |     |          |       |
| 18 mph                                                    | 2   | 2.0%   | 6.0%   |                                                                                                                         |       |        |          | 18 mph                 | 6                  | 6.0%   | 18.0%          |                                                                                                                          |                   |        |        | 18 mph              | 8     | 4.0%               | 12.0%  |                                                                                                                          |       |                   |        |     |          |       |
| 19 mph                                                    | 9   | 9.0%   | 15.0%  |                                                                                                                         |       |        |          | 19 mph                 | 5                  | 5.0%   | 23.0%          |                                                                                                                          |                   |        |        | 19 mph              | 14    | 7.0%               | 19.0%  |                                                                                                                          |       |                   |        |     |          |       |
| 20 mph                                                    | 9   | 9.0%   | 24.0%  |                                                                                                                         |       |        |          | 20 mph                 | 4                  | 4.0%   | 27.0%          |                                                                                                                          |                   |        |        | 20 mph              | 13    | 6.5%               | 25.5%  |                                                                                                                          |       |                   |        |     |          |       |
| 21 mph                                                    | 10  | 10.0%  | 34.0%  |                                                                                                                         |       |        |          | 21 mph                 | 9                  | 9.0%   | 36.0%          |                                                                                                                          |                   |        |        | 21 mph              | 19    | 9.5%               | 35.0%  |                                                                                                                          |       |                   |        |     |          |       |
| 22 mph                                                    | 11  | 11.0%  | 45.0%  |                                                                                                                         |       |        |          | 22 mph                 | 10                 | 10.0%  | 46.0%          |                                                                                                                          |                   |        |        | 22 mph              | 21    | 10.5%              | 45.5%  |                                                                                                                          |       |                   |        |     |          |       |
| 23 mph                                                    | 13  | 13.0%  | 58.0%  |                                                                                                                         |       |        |          | 23 mph                 | 10                 | 10.0%  | 56.0%          |                                                                                                                          |                   |        |        | 23 mph              | 23    | 11.5%              | 57.0%  |                                                                                                                          |       |                   |        |     |          |       |
| 24 mph                                                    | 14  | 14.0%  | 72.0%  |                                                                                                                         |       |        |          | 24 mph                 | 11                 | 11.0%  | 67.0%          |                                                                                                                          |                   |        |        | 24 mph              | 25    | 12.5%              | 69.5%  |                                                                                                                          |       |                   |        |     |          |       |
| 25 mph                                                    | 9   | 9.0%   | 81.0%  | 25 mph                                                                                                                  | 11    | 11.0%  | 78.0%    | 25 mph                 | 20                 | 10.0%  | 79.5%          |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| 26 mph                                                    | 6   | 6.0%   | 87.0%  | 26 mph                                                                                                                  | 11    | 11.0%  | 89.0%    | 26 mph                 | 17                 | 8.5%   | 88.0%          |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| 27 mph                                                    | 7   | 7.0%   | 94.0%  | 27 mph                                                                                                                  | 8     | 8.0%   | 97.0%    | 27 mph                 | 15                 | 7.5%   | 95.5%          |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| 28 mph                                                    | 4   | 4.0%   | 98.0%  | 28 mph                                                                                                                  | 2     | 2.0%   | 99.0%    | 28 mph                 | 6                  | 3.0%   | 98.5%          |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| 29 mph                                                    | 2   | 2.0%   | 100.0% | 29 mph                                                                                                                  | 0     | 0.0%   | 99.0%    | 29 mph                 | 2                  | 1.0%   | 99.5%          |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| 30 mph                                                    | 0   | 0.0%   | 100.0% | 30 mph                                                                                                                  | 1     | 1.0%   | 100.0%   | 30 mph                 | 1                  | 0.5%   | 100.0%         |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| 31 mph                                                    | 0   | 0.0%   | 100.0% | 31 mph                                                                                                                  | 0     | 0.0%   | 100.0%   | 31 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| 32 mph                                                    | 0   | 0.0%   | 100.0% | 32 mph                                                                                                                  | 0     | 0.0%   | 100.0%   | 32 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| 33 mph                                                    | 0   | 0.0%   | 100.0% | 33 mph                                                                                                                  | 0     | 0.0%   | 100.0%   | 33 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| 34 mph                                                    | 0   | 0.0%   | 100.0% | 34 mph                                                                                                                  | 0     | 0.0%   | 100.0%   | 34 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| 35 mph                                                    | 0   | 0.0%   | 100.0% | 35 mph                                                                                                                  | 0     | 0.0%   | 100.0%   | 35 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| 36 mph                                                    | 0   | 0.0%   | 100.0% | 36 mph                                                                                                                  | 0     | 0.0%   | 100.0%   | 36 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| 37 mph                                                    | 0   | 0.0%   | 100.0% | 37 mph                                                                                                                  | 0     | 0.0%   | 100.0%   | 37 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| 38 mph                                                    | 0   | 0.0%   | 100.0% | 38 mph                                                                                                                  | 0     | 0.0%   | 100.0%   | 38 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| 39 mph                                                    | 0   | 0.0%   | 100.0% | 39 mph                                                                                                                  | 0     | 0.0%   | 100.0%   | 39 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| 40 mph                                                    | 0   | 0.0%   | 100.0% | 40 mph                                                                                                                  | 0     | 0.0%   | 100.0%   | 40 mph                 | 0                  | 0.0%   | 100.0%         |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |
| TOTAL:                                                    | 100 | 100.0% |        | AVERAGE SPEED:                                                                                                          |       | 22.8   | TOTAL:   | 100                    | 100.0%             |        | AVERAGE SPEED: |                                                                                                                          | 22.4              | TOTAL: | 200    | 100.0%              |       | AVERAGE SPEED:     |        | 22.6                                                                                                                     |       |                   |        |     |          |       |
| PERCENTILE:                                               |     | 10%    | 15%    | 25%                                                                                                                     | 50%   | 85%    | 90%      | PERCENTILE:            |                    | 10%    | 15%            | 25%                                                                                                                      | 50%               | 85%    | 90%    | PERCENTILE:         |       | 10%                | 15%    | 25%                                                                                                                      | 50%   | 85%               | 90%    |     |          |       |
| SPEEDS:                                                   |     | 19.0   | 19.9   | 21.0                                                                                                                    | 23.0  | 26.0   | 27.0     | SPEEDS:                |                    | 17.0   | 18.0           | 20.0                                                                                                                     | 23.0              | 26.0   | 27.0   | SPEEDS:             |       | 18.0               | 19.0   | 20.0                                                                                                                     | 23.0  | 26.0              | 27.0   |     |          |       |
| 10 MPH PACE SPEED:                                        |     | 19-28  |        | NUMBER IN PACE:                                                                                                         |       | 92     | PERCENT: | 92.0%                  | 10 MPH PACE SPEED: |        | 18-27          |                                                                                                                          | NUMBER IN PACE:   |        | 85     | PERCENT:            | 85.0% | 10 MPH PACE SPEED: |        | 18-27                                                                                                                    |       | NUMBER IN PACE:   |        | 175 | PERCENT: | 87.5% |
|                                                           |     |        |        | NUMBER BELOW PACE                                                                                                       |       | 6      | PERCENT: | 6%                     |                    |        |                |                                                                                                                          | NUMBER BELOW PACE |        | 12     | PERCENT:            | 12%   |                    |        |                                                                                                                          |       | NUMBER BELOW PACE |        | 16  | PERCENT: | 8%    |
|                                                           |     |        |        | NUMBER ABOVE PACE                                                                                                       |       | 2      | PERCENT: | 2%                     |                    |        |                |                                                                                                                          | NUMBER ABOVE PACE |        | 3      | PERCENT:            | 3%    |                    |        |                                                                                                                          |       | NUMBER ABOVE PACE |        | 9   | PERCENT: | 5%    |
| SPEED EXCEEDED:                                           |     | 10 MPH | 15 MPH | 20 MPH                                                                                                                  | 25MPH | 30 MPH | 35 MPH   | SPEED EXCEEDED:        |                    | 10 MPH | 15 MPH         | 20 MPH                                                                                                                   | 25MPH             | 30 MPH | 35 MPH | SPEED EXCEEDED:     |       | 10 MPH             | 15 MPH | 20 MPH                                                                                                                   | 25MPH | 30 MPH            | 35 MPH |     |          |       |
| TOTAL:                                                    |     | 100    | 99     | 76                                                                                                                      | 19    | 0      | 0        | TOTAL:                 |                    | 100    | 98             | 73                                                                                                                       | 22                | 0      | 0      | TOTAL:              |       | 200                | 197    | 149                                                                                                                      | 41    | 0                 | 0      |     |          |       |
| PERCENTAGE:                                               |     | 100.0% | 99.0%  | 76.0%                                                                                                                   | 19.0% | 0.0%   | 0.0%     | PERCENTAGE:            |                    | 100.0% | 98.0%          | 73.0%                                                                                                                    | 22.0%             | 0.0%   | 0.0%   | PERCENTAGE:         |       | 100.0%             | 98.5%  | 74.5%                                                                                                                    | 20.5% | 0.0%              | 0.0%   |     |          |       |
| Tel: (510) 232-1271 Fax: (510) 232-1272                   |     |        |        |                                                                                                                         |       |        |          |                        |                    |        |                |                                                                                                                          |                   |        |        |                     |       |                    |        |                                                                                                                          |       |                   |        |     |          |       |

ROADWAY: Lockwood Drive  
SEGMENT: Empire Drive to Arlington Drive  
RADAR LOCATION: Mid-Block  
DATE: 10/3/2017  
TIME: 8:50-10:45AM  
DIRECTION OF TRAVEL: COMBINED



Accident Report

Accident Dates

ROADWAY: Lockwood Drive  
SEGMENT: Empire Drive to Arlington Drive

From: Jan-13  
To: Dec-16

| Date     | Location              | Time of Day | Weather | Collision Factor | Collision Type | Fatal | Injury | Non-Injury |
|----------|-----------------------|-------------|---------|------------------|----------------|-------|--------|------------|
| 5/8/2016 | 328' 'N of Garrett Dr | 5:30 AM     | Cloudy  | Improper Turning | Sideswipe      | 0     | 0      | 1          |
| TOTALS:  |                       |             |         |                  |                | 0     | 0      | 1          |

NOTE: Collision data obtained from the CHP SWTRS program.

## **Lorraine Street (Betty Street to Marlene Street)**



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Lorraine Street  
Limits: Betty Street to Marlene Street

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/25/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | COMBINED         |  |
| 85th Percentile    |  | 25 MPH           |  |
| 10 mph Pace        |  | 17-26 MPH        |  |
| Percent in Pace    |  | 87.5%            |  |
| Posted Speed Limit |  | 25 MPH           |  |

**B. COLLISION HISTORY**

|                    |                       |                     |                                  |
|--------------------|-----------------------|---------------------|----------------------------------|
| Date Range Covered | <i>From</i><br>Jan-13 | <i>To</i><br>Dec-16 | <i>Duration/Years</i><br>3 years |
| Total Collisions   | <b>Fatal</b><br>0     | <b>Injury</b><br>0  | <b>Non-Injury</b><br>0           |

**C. TRAFFIC FACTORS**

|                        |     |
|------------------------|-----|
| Average Daily Traffic  | 344 |
| Length of Segment      | 850 |
| Width of Segment       | 35  |
| Number of Travel Lanes | 2   |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Lorraine Street, between Betty Street and Marlene Street, is a 2-lane, undivided residential roadway.

Roadway Geometrics Approximately 385 feet to the east of the intersection of Lorraine Street & Betty Street, Lorraine Street widens in the northbound direction.

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 25 MPH        |
| Critical Speed*                                                   | 25 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018  
**Date**

Project Manager  
**Title**



# B A Y M E T R I C S

## RADAR SPEED SURVEY

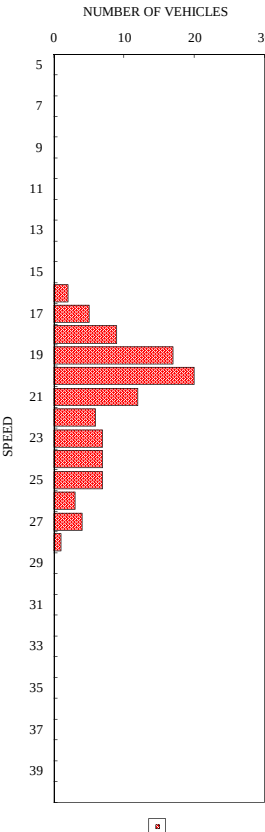
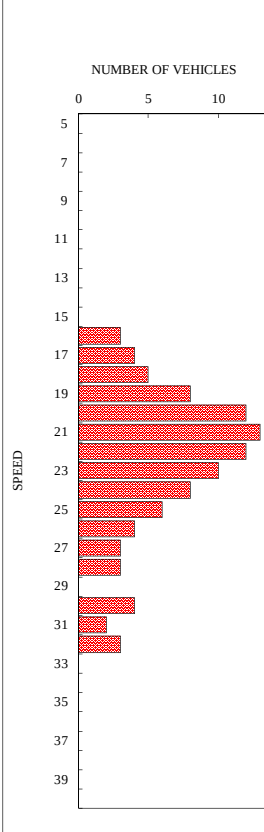
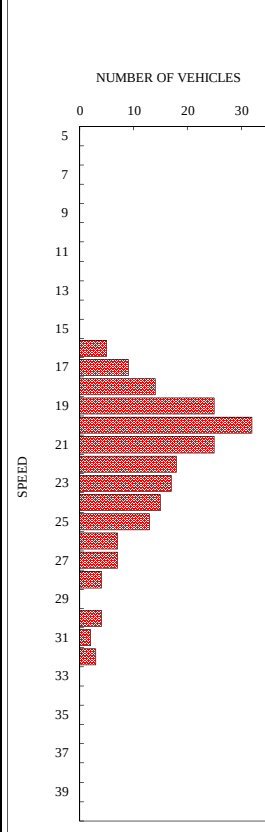
**PROJECT:** RADAR SPEED SURVEY IN UKIAH

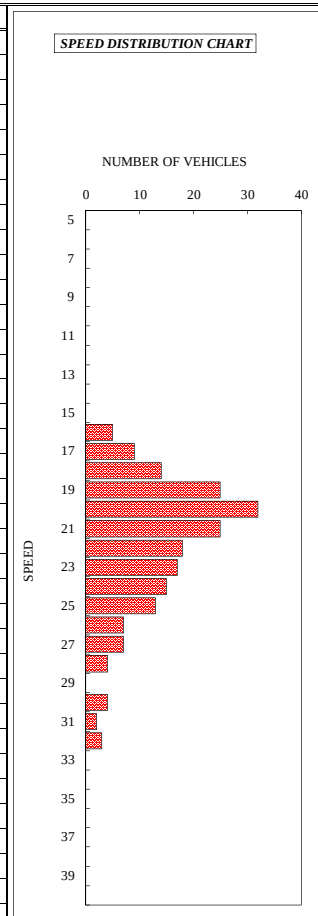
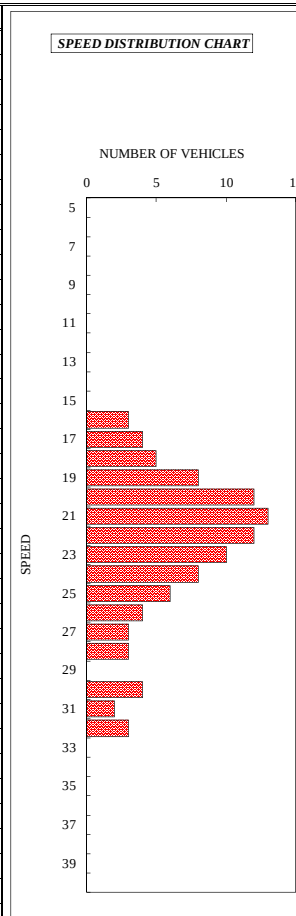
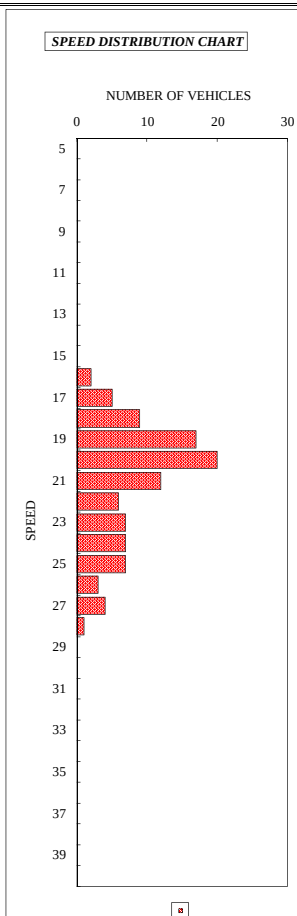
**DATE:** 9/25/2017

**DAY:** MONDAY

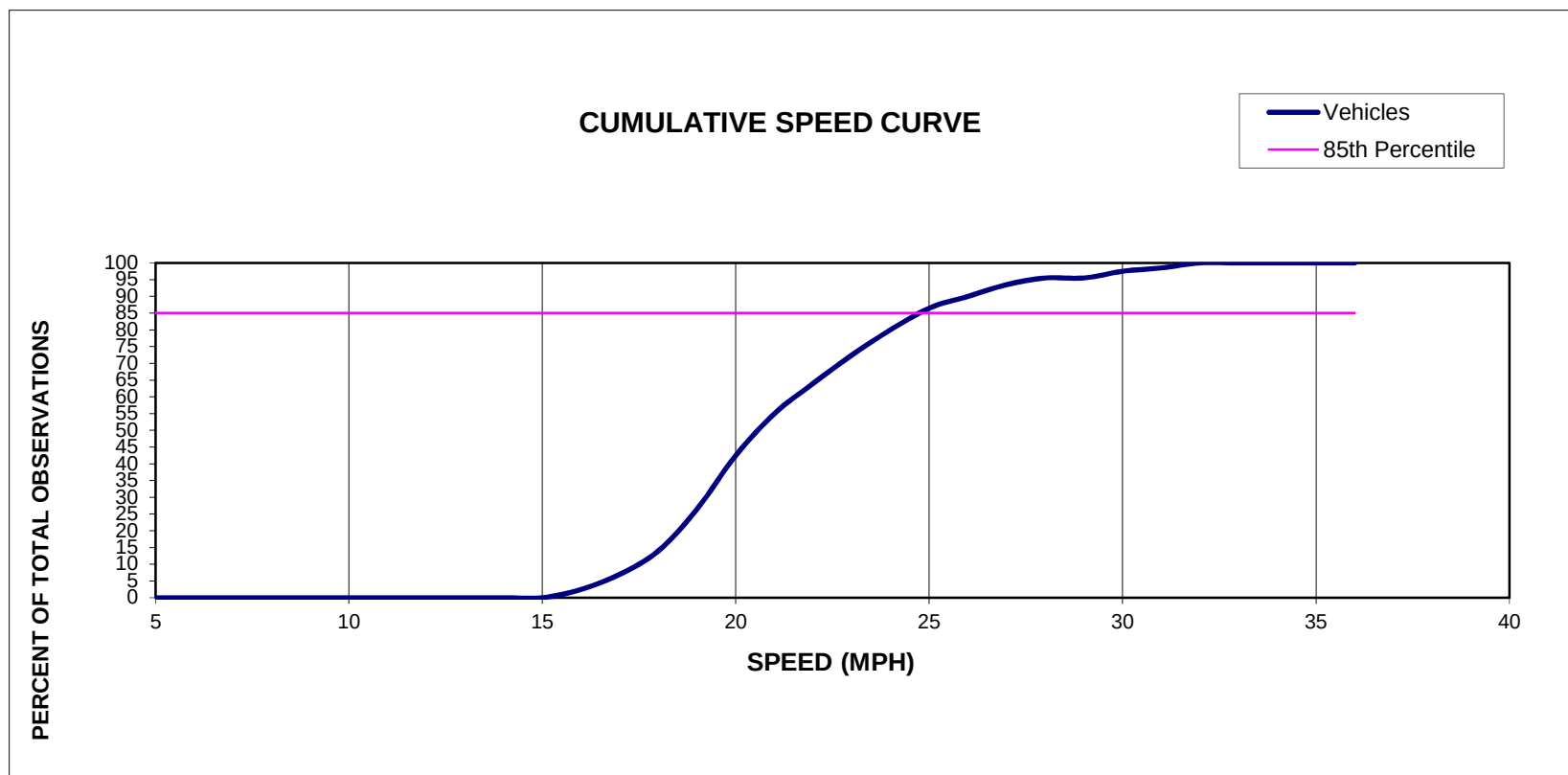
**TIME:** 9:00-11:00AM; 1:20-2:05PM

### 14. LORRAINE STREET BETWEEN BETTY STREET TO MARLENE STREET

| DIRECTION:         |        |                   |        | NORTH BOUND                                                                                                                                                              |          |        |                    | DIRECTION: |                                                                                                                                                                            |        |                | SOUTH BOUND |        |                                                                                                                                                                            |        | DIRECTION:        |        |                |          | COMBINED |  |  |  |
|--------------------|--------|-------------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------|--------------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|----------------|-------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-------------------|--------|----------------|----------|----------|--|--|--|
| SPEED              | #      | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div></div></div> | SPEED    | #      | %                  | CUM. %     | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div></div></div> | SPEED  | #              | %           | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div></div></div> |        |                   |        |                |          |          |  |  |  |
| 5 mph              | 0      | 0.0%              | 0.0%   |                                                                                                                                                                          | 5 mph    | 0      | 0.0%               | 0.0%       |                                                                                                                                                                            | 5 mph  | 0              | 0.0%        | 0.0%   |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 6 mph              | 0      | 0.0%              | 0.0%   |                                                                                                                                                                          | 6 mph    | 0      | 0.0%               | 0.0%       |                                                                                                                                                                            | 6 mph  | 0              | 0.0%        | 0.0%   |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 7 mph              | 0      | 0.0%              | 0.0%   |                                                                                                                                                                          | 7 mph    | 0      | 0.0%               | 0.0%       |                                                                                                                                                                            | 7 mph  | 0              | 0.0%        | 0.0%   |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 8 mph              | 0      | 0.0%              | 0.0%   |                                                                                                                                                                          | 8 mph    | 0      | 0.0%               | 0.0%       |                                                                                                                                                                            | 8 mph  | 0              | 0.0%        | 0.0%   |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 9 mph              | 0      | 0.0%              | 0.0%   |                                                                                                                                                                          | 9 mph    | 0      | 0.0%               | 0.0%       |                                                                                                                                                                            | 9 mph  | 0              | 0.0%        | 0.0%   |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 10 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                          | 10 mph   | 0      | 0.0%               | 0.0%       |                                                                                                                                                                            | 10 mph | 0              | 0.0%        | 0.0%   |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 11 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                          | 11 mph   | 0      | 0.0%               | 0.0%       |                                                                                                                                                                            | 11 mph | 0              | 0.0%        | 0.0%   |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 12 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                          | 12 mph   | 0      | 0.0%               | 0.0%       |                                                                                                                                                                            | 12 mph | 0              | 0.0%        | 0.0%   |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 13 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                          | 13 mph   | 0      | 0.0%               | 0.0%       |                                                                                                                                                                            | 13 mph | 0              | 0.0%        | 0.0%   |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 14 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                          | 14 mph   | 0      | 0.0%               | 0.0%       |                                                                                                                                                                            | 14 mph | 0              | 0.0%        | 0.0%   |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                          | 15 mph   | 0      | 0.0%               | 0.0%       |                                                                                                                                                                            | 15 mph | 0              | 0.0%        | 0.0%   |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 16 mph             | 2      | 2.0%              | 2.0%   |                                                                                                                                                                          | 16 mph   | 3      | 3.0%               | 3.0%       |                                                                                                                                                                            | 16 mph | 5              | 2.5%        | 2.5%   |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 17 mph             | 5      | 5.0%              | 7.0%   |                                                                                                                                                                          | 17 mph   | 4      | 4.0%               | 7.0%       |                                                                                                                                                                            | 17 mph | 9              | 4.5%        | 7.0%   |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 18 mph             | 9      | 9.0%              | 16.0%  |                                                                                                                                                                          | 18 mph   | 5      | 5.0%               | 12.0%      |                                                                                                                                                                            | 18 mph | 14             | 7.0%        | 14.0%  |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 19 mph             | 17     | 17.0%             | 33.0%  |                                                                                                                                                                          | 19 mph   | 8      | 8.0%               | 20.0%      |                                                                                                                                                                            | 19 mph | 25             | 12.5%       | 26.5%  |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 20 mph             | 20     | 20.0%             | 53.0%  |                                                                                                                                                                          | 20 mph   | 12     | 12.0%              | 32.0%      |                                                                                                                                                                            | 20 mph | 32             | 16.0%       | 42.5%  |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 21 mph             | 12     | 12.0%             | 65.0%  |                                                                                                                                                                          | 21 mph   | 13     | 13.0%              | 45.0%      |                                                                                                                                                                            | 21 mph | 25             | 12.5%       | 55.0%  |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 22 mph             | 6      | 6.0%              | 71.0%  |                                                                                                                                                                          | 22 mph   | 12     | 12.0%              | 57.0%      |                                                                                                                                                                            | 22 mph | 18             | 9.0%        | 64.0%  |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 23 mph             | 7      | 7.0%              | 78.0%  |                                                                                                                                                                          | 23 mph   | 10     | 10.0%              | 67.0%      |                                                                                                                                                                            | 23 mph | 17             | 8.5%        | 72.5%  |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 24 mph             | 7      | 7.0%              | 85.0%  |                                                                                                                                                                          | 24 mph   | 8      | 8.0%               | 75.0%      |                                                                                                                                                                            | 24 mph | 15             | 7.5%        | 80.0%  |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 25 mph             | 7      | 7.0%              | 92.0%  | 25 mph                                                                                                                                                                   | 6        | 6.0%   | 81.0%              | 25 mph     | 13                                                                                                                                                                         | 6.5%   | 86.5%          |             |        |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 26 mph             | 3      | 3.0%              | 95.0%  | 26 mph                                                                                                                                                                   | 4        | 4.0%   | 85.0%              | 26 mph     | 7                                                                                                                                                                          | 3.5%   | 90.0%          |             |        |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 27 mph             | 4      | 4.0%              | 99.0%  | 27 mph                                                                                                                                                                   | 3        | 3.0%   | 88.0%              | 27 mph     | 7                                                                                                                                                                          | 3.5%   | 93.5%          |             |        |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 28 mph             | 1      | 1.0%              | 100.0% | 28 mph                                                                                                                                                                   | 3        | 3.0%   | 91.0%              | 28 mph     | 4                                                                                                                                                                          | 2.0%   | 95.5%          |             |        |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 29 mph             | 0      | 0.0%              | 100.0% | 29 mph                                                                                                                                                                   | 0        | 0.0%   | 91.0%              | 29 mph     | 0                                                                                                                                                                          | 0.0%   | 95.5%          |             |        |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 30 mph             | 0      | 0.0%              | 100.0% | 30 mph                                                                                                                                                                   | 4        | 4.0%   | 95.0%              | 30 mph     | 4                                                                                                                                                                          | 2.0%   | 97.5%          |             |        |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 31 mph             | 0      | 0.0%              | 100.0% | 31 mph                                                                                                                                                                   | 2        | 2.0%   | 97.0%              | 31 mph     | 2                                                                                                                                                                          | 1.0%   | 98.5%          |             |        |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 32 mph             | 0      | 0.0%              | 100.0% | 32 mph                                                                                                                                                                   | 3        | 3.0%   | 100.0%             | 32 mph     | 3                                                                                                                                                                          | 1.5%   | 100.0%         |             |        |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 33 mph             | 0      | 0.0%              | 100.0% | 33 mph                                                                                                                                                                   | 0        | 0.0%   | 100.0%             | 33 mph     | 0                                                                                                                                                                          | 0.0%   | 100.0%         |             |        |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 34 mph             | 0      | 0.0%              | 100.0% | 34 mph                                                                                                                                                                   | 0        | 0.0%   | 100.0%             | 34 mph     | 0                                                                                                                                                                          | 0.0%   | 100.0%         |             |        |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 35 mph             | 0      | 0.0%              | 100.0% | 35 mph                                                                                                                                                                   | 0        | 0.0%   | 100.0%             | 35 mph     | 0                                                                                                                                                                          | 0.0%   | 100.0%         |             |        |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 36 mph             | 0      | 0.0%              | 100.0% | 36 mph                                                                                                                                                                   | 0        | 0.0%   | 100.0%             | 36 mph     | 0                                                                                                                                                                          | 0.0%   | 100.0%         |             |        |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 37 mph             | 0      | 0.0%              | 100.0% | 37 mph                                                                                                                                                                   | 0        | 0.0%   | 100.0%             | 37 mph     | 0                                                                                                                                                                          | 0.0%   | 100.0%         |             |        |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 38 mph             | 0      | 0.0%              | 100.0% | 38 mph                                                                                                                                                                   | 0        | 0.0%   | 100.0%             | 38 mph     | 0                                                                                                                                                                          | 0.0%   | 100.0%         |             |        |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 39 mph             | 0      | 0.0%              | 100.0% | 39 mph                                                                                                                                                                   | 0        | 0.0%   | 100.0%             | 39 mph     | 0                                                                                                                                                                          | 0.0%   | 100.0%         |             |        |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| 40 mph             | 0      | 0.0%              | 100.0% | 40 mph                                                                                                                                                                   | 0        | 0.0%   | 100.0%             | 40 mph     | 0                                                                                                                                                                          | 0.0%   | 100.0%         |             |        |                                                                                                                                                                            |        |                   |        |                |          |          |  |  |  |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:                                                                                                                                                           |          | 21.0   | TOTAL:             | 100        | 100.0%                                                                                                                                                                     |        | AVERAGE SPEED: |             | 22.5   | TOTAL:                                                                                                                                                                     | 200    | 100.0%            |        | AVERAGE SPEED: |          | 21.8     |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                                                                                                                                                                      | 85%      | 90%    | PERCENTILE:        | 10%        | 15%                                                                                                                                                                        | 25%    | 50%            | 85%         | 90%    | PERCENTILE:                                                                                                                                                                | 10%    | 15%               | 25%    | 50%            | 85%      | 90%      |  |  |  |
| SPEEDS:            | 18.0   | 18.0              | 19.0   | 20.0                                                                                                                                                                     | 24.2     | 25.0   | SPEEDS:            | 18.0       | 19.0                                                                                                                                                                       | 20.0   | 22.0           | 26.2        | 28.0   | SPEEDS:                                                                                                                                                                    | 18.0   | 19.0              | 19.0   | 21.0           | 25.0     | 26.1     |  |  |  |
| 10 MPH PACE SPEED: | 17-26  | NUMBER IN PACE:   |        | 93                                                                                                                                                                       | PERCENT: | 93.0%  | 10 MPH PACE SPEED: | 17-26      | NUMBER IN PACE:                                                                                                                                                            |        | 82             | PERCENT:    | 82.0%  | 10 MPH PACE SPEED:                                                                                                                                                         | 17-26  | NUMBER IN PACE:   |        | 175            | PERCENT: | 87.5%    |  |  |  |
|                    |        | NUMBER BELOW PACE |        | 2                                                                                                                                                                        | PERCENT: | 2%     |                    |            | NUMBER BELOW PACE                                                                                                                                                          |        | 3              | PERCENT:    | 3%     |                                                                                                                                                                            |        | NUMBER BELOW PACE |        | 5              | PERCENT: | 3%       |  |  |  |
|                    |        | NUMBER ABOVE PACE |        | 5                                                                                                                                                                        | PERCENT: | 5%     |                    |            | NUMBER ABOVE PACE                                                                                                                                                          |        | 15             | PERCENT:    | 15%    |                                                                                                                                                                            |        | NUMBER ABOVE PACE |        | 20             | PERCENT: | 10%      |  |  |  |
| SPEED EXCEEDED:    | 10 MPH | 15 MPH            | 20 MPH | 25MPH                                                                                                                                                                    | 30 MPH   | 35 MPH | SPEED EXCEEDED:    | 10 MPH     | 15 MPH                                                                                                                                                                     | 20 MPH | 25MPH          | 30 MPH      | 35 MPH | SPEED EXCEEDED:                                                                                                                                                            | 10 MPH | 15 MPH            | 20 MPH | 25MPH          | 30 MPH   | 35 MPH   |  |  |  |
| TOTAL:             | 100    | 100               | 47     | 8                                                                                                                                                                        | 0        | 0      | TOTAL:             | 100        | 100                                                                                                                                                                        | 68     | 19             | 5           | 0      | TOTAL:                                                                                                                                                                     | 200    | 200               | 115    | 27             | 5        | 0        |  |  |  |
| PERCENTAGE:        | 100.0% | 100.0%            | 47.0%  | 8.0%                                                                                                                                                                     | 0.0%     | 0.0%   | PERCENTAGE:        | 100.0%     | 100.0%                                                                                                                                                                     | 68.0%  | 19.0%          | 5.0%        | 0.0%   | PERCENTAGE:                                                                                                                                                                | 100.0% | 100.0%            | 57.5%  | 13.5%          | 2.5%     | 0.0%     |  |  |  |



ROADWAY: **Lorraine Street**  
SEGMENT: **Betty Street to Marlene Street**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/25/2017**  
TIME: **9:00-11:00AM; 1:20-2:05PM**  
DIRECTION OF TRAVEL: **COMBINED**



Accident Report

|          |                                |                |        |  |  |  |  |  |
|----------|--------------------------------|----------------|--------|--|--|--|--|--|
|          |                                | Accident Dates |        |  |  |  |  |  |
| ROADWAY: | Lorraine Street                | From:          | Jan-13 |  |  |  |  |  |
| SEGMENT: | Betty Street to Marlene Street | To:            | Dec-16 |  |  |  |  |  |

| Date | Location | Time of Day | Weather | Collision Factor | Collision Type | Fatal   | Injury | Non-Injury |   |
|------|----------|-------------|---------|------------------|----------------|---------|--------|------------|---|
|      |          |             |         |                  |                | TOTALS: | 0      | 0          | 0 |

NOTE: Collision data obtained from the CHP SWTRS program.

## **Main Street (Gobbi Street to Norton Street)**



**City of Ukiah Public Works Department**  
**Speed Limit**  
**Engineering and Traffic Survey (E&TS)**

Street: Main Street  
 Limits: Gobbi Street to Norton Street

Prepared By: GHD  
 Field Observer: Baymetrics  
 Date: 9/27/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |  |
|--------------------|--|------------------|--|--|
| Location of Survey |  | <b>Mid-Block</b> |  |  |
| Direction          |  | COMBINED         |  |  |
| 85th Percentile    |  | 30 MPH           |  |  |
| 10 mph Pace        |  | 23-32 MPH        |  |  |
| Percent in Pace    |  | 93%              |  |  |
| Posted Speed Limit |  | 25 MPH           |  |  |

**B. COLLISION HISTORY**

Date Range Covered

| <i>From</i>  | <i>To</i>     | <i>Duration/Years</i> |
|--------------|---------------|-----------------------|
| Jan-13       | Dec-16        | 3 years               |
| <b>Fatal</b> | <b>Injury</b> | <b>Non-Injury</b>     |
| 0            | 5             | 12                    |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 6,061 |
| Length of Segment      | 3,880 |
| Width of Segment       | 42    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Main Street, between Gobbi Street and Norton Street, is a 2-lane, undivided collector facility.  
Multiple pedestrian crossings are present on the roadway.

Roadway Geometrics Approximately 633 feet south of Norton Street, the roadway cross-section of Main Street  
narrows by 5 feet.

Comments Based on the land use, street classification, and pedestrian crossings and MUTCD section  
12a, it is appropriate to maintain the existing speed limit of 25 MPH on Main Street between  
Gobbi Street and Norton Street.

**E. ADJACENT LAND USE** Single- & Multi-Family Residential, Public Institutional, Commercial, Employment-based Developments

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 25 MPH        |
| Critical Speed*                                                         | 30 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>25 MPH</b> |

\* Nearest 5 MPH

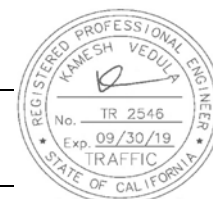
Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018

**Date**

Project Manager  
**Title**



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/27/2017      **DAY:** WEDNESDAY      **TIME:** 12:15-1:45PM

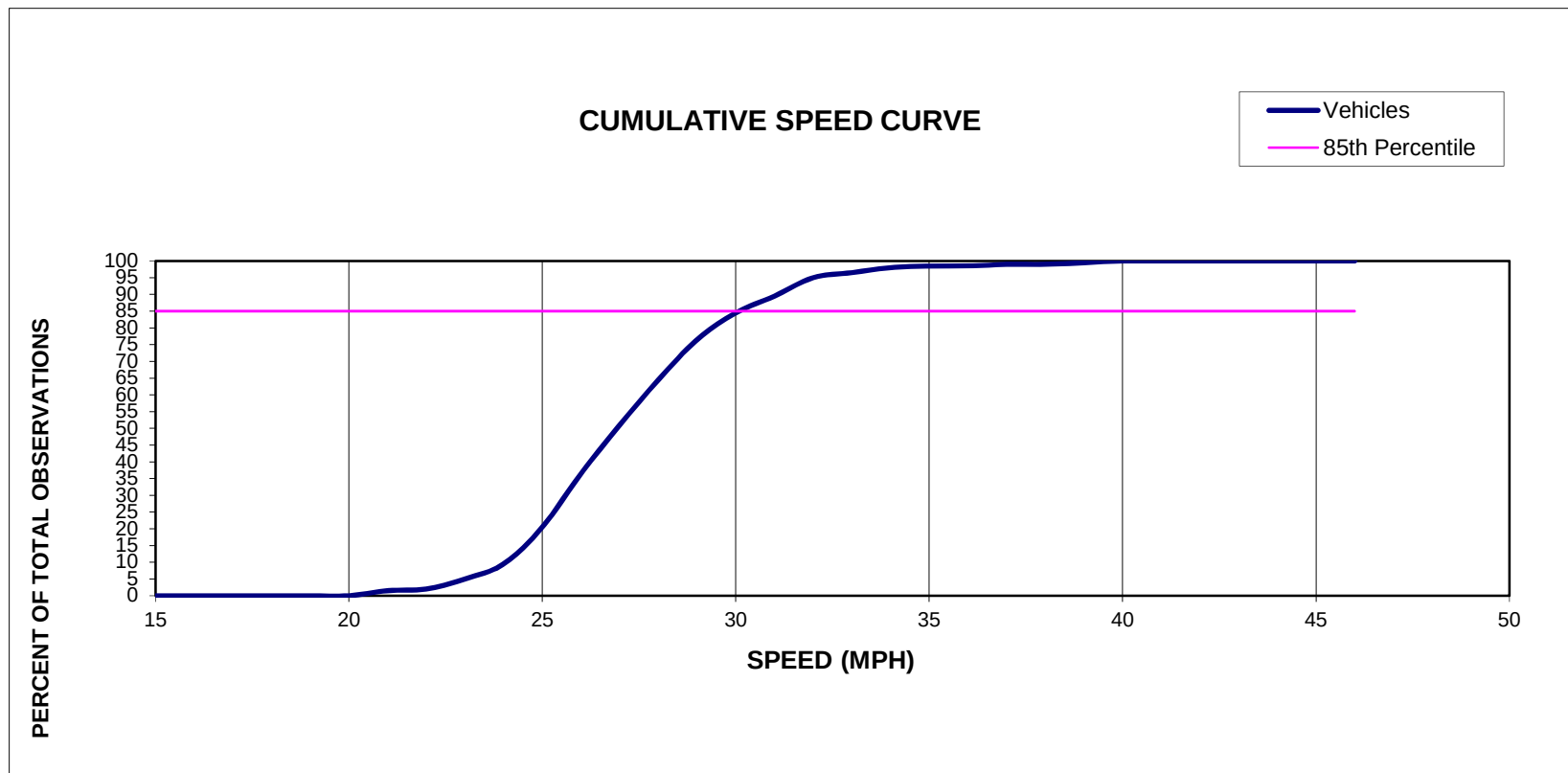
### 15. MAIN STREET BETWEEN GOBBI STREET TO NORTON STREET

| DIRECTION: |   |   |        | NORTH BOUND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |  |  | DIRECTION: |  |  |  | SOUTH BOUND |  |  |  | DIRECTION: |  |  |  | COMBINED |  |  |  |
|------------|---|---|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------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| SPEED      | # | % | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF 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Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: Main Street  
SEGMENT: Gobbi Street to Norton Street  
RADAR LOCATION: Mid-Block  
DATE: 9/27/2017  
TIME: 12:15-1:45PM  
DIRECTION OF TRAVEL: COMBINED



## Accident Report

### Accident Dates

ROADWAY: Main Street  
 SEGMENT: Gobbi Street to Norton Street

From: Jan-13  
 To: Dec-16

| Date       | Location                         | Time of Day | Weather | Collision Factor           | Collision Type     | Fatal | Injury | Non-Injury |
|------------|----------------------------------|-------------|---------|----------------------------|--------------------|-------|--------|------------|
| 8/7/2015   | Intersection of E. Standley St   | 1:34 PM     | Clear   | Pedestrian Right of Way    | Pedestrian/Vehicle | 0     | 1      | 0          |
| 8/7/2013   | 206' N of E. Gobbi St            | 1:22 PM     | Clear   | Automobile ROW             | Broadside          | 0     | 1      | 0          |
| 1/17/2014  | 150' S of E. Clay St             | 5:14 PM     | Clear   | Wrong side of road         | Sideswipe          | 0     | 1      | 0          |
| 12/30/2015 | Intersection of E. Stephenson St | 3:12 AM     | Cloudy  | Automobile ROW             | Broadside          | 0     | 1      | 0          |
| 10/13/2013 | Intersection of E. Perkins St    | 4:44 PM     | Clear   | Traffic Signals and Signs  | Sideswipe          | 0     | 0      | 1          |
| 1/23/2013  | 149' N of E. Gobbi St            | 10:27 AM    | Cloudy  | Unsafe Speed               | Rear End           | 0     | 0      | 1          |
| 3/10/2014  | 7' S of E. Mill St               | 2:54 PM     | Clear   | Other Hazard               | Hit Object         | 0     | 0      | 1          |
| 9/5/2015   | 15' S of Norton St               | 5:17 PM     | Clear   | Unsafe Starting or Backing | Other              | 0     | 0      | 1          |
| 1/4/2015   | Intersection of E. Clay St       | 10:46 AM    | Clear   | Improper Turning           | Hit Object         | 0     | 0      | 1          |
| 5/5/2015   | Intersection of E. Perkins St    | 11:10 AM    | Clear   | Pedestrian Right of Way    | Pedestrian/Vehicle | 0     | 1      | 0          |
| 1/5/2015   | 7' S of E. Perskins St           | 3:43 PM     | Clear   | Unknown                    | Broadside          | 0     | 0      | 1          |
| 6/24/2015  | Intersection of Perkins St       | 12:24 PM    | Clear   | Automobile ROW             | Broadside          | 0     | 0      | 1          |
| 2/10/2016  | Intersection of E. Perkins St    | 4:49 PM     | Clear   | Automobile ROW             | Broadside          | 0     | 0      | 1          |
| 6/16/2016  | Intersection of E. Perkins St    | 10:26 AM    | Cloudy  | DUI                        | Sideswipe          | 0     | 0      | 1          |
| 10/5/2016  | Intersection of E. Mill St       | 3:55 PM     | Clear   | Automobile ROW             | Broadside          | 0     | 0      | 1          |
| 1/12/2016  | 11' S of East Perkins St         | 8:41 AM     | Cloudy  | Wrong side of road         | Head-On            | 0     | 0      | 1          |
| 4/28/2016  | Intersection of E. Standley St   | 12:08 PM    | Clear   | Automobile ROW             | Broadside          | 0     | 0      | 1          |
| TOTALS:    |                                  |             |         |                            |                    | 0     | 5      | 12         |

NOTE: Collision data obtained from the CHP SWTRS program.

## Maple Avenue (Live Oak Avenue to West End)



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Maple Avenue  
Limits: Live Oak Avenue to Western Terminus (Valley View Drive)

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/27/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | COMBINED         |  |
| 85th Percentile    |  | 23 MPH           |  |
| 10 mph Pace        |  | 15-24 MPH        |  |
| Percent in Pace    |  | 89%              |  |
| Posted Speed Limit |  | 25 MPH           |  |

**B. COLLISION HISTORY**

|                    |                       |                     |                                  |
|--------------------|-----------------------|---------------------|----------------------------------|
| Date Range Covered | <i>From</i><br>Jan-13 | <i>To</i><br>Dec-16 | <i>Duration/Years</i><br>3 years |
| Total Collisions   | <b>Fatal</b><br>0     | <b>Injury</b><br>0  | <b>Non-Injury</b><br>0           |

**C. TRAFFIC FACTORS**

|                        |     |
|------------------------|-----|
| Average Daily Traffic  | 138 |
| Length of Segment      | 110 |
| Width of Segment       | 35  |
| Number of Travel Lanes | 2   |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Maple Avenue, between Live Oak Avenue and its Western Terminus (at Valley View Drive), is a  
a 2-lane, undivided residential roadway.

Roadway Geometrics At its western terminus, a warning sign indicates that the Maple Avenue has reached a dead  
end, and a 5 MPH speed limit is to be observed upon entering the private single-lane roadway  
(i.e. Valley View Drive).

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential and Public Institutional Developments

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 25 MPH        |
| Critical Speed*                                                         | 25 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018  
**Date**

Project Manager  
**Title**



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/27/2017      **DAY:** WEDNESDAY      **TIME:** 9:50-11:15AM; 3:45-5:25PM

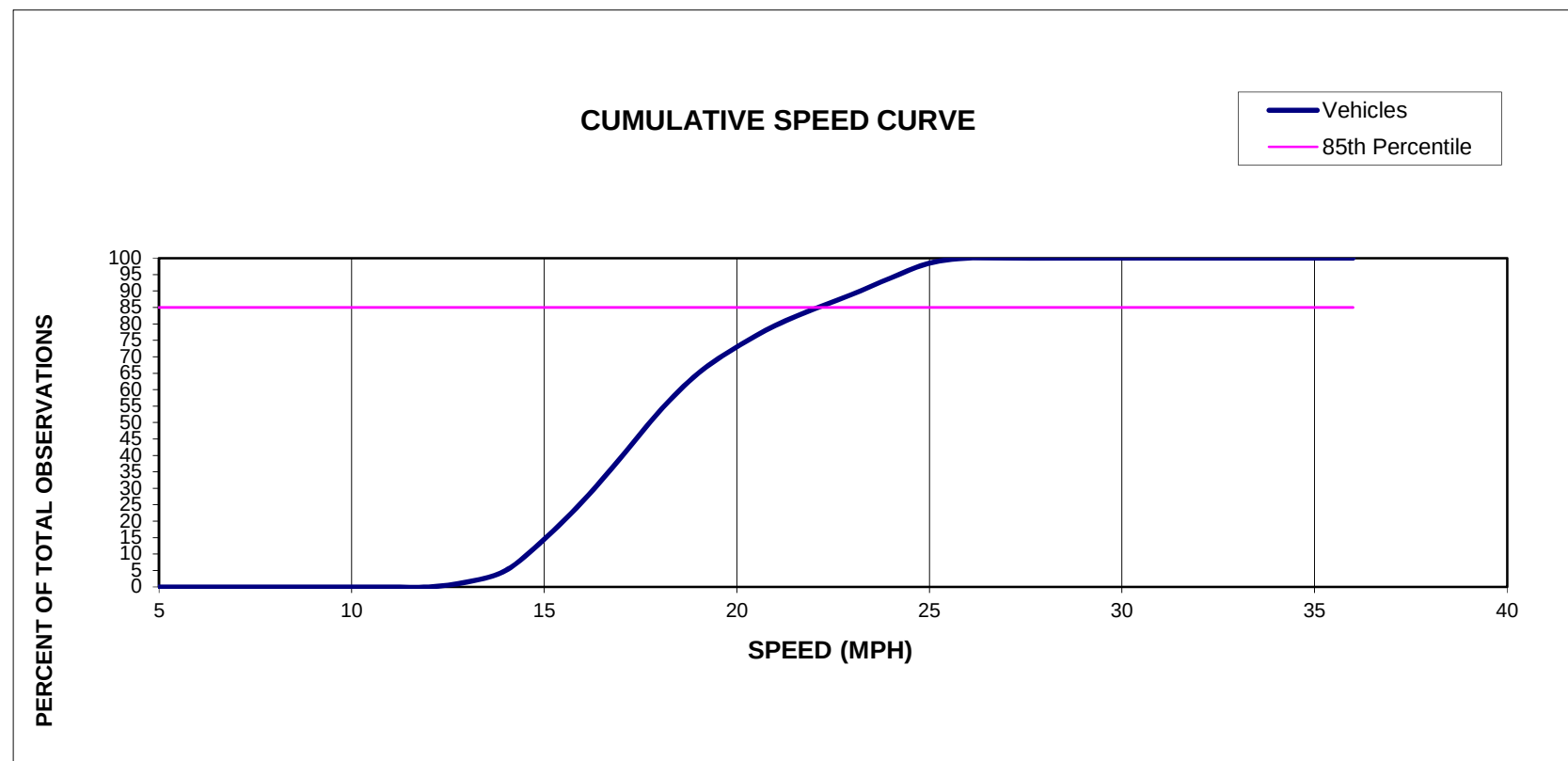
### 16. MAPLE AVENUE BETWEEN LIVE OAK AVENUE TO END

| DIRECTION:         |        |                   |        | EAST BOUND               |          |        |                 | DIRECTION:     |                   |        |                    | WEST BOUND               |        |                 |        | DIRECTION:        |                 |       |                | COMBINED                 |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
|--------------------|--------|-------------------|--------|--------------------------|----------|--------|-----------------|----------------|-------------------|--------|--------------------|--------------------------|--------|-----------------|--------|-------------------|-----------------|-------|----------------|--------------------------|--|--|--|--|--|----------|--------|--------------------|--------|-----------------|----------------|------|----------|-------|
| SPEED              | #      | %                 | CUM. % | SPEED DISTRIBUTION CHART |          |        |                 | SPEED          | #                 | %      | CUM. %             | SPEED DISTRIBUTION CHART |        |                 |        | SPEED             | #               | %     | CUM. %         | SPEED DISTRIBUTION CHART |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 5 mph              | 0      | 0.0%              | 0.0%   |                          |          |        |                 | 5 mph          | 0                 | 0.0%   | 0.0%               |                          |        |                 |        | 5 mph             | 0               | 0.0%  | 0.0%           |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 6 mph              | 0      | 0.0%              | 0.0%   |                          |          |        |                 | 6 mph          | 0                 | 0.0%   | 0.0%               |                          |        |                 |        | 6 mph             | 0               | 0.0%  | 0.0%           |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 7 mph              | 0      | 0.0%              | 0.0%   |                          |          |        |                 | 7 mph          | 0                 | 0.0%   | 0.0%               |                          |        |                 |        | 7 mph             | 0               | 0.0%  | 0.0%           |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 8 mph              | 0      | 0.0%              | 0.0%   |                          |          |        |                 | 8 mph          | 0                 | 0.0%   | 0.0%               |                          |        |                 |        | 8 mph             | 0               | 0.0%  | 0.0%           |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 9 mph              | 0      | 0.0%              | 0.0%   |                          |          |        |                 | 9 mph          | 0                 | 0.0%   | 0.0%               |                          |        |                 |        | 9 mph             | 0               | 0.0%  | 0.0%           |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 10 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                 | 10 mph         | 0                 | 0.0%   | 0.0%               |                          |        |                 |        | 10 mph            | 0               | 0.0%  | 0.0%           |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 11 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                 | 11 mph         | 0                 | 0.0%   | 0.0%               |                          |        |                 |        | 11 mph            | 0               | 0.0%  | 0.0%           |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 12 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                 | 12 mph         | 0                 | 0.0%   | 0.0%               |                          |        |                 |        | 12 mph            | 0               | 0.0%  | 0.0%           |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 13 mph             | 1      | 1.0%              | 1.0%   |                          |          |        |                 | 13 mph         | 2                 | 2.0%   | 2.0%               |                          |        |                 |        | 13 mph            | 3               | 1.5%  | 1.5%           |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 14 mph             | 2      | 2.0%              | 3.0%   |                          |          |        |                 | 14 mph         | 5                 | 5.0%   | 7.0%               |                          |        |                 |        | 14 mph            | 7               | 3.5%  | 5.0%           |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 15 mph             | 11     | 11.0%             | 14.0%  |                          |          |        |                 | 15 mph         | 8                 | 8.0%   | 15.0%              |                          |        |                 |        | 15 mph            | 19              | 9.5%  | 14.5%          |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 16 mph             | 13     | 13.0%             | 27.0%  |                          |          |        |                 | 16 mph         | 10                | 10.0%  | 25.0%              |                          |        |                 |        | 16 mph            | 23              | 11.5% | 26.0%          |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 17 mph             | 13     | 13.0%             | 40.0%  |                          |          |        |                 | 17 mph         | 14                | 14.0%  | 39.0%              |                          |        |                 |        | 17 mph            | 27              | 13.5% | 39.5%          |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 18 mph             | 12     | 12.0%             | 52.0%  |                          |          |        |                 | 18 mph         | 16                | 16.0%  | 55.0%              |                          |        |                 |        | 18 mph            | 28              | 14.0% | 53.5%          |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 19 mph             | 8      | 8.0%              | 60.0%  |                          |          |        |                 | 19 mph         | 15                | 15.0%  | 70.0%              |                          |        |                 |        | 19 mph            | 23              | 11.5% | 65.0%          |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 20 mph             | 4      | 4.0%              | 64.0%  |                          |          |        |                 | 20 mph         | 12                | 12.0%  | 82.0%              |                          |        |                 |        | 20 mph            | 16              | 8.0%  | 73.0%          |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 21 mph             | 5      | 5.0%              | 69.0%  |                          |          |        |                 | 21 mph         | 8                 | 8.0%   | 90.0%              |                          |        |                 |        | 21 mph            | 13              | 6.5%  | 79.5%          |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 22 mph             | 8      | 8.0%              | 77.0%  |                          |          |        |                 | 22 mph         | 2                 | 2.0%   | 92.0%              |                          |        |                 |        | 22 mph            | 10              | 5.0%  | 84.5%          |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 23 mph             | 6      | 6.0%              | 83.0%  |                          |          |        |                 | 23 mph         | 3                 | 3.0%   | 95.0%              |                          |        |                 |        | 23 mph            | 9               | 4.5%  | 89.0%          |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 24 mph             | 8      | 8.0%              | 91.0%  |                          |          |        |                 | 24 mph         | 2                 | 2.0%   | 97.0%              |                          |        |                 |        | 24 mph            | 10              | 5.0%  | 94.0%          |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 25 mph             | 7      | 7.0%              | 98.0%  |                          |          |        |                 | 25 mph         | 2                 | 2.0%   | 99.0%              |                          |        |                 |        | 25 mph            | 9               | 4.5%  | 98.5%          |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 26 mph             | 2      | 2.0%              | 100.0% |                          |          |        |                 | 26 mph         | 1                 | 1.0%   | 100.0%             |                          |        |                 |        | 26 mph            | 3               | 1.5%  | 100.0%         |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 27 mph             | 0      | 0.0%              | 100.0% |                          |          |        |                 | 27 mph         | 0                 | 0.0%   | 100.0%             |                          |        |                 |        | 27 mph            | 0               | 0.0%  | 100.0%         |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 28 mph             | 0      | 0.0%              | 100.0% |                          |          |        |                 | 28 mph         | 0                 | 0.0%   | 100.0%             |                          |        |                 |        | 28 mph            | 0               | 0.0%  | 100.0%         |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 29 mph             | 0      | 0.0%              | 100.0% |                          |          |        |                 | 29 mph         | 0                 | 0.0%   | 100.0%             |                          |        |                 |        | 29 mph            | 0               | 0.0%  | 100.0%         |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 30 mph             | 0      | 0.0%              | 100.0% |                          |          |        |                 | 30 mph         | 0                 | 0.0%   | 100.0%             |                          |        |                 |        | 30 mph            | 0               | 0.0%  | 100.0%         |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 31 mph             | 0      | 0.0%              | 100.0% |                          |          |        |                 | 31 mph         | 0                 | 0.0%   | 100.0%             |                          |        |                 |        | 31 mph            | 0               | 0.0%  | 100.0%         |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 32 mph             | 0      | 0.0%              | 100.0% |                          |          |        |                 | 32 mph         | 0                 | 0.0%   | 100.0%             |                          |        |                 |        | 32 mph            | 0               | 0.0%  | 100.0%         |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 33 mph             | 0      | 0.0%              | 100.0% |                          |          |        |                 | 33 mph         | 0                 | 0.0%   | 100.0%             |                          |        |                 |        | 33 mph            | 0               | 0.0%  | 100.0%         |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 34 mph             | 0      | 0.0%              | 100.0% |                          |          |        |                 | 34 mph         | 0                 | 0.0%   | 100.0%             |                          |        |                 |        | 34 mph            | 0               | 0.0%  | 100.0%         |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 35 mph             | 0      | 0.0%              | 100.0% |                          |          |        |                 | 35 mph         | 0                 | 0.0%   | 100.0%             |                          |        |                 |        | 35 mph            | 0               | 0.0%  | 100.0%         |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 36 mph             | 0      | 0.0%              | 100.0% |                          |          |        |                 | 36 mph         | 0                 | 0.0%   | 100.0%             |                          |        |                 |        | 36 mph            | 0               | 0.0%  | 100.0%         |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 37 mph             | 0      | 0.0%              | 100.0% |                          |          |        |                 | 37 mph         | 0                 | 0.0%   | 100.0%             |                          |        |                 |        | 37 mph            | 0               | 0.0%  | 100.0%         |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 38 mph             | 0      | 0.0%              | 100.0% |                          |          |        |                 | 38 mph         | 0                 | 0.0%   | 100.0%             |                          |        |                 |        | 38 mph            | 0               | 0.0%  | 100.0%         |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 39 mph             | 0      | 0.0%              | 100.0% |                          |          |        |                 | 39 mph         | 0                 | 0.0%   | 100.0%             |                          |        |                 |        | 39 mph            | 0               | 0.0%  | 100.0%         |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 40 mph             | 0      | 0.0%              | 100.0% |                          |          |        |                 | 40 mph         | 0                 | 0.0%   | 100.0%             |                          |        |                 |        | 40 mph            | 0               | 0.0%  | 100.0%         |                          |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| TOTAL:             | 100    | 100.0%            |        |                          |          |        |                 | AVERAGE SPEED: |                   | 19.2   | TOTAL:             |                          |        |                 |        | 100               | 100.0%          |       | AVERAGE SPEED: |                          |  |  |  |  |  | 18.3     | TOTAL: | 200                | 100.0% |                 | AVERAGE SPEED: |      | 18.8     |       |
| PERCENTILE:        | 10%    | 15%               | 25%    |                          |          |        |                 | 50%            | 85%               | 90%    | PERCENTILE:        |                          |        |                 |        | 10%               | 15%             | 25%   | 50%            |                          |  |  |  |  |  | 85%      | 90%    | PERCENTILE:        | 10%    | 15%             | 25%            | 50%  | 85%      | 90%   |
| SPEEDS:            | 15.0   | 16.0              | 16.0   |                          |          |        |                 | 18.0           | 24.0              | 24.0   | SPEEDS:            |                          |        |                 |        | 15.0              | 15.9            | 16.8  | 18.0           |                          |  |  |  |  |  | 21.0     | 21.1   | SPEEDS:            | 15.0   | 16.0            | 16.0           | 18.0 | 23.0     | 24.0  |
| 10 MPH PACE SPEED: | 15-24  | NUMBER IN PACE:   |        |                          |          |        |                 | 88             | PERCENT:          | 88.0%  | 10 MPH PACE SPEED: |                          |        |                 |        | 14-23             | NUMBER IN PACE: |       | 93             |                          |  |  |  |  |  | PERCENT: | 93.0%  | 10 MPH PACE SPEED: | 15-24  | NUMBER IN PACE: |                | 178  | PERCENT: | 89.0% |
|                    |        | NUMBER BELOW PACE |        | 3                        | PERCENT: | 3%     |                 |                | NUMBER BELOW PACE |        | 7                  | PERCENT:                 | 7%     |                 |        | NUMBER BELOW PACE |                 | 10    | PERCENT:       | 5%                       |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
|                    |        | NUMBER ABOVE PACE |        | 9                        | PERCENT: | 9%     |                 |                | NUMBER ABOVE PACE |        | 3                  | PERCENT:                 | 3%     |                 |        | NUMBER ABOVE PACE |                 | 12    | PERCENT:       | 6%                       |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| SPEED EXCEEDED:    | 10 MPH | 15 MPH            | 20 MPH | 25MPH                    | 30 MPH   | 35 MPH | SPEED EXCEEDED: | 10 MPH         | 15 MPH            | 20 MPH | 25MPH              | 30 MPH                   | 35 MPH | SPEED EXCEEDED: | 10 MPH | 15 MPH            | 20 MPH          | 25MPH | 30 MPH         | 35 MPH                   |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| TOTAL:             | 100    | 86                | 36     | 2                        | 0        | 0      | TOTAL:          | 100            | 85                | 18     | 1                  | 0                        | 0      | TOTAL:          | 200    | 171               | 54              | 3     | 0              | 0                        |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| PERCENTAGE:        | 100.0% | 86.0%             | 36.0%  | 2.0%                     | 0.0%     | 0.0%   | PERCENTAGE:     | 100.0%         | 85.0%             | 18.0%  | 1.0%               | 0.0%                     | 0.0%   | PERCENTAGE:     | 100.0% | 85.5%             | 27.0%           | 1.5%  | 0.0%           | 0.0%                     |  |  |  |  |  |          |        |                    |        |                 |                |      |          |       |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Maple Avenue**  
SEGMENT: **Live Oak Avenue to Western Terminus (Valley View Drive)**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/27/2017**  
TIME: **9:50-11:15AM; 3:45-5:25PM**  
DIRECTION OF TRAVEL: **COMBINED**



Accident Report

|          |                                               |                |        |  |  |  |  |  |
|----------|-----------------------------------------------|----------------|--------|--|--|--|--|--|
|          |                                               | Accident Dates |        |  |  |  |  |  |
| ROADWAY: | Maple Avenue                                  | From:          | Jan-13 |  |  |  |  |  |
| SEGMENT: | Live Oak Avenue to Western Terminus (Valley V | To:            | Dec-16 |  |  |  |  |  |

| Date | Location | Time of Day | Weather | Collision Factor | Collision Type | Fatal   | Injury | Non-Injury |   |
|------|----------|-------------|---------|------------------|----------------|---------|--------|------------|---|
|      |          |             |         |                  |                | TOTALS: | 0      | 0          | 0 |

NOTE: Collision data obtained from the CHP SWTRS program.

## Mason Street (Perkins Street to Clara Avenue)



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Mason Street Prepared By: GHD  
Limits: Perkins Street to Clara Avenue Field Observer: Baymetrics  
Date: 9/27/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |           |  |
|--------------------|--|-----------|--|
| Location of Survey |  | Mid-Block |  |
| Direction          |  | COMBINED  |  |
| 85th Percentile    |  | 32 MPH    |  |
| 10 mph Pace        |  | 24-33 MPH |  |
| Percent in Pace    |  | 85%       |  |
| Posted Speed Limit |  | 25 MPH    |  |

**B. COLLISION HISTORY**

|                    |                |              |                           |
|--------------------|----------------|--------------|---------------------------|
| Date Range Covered | From<br>Jan-13 | To<br>Dec-16 | Duration/Years<br>3 years |
| Total Collisions   | Fatal<br>0     | Injury<br>0  | Non-Injury<br>0           |

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 1,368 |
| Length of Segment      | 1,720 |
| Width of Segment       | 33    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Mason Street, between Perkins Street and Clara Avenue, is a 2-lane, undivided residential roadway. No sidewalk is present on the easterly side.

Roadway Geometrics None

Comments Based on the land use, street classification, and available parking and MUTCD section 12a, it is appropriate to maintain the existing speed limit of 25 MPH on Mason Street between Perkins Street and Clara Avenue.

**E. ADJACENT LAND USE** Industrial, Commercial, and Employment-based Developments

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 25 MPH        |
| Critical Speed*                                                         | 30 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018  
Date

Project Manager  
Title



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/27/2017      **DAY:** WEDNESDAY      **TIME:** 1:50-3:30PM

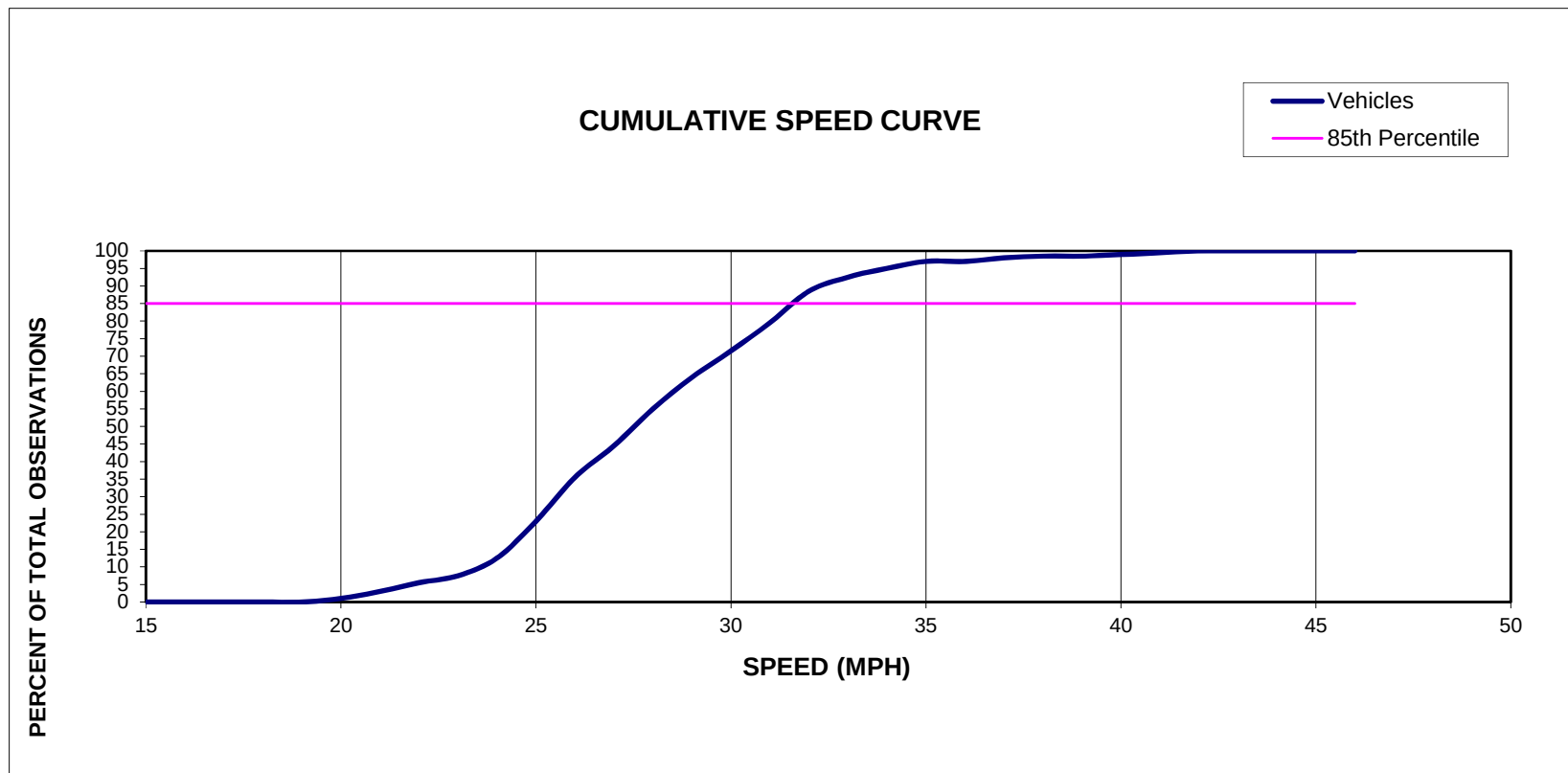
### 17. MASON STREET BETWEEN PERKINS STREET TO CLARA AVENUE

| DIRECTION:         |        |                   |        | NORTH BOUND                                                                                                  |          |        |                    | DIRECTION: |                   |        |        | SOUTH BOUND                                                                                                  |        |                    |        | DIRECTION:        |        |        |          | COMBINED                                                                                                     |  |  |      |  |  |
|--------------------|--------|-------------------|--------|--------------------------------------------------------------------------------------------------------------|----------|--------|--------------------|------------|-------------------|--------|--------|--------------------------------------------------------------------------------------------------------------|--------|--------------------|--------|-------------------|--------|--------|----------|--------------------------------------------------------------------------------------------------------------|--|--|------|--|--|
| SPEED              | #      | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |          |        |                    | SPEED      | #                 | %      | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |        |                    |        | SPEED             | #      | %      | CUM. %   | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |  |  |      |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |                    | 15 mph     | 0                 | 0.0%   | 0.0%   |                                                                                                              |        |                    |        | 15 mph            | 0      | 0.0%   | 0.0%     |                                                                                                              |  |  |      |  |  |
| 16 mph             | 0      | 0.0%              | 0.0%   | 16 mph                                                                                                       | 0        | 0.0%   | 0.0%               | 16 mph     | 0                 | 0.0%   | 0.0%   | 16 mph                                                                                                       | 0      | 0.0%               | 0.0%   | 16 mph            | 0      | 0.0%   | 0.0%     |                                                                                                              |  |  |      |  |  |
| 17 mph             | 0      | 0.0%              | 0.0%   | 17 mph                                                                                                       | 0        | 0.0%   | 0.0%               | 17 mph     | 0                 | 0.0%   | 0.0%   | 17 mph                                                                                                       | 0      | 0.0%               | 0.0%   | 17 mph            | 0      | 0.0%   | 0.0%     |                                                                                                              |  |  |      |  |  |
| 18 mph             | 0      | 0.0%              | 0.0%   | 18 mph                                                                                                       | 0        | 0.0%   | 0.0%               | 18 mph     | 0                 | 0.0%   | 0.0%   | 18 mph                                                                                                       | 0      | 0.0%               | 0.0%   | 18 mph            | 0      | 0.0%   | 0.0%     |                                                                                                              |  |  |      |  |  |
| 19 mph             | 0      | 0.0%              | 0.0%   | 19 mph                                                                                                       | 0        | 0.0%   | 0.0%               | 19 mph     | 0                 | 0.0%   | 0.0%   | 19 mph                                                                                                       | 0      | 0.0%               | 0.0%   | 19 mph            | 0      | 0.0%   | 0.0%     |                                                                                                              |  |  |      |  |  |
| 20 mph             | 0      | 0.0%              | 0.0%   | 20 mph                                                                                                       | 2        | 2.0%   | 2.0%               | 20 mph     | 2                 | 2.0%   | 2.0%   | 20 mph                                                                                                       | 2      | 1.0%               | 1.0%   | 20 mph            | 2      | 1.0%   | 1.0%     |                                                                                                              |  |  |      |  |  |
| 21 mph             | 0      | 0.0%              | 0.0%   | 21 mph                                                                                                       | 4        | 4.0%   | 6.0%               | 21 mph     | 4                 | 4.0%   | 10.0%  | 21 mph                                                                                                       | 4      | 2.0%               | 3.0%   | 21 mph            | 4      | 2.0%   | 3.0%     |                                                                                                              |  |  |      |  |  |
| 22 mph             | 1      | 1.0%              | 1.0%   | 22 mph                                                                                                       | 4        | 4.0%   | 10.0%              | 22 mph     | 4                 | 4.0%   | 10.0%  | 22 mph                                                                                                       | 5      | 2.5%               | 5.5%   | 22 mph            | 5      | 2.5%   | 5.5%     |                                                                                                              |  |  |      |  |  |
| 23 mph             | 2      | 2.0%              | 3.0%   | 23 mph                                                                                                       | 2        | 2.0%   | 12.0%              | 23 mph     | 2                 | 2.0%   | 12.0%  | 23 mph                                                                                                       | 4      | 2.0%               | 7.5%   | 23 mph            | 4      | 2.0%   | 7.5%     |                                                                                                              |  |  |      |  |  |
| 24 mph             | 5      | 5.0%              | 8.0%   | 24 mph                                                                                                       | 5        | 5.0%   | 17.0%              | 24 mph     | 5                 | 5.0%   | 17.0%  | 24 mph                                                                                                       | 10     | 5.0%               | 12.5%  | 24 mph            | 10     | 5.0%   | 12.5%    |                                                                                                              |  |  |      |  |  |
| 25 mph             | 13     | 13.0%             | 21.0%  | 25 mph                                                                                                       | 8        | 8.0%   | 25.0%              | 25 mph     | 8                 | 8.0%   | 25.0%  | 25 mph                                                                                                       | 21     | 10.5%              | 23.0%  | 25 mph            | 21     | 10.5%  | 23.0%    |                                                                                                              |  |  |      |  |  |
| 26 mph             | 10     | 10.0%             | 31.0%  | 26 mph                                                                                                       | 15       | 15.0%  | 40.0%              | 26 mph     | 15                | 15.0%  | 40.0%  | 26 mph                                                                                                       | 25     | 12.5%              | 35.5%  | 26 mph            | 25     | 12.5%  | 35.5%    |                                                                                                              |  |  |      |  |  |
| 27 mph             | 8      | 8.0%              | 39.0%  | 27 mph                                                                                                       | 10       | 10.0%  | 50.0%              | 27 mph     | 10                | 10.0%  | 50.0%  | 27 mph                                                                                                       | 18     | 9.0%               | 44.5%  | 27 mph            | 18     | 9.0%   | 44.5%    |                                                                                                              |  |  |      |  |  |
| 28 mph             | 11     | 11.0%             | 50.0%  | 28 mph                                                                                                       | 10       | 10.0%  | 60.0%              | 28 mph     | 10                | 10.0%  | 60.0%  | 28 mph                                                                                                       | 21     | 10.5%              | 55.0%  | 28 mph            | 21     | 10.5%  | 55.0%    |                                                                                                              |  |  |      |  |  |
| 29 mph             | 11     | 11.0%             | 61.0%  | 29 mph                                                                                                       | 7        | 7.0%   | 67.0%              | 29 mph     | 7                 | 7.0%   | 67.0%  | 29 mph                                                                                                       | 18     | 9.0%               | 64.0%  | 29 mph            | 18     | 9.0%   | 64.0%    |                                                                                                              |  |  |      |  |  |
| 30 mph             | 11     | 11.0%             | 72.0%  | 30 mph                                                                                                       | 4        | 4.0%   | 71.0%              | 30 mph     | 4                 | 4.0%   | 71.0%  | 30 mph                                                                                                       | 15     | 7.5%               | 71.5%  | 30 mph            | 15     | 7.5%   | 71.5%    |                                                                                                              |  |  |      |  |  |
| 31 mph             | 9      | 9.0%              | 81.0%  | 31 mph                                                                                                       | 7        | 7.0%   | 78.0%              | 31 mph     | 7                 | 7.0%   | 78.0%  | 31 mph                                                                                                       | 16     | 8.0%               | 79.5%  | 31 mph            | 16     | 8.0%   | 79.5%    |                                                                                                              |  |  |      |  |  |
| 32 mph             | 5      | 5.0%              | 86.0%  | 32 mph                                                                                                       | 13       | 13.0%  | 91.0%              | 32 mph     | 13                | 13.0%  | 91.0%  | 32 mph                                                                                                       | 18     | 9.0%               | 88.5%  | 32 mph            | 18     | 9.0%   | 88.5%    |                                                                                                              |  |  |      |  |  |
| 33 mph             | 5      | 5.0%              | 91.0%  | 33 mph                                                                                                       | 3        | 3.0%   | 94.0%              | 33 mph     | 3                 | 3.0%   | 94.0%  | 33 mph                                                                                                       | 8      | 4.0%               | 92.5%  | 33 mph            | 8      | 4.0%   | 92.5%    |                                                                                                              |  |  |      |  |  |
| 34 mph             | 3      | 3.0%              | 94.0%  | 34 mph                                                                                                       | 2        | 2.0%   | 96.0%              | 34 mph     | 2                 | 2.0%   | 96.0%  | 34 mph                                                                                                       | 5      | 2.5%               | 95.0%  | 34 mph            | 5      | 2.5%   | 95.0%    |                                                                                                              |  |  |      |  |  |
| 35 mph             | 3      | 3.0%              | 97.0%  | 35 mph                                                                                                       | 1        | 1.0%   | 97.0%              | 35 mph     | 1                 | 1.0%   | 97.0%  | 35 mph                                                                                                       | 4      | 2.0%               | 97.0%  | 35 mph            | 4      | 2.0%   | 97.0%    |                                                                                                              |  |  |      |  |  |
| 36 mph             | 0      | 0.0%              | 97.0%  | 36 mph                                                                                                       | 0        | 0.0%   | 97.0%              | 36 mph     | 0                 | 0.0%   | 97.0%  | 36 mph                                                                                                       | 0      | 0.0%               | 97.0%  | 36 mph            | 0      | 0.0%   | 97.0%    |                                                                                                              |  |  |      |  |  |
| 37 mph             | 0      | 0.0%              | 97.0%  | 37 mph                                                                                                       | 2        | 2.0%   | 99.0%              | 37 mph     | 2                 | 2.0%   | 99.0%  | 37 mph                                                                                                       | 2      | 1.0%               | 98.0%  | 37 mph            | 2      | 1.0%   | 98.0%    |                                                                                                              |  |  |      |  |  |
| 38 mph             | 1      | 1.0%              | 98.0%  | 38 mph                                                                                                       | 0        | 0.0%   | 99.0%              | 38 mph     | 0                 | 0.0%   | 99.0%  | 38 mph                                                                                                       | 1      | 0.5%               | 98.5%  | 38 mph            | 1      | 0.5%   | 98.5%    |                                                                                                              |  |  |      |  |  |
| 39 mph             | 0      | 0.0%              | 98.0%  | 39 mph                                                                                                       | 0        | 0.0%   | 99.0%              | 39 mph     | 0                 | 0.0%   | 99.0%  | 39 mph                                                                                                       | 0      | 0.0%               | 98.5%  | 39 mph            | 0      | 0.0%   | 98.5%    |                                                                                                              |  |  |      |  |  |
| 40 mph             | 1      | 1.0%              | 99.0%  | 40 mph                                                                                                       | 0        | 0.0%   | 99.0%              | 40 mph     | 0                 | 0.0%   | 99.0%  | 40 mph                                                                                                       | 1      | 0.5%               | 99.0%  | 40 mph            | 1      | 0.5%   | 99.0%    |                                                                                                              |  |  |      |  |  |
| 41 mph             | 1      | 1.0%              | 100.0% | 41 mph                                                                                                       | 0        | 0.0%   | 99.0%              | 41 mph     | 0                 | 0.0%   | 99.0%  | 41 mph                                                                                                       | 1      | 0.5%               | 99.5%  | 41 mph            | 1      | 0.5%   | 99.5%    |                                                                                                              |  |  |      |  |  |
| 42 mph             | 0      | 0.0%              | 100.0% | 42 mph                                                                                                       | 1        | 1.0%   | 100.0%             | 42 mph     | 1                 | 1.0%   | 100.0% | 42 mph                                                                                                       | 1      | 0.5%               | 100.0% | 42 mph            | 1      | 0.5%   | 100.0%   |                                                                                                              |  |  |      |  |  |
| 43 mph             | 0      | 0.0%              | 100.0% | 43 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 43 mph     | 0                 | 0.0%   | 100.0% | 43 mph                                                                                                       | 0      | 0.0%               | 100.0% | 43 mph            | 0      | 0.0%   | 100.0%   |                                                                                                              |  |  |      |  |  |
| 44 mph             | 0      | 0.0%              | 100.0% | 44 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 44 mph     | 0                 | 0.0%   | 100.0% | 44 mph                                                                                                       | 0      | 0.0%               | 100.0% | 44 mph            | 0      | 0.0%   | 100.0%   |                                                                                                              |  |  |      |  |  |
| 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 45 mph     | 0                 | 0.0%   | 100.0% | 45 mph                                                                                                       | 0      | 0.0%               | 100.0% | 45 mph            | 0      | 0.0%   | 100.0%   |                                                                                                              |  |  |      |  |  |
| 46 mph             | 0      | 0.0%              | 100.0% | 46 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 46 mph     | 0                 | 0.0%   | 100.0% | 46 mph                                                                                                       | 0      | 0.0%               | 100.0% | 46 mph            | 0      | 0.0%   | 100.0%   |                                                                                                              |  |  |      |  |  |
| 47 mph             | 0      | 0.0%              | 100.0% | 47 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 47 mph     | 0                 | 0.0%   | 100.0% | 47 mph                                                                                                       | 0      | 0.0%               | 100.0% | 47 mph            | 0      | 0.0%   | 100.0%   |                                                                                                              |  |  |      |  |  |
| 48 mph             | 0      | 0.0%              | 100.0% | 48 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 48 mph     | 0                 | 0.0%   | 100.0% | 48 mph                                                                                                       | 0      | 0.0%               | 100.0% | 48 mph            | 0      | 0.0%   | 100.0%   |                                                                                                              |  |  |      |  |  |
| 49 mph             | 0      | 0.0%              | 100.0% | 49 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 49 mph     | 0                 | 0.0%   | 100.0% | 49 mph                                                                                                       | 0      | 0.0%               | 100.0% | 49 mph            | 0      | 0.0%   | 100.0%   |                                                                                                              |  |  |      |  |  |
| 50 mph             | 0      | 0.0%              | 100.0% | 50 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 50 mph     | 0                 | 0.0%   | 100.0% | 50 mph                                                                                                       | 0      | 0.0%               | 100.0% | 50 mph            | 0      | 0.0%   | 100.0%   |                                                                                                              |  |  |      |  |  |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:                                                                                               |          |        | 28.8               | TOTAL:     | 100               | 100.0% |        | AVERAGE SPEED:                                                                                               |        |                    | 27.9   | TOTAL:            | 200    | 100.0% |          | AVERAGE SPEED:                                                                                               |  |  | 28.3 |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                                                                                                          | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%    | 50%    | 85%                                                                                                          | 90%    | PERCENTILE:        | 10%    | 15%               | 25%    | 50%    | 85%      | 90%                                                                                                          |  |  |      |  |  |
| SPEEDS:            | 25.0   | 25.0              | 26.0   | 28.5                                                                                                         | 32.0     | 33.0   | SPEEDS:            | 22.9       | 24.0              | 25.8   | 27.5   | 32.0                                                                                                         | 32.0   | SPEEDS:            | 24.0   | 25.0              | 26.0   | 28.0   | 32.0     | 33.0                                                                                                         |  |  |      |  |  |
| 10 MPH PACE SPEED: | 24-33  | NUMBER IN PACE:   |        | 88                                                                                                           | PERCENT: | 88.0%  | 10 MPH PACE SPEED: | 24-33      | NUMBER IN PACE:   |        | 82     | PERCENT:                                                                                                     | 82.0%  | 10 MPH PACE SPEED: | 24-33  | NUMBER IN PACE:   |        | 170    | PERCENT: | 85.0%                                                                                                        |  |  |      |  |  |
|                    |        | NUMBER BELOW PACE |        | 3                                                                                                            | PERCENT: | 3%     |                    |            | NUMBER BELOW PACE |        | 12     | PERCENT:                                                                                                     | 12%    |                    |        | NUMBER BELOW PACE |        | 15     | PERCENT: | 7.5%                                                                                                         |  |  |      |  |  |
|                    |        | NUMBER ABOVE PACE |        | 9                                                                                                            | PERCENT: | 9%     |                    |            | NUMBER ABOVE PACE |        | 6      | PERCENT:                                                                                                     | 6%     |                    |        | NUMBER ABOVE PACE |        | 15     | PERCENT: | 7.5%                                                                                                         |  |  |      |  |  |
| SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH | 20 MPH                                                                                                       | 20 MPH   | 20 MPH | SPEED EXCEEDED:    | 20 MPH     | 20 MPH            | 20 MPH | 20 MPH | 20 MPH                                                                                                       | 20 MPH | SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH | 20 MPH | 20 MPH   | 20 MPH                                                                                                       |  |  |      |  |  |
| TOTAL:             | 100    | 79                | 28     | 3                                                                                                            | 1        | 0      | TOTAL:             | 98         | 75                | 29     | 3      | 1                                                                                                            | 0      | TOTAL:             | 198    | 154               | 57     | 6      | 2        | 0                                                                                                            |  |  |      |  |  |
| PERCENTAGE:        | 100.0% | 79.0%             | 28.0%  | 3.0%                                                                                                         | 1.0%     | 0.0%   | PERCENTAGE:        | 98.0%      | 75.0%             | 29.0%  | 3.0%   | 1.0%                                                                                                         | 0.0%   | PERCENTAGE:        | 99.0%  | 77.0%             | 28.5%  | 3.0%   | 1.0%     | 0.0%                                                                                                         |  |  |      |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Mason Street**  
SEGMENT: **Perkins Street to Clara Avenue**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/27/2017**  
TIME: **1:50-3:30PM**  
DIRECTION OF TRAVEL: **COMBINED**



Accident Report

|          |                                |                |        |  |  |  |  |  |
|----------|--------------------------------|----------------|--------|--|--|--|--|--|
|          |                                | Accident Dates |        |  |  |  |  |  |
| ROADWAY: | Mason Street                   | From:          | Jan-13 |  |  |  |  |  |
| SEGMENT: | Perkins Street to Clara Avenue | To:            | Dec-16 |  |  |  |  |  |

| Date | Location | Time of Day | Weather | Collision Factor | Collision Type | Fatal   | Injury | Non-Injury |   |
|------|----------|-------------|---------|------------------|----------------|---------|--------|------------|---|
|      |          |             |         |                  |                | TOTALS: | 0      | 0          | 0 |

NOTE: Collision data obtained from the CHP SWTRS program.

## **Mendocino Drive (Gardens Avenue to Dora Street)**



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Mendocino Drive  
Limits: Gardens Avenue to Dora Street

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/25/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | COMBINED         |  |
| 85th Percentile    |  | 28 MPH           |  |
| 10 mph Pace        |  | 19-28 MPH        |  |
| Percent in Pace    |  | 87.5%            |  |
| Posted Speed Limit |  | 25 MPH           |  |

**B. COLLISION HISTORY**

Date Range Covered

| From         | To            | Duration/Years    |
|--------------|---------------|-------------------|
| Jan-13       | Dec-16        | 3 years           |
| <b>Fatal</b> | <b>Injury</b> | <b>Non-Injury</b> |
| 0            | 0             | 0                 |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 1,198 |
| Length of Segment      | 880   |
| Width of Segment       | 33    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Mendocino Drive, between Gardens Avenue and Dora Street, is an undivided, 2-Lane residential roadway.

Roadway Geometrics None

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential and Public Institutional Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 25 MPH        |
| Critical Speed*                                                   | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018  
**Date**

Project Manager  
**Title**



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/25/2017      **DAY:** MONDAY      **TIME:** 2:35-4:15PM

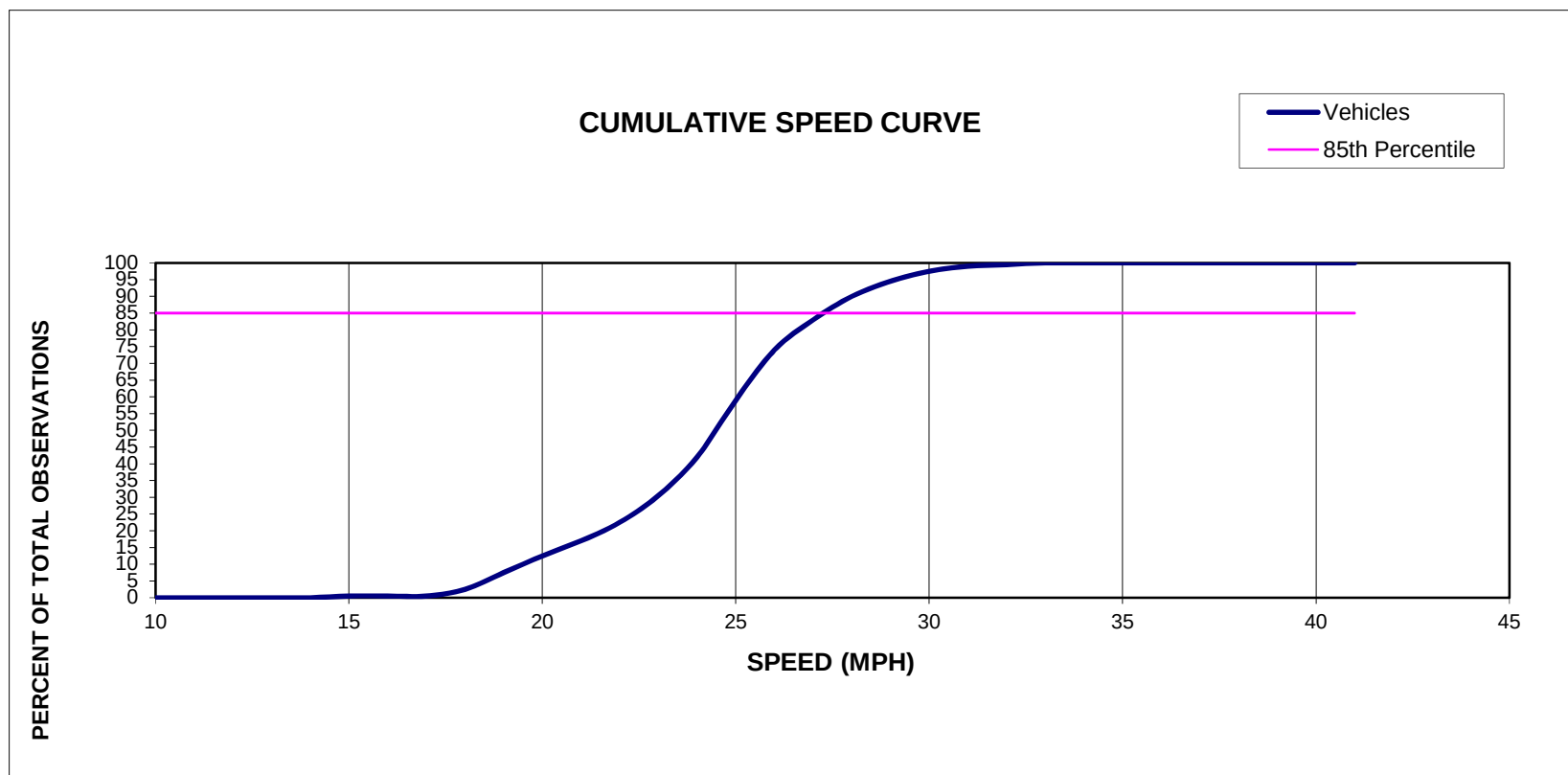
### 18. MENDOCINO DRIVE BETWEEN GARDENS AVENUE TO DORA STREET

| DIRECTION: |   |   |        | EAST BOUND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |  |  | DIRECTION: |  |  |  | WEST BOUND |  |  |  | DIRECTION: |  |  |  | COMBINED |  |  |  |  |  |
|------------|---|---|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------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| SPEED      | # | % | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></di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|  |  |  |            |  |  |  |            |  |  |  |            |  |  |  |          |  |  |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Mendocino Drive**  
SEGMENT: **Gardens Avenue to Dora Street**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/25/2017**  
TIME: **2:35-4:15PM**  
DIRECTION OF TRAVEL: **COMBINED**



Accident Report

|          |                               |                |        |  |  |  |  |  |
|----------|-------------------------------|----------------|--------|--|--|--|--|--|
|          |                               | Accident Dates |        |  |  |  |  |  |
| ROADWAY: | Mendocino Drive               | From:          | Jan-13 |  |  |  |  |  |
| SEGMENT: | Gardens Avenue to Dora Street | To:            | Dec-16 |  |  |  |  |  |

| Date | Location | Time of Day | Weather | Collision Factor | Collision Type | Fatal   | Injury | Non-Injury |   |
|------|----------|-------------|---------|------------------|----------------|---------|--------|------------|---|
|      |          |             |         |                  |                | TOTALS: | 0      | 0          | 0 |

NOTE: Collision data obtained from the CHP SWTRS program.

## Mill Street (State Street to Highland Drive)



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Mill Street  
Limits: State Street to Highland Drive

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 10/4/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | COMBINED         |  |
| 85th Percentile    |  | 30 MPH           |  |
| 10 mph Pace        |  | 22-31 MPH        |  |
| Percent in Pace    |  | 91%              |  |
| Posted Speed Limit |  | 25 MPH           |  |

**B. COLLISION HISTORY**

Date Range Covered

| From         | To            | Duration/Years    |
|--------------|---------------|-------------------|
| Jan-13       | Dec-16        | 3 years           |
| <b>Fatal</b> | <b>Injury</b> | <b>Non-Injury</b> |
| 0            | 5             | 13                |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 2,699 |
| Length of Segment      | 3,300 |
| Width of Segment       | 35    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Mill Street, between State Street and Highland Drive, is a 2-Lane, undivided residential roadway.

Roadway Geometrics None

Comments Based on the residential land use, street classification, on-street parking, and school crossings and California Vehicle Code 22352 (2-A), it is appropriate to maintain the Prima Facie speed limit of 25 MPH on Mill Street between State Street to Highland Drive.

**E. ADJACENT LAND USE** Single-Family Residential Development

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 25 MPH        |
| Critical Speed*                                                   | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018  
**Date**

Project Manager  
**Title**

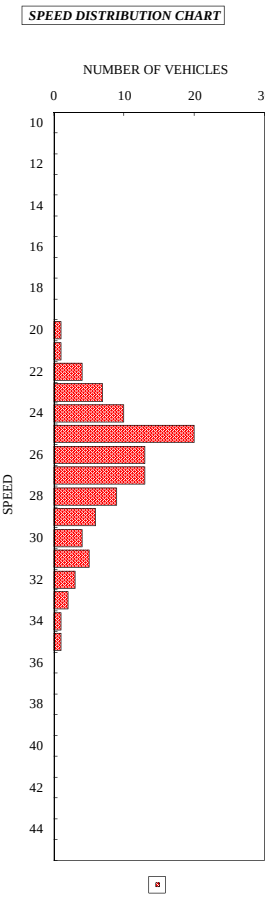
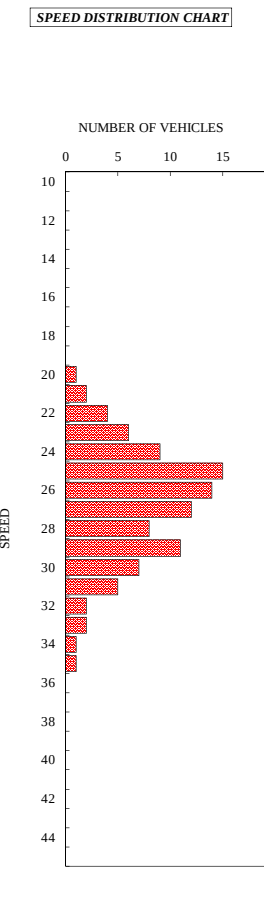
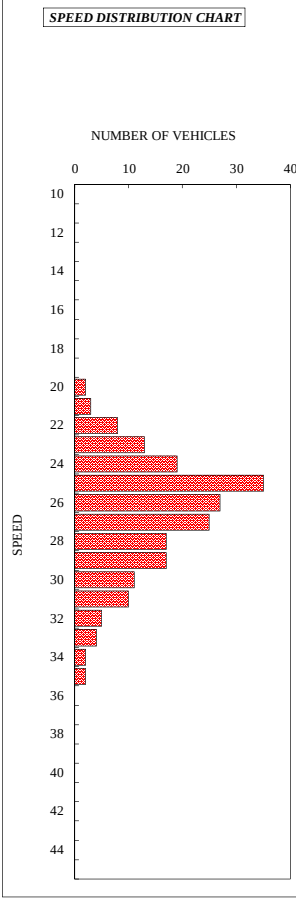


# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 10/4/2017      **DAY:** WEDNESDAY      **TIME:** 9:50-11:45AM

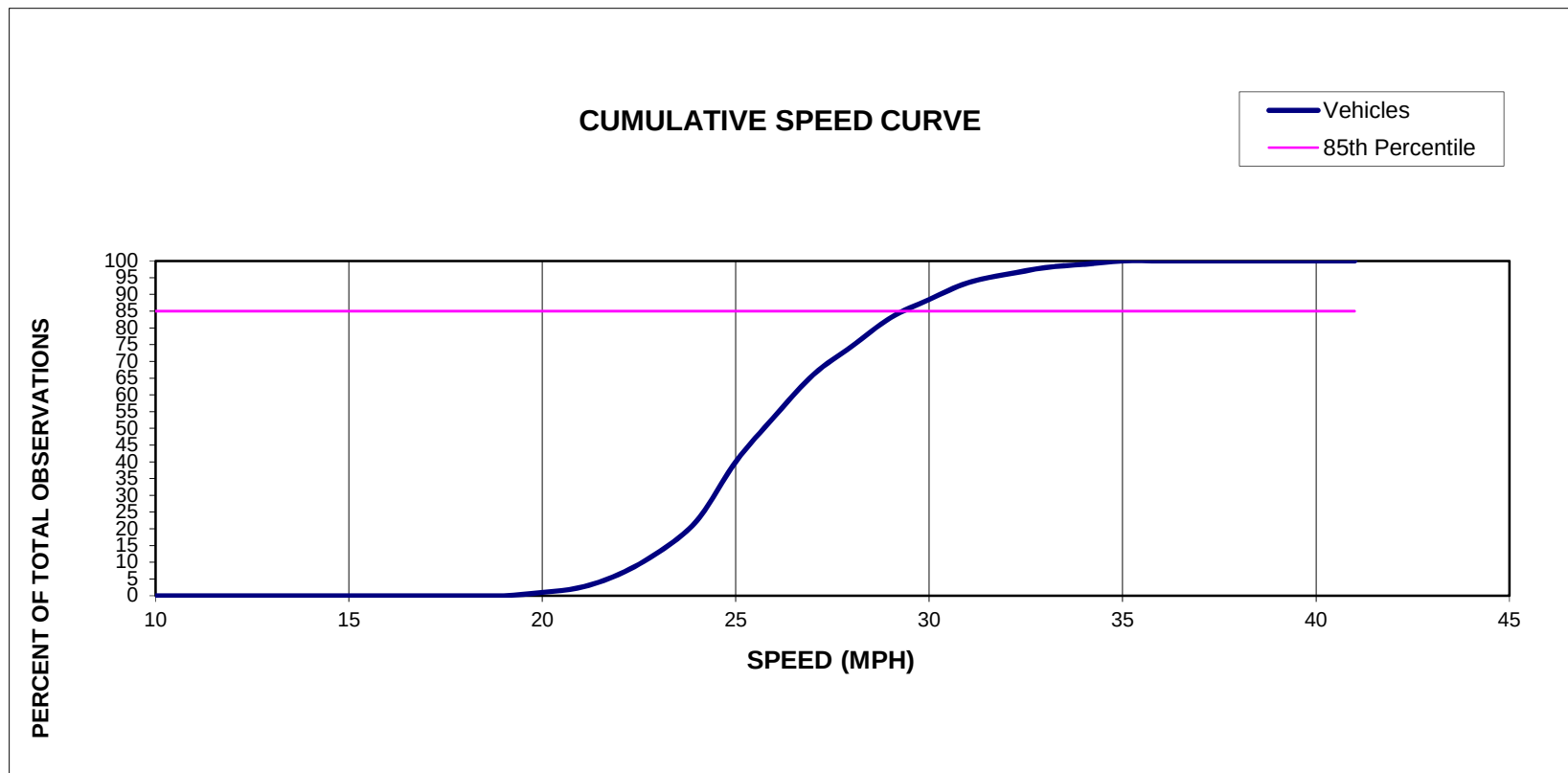
### 19. MILL STREET BETWEEN STATE STREET TO HIGHLAND DRIVE

| DIRECTION:         |        |                   |        | EAST BOUND                                                                                                             |          |        |                    | DIRECTION: |                   |       |                | WEST BOUND                                                                                                               |        |                    |        | DIRECTION:        |       |                |          | COMBINED                                                                                                                 |    |       |        |  |  |
|--------------------|--------|-------------------|--------|------------------------------------------------------------------------------------------------------------------------|----------|--------|--------------------|------------|-------------------|-------|----------------|--------------------------------------------------------------------------------------------------------------------------|--------|--------------------|--------|-------------------|-------|----------------|----------|--------------------------------------------------------------------------------------------------------------------------|----|-------|--------|--|--|
| SPEED              | #      | %                 | CUM. % | <div>SPEED DISTRIBUTION CHART</div>  |          |        |                    | SPEED      | #                 | %     | CUM. %         | <div>SPEED DISTRIBUTION CHART</div>  |        |                    |        | SPEED             | #     | %              | CUM. %   | <div>SPEED DISTRIBUTION CHART</div>  |    |       |        |  |  |
| 10 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                        |          |        |                    | 10 mph     | 0                 | 0.0%  | 0.0%           |                                                                                                                          |        |                    |        | 10 mph            | 0     | 0.0%           | 0.0%     |                                                                                                                          |    |       |        |  |  |
| 11 mph             | 0      | 0.0%              | 0.0%   | 11 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 11 mph     | 0                 | 0.0%  | 0.0%           | 11 mph                                                                                                                   | 0      | 0.0%               | 0.0%   | 11 mph            | 0     | 0.0%           | 0.0%     | 11 mph                                                                                                                   | 0  | 0.0%  | 0.0%   |  |  |
| 12 mph             | 0      | 0.0%              | 0.0%   | 12 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 12 mph     | 0                 | 0.0%  | 0.0%           | 12 mph                                                                                                                   | 0      | 0.0%               | 0.0%   | 12 mph            | 0     | 0.0%           | 0.0%     | 12 mph                                                                                                                   | 0  | 0.0%  | 0.0%   |  |  |
| 13 mph             | 0      | 0.0%              | 0.0%   | 13 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 13 mph     | 0                 | 0.0%  | 0.0%           | 13 mph                                                                                                                   | 0      | 0.0%               | 0.0%   | 13 mph            | 0     | 0.0%           | 0.0%     | 13 mph                                                                                                                   | 0  | 0.0%  | 0.0%   |  |  |
| 14 mph             | 0      | 0.0%              | 0.0%   | 14 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 14 mph     | 0                 | 0.0%  | 0.0%           | 14 mph                                                                                                                   | 0      | 0.0%               | 0.0%   | 14 mph            | 0     | 0.0%           | 0.0%     | 14 mph                                                                                                                   | 0  | 0.0%  | 0.0%   |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%   | 15 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 15 mph     | 0                 | 0.0%  | 0.0%           | 15 mph                                                                                                                   | 0      | 0.0%               | 0.0%   | 15 mph            | 0     | 0.0%           | 0.0%     | 15 mph                                                                                                                   | 0  | 0.0%  | 0.0%   |  |  |
| 16 mph             | 0      | 0.0%              | 0.0%   | 16 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 16 mph     | 0                 | 0.0%  | 0.0%           | 16 mph                                                                                                                   | 0      | 0.0%               | 0.0%   | 16 mph            | 0     | 0.0%           | 0.0%     | 16 mph                                                                                                                   | 0  | 0.0%  | 0.0%   |  |  |
| 17 mph             | 0      | 0.0%              | 0.0%   | 17 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 17 mph     | 0                 | 0.0%  | 0.0%           | 17 mph                                                                                                                   | 0      | 0.0%               | 0.0%   | 17 mph            | 0     | 0.0%           | 0.0%     | 17 mph                                                                                                                   | 0  | 0.0%  | 0.0%   |  |  |
| 18 mph             | 0      | 0.0%              | 0.0%   | 18 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 18 mph     | 0                 | 0.0%  | 0.0%           | 18 mph                                                                                                                   | 0      | 0.0%               | 0.0%   | 18 mph            | 0     | 0.0%           | 0.0%     | 18 mph                                                                                                                   | 0  | 0.0%  | 0.0%   |  |  |
| 19 mph             | 0      | 0.0%              | 0.0%   | 19 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 19 mph     | 0                 | 0.0%  | 0.0%           | 19 mph                                                                                                                   | 0      | 0.0%               | 0.0%   | 19 mph            | 0     | 0.0%           | 0.0%     | 19 mph                                                                                                                   | 0  | 0.0%  | 0.0%   |  |  |
| 20 mph             | 1      | 1.0%              | 1.0%   | 20 mph                                                                                                                 | 1        | 1.0%   | 1.0%               | 20 mph     | 1                 | 1.0%  | 1.0%           | 20 mph                                                                                                                   | 2      | 1.0%               | 1.0%   | 20 mph            | 2     | 1.0%           | 1.0%     | 20 mph                                                                                                                   | 2  | 1.0%  | 1.0%   |  |  |
| 21 mph             | 1      | 1.0%              | 2.0%   | 21 mph                                                                                                                 | 2        | 2.0%   | 3.0%               | 21 mph     | 2                 | 2.0%  | 3.0%           | 21 mph                                                                                                                   | 3      | 1.5%               | 2.5%   | 21 mph            | 3     | 1.5%           | 2.5%     | 21 mph                                                                                                                   | 3  | 1.5%  | 2.5%   |  |  |
| 22 mph             | 4      | 4.0%              | 6.0%   | 22 mph                                                                                                                 | 4        | 4.0%   | 7.0%               | 22 mph     | 4                 | 4.0%  | 7.0%           | 22 mph                                                                                                                   | 8      | 4.0%               | 6.5%   | 22 mph            | 8     | 4.0%           | 6.5%     | 22 mph                                                                                                                   | 8  | 4.0%  | 6.5%   |  |  |
| 23 mph             | 7      | 7.0%              | 13.0%  | 23 mph                                                                                                                 | 6        | 6.0%   | 13.0%              | 23 mph     | 6                 | 6.0%  | 13.0%          | 23 mph                                                                                                                   | 13     | 6.5%               | 13.0%  | 23 mph            | 13    | 6.5%           | 13.0%    | 23 mph                                                                                                                   | 13 | 6.5%  | 13.0%  |  |  |
| 24 mph             | 10     | 10.0%             | 23.0%  | 24 mph                                                                                                                 | 9        | 9.0%   | 22.0%              | 24 mph     | 9                 | 9.0%  | 22.0%          | 24 mph                                                                                                                   | 19     | 9.5%               | 22.5%  | 24 mph            | 19    | 9.5%           | 22.5%    | 24 mph                                                                                                                   | 19 | 9.5%  | 22.5%  |  |  |
| 25 mph             | 20     | 20.0%             | 43.0%  | 25 mph                                                                                                                 | 15       | 15.0%  | 37.0%              | 25 mph     | 15                | 15.0% | 37.0%          | 25 mph                                                                                                                   | 35     | 17.5%              | 40.0%  | 25 mph            | 35    | 17.5%          | 40.0%    | 25 mph                                                                                                                   | 35 | 17.5% | 40.0%  |  |  |
| 26 mph             | 13     | 13.0%             | 56.0%  | 26 mph                                                                                                                 | 14       | 14.0%  | 51.0%              | 26 mph     | 14                | 14.0% | 51.0%          | 26 mph                                                                                                                   | 27     | 13.5%              | 53.5%  | 26 mph            | 27    | 13.5%          | 53.5%    | 26 mph                                                                                                                   | 27 | 13.5% | 53.5%  |  |  |
| 27 mph             | 13     | 13.0%             | 69.0%  | 27 mph                                                                                                                 | 12       | 12.0%  | 63.0%              | 27 mph     | 12                | 12.0% | 63.0%          | 27 mph                                                                                                                   | 25     | 12.5%              | 66.0%  | 27 mph            | 25    | 12.5%          | 66.0%    | 27 mph                                                                                                                   | 25 | 12.5% | 66.0%  |  |  |
| 28 mph             | 9      | 9.0%              | 78.0%  | 28 mph                                                                                                                 | 8        | 8.0%   | 71.0%              | 28 mph     | 8                 | 8.0%  | 71.0%          | 28 mph                                                                                                                   | 17     | 8.5%               | 74.5%  | 28 mph            | 17    | 8.5%           | 74.5%    | 28 mph                                                                                                                   | 17 | 8.5%  | 74.5%  |  |  |
| 29 mph             | 6      | 6.0%              | 84.0%  | 29 mph                                                                                                                 | 11       | 11.0%  | 82.0%              | 29 mph     | 11                | 11.0% | 82.0%          | 29 mph                                                                                                                   | 17     | 8.5%               | 83.0%  | 29 mph            | 17    | 8.5%           | 83.0%    | 29 mph                                                                                                                   | 17 | 8.5%  | 83.0%  |  |  |
| 30 mph             | 4      | 4.0%              | 88.0%  | 30 mph                                                                                                                 | 7        | 7.0%   | 89.0%              | 30 mph     | 7                 | 7.0%  | 89.0%          | 30 mph                                                                                                                   | 11     | 5.5%               | 88.5%  | 30 mph            | 11    | 5.5%           | 88.5%    | 30 mph                                                                                                                   | 11 | 5.5%  | 88.5%  |  |  |
| 31 mph             | 5      | 5.0%              | 93.0%  | 31 mph                                                                                                                 | 5        | 5.0%   | 94.0%              | 31 mph     | 5                 | 5.0%  | 94.0%          | 31 mph                                                                                                                   | 10     | 5.0%               | 93.5%  | 31 mph            | 10    | 5.0%           | 93.5%    | 31 mph                                                                                                                   | 10 | 5.0%  | 93.5%  |  |  |
| 32 mph             | 3      | 3.0%              | 96.0%  | 32 mph                                                                                                                 | 2        | 2.0%   | 96.0%              | 32 mph     | 2                 | 2.0%  | 96.0%          | 32 mph                                                                                                                   | 5      | 2.5%               | 96.0%  | 32 mph            | 5     | 2.5%           | 96.0%    | 32 mph                                                                                                                   | 5  | 2.5%  | 96.0%  |  |  |
| 33 mph             | 2      | 2.0%              | 98.0%  | 33 mph                                                                                                                 | 2        | 2.0%   | 98.0%              | 33 mph     | 2                 | 2.0%  | 98.0%          | 33 mph                                                                                                                   | 4      | 2.0%               | 98.0%  | 33 mph            | 4     | 2.0%           | 98.0%    | 33 mph                                                                                                                   | 4  | 2.0%  | 98.0%  |  |  |
| 34 mph             | 1      | 1.0%              | 99.0%  | 34 mph                                                                                                                 | 1        | 1.0%   | 99.0%              | 34 mph     | 1                 | 1.0%  | 99.0%          | 34 mph                                                                                                                   | 2      | 1.0%               | 99.0%  | 34 mph            | 2     | 1.0%           | 99.0%    | 34 mph                                                                                                                   | 2  | 1.0%  | 99.0%  |  |  |
| 35 mph             | 1      | 1.0%              | 100.0% | 35 mph                                                                                                                 | 1        | 1.0%   | 100.0%             | 35 mph     | 1                 | 1.0%  | 100.0%         | 35 mph                                                                                                                   | 2      | 1.0%               | 100.0% | 35 mph            | 2     | 1.0%           | 100.0%   | 35 mph                                                                                                                   | 2  | 1.0%  | 100.0% |  |  |
| 36 mph             | 0      | 0.0%              | 100.0% | 36 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 36 mph     | 0                 | 0.0%  | 100.0%         | 36 mph                                                                                                                   | 0      | 0.0%               | 100.0% | 36 mph            | 0     | 0.0%           | 100.0%   | 36 mph                                                                                                                   | 0  | 0.0%  | 100.0% |  |  |
| 37 mph             | 0      | 0.0%              | 100.0% | 37 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 37 mph     | 0                 | 0.0%  | 100.0%         | 37 mph                                                                                                                   | 0      | 0.0%               | 100.0% | 37 mph            | 0     | 0.0%           | 100.0%   | 37 mph                                                                                                                   | 0  | 0.0%  | 100.0% |  |  |
| 38 mph             | 0      | 0.0%              | 100.0% | 38 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 38 mph     | 0                 | 0.0%  | 100.0%         | 38 mph                                                                                                                   | 0      | 0.0%               | 100.0% | 38 mph            | 0     | 0.0%           | 100.0%   | 38 mph                                                                                                                   | 0  | 0.0%  | 100.0% |  |  |
| 39 mph             | 0      | 0.0%              | 100.0% | 39 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 39 mph     | 0                 | 0.0%  | 100.0%         | 39 mph                                                                                                                   | 0      | 0.0%               | 100.0% | 39 mph            | 0     | 0.0%           | 100.0%   | 39 mph                                                                                                                   | 0  | 0.0%  | 100.0% |  |  |
| 40 mph             | 0      | 0.0%              | 100.0% | 40 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 40 mph     | 0                 | 0.0%  | 100.0%         | 40 mph                                                                                                                   | 0      | 0.0%               | 100.0% | 40 mph            | 0     | 0.0%           | 100.0%   | 40 mph                                                                                                                   | 0  | 0.0%  | 100.0% |  |  |
| 41 mph             | 0      | 0.0%              | 100.0% | 41 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 41 mph     | 0                 | 0.0%  | 100.0%         | 41 mph                                                                                                                   | 0      | 0.0%               | 100.0% | 41 mph            | 0     | 0.0%           | 100.0%   | 41 mph                                                                                                                   | 0  | 0.0%  | 100.0% |  |  |
| 42 mph             | 0      | 0.0%              | 100.0% | 42 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 42 mph     | 0                 | 0.0%  | 100.0%         | 42 mph                                                                                                                   | 0      | 0.0%               | 100.0% | 42 mph            | 0     | 0.0%           | 100.0%   | 42 mph                                                                                                                   | 0  | 0.0%  | 100.0% |  |  |
| 43 mph             | 0      | 0.0%              | 100.0% | 43 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 43 mph     | 0                 | 0.0%  | 100.0%         | 43 mph                                                                                                                   | 0      | 0.0%               | 100.0% | 43 mph            | 0     | 0.0%           | 100.0%   | 43 mph                                                                                                                   | 0  | 0.0%  | 100.0% |  |  |
| 44 mph             | 0      | 0.0%              | 100.0% | 44 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 44 mph     | 0                 | 0.0%  | 100.0%         | 44 mph                                                                                                                   | 0      | 0.0%               | 100.0% | 44 mph            | 0     | 0.0%           | 100.0%   | 44 mph                                                                                                                   | 0  | 0.0%  | 100.0% |  |  |
| 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 45 mph     | 0                 | 0.0%  | 100.0%         | 45 mph                                                                                                                   | 0      | 0.0%               | 100.0% | 45 mph            | 0     | 0.0%           | 100.0%   | 45 mph                                                                                                                   | 0  | 0.0%  | 100.0% |  |  |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:                                                                                                         |          | 26.5   | TOTAL:             | 100        | 100.0%            |       | AVERAGE SPEED: |                                                                                                                          | 26.7   | TOTAL:             | 200    | 100.0%            |       | AVERAGE SPEED: |          | 26.6                                                                                                                     |    |       |        |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                                                                                                                    | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%   | 50%            | 85%                                                                                                                      | 90%    | PERCENTILE:        | 10%    | 15%               | 25%   | 50%            | 85%      | 90%                                                                                                                      |    |       |        |  |  |
| SPEEDS:            | 23.0   | 24.0              | 25.0   | 26.0                                                                                                                   | 30.0     | 31.0   | SPEEDS:            | 23.0       | 24.0              | 25.0  | 26.0           | 30.0                                                                                                                     | 31.0   | SPEEDS:            | 23.0   | 24.0              | 25.0  | 26.0           | 30.0     | 31.0                                                                                                                     |    |       |        |  |  |
| 10 MPH PACE SPEED: | 22-31  | NUMBER IN PACE:   |        | 91                                                                                                                     | PERCENT: | 91.0%  | 10 MPH PACE SPEED: | 22-31      | NUMBER IN PACE:   |       | 91             | PERCENT:                                                                                                                 | 91.0%  | 10 MPH PACE SPEED: | 22-31  | NUMBER IN PACE:   |       | 182            | PERCENT: | 91.0%                                                                                                                    |    |       |        |  |  |
|                    |        | NUMBER BELOW PACE |        | 2                                                                                                                      | PERCENT: | 2%     |                    |            | NUMBER BELOW PACE |       | 3              | PERCENT:                                                                                                                 | 3%     |                    |        | NUMBER BELOW PACE |       | 5              | PERCENT: | 2.5%                                                                                                                     |    |       |        |  |  |
|                    |        | NUMBER ABOVE PACE |        | 7                                                                                                                      | PERCENT: | 7%     |                    |            | NUMBER ABOVE PACE |       | 6              | PERCENT:                                                                                                                 | 6%     |                    |        | NUMBER ABOVE PACE |       | 13             | PERCENT: | 6.5%                                                                                                                     |    |       |        |  |  |
| SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH  | 30 MPH                                                                                                                 | 35 MPH   | 40 MPH | SPEED EXCEEDED:    | 15 MPH     | 20 MPH            | 25MPH | 30 MPH         | 35 MPH                                                                                                                   | 40 MPH | SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH | 30 MPH         | 35 MPH   | 40 MPH                                                                                                                   |    |       |        |  |  |
| TOTAL:             | 100    | 99                | 57     | 12                                                                                                                     | 0        | 0      | TOTAL:             | 100        | 99                | 63    | 11             | 0                                                                                                                        | 0      | TOTAL:             | 200    | 198               | 120   | 23             | 0        | 0                                                                                                                        |    |       |        |  |  |
| PERCENTAGE:        | 100.0% | 99.0%             | 57.0%  | 12.0%                                                                                                                  | 0.0%     | 0.0%   | PERCENTAGE:        | 100.0%     | 99.0%             | 63.0% | 11.0%          | 0.0%                                                                                                                     | 0.0%   | PERCENTAGE:        | 100.0% | 99.0%             | 60.0% | 11.5%          | 0.0%     | 0.0%                                                                                                                     |    |       |        |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Mill Street**  
SEGMENT: **State Street to Highland Drive**  
RADAR LOCATION: **Mid-Block**  
DATE: **10/4/2017**  
TIME: **9:50-11:45AM**  
DIRECTION OF TRAVEL: **COMBINED**



## Accident Report

### Accident Dates

**ROADWAY:** Mill Street

**From:** Jan-13

**SEGMENT:** State Street to Highland Drive

**To:** Dec-16

| Date           | Location                     | Time of Day | Weather | Collision Factor           | Collision Type     | Fatal | Injury | Non-Injury |
|----------------|------------------------------|-------------|---------|----------------------------|--------------------|-------|--------|------------|
| 2/12/2014      | Intersection of S. School St | 10:15 AM    | Clear   | Pedestrian Right of Way    | Pedestrian/Vehicle | 0     | 1      | 0          |
| 3/31/2016      | Intersection of S. Oak St    | 5:01 PM     | Clear   | Automobile Right of Way    | Head-On            | 0     | 1      | 0          |
| 11/16/2016     | Intersection of S. Dora St   | 7:43 AM     | Clear   | Pedestrian Right of Way    | Pedestrian/Vehicle | 0     | 1      | 0          |
| 12/11/2013     | Intersection of S. State St  | 6:15 PM     | Clear   | Improper Turn              | Sideswipe          | 0     | 0      | 1          |
| 5/13/2013      | Intersection of S. State St  | 12:07 PM    | Clear   | Improper Turn              | Hit Object         | 0     | 0      | 1          |
| 6/7/2013       | 45' E of W. Mill St          | 1:00 AM     | Clear   | Unsafe Starting or Backing | Other              | 0     | 0      | 1          |
| 3/12/2014      | Intersection of S. State St  | 11:40 AM    | Clear   | Unknown                    | Head-On            | 0     | 0      | 1          |
| 6/21/2104      | Intersection of S. State St  | 4:17 PM     | Clear   | Automobile Right of Way    | Broadside          | 0     | 1      | 0          |
| 7/15/2014      | Intersection of S. State St  | 10:39 AM    | Clear   | Traffic Signals & Signs    | Broadside          | 0     | 0      | 1          |
| 5/28/2014      | Intersection of S. Oak St    | 12:05 PM    | Clear   | Automobile Right of Way    | Broadside          | 0     | 0      | 1          |
| 7/18/2014      | Intersection of S. Oak St    | 5:14 PM     | Clear   | Automobile Right of Way    | Broadside          | 0     | 0      | 1          |
| 2/2/2015       | Intersection of S. State St  | 10:45 AM    | Cloudy  | Traffic Signals & Signs    | Broadside          | 0     | 0      | 1          |
| 11/7/2015      | Intersection of S. State St  | 1:24 PM     | Clear   | Unsafe Speed               | Rear End           | 0     | 0      | 1          |
| 12/18/2015     | Intersection of S. State St  | 3:01 PM     | Raining | Traffic Signals & Signs    | Broadside          | 0     | 1      | 0          |
| 4/29/2015      | Intersection of S. State St  | 8:11 AM     | Clear   | Traffic Signals & Signs    | Broadside          | 0     | 0      | 1          |
| 8/4/2015       | 204' E of S. Spring St       | 2:15 PM     | Cloudy  | Improper Turn              | Sideswipe          | 0     | 0      | 1          |
| 3/26/2015      | 62' W of S. School St        | 2:15 PM     | Cloudy  | Improper Turn              | Rear End           | 0     | 0      | 1          |
| 5/4/2016       | Intersection of S. Oak St    | 12:50 PM    | Cloudy  | Automobile Right of Way    | Broadside          | 0     | 0      | 1          |
| <b>TOTALS:</b> |                              |             |         |                            |                    | 0     | 5      | 13         |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Oak Manor Drive (Gobbi Street to Perkins Street)



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Oak Manor Drive  
Limits: Gobbi Street to Perkins Street

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/26/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |           |  |
|--------------------|--|-----------|--|
| Location of Survey |  | Mid-Block |  |
| Direction          |  | COMBINED  |  |
| 85th Percentile    |  | 29 MPH    |  |
| 10 mph Pace        |  | 21-30 MPH |  |
| Percent in Pace    |  | 88%       |  |
| Posted Speed Limit |  | 25 MPH    |  |

**B. COLLISION HISTORY**

Date Range Covered

| From   | To     | Duration/Years |
|--------|--------|----------------|
| Jan-13 | Dec-16 | 3 years        |
| Fatal  | Injury | Non-Injury     |
| 0      | 4      | 1              |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 2,757 |
| Length of Segment      | 2,250 |
| Width of Segment       | 38    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Oak Manor Drive, between Gobbi Street and Perkins Street, is a 2-Lane, undivided residential roadway.

Roadway Geometrics A midblock crosswalk with yellow striping currently exists approximately 120 feet from the School entrance.

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential and Public Institutional Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 25 MPH        |
| Critical Speed*                                                   | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>25 MPH</b> |

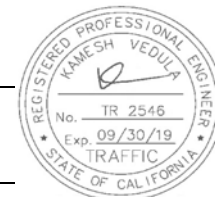
\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018  
Date

Project Manager  
Title



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/26/2017      **DAY:** TUESDAY      **TIME:** 2:55-4:25PM

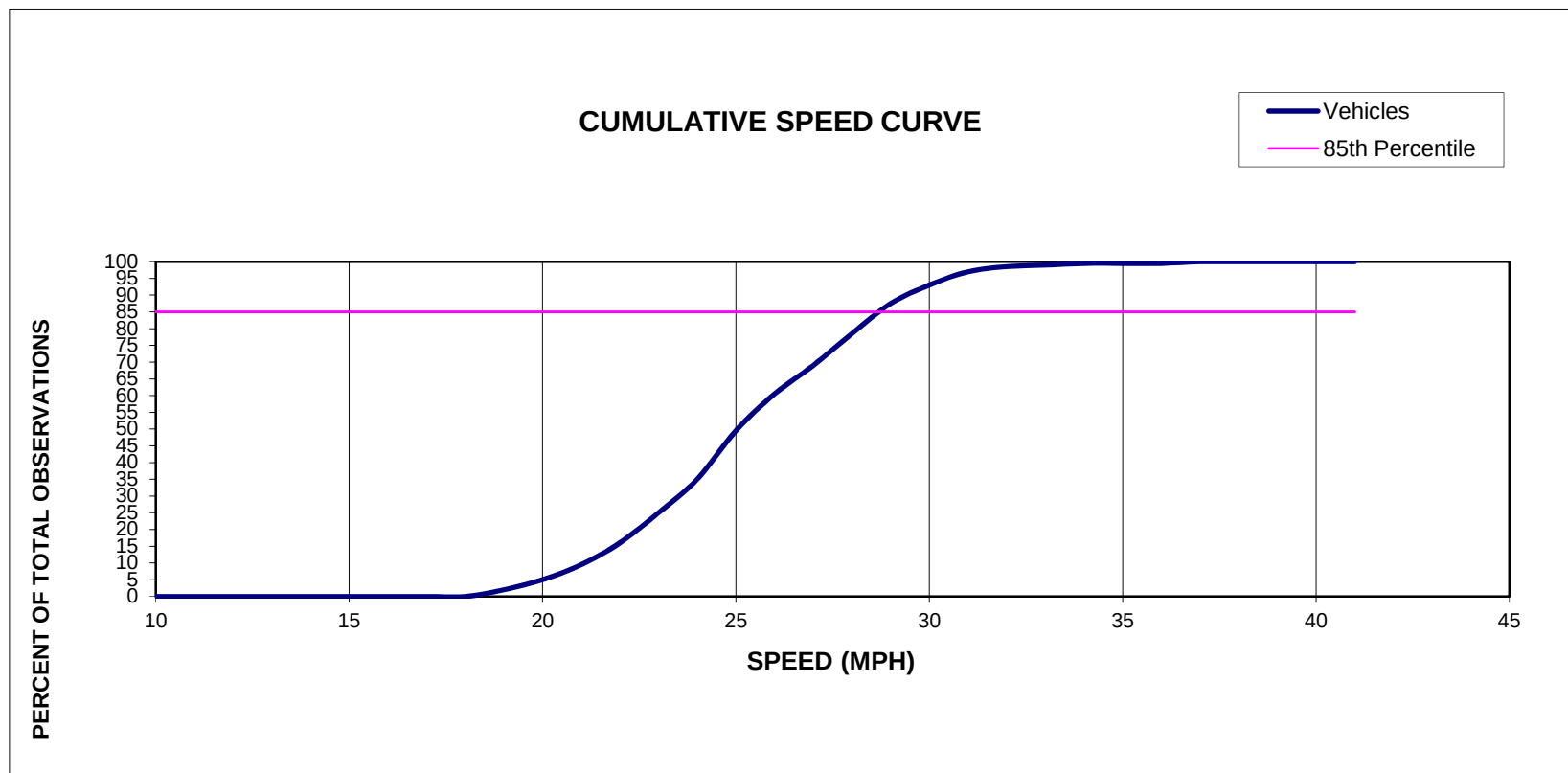
### 20. OAK MANOR DRIVE BETWEEN GOBBI STREET TO PERKINS STREET

| DIRECTION:         |        |                   |        | NORTH BOUND                                    |          |        |                    | DIRECTION: |                   |       |                | SOUTH BOUND                                    |        |                    |        | DIRECTION:        |       |                |          | COMBINED                                       |  |  |  |  |  |
|--------------------|--------|-------------------|--------|------------------------------------------------|----------|--------|--------------------|------------|-------------------|-------|----------------|------------------------------------------------|--------|--------------------|--------|-------------------|-------|----------------|----------|------------------------------------------------|--|--|--|--|--|
| SPEED              | #      | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div></div> |          |        |                    | SPEED      | #                 | %     | CUM. %         | <div><div>SPEED DISTRIBUTION CHART</div></div> |        |                    |        | SPEED             | #     | %              | CUM. %   | <div><div>SPEED DISTRIBUTION CHART</div></div> |  |  |  |  |  |
| 10 mph             | 0      | 0.0%              | 0.0%   |                                                |          |        |                    | 10 mph     | 0                 | 0.0%  | 0.0%           |                                                |        |                    |        | 10 mph            | 0     | 0.0%           | 0.0%     |                                                |  |  |  |  |  |
| 11 mph             | 0      | 0.0%              | 0.0%   | 11 mph                                         | 0        | 0.0%   | 0.0%               | 11 mph     | 0                 | 0.0%  | 0.0%           |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 12 mph             | 0      | 0.0%              | 0.0%   | 12 mph                                         | 0        | 0.0%   | 0.0%               | 12 mph     | 0                 | 0.0%  | 0.0%           |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 13 mph             | 0      | 0.0%              | 0.0%   | 13 mph                                         | 0        | 0.0%   | 0.0%               | 13 mph     | 0                 | 0.0%  | 0.0%           |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 14 mph             | 0      | 0.0%              | 0.0%   | 14 mph                                         | 0        | 0.0%   | 0.0%               | 14 mph     | 0                 | 0.0%  | 0.0%           |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%   | 15 mph                                         | 0        | 0.0%   | 0.0%               | 15 mph     | 0                 | 0.0%  | 0.0%           |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 16 mph             | 0      | 0.0%              | 0.0%   | 16 mph                                         | 0        | 0.0%   | 0.0%               | 16 mph     | 0                 | 0.0%  | 0.0%           |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 17 mph             | 0      | 0.0%              | 0.0%   | 17 mph                                         | 0        | 0.0%   | 0.0%               | 17 mph     | 0                 | 0.0%  | 0.0%           |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 18 mph             | 0      | 0.0%              | 0.0%   | 18 mph                                         | 0        | 0.0%   | 0.0%               | 18 mph     | 0                 | 0.0%  | 0.0%           |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 19 mph             | 3      | 3.0%              | 3.0%   | 19 mph                                         | 1        | 1.0%   | 1.0%               | 19 mph     | 4                 | 2.0%  | 2.0%           |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 20 mph             | 2      | 2.0%              | 5.0%   | 20 mph                                         | 4        | 4.0%   | 5.0%               | 20 mph     | 6                 | 3.0%  | 5.0%           |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 21 mph             | 6      | 6.0%              | 11.0%  | 21 mph                                         | 3        | 3.0%   | 8.0%               | 21 mph     | 9                 | 4.5%  | 9.5%           |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 22 mph             | 8      | 8.0%              | 19.0%  | 22 mph                                         | 5        | 5.0%   | 13.0%              | 22 mph     | 13                | 6.5%  | 16.0%          |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 23 mph             | 7      | 7.0%              | 26.0%  | 23 mph                                         | 11       | 11.0%  | 24.0%              | 23 mph     | 18                | 9.0%  | 25.0%          |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 24 mph             | 11     | 11.0%             | 37.0%  | 24 mph                                         | 9        | 9.0%   | 33.0%              | 24 mph     | 20                | 10.0% | 35.0%          |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 25 mph             | 19     | 19.0%             | 56.0%  | 25 mph                                         | 10       | 10.0%  | 43.0%              | 25 mph     | 29                | 14.5% | 49.5%          |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 26 mph             | 13     | 13.0%             | 69.0%  | 26 mph                                         | 9        | 9.0%   | 52.0%              | 26 mph     | 22                | 11.0% | 60.5%          |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 27 mph             | 8      | 8.0%              | 77.0%  | 27 mph                                         | 9        | 9.0%   | 61.0%              | 27 mph     | 17                | 8.5%  | 69.0%          |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 28 mph             | 6      | 6.0%              | 83.0%  | 28 mph                                         | 13       | 13.0%  | 74.0%              | 28 mph     | 19                | 9.5%  | 78.5%          |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 29 mph             | 7      | 7.0%              | 90.0%  | 29 mph                                         | 11       | 11.0%  | 85.0%              | 29 mph     | 18                | 9.0%  | 87.5%          |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 30 mph             | 4      | 4.0%              | 94.0%  | 30 mph                                         | 7        | 7.0%   | 92.0%              | 30 mph     | 11                | 5.5%  | 93.0%          |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 31 mph             | 4      | 4.0%              | 98.0%  | 31 mph                                         | 4        | 4.0%   | 96.0%              | 31 mph     | 8                 | 4.0%  | 97.0%          |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 32 mph             | 2      | 2.0%              | 100.0% | 32 mph                                         | 1        | 1.0%   | 97.0%              | 32 mph     | 3                 | 1.5%  | 98.5%          |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 33 mph             | 0      | 0.0%              | 100.0% | 33 mph                                         | 1        | 1.0%   | 98.0%              | 33 mph     | 1                 | 0.5%  | 99.0%          |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 34 mph             | 0      | 0.0%              | 100.0% | 34 mph                                         | 1        | 1.0%   | 99.0%              | 34 mph     | 1                 | 0.5%  | 99.5%          |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 35 mph             | 0      | 0.0%              | 100.0% | 35 mph                                         | 0        | 0.0%   | 99.0%              | 35 mph     | 0                 | 0.0%  | 99.5%          |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 36 mph             | 0      | 0.0%              | 100.0% | 36 mph                                         | 0        | 0.0%   | 99.0%              | 36 mph     | 0                 | 0.0%  | 99.5%          |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 37 mph             | 0      | 0.0%              | 100.0% | 37 mph                                         | 1        | 1.0%   | 100.0%             | 37 mph     | 1                 | 0.5%  | 100.0%         |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 38 mph             | 0      | 0.0%              | 100.0% | 38 mph                                         | 0        | 0.0%   | 100.0%             | 38 mph     | 0                 | 0.0%  | 100.0%         |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 39 mph             | 0      | 0.0%              | 100.0% | 39 mph                                         | 0        | 0.0%   | 100.0%             | 39 mph     | 0                 | 0.0%  | 100.0%         |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 40 mph             | 0      | 0.0%              | 100.0% | 40 mph                                         | 0        | 0.0%   | 100.0%             | 40 mph     | 0                 | 0.0%  | 100.0%         |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 41 mph             | 0      | 0.0%              | 100.0% | 41 mph                                         | 0        | 0.0%   | 100.0%             | 41 mph     | 0                 | 0.0%  | 100.0%         |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 42 mph             | 0      | 0.0%              | 100.0% | 42 mph                                         | 0        | 0.0%   | 100.0%             | 42 mph     | 0                 | 0.0%  | 100.0%         |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 43 mph             | 0      | 0.0%              | 100.0% | 43 mph                                         | 0        | 0.0%   | 100.0%             | 43 mph     | 0                 | 0.0%  | 100.0%         |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 44 mph             | 0      | 0.0%              | 100.0% | 44 mph                                         | 0        | 0.0%   | 100.0%             | 44 mph     | 0                 | 0.0%  | 100.0%         |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                                         | 0        | 0.0%   | 100.0%             | 45 mph     | 0                 | 0.0%  | 100.0%         |                                                |        |                    |        |                   |       |                |          |                                                |  |  |  |  |  |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:                                 |          | 25.3   | TOTAL:             | 100        | 100.0%            |       | AVERAGE SPEED: |                                                | 26.2   | TOTAL:             | 200    | 100.0%            |       | AVERAGE SPEED: |          | 25.8                                           |  |  |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                                            | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%   | 50%            | 85%                                            | 90%    | PERCENTILE:        | 10%    | 15%               | 25%   | 50%            | 85%      | 90%                                            |  |  |  |  |  |
| SPEEDS:            | 21.0   | 22.0              | 23.0   | 25.0                                           | 29.0     | 29.1   | SPEEDS:            | 22.0       | 23.0              | 24.0  | 26.0           | 29.2                                           | 30.0   | SPEEDS:            | 22.0   | 22.0              | 23.8  | 26.0           | 29.0     | 30.0                                           |  |  |  |  |  |
| 10 MPH PACE SPEED: | 21-30  | NUMBER IN PACE:   |        | 89                                             | PERCENT: | 89.0%  | 10 MPH PACE SPEED: | 22-31      | NUMBER IN PACE:   |       | 88             | PERCENT:                                       | 88.0%  | 10 MPH PACE SPEED: | 21-30  | NUMBER IN PACE:   |       | 176            | PERCENT: | 88.0%                                          |  |  |  |  |  |
|                    |        | NUMBER BELOW PACE |        | 5                                              | PERCENT: | 5%     |                    |            | NUMBER BELOW PACE |       | 8              | PERCENT:                                       | 8%     |                    |        | NUMBER BELOW PACE |       | 10             | PERCENT: | 5.0%                                           |  |  |  |  |  |
|                    |        | NUMBER ABOVE PACE |        | 6                                              | PERCENT: | 6%     |                    |            | NUMBER ABOVE PACE |       | 4              | PERCENT:                                       | 4%     |                    |        | NUMBER ABOVE PACE |       | 14             | PERCENT: | 7.0%                                           |  |  |  |  |  |
| SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH  | 30 MPH                                         | 35 MPH   | 40 MPH | SPEED EXCEEDED:    | 15 MPH     | 20 MPH            | 25MPH | 30 MPH         | 35 MPH                                         | 40 MPH | SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH | 30 MPH         | 35 MPH   | 40 MPH                                         |  |  |  |  |  |
| TOTAL:             | 100    | 95                | 44     | 6                                              | 0        | 0      | TOTAL:             | 100        | 95                | 57    | 8              | 1                                              | 0      | TOTAL:             | 200    | 190               | 101   | 14             | 1        | 0                                              |  |  |  |  |  |
| PERCENTAGE:        | 100.0% | 95.0%             | 44.0%  | 6.0%                                           | 0.0%     | 0.0%   | PERCENTAGE:        | 100.0%     | 95.0%             | 57.0% | 8.0%           | 1.0%                                           | 0.0%   | PERCENTAGE:        | 100.0% | 95.0%             | 50.5% | 7.0%           | 0.5%     | 0.0%                                           |  |  |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: Oak Manor Drive  
SEGMENT: Gobbi Street to Perkins Street  
RADAR LOCATION: Mid-Block  
DATE: 9/26/2017  
TIME: 2:55-4:25PM  
DIRECTION OF TRAVEL: COMBINED



## Accident Report

### Accident Dates

**ROADWAY:** Oak Manor Drive

**From:** Jan-13

**SEGMENT:** Gobbi Street to Perkins Street

**To:** Dec-16

| Date           | Location                  | Time of Day | Weather | Collision Factor     | Collision Type | Fatal | Injury | Non-Injury |
|----------------|---------------------------|-------------|---------|----------------------|----------------|-------|--------|------------|
| 5/30/2013      | Intersection of Mohwak Dr | 9:15 AM     | Clear   | Unsafe Speed         | Rear End       | 0     | 3      | 0          |
| 12/12/2013     | 18' S of El Rio St        | 3:12 PM     | Clear   | Pedestrian Violation | Broadside      | 0     | 1      | 0          |
| 4/28/2013      | 167' N of Mohawk Dr       | 4:23 AM     | Clear   | DUI                  | Hit Object     | 0     | 0      | 1          |
| <b>TOTALS:</b> |                           |             |         |                      |                | 0     | 4      | 1          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Oak Street (Perkins Street to Low Gap Road)



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Oak Street  
Limits: Perkins Street to Low Gap Road

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/28/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |           |  |  |
|--------------------|-----------|--|--|
| Location of Survey | Mid-Block |  |  |
| Direction          | Both      |  |  |
| 85th Percentile    | 29 MPH    |  |  |
| 10 mph Pace        | 21-30 MPH |  |  |
| Percent in Pace    | 87%       |  |  |
| Posted Speed Limit | 25 MPH    |  |  |

**B. COLLISION HISTORY**

Date Range Covered

|                |              |                           |
|----------------|--------------|---------------------------|
| From<br>Jan-13 | To<br>Dec-16 | Duration/Years<br>3 years |
| Fatal          | Injury       | Non-Injury                |
| 0              | 3            | 0                         |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 1,374 |
| Length of Segment      | 3,500 |
| Width of Segment       | 35    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Oak Street, between Perkins Street and W. Henry Street, is a 2-Lane, undivided city collector.  
From W. Henry Street to Low Gap Road, Oak Street is a 2-Lane, undivided residential  
roadway.

Roadway Geometrics South of Henry Street the roadway expands from 35 feet to 40 feet.

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential and Commercial Development

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 25 MPH        |
| Critical Speed*                                                         | 30 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018  
Date

Project Manager  
Title

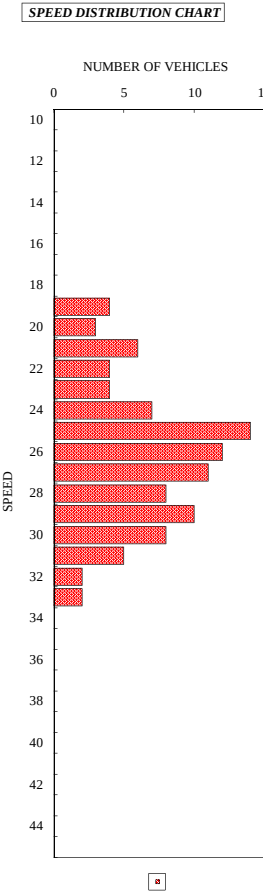
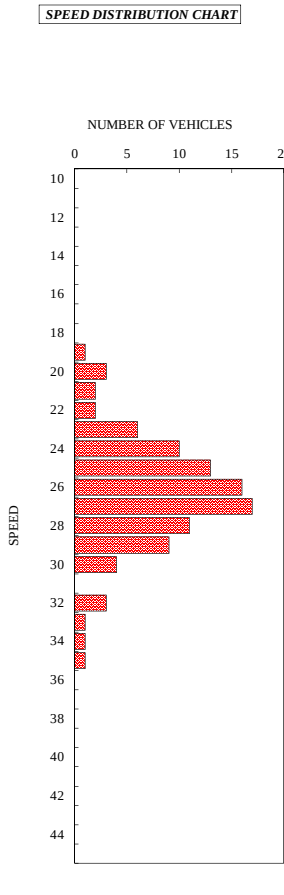
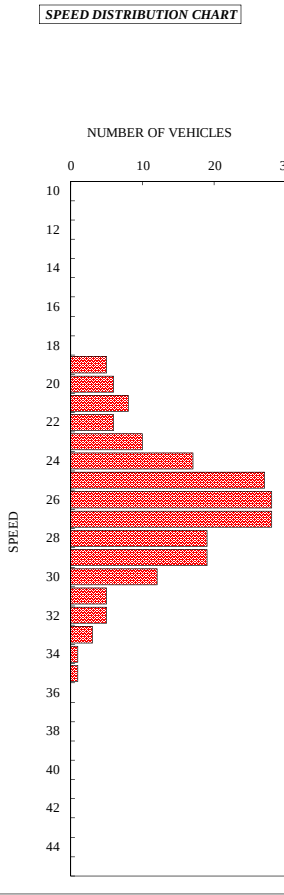


# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/28/2017      **DAY:** THURSDAY      **TIME:** 2:40-4:10PM

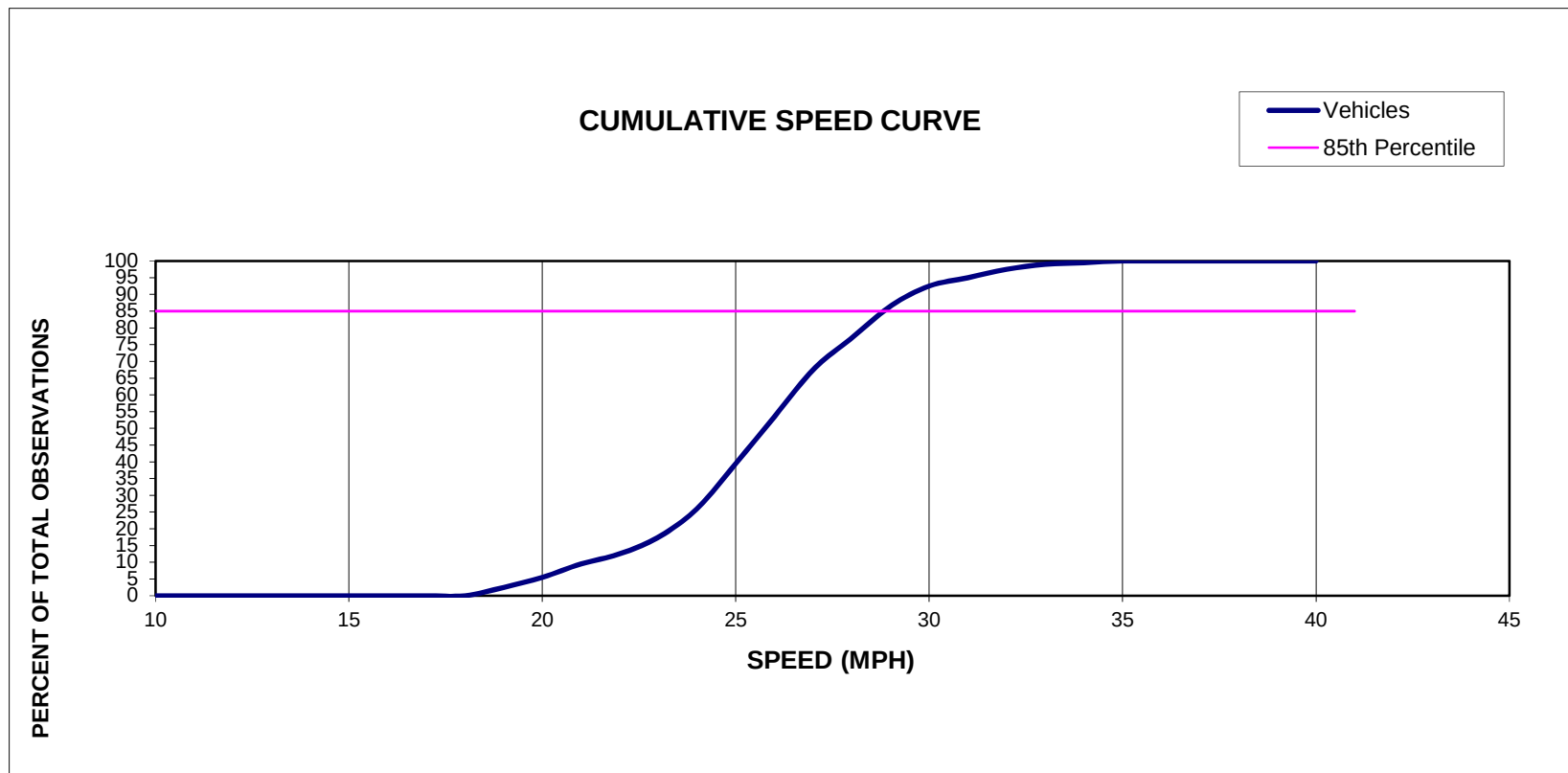
### 21. OAK STREET BETWEEN PERKINS STREET TO LOW GAP ROAD

| DIRECTION:         |        |                   |        | NORTH BOUND                                                                                                            |          |        |                    | DIRECTION: |                   |       |                | SOUTH BOUND                                                                                                              |        |                    |        | DIRECTION:        |       |                |          | COMBINED                                                                                                                 |  |  |  |  |  |
|--------------------|--------|-------------------|--------|------------------------------------------------------------------------------------------------------------------------|----------|--------|--------------------|------------|-------------------|-------|----------------|--------------------------------------------------------------------------------------------------------------------------|--------|--------------------|--------|-------------------|-------|----------------|----------|--------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|
| SPEED              | #      | %                 | CUM. % | <div>SPEED DISTRIBUTION CHART</div>  |          |        |                    | SPEED      | #                 | %     | CUM. %         | <div>SPEED DISTRIBUTION CHART</div>  |        |                    |        | SPEED             | #     | %              | CUM. %   | <div>SPEED DISTRIBUTION CHART</div>  |  |  |  |  |  |
| 10 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                        |          |        |                    | 10 mph     | 0                 | 0.0%  | 0.0%           |                                                                                                                          |        |                    |        | 10 mph            | 0     | 0.0%           | 0.0%     |                                                                                                                          |  |  |  |  |  |
| 11 mph             | 0      | 0.0%              | 0.0%   | 11 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 11 mph     | 0                 | 0.0%  | 0.0%           |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 12 mph             | 0      | 0.0%              | 0.0%   | 12 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 12 mph     | 0                 | 0.0%  | 0.0%           |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 13 mph             | 0      | 0.0%              | 0.0%   | 13 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 13 mph     | 0                 | 0.0%  | 0.0%           |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 14 mph             | 0      | 0.0%              | 0.0%   | 14 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 14 mph     | 0                 | 0.0%  | 0.0%           |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%   | 15 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 15 mph     | 0                 | 0.0%  | 0.0%           |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 16 mph             | 0      | 0.0%              | 0.0%   | 16 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 16 mph     | 0                 | 0.0%  | 0.0%           |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 17 mph             | 0      | 0.0%              | 0.0%   | 17 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 17 mph     | 0                 | 0.0%  | 0.0%           |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 18 mph             | 0      | 0.0%              | 0.0%   | 18 mph                                                                                                                 | 0        | 0.0%   | 0.0%               | 18 mph     | 0                 | 0.0%  | 0.0%           |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 19 mph             | 4      | 4.0%              | 4.0%   | 19 mph                                                                                                                 | 1        | 1.0%   | 1.0%               | 19 mph     | 5                 | 2.5%  | 2.5%           |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 20 mph             | 3      | 3.0%              | 7.0%   | 20 mph                                                                                                                 | 3        | 3.0%   | 4.0%               | 20 mph     | 6                 | 3.0%  | 5.5%           |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 21 mph             | 6      | 6.0%              | 13.0%  | 21 mph                                                                                                                 | 2        | 2.0%   | 6.0%               | 21 mph     | 8                 | 4.0%  | 9.5%           |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 22 mph             | 4      | 4.0%              | 17.0%  | 22 mph                                                                                                                 | 2        | 2.0%   | 8.0%               | 22 mph     | 6                 | 3.0%  | 12.5%          |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 23 mph             | 4      | 4.0%              | 21.0%  | 23 mph                                                                                                                 | 6        | 6.0%   | 14.0%              | 23 mph     | 10                | 5.0%  | 17.5%          |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 24 mph             | 7      | 7.0%              | 28.0%  | 24 mph                                                                                                                 | 10       | 10.0%  | 24.0%              | 24 mph     | 17                | 8.5%  | 26.0%          |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 25 mph             | 14     | 14.0%             | 42.0%  | 25 mph                                                                                                                 | 13       | 13.0%  | 37.0%              | 25 mph     | 27                | 13.5% | 39.5%          |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 26 mph             | 12     | 12.0%             | 54.0%  | 26 mph                                                                                                                 | 16       | 16.0%  | 53.0%              | 26 mph     | 28                | 14.0% | 53.5%          |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 27 mph             | 11     | 11.0%             | 65.0%  | 27 mph                                                                                                                 | 17       | 17.0%  | 70.0%              | 27 mph     | 28                | 14.0% | 67.5%          |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 28 mph             | 8      | 8.0%              | 73.0%  | 28 mph                                                                                                                 | 11       | 11.0%  | 81.0%              | 28 mph     | 19                | 9.5%  | 77.0%          |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 29 mph             | 10     | 10.0%             | 83.0%  | 29 mph                                                                                                                 | 9        | 9.0%   | 90.0%              | 29 mph     | 19                | 9.5%  | 86.5%          |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 30 mph             | 8      | 8.0%              | 91.0%  | 30 mph                                                                                                                 | 4        | 4.0%   | 94.0%              | 30 mph     | 12                | 6.0%  | 92.5%          |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 31 mph             | 5      | 5.0%              | 96.0%  | 31 mph                                                                                                                 | 0        | 0.0%   | 94.0%              | 31 mph     | 5                 | 2.5%  | 95.0%          |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 32 mph             | 2      | 2.0%              | 98.0%  | 32 mph                                                                                                                 | 3        | 3.0%   | 97.0%              | 32 mph     | 5                 | 2.5%  | 97.5%          |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 33 mph             | 2      | 2.0%              | 100.0% | 33 mph                                                                                                                 | 1        | 1.0%   | 98.0%              | 33 mph     | 3                 | 1.5%  | 99.0%          |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 34 mph             | 0      | 0.0%              | 100.0% | 34 mph                                                                                                                 | 1        | 1.0%   | 99.0%              | 34 mph     | 1                 | 0.5%  | 99.5%          |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 35 mph             | 0      | 0.0%              | 100.0% | 35 mph                                                                                                                 | 1        | 1.0%   | 100.0%             | 35 mph     | 1                 | 0.5%  | 100.0%         |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 36 mph             | 0      | 0.0%              | 100.0% | 36 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 36 mph     | 0                 | 0.0%  | 100.0%         |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 37 mph             | 0      | 0.0%              | 100.0% | 37 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 37 mph     | 0                 | 0.0%  | 100.0%         |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 38 mph             | 0      | 0.0%              | 100.0% | 38 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 38 mph     | 0                 | 0.0%  | 100.0%         |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 39 mph             | 0      | 0.0%              | 100.0% | 39 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 39 mph     | 0                 | 0.0%  | 100.0%         |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 40 mph             | 0      | 0.0%              | 100.0% | 40 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 40 mph     | 0                 | 0.0%  | 100.0%         |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 41 mph             | 0      | 0.0%              | 100.0% | 41 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 41 mph     | 0                 | 0.0%  | 100.0%         |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 42 mph             | 0      | 0.0%              | 100.0% | 42 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 42 mph     | 0                 | 0.0%  | 100.0%         |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 43 mph             | 0      | 0.0%              | 100.0% | 43 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 43 mph     | 0                 | 0.0%  | 100.0%         |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 44 mph             | 0      | 0.0%              | 100.0% | 44 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 44 mph     | 0                 | 0.0%  | 100.0%         |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                                                                                                                 | 0        | 0.0%   | 100.0%             | 45 mph     | 0                 | 0.0%  | 100.0%         |                                                                                                                          |        |                    |        |                   |       |                |          |                                                                                                                          |  |  |  |  |  |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:                                                                                                         |          | 26.1   | TOTAL:             | 100        | 100.0%            |       | AVERAGE SPEED: |                                                                                                                          | 26.3   | TOTAL:             | 200    | 100.0%            |       | AVERAGE SPEED: |          | 26.2                                                                                                                     |  |  |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                                                                                                                    | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%   | 50%            | 85%                                                                                                                      | 90%    | PERCENTILE:        | 10%    | 15%               | 25%   | 50%            | 85%      | 90%                                                                                                                      |  |  |  |  |  |
| SPEEDS:            | 21.0   | 22.0              | 24.0   | 26.0                                                                                                                   | 30.0     | 30.0   | SPEEDS:            | 23.0       | 24.0              | 25.0  | 26.0           | 29.0                                                                                                                     | 29.1   | SPEEDS:            | 22.0   | 23.0              | 24.0  | 26.0           | 29.0     | 30.0                                                                                                                     |  |  |  |  |  |
| 10 MPH PACE SPEED: | 21-30  | NUMBER IN PACE:   |        | 84                                                                                                                     | PERCENT: | 84.0%  | 10 MPH PACE SPEED: | 21-30      | NUMBER IN PACE:   |       | 90             | PERCENT:                                                                                                                 | 90.0%  | 10 MPH PACE SPEED: | 21-30  | NUMBER IN PACE:   |       | 174            | PERCENT: | 87.0%                                                                                                                    |  |  |  |  |  |
|                    |        | NUMBER BELOW PACE |        | 7                                                                                                                      | PERCENT: | 7%     |                    |            | NUMBER BELOW PACE |       | 4              | PERCENT:                                                                                                                 | 4%     |                    |        | NUMBER BELOW PACE |       | 11             | PERCENT: | 5.5%                                                                                                                     |  |  |  |  |  |
|                    |        | NUMBER ABOVE PACE |        | 9                                                                                                                      | PERCENT: | 9%     |                    |            | NUMBER ABOVE PACE |       | 6              | PERCENT:                                                                                                                 | 6%     |                    |        | NUMBER ABOVE PACE |       | 15             | PERCENT: | 7.5%                                                                                                                     |  |  |  |  |  |
| SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH  | 30 MPH                                                                                                                 | 35 MPH   | 40 MPH | SPEED EXCEEDED:    | 15 MPH     | 20 MPH            | 25MPH | 30 MPH         | 35 MPH                                                                                                                   | 40 MPH | SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH | 30 MPH         | 35 MPH   | 40 MPH                                                                                                                   |  |  |  |  |  |
| TOTAL:             | 100    | 93                | 58     | 9                                                                                                                      | 0        | 0      | TOTAL:             | 100        | 96                | 63    | 6              | 0                                                                                                                        | 0      | TOTAL:             | 200    | 189               | 121   | 15             | 0        | 0                                                                                                                        |  |  |  |  |  |
| PERCENTAGE:        | 100.0% | 93.0%             | 58.0%  | 9.0%                                                                                                                   | 0.0%     | 0.0%   | PERCENTAGE:        | 100.0%     | 96.0%             | 63.0% | 6.0%           | 0.0%                                                                                                                     | 0.0%   | PERCENTAGE:        | 100.0% | 94.5%             | 60.5% | 7.5%           | 0.0%     | 0.0%                                                                                                                     |  |  |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Oak Street**  
SEGMENT: **Perkins Street to Low Gap Road**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/28/2017**  
TIME: **2:40-4:10PM**  
DIRECTION OF TRAVEL: **Both**



## Accident Report

### Accident Dates

**ROADWAY:** Oak Street

**From:** Jan-13

**SEGMENT:** Perkins Street to Low Gap Road

**To:** Dec-16

| Date      | Location                 | Time of Day | Weather | Collision Factor          | Collision Type | Fatal | Injury | Non-Injury |
|-----------|--------------------------|-------------|---------|---------------------------|----------------|-------|--------|------------|
| 1/30/2015 | Intersection of Scott St | 3:23 PM     | Clear   | Traffic Signs and Signals | Broadside      | 0     | 2      | 0          |
| 2/11/2016 | 94' S of Gibson St       | 9:29 AM     | Clear   | Unknown                   | Sideswipe      | 0     | 1      | 0          |

---

|                |   |   |   |
|----------------|---|---|---|
| <b>TOTALS:</b> | 0 | 3 | 0 |
|----------------|---|---|---|

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Observatory Avenue (State Street To Helen Avenue)



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Observatory Avenue  
Limits: State Street to Helen Avenue

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/25/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |           |  |  |
|--------------------|-----------|--|--|
| Location of Survey | Mid-Block |  |  |
| Direction          | Combined  |  |  |
| 85th Percentile    | 28 MPH    |  |  |
| 10 mph Pace        | 21-30 MPH |  |  |
| Percent in Pace    | 88%       |  |  |
| Posted Speed Limit | 25 MPH    |  |  |

**B. COLLISION HISTORY**

Date Range Covered

|                |              |                           |
|----------------|--------------|---------------------------|
| From<br>Jan-13 | To<br>Dec-16 | Duration/Years<br>3 years |
| Fatal<br>0     | Injury<br>5  | Non-Injury<br>1           |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 2,200 |
| Length of Segment      | 2,480 |
| Width of Segment       | 35    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions

Observatory Avenue, between State Street and Dora Street, is a 2-Lane, undivided city minor collector. From Dora Street to Helen Avenue, Observatory Avenue is a 2-Lane, residential roadway.

Roadway Geometrics

None

Comments

There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE**

Single-Family Residential and Employment-based Developments

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 25 MPH        |
| Critical Speed*                                                         | 30 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018

Date

Project Manager  
Title



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/25/2017      **DAY:** MONDAY      **TIME:** 10:20-11:45AM

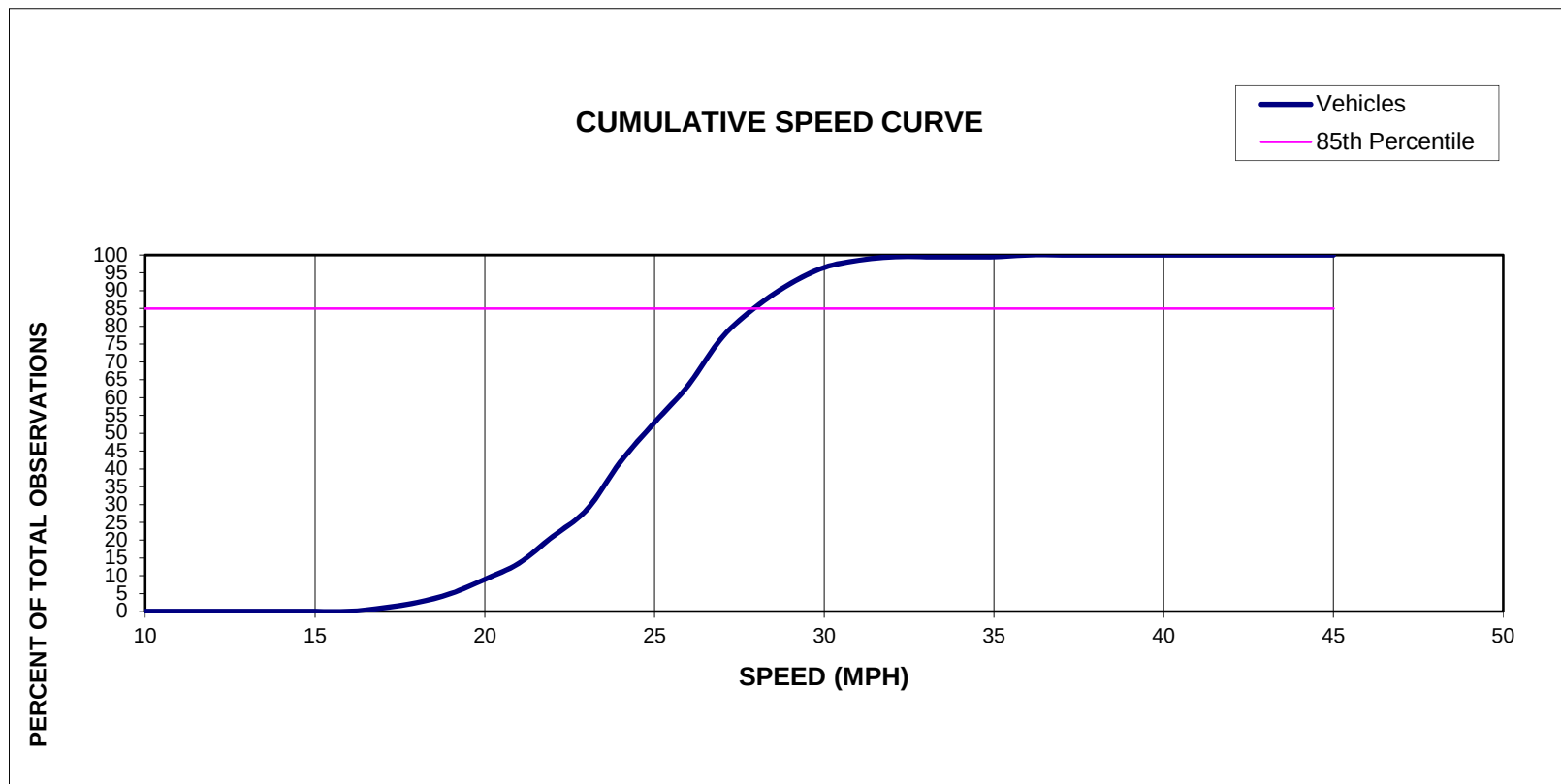
### 22. OBSERVATORY AVENUE BETWEEN STATE STREET TO HELEN AVENUE

| DIRECTION:         |        |                   |        | EAST BOUND               |          |        |        | DIRECTION:         |        |                   |        | WEST BOUND     |          |                          |        | DIRECTION:         |                   |                 |       | COMBINED       |          |        |        |                          |  |  |  |  |  |        |    |       |       |
|--------------------|--------|-------------------|--------|--------------------------|----------|--------|--------|--------------------|--------|-------------------|--------|----------------|----------|--------------------------|--------|--------------------|-------------------|-----------------|-------|----------------|----------|--------|--------|--------------------------|--|--|--|--|--|--------|----|-------|-------|
| SPEED              | #      | %                 | CUM. % | SPEED DISTRIBUTION CHART |          |        |        |                    |        | SPEED             | #      | %              | CUM. %   | SPEED DISTRIBUTION CHART |        |                    |                   |                 |       | SPEED          | #        | %      | CUM. % | SPEED DISTRIBUTION CHART |  |  |  |  |  |        |    |       |       |
| 10 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |        |                    |        | 10 mph            | 0      | 0.0%           | 0.0%     |                          |        |                    |                   |                 |       | 10 mph         | 0        | 0.0%   | 0.0%   |                          |  |  |  |  |  |        |    |       |       |
| 11 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |        |                    |        | 11 mph            | 0      | 0.0%           | 0.0%     |                          |        |                    |                   |                 |       | 11 mph         | 0        | 0.0%   | 0.0%   |                          |  |  |  |  |  | 11 mph | 0  | 0.0%  | 0.0%  |
| 12 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |        |                    |        | 12 mph            | 0      | 0.0%           | 0.0%     |                          |        |                    |                   |                 |       | 12 mph         | 0        | 0.0%   | 0.0%   |                          |  |  |  |  |  | 12 mph | 0  | 0.0%  | 0.0%  |
| 13 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |        |                    |        | 13 mph            | 0      | 0.0%           | 0.0%     |                          |        |                    |                   |                 |       | 13 mph         | 0        | 0.0%   | 0.0%   |                          |  |  |  |  |  | 13 mph | 0  | 0.0%  | 0.0%  |
| 14 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |        |                    |        | 14 mph            | 0      | 0.0%           | 0.0%     |                          |        |                    |                   |                 |       | 14 mph         | 0        | 0.0%   | 0.0%   |                          |  |  |  |  |  | 14 mph | 0  | 0.0%  | 0.0%  |
| 15 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |        |                    |        | 15 mph            | 0      | 0.0%           | 0.0%     |                          |        |                    |                   |                 |       | 15 mph         | 0        | 0.0%   | 0.0%   |                          |  |  |  |  |  | 15 mph | 0  | 0.0%  | 0.0%  |
| 16 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |        |                    |        | 16 mph            | 0      | 0.0%           | 0.0%     |                          |        |                    |                   |                 |       | 16 mph         | 0        | 0.0%   | 0.0%   |                          |  |  |  |  |  | 16 mph | 0  | 0.0%  | 0.0%  |
| 17 mph             | 1      | 1.0%              | 1.0%   |                          |          |        |        |                    |        | 17 mph            | 1      | 1.0%           | 1.0%     |                          |        |                    |                   |                 |       | 17 mph         | 2        | 1.0%   | 1.0%   |                          |  |  |  |  |  | 17 mph | 2  | 1.0%  | 1.0%  |
| 18 mph             | 2      | 2.0%              | 3.0%   |                          |          |        |        |                    |        | 18 mph            | 1      | 1.0%           | 2.0%     |                          |        |                    |                   |                 |       | 18 mph         | 3        | 1.5%   | 2.5%   |                          |  |  |  |  |  | 18 mph | 3  | 1.5%  | 2.5%  |
| 19 mph             | 2      | 2.0%              | 5.0%   |                          |          |        |        |                    |        | 19 mph            | 3      | 3.0%           | 5.0%     |                          |        |                    |                   |                 |       | 19 mph         | 5        | 2.5%   | 5.0%   |                          |  |  |  |  |  | 19 mph | 5  | 2.5%  | 5.0%  |
| 20 mph             | 2      | 2.0%              | 7.0%   |                          |          |        |        |                    |        | 20 mph            | 6      | 6.0%           | 11.0%    |                          |        |                    |                   |                 |       | 20 mph         | 8        | 4.0%   | 9.0%   |                          |  |  |  |  |  | 20 mph | 8  | 4.0%  | 9.0%  |
| 21 mph             | 4      | 4.0%              | 11.0%  |                          |          |        |        |                    |        | 21 mph            | 5      | 5.0%           | 16.0%    |                          |        |                    |                   |                 |       | 21 mph         | 9        | 4.5%   | 13.5%  |                          |  |  |  |  |  | 21 mph | 9  | 4.5%  | 13.5% |
| 22 mph             | 8      | 8.0%              | 19.0%  |                          |          |        |        |                    |        | 22 mph            | 7      | 7.0%           | 23.0%    |                          |        |                    |                   |                 |       | 22 mph         | 15       | 7.5%   | 21.0%  |                          |  |  |  |  |  | 22 mph | 15 | 7.5%  | 21.0% |
| 23 mph             | 6      | 6.0%              | 25.0%  |                          |          |        |        |                    |        | 23 mph            | 9      | 9.0%           | 32.0%    |                          |        |                    |                   |                 |       | 23 mph         | 15       | 7.5%   | 28.5%  |                          |  |  |  |  |  | 23 mph | 15 | 7.5%  | 28.5% |
| 24 mph             | 14     | 14.0%             | 39.0%  |                          |          |        |        |                    |        | 24 mph            | 13     | 13.0%          | 45.0%    |                          |        |                    |                   |                 |       | 24 mph         | 27       | 13.5%  | 42.0%  |                          |  |  |  |  |  | 24 mph | 27 | 13.5% | 42.0% |
| 25 mph             | 10     | 10.0%             | 49.0%  |                          |          |        |        |                    |        | 25 mph            | 12     | 12.0%          | 57.0%    |                          |        |                    |                   |                 |       | 25 mph         | 22       | 11.0%  | 53.0%  |                          |  |  |  |  |  | 25 mph | 22 | 11.0% | 53.0% |
| 26 mph             | 8      | 8.0%              | 57.0%  |                          |          |        |        |                    |        | 26 mph            | 13     | 13.0%          | 70.0%    |                          |        |                    |                   |                 |       | 26 mph         | 21       | 10.5%  | 63.5%  |                          |  |  |  |  |  | 26 mph | 21 | 10.5% | 63.5% |
| 27 mph             | 17     | 17.0%             | 74.0%  |                          |          |        |        |                    |        | 27 mph            | 10     | 10.0%          | 80.0%    |                          |        |                    |                   |                 |       | 27 mph         | 27       | 13.5%  | 77.0%  |                          |  |  |  |  |  | 27 mph | 27 | 13.5% | 77.0% |
| 28 mph             | 10     | 10.0%             | 84.0%  |                          |          |        |        |                    |        | 28 mph            | 7      | 7.0%           | 87.0%    |                          |        |                    |                   |                 |       | 28 mph         | 17       | 8.5%   | 85.5%  |                          |  |  |  |  |  | 28 mph | 17 | 8.5%  | 85.5% |
| 29 mph             | 9      | 9.0%              | 93.0%  |                          |          |        |        |                    |        | 29 mph            | 4      | 4.0%           | 91.0%    |                          |        |                    |                   |                 |       | 29 mph         | 13       | 6.5%   | 92.0%  |                          |  |  |  |  |  | 29 mph | 13 | 6.5%  | 92.0% |
| 30 mph             | 6      | 6.0%              | 99.0%  |                          |          |        |        |                    |        | 30 mph            | 3      | 3.0%           | 94.0%    |                          |        |                    |                   |                 |       | 30 mph         | 9        | 4.5%   | 96.5%  |                          |  |  |  |  |  | 30 mph | 9  | 4.5%  | 96.5% |
| 31 mph             | 1      | 1.0%              | 100.0% |                          |          |        |        |                    |        | 31 mph            | 3      | 3.0%           | 97.0%    |                          |        |                    |                   |                 |       | 31 mph         | 4        | 2.0%   | 98.5%  |                          |  |  |  |  |  | 31 mph | 4  | 2.0%  | 98.5% |
| 32 mph             | 0      | 0.0%              | 100.0% |                          |          |        |        |                    |        | 32 mph            | 2      | 2.0%           | 99.0%    |                          |        |                    |                   |                 |       | 32 mph         | 2        | 1.0%   | 99.5%  |                          |  |  |  |  |  | 32 mph | 2  | 1.0%  | 99.5% |
| 33 mph             | 0      | 0.0%              | 100.0% |                          |          |        |        |                    |        | 33 mph            | 0      | 0.0%           | 99.0%    |                          |        |                    |                   |                 |       | 33 mph         | 0        | 0.0%   | 99.5%  |                          |  |  |  |  |  | 33 mph | 0  | 0.0%  | 99.5% |
| 34 mph             | 0      | 0.0%              | 100.0% |                          |          |        |        |                    |        | 34 mph            | 0      | 0.0%           | 99.0%    |                          |        |                    |                   |                 |       | 34 mph         | 0        | 0.0%   | 99.5%  |                          |  |  |  |  |  | 34 mph | 0  | 0.0%  | 99.5% |
| 35 mph             | 0      | 0.0%              | 100.0% | 35 mph                   | 0        | 0.0%   | 99.0%  | 35 mph             | 0      | 0.0%              | 99.5%  | 35 mph         | 0        | 0.0%                     | 99.5%  |                    |                   |                 |       |                |          |        |        |                          |  |  |  |  |  |        |    |       |       |
| 36 mph             | 0      | 0.0%              | 100.0% | 36 mph                   | 1        | 1.0%   | 100.0% | 36 mph             | 1      | 0.5%              | 100.0% | 36 mph         | 1        | 0.5%                     | 100.0% |                    |                   |                 |       |                |          |        |        |                          |  |  |  |  |  |        |    |       |       |
| 37 mph             | 0      | 0.0%              | 100.0% | 37 mph                   | 0        | 0.0%   | 100.0% | 37 mph             | 0      | 0.0%              | 100.0% | 37 mph         | 0        | 0.0%                     | 100.0% |                    |                   |                 |       |                |          |        |        |                          |  |  |  |  |  |        |    |       |       |
| 38 mph             | 0      | 0.0%              | 100.0% | 38 mph                   | 0        | 0.0%   | 100.0% | 38 mph             | 0      | 0.0%              | 100.0% | 38 mph         | 0        | 0.0%                     | 100.0% |                    |                   |                 |       |                |          |        |        |                          |  |  |  |  |  |        |    |       |       |
| 39 mph             | 0      | 0.0%              | 100.0% | 39 mph                   | 0        | 0.0%   | 100.0% | 39 mph             | 0      | 0.0%              | 100.0% | 39 mph         | 0        | 0.0%                     | 100.0% |                    |                   |                 |       |                |          |        |        |                          |  |  |  |  |  |        |    |       |       |
| 40 mph             | 0      | 0.0%              | 100.0% | 40 mph                   | 0        | 0.0%   | 100.0% | 40 mph             | 0      | 0.0%              | 100.0% | 40 mph         | 0        | 0.0%                     | 100.0% |                    |                   |                 |       |                |          |        |        |                          |  |  |  |  |  |        |    |       |       |
| 41 mph             | 0      | 0.0%              | 100.0% | 41 mph                   | 0        | 0.0%   | 100.0% | 41 mph             | 0      | 0.0%              | 100.0% | 41 mph         | 0        | 0.0%                     | 100.0% |                    |                   |                 |       |                |          |        |        |                          |  |  |  |  |  |        |    |       |       |
| 42 mph             | 0      | 0.0%              | 100.0% | 42 mph                   | 0        | 0.0%   | 100.0% | 42 mph             | 0      | 0.0%              | 100.0% | 42 mph         | 0        | 0.0%                     | 100.0% |                    |                   |                 |       |                |          |        |        |                          |  |  |  |  |  |        |    |       |       |
| 43 mph             | 0      | 0.0%              | 100.0% | 43 mph                   | 0        | 0.0%   | 100.0% | 43 mph             | 0      | 0.0%              | 100.0% | 43 mph         | 0        | 0.0%                     | 100.0% |                    |                   |                 |       |                |          |        |        |                          |  |  |  |  |  |        |    |       |       |
| 44 mph             | 0      | 0.0%              | 100.0% | 44 mph                   | 0        | 0.0%   | 100.0% | 44 mph             | 0      | 0.0%              | 100.0% | 44 mph         | 0        | 0.0%                     | 100.0% |                    |                   |                 |       |                |          |        |        |                          |  |  |  |  |  |        |    |       |       |
| 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                   | 0        | 0.0%   | 100.0% | 45 mph             | 0      | 0.0%              | 100.0% | 45 mph         | 0        | 0.0%                     | 100.0% |                    |                   |                 |       |                |          |        |        |                          |  |  |  |  |  |        |    |       |       |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:           |          | 25.3   |        | TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED: |          | 24.9                     |        | TOTAL:             | 200               | 100.0%          |       | AVERAGE SPEED: |          | 25.1   |        |                          |  |  |  |  |  |        |    |       |       |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                      | 85%      | 90%    |        | PERCENTILE:        | 10%    | 15%               | 25%    | 50%            | 85%      | 90%                      |        | PERCENTILE:        | 10%               | 15%             | 25%   | 50%            | 85%      | 90%    |        |                          |  |  |  |  |  |        |    |       |       |
| SPEEDS:            | 21.0   | 22.0              | 23.8   | 26.0                     | 29.0     | 29.0   |        | SPEEDS:            | 20.0   | 21.0              | 23.0   | 25.0           | 28.0     | 29.0                     |        | SPEEDS:            | 21.0              | 22.0            | 23.0  | 25.0           | 28.0     | 29.0   |        |                          |  |  |  |  |  |        |    |       |       |
| 10 MPH PACE SPEED: | 21-30  | NUMBER IN PACE:   |        | 92                       | PERCENT: | 92.0%  |        | 10 MPH PACE SPEED: | 20-29  | NUMBER IN PACE:   |        | 86             | PERCENT: | 86.0%                    |        | 10 MPH PACE SPEED: | 21-30             | NUMBER IN PACE: |       | 175            | PERCENT: | 87.5%  |        |                          |  |  |  |  |  |        |    |       |       |
|                    |        | NUMBER BELOW PACE |        | 7                        | PERCENT: | 7.0%   |        |                    |        | NUMBER BELOW PACE |        | 5              | PERCENT: | 5.0%                     |        |                    | NUMBER BELOW PACE |                 | 18    | PERCENT:       | 9.0%     |        |        |                          |  |  |  |  |  |        |    |       |       |
|                    |        | NUMBER ABOVE PACE |        | 1                        | PERCENT: | 1.0%   |        |                    |        | NUMBER ABOVE PACE |        | 9              | PERCENT: | 9.0%                     |        |                    | NUMBER ABOVE PACE |                 | 7     | PERCENT:       | 3.5%     |        |        |                          |  |  |  |  |  |        |    |       |       |
| SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH  | 30 MPH                   | 35 MPH   | 40 MPH |        | SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH  | 30 MPH         | 35 MPH   | 40 MPH                   |        | SPEED EXCEEDED:    | 15 MPH            | 20 MPH          | 25MPH | 30 MPH         | 35 MPH   | 40 MPH |        |                          |  |  |  |  |  |        |    |       |       |
| TOTAL:             | 100    | 93                | 51     | 1                        | 0        | 0      |        | TOTAL:             | 100    | 89                | 43     | 6              | 1        | 0                        |        | TOTAL:             | 200               | 182             | 94    | 7              | 1        | 0      |        |                          |  |  |  |  |  |        |    |       |       |
| PERCENTAGE:        | 100.0% | 93.0%             | 51.0%  | 1.0%                     | 0.0%     | 0.0%   |        | PERCENTAGE:        | 100.0% | 89.0%             | 43.0%  | 6.0%           | 1.0%     | 0.0%                     |        | PERCENTAGE:        | 100.0%            | 91.0%           | 47.0% | 3.5%           | 0.5%     | 0.0%   |        |                          |  |  |  |  |  |        |    |       |       |

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ROADWAY: **Observatory Avenue**  
SEGMENT: **State Street to Helen Avenue**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/25/2017**  
TIME: **10:20-11:45AM**  
DIRECTION OF TRAVEL: **Combined**



## Accident Report

### Accident Dates

**ROADWAY:** Observatory Avenue

**From:** Jan-13

**SEGMENT:** State Street to Helen Avenue

**To:** Dec-16

| Date           | Location                    | Time of Day | Weather | Collision Factor        | Collision Type | Fatal | Injury | Non-Injury |
|----------------|-----------------------------|-------------|---------|-------------------------|----------------|-------|--------|------------|
| 3/16/2015      | 195' E of South St          | 7:38 AM     | Cloudy  | Improper Turning        | Sideswipe      | 0     | 2      | 0          |
| 9/27/2013      | 5' N of South St            | 9:39 PM     | Clear   | DUI                     | Rear End       | 0     | 3      | 0          |
| 7/3/2014       | Intersection of S. State St | 1:16 PM     | Clear   | Automobile Right of Way | Head-On        | 0     | 0      | 1          |
| <b>TOTALS:</b> |                             |             |         |                         |                | 0     | 5      | 1          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Perkins Street (State Street to Highland Avenue)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Perkins Street  
Limits: State Street to Highland Avenue

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 10/3/2017

**Factors**

**A. PREVAILING SPEED DATA**

| Location of Survey | Mid-Block East of Dora St | Mid-Block West of Dora St |
|--------------------|---------------------------|---------------------------|
| Direction          | Combined                  | Combined                  |
| 85th Percentile    | 27 MPH                    | 28 MPH                    |
| 10 mph Pace        | 20-29 MPH                 | 21-30 MPH                 |
| Percent in Pace    | 96%                       | 91%                       |
| Posted Speed Limit | 25 MPH                    | No posted speed limit     |

**B. COLLISION HISTORY**

Date Range Covered

| From   | To     | Duration/Years |
|--------|--------|----------------|
| Jan-13 | Dec-16 | 3 years        |
| Fatal  | Injury | Non-Injury     |
| 0      | 1      | 11             |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 307   |
| Length of Segment      | 3,600 |
| Width of Segment       | 25    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

|                    |                                                                                                                                                                                                    |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Conditions         | Perkins Street, between State Street and Dora Street, is a 1-Lane, westbound city minor collector. From Dora Street to Highland Avenue, Perkins Street is a 2-Lane, undivided residential roadway. |
| Roadway Geometrics | Between State Street and Dora Street, Perkins is a one-way road heading westbound. West of Dora Street the roadway becomes a 2-Lane roadway.                                                       |
| Comments           | There are no conditions that are not readily apparent to the driver.                                                                                                                               |

**E. ADJACENT LAND USE** Single-Family Residential and Commercial Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 25 MPH        |
| Critical Speed*                                                   | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018  
Date

Project Manager  
Title





# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 10/3/2017      **DAY:** TUESDAY      **TIME:** 1:05-1:55PM; 3:05-4:00PM

### 23. PERKINS STREET BETWEEN STATE STREET TO HIGHLAND AVENUE (FROM STATE TO DORA)

| DIRECTION:         |              |                   |              | EAST BOUND               |              |              |  | DIRECTION:         |             |                   |             | WEST BOUND               |             |             |  | DIRECTION:         |             |                   |             | COMBINED                 |             |             |  |
|--------------------|--------------|-------------------|--------------|--------------------------|--------------|--------------|--|--------------------|-------------|-------------------|-------------|--------------------------|-------------|-------------|--|--------------------|-------------|-------------------|-------------|--------------------------|-------------|-------------|--|
| SPEED              | #            | %                 | CUM. %       | SPEED DISTRIBUTION CHART |              |              |  | SPEED              | #           | %                 | CUM. %      | SPEED DISTRIBUTION CHART |             |             |  | SPEED              | #           | %                 | CUM. %      | SPEED DISTRIBUTION CHART |             |             |  |
| 10 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 10 mph             | 0           | 0.0%              | 0.0%        |                          |             |             |  | 10 mph             | 0           | 0.0%              | 0.0%        |                          |             |             |  |
| 11 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 11 mph             | 0           | 0.0%              | 0.0%        |                          |             |             |  | 11 mph             | 0           | 0.0%              | 0.0%        |                          |             |             |  |
| 12 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 12 mph             | 0           | 0.0%              | 0.0%        |                          |             |             |  | 12 mph             | 0           | 0.0%              | 0.0%        |                          |             |             |  |
| 13 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 13 mph             | 0           | 0.0%              | 0.0%        |                          |             |             |  | 13 mph             | 0           | 0.0%              | 0.0%        |                          |             |             |  |
| 14 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 14 mph             | 0           | 0.0%              | 0.0%        |                          |             |             |  | 14 mph             | 0           | 0.0%              | 0.0%        |                          |             |             |  |
| 15 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 15 mph             | 0           | 0.0%              | 0.0%        |                          |             |             |  | 15 mph             | 0           | 0.0%              | 0.0%        |                          |             |             |  |
| 16 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 16 mph             | 0           | 0.0%              | 0.0%        |                          |             |             |  | 16 mph             | 0           | 0.0%              | 0.0%        |                          |             |             |  |
| 17 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 17 mph             | 0           | 0.0%              | 0.0%        |                          |             |             |  | 17 mph             | 0           | 0.0%              | 0.0%        |                          |             |             |  |
| 18 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 18 mph             | 1           | 2.0%              | 2.0%        |                          |             |             |  | 18 mph             | 1           | 2.0%              | 2.0%        |                          |             |             |  |
| 19 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 19 mph             | 0           | 0.0%              | 2.0%        |                          |             |             |  | 19 mph             | 0           | 0.0%              | 2.0%        |                          |             |             |  |
| 20 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 20 mph             | 4           | 8.0%              | 10.0%       |                          |             |             |  | 20 mph             | 4           | 8.0%              | 10.0%       |                          |             |             |  |
| 21 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 21 mph             | 3           | 6.0%              | 16.0%       |                          |             |             |  | 21 mph             | 3           | 6.0%              | 16.0%       |                          |             |             |  |
| 22 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 22 mph             | 5           | 10.0%             | 26.0%       |                          |             |             |  | 22 mph             | 5           | 10.0%             | 26.0%       |                          |             |             |  |
| 23 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 23 mph             | 4           | 8.0%              | 34.0%       |                          |             |             |  | 23 mph             | 4           | 8.0%              | 34.0%       |                          |             |             |  |
| 24 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 24 mph             | 3           | 6.0%              | 40.0%       |                          |             |             |  | 24 mph             | 3           | 6.0%              | 40.0%       |                          |             |             |  |
| 25 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 25 mph             | 13          | 26.0%             | 66.0%       |                          |             |             |  | 25 mph             | 13          | 26.0%             | 66.0%       |                          |             |             |  |
| 26 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 26 mph             | 6           | 12.0%             | 78.0%       |                          |             |             |  | 26 mph             | 6           | 12.0%             | 78.0%       |                          |             |             |  |
| 27 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 27 mph             | 4           | 8.0%              | 86.0%       |                          |             |             |  | 27 mph             | 4           | 8.0%              | 86.0%       |                          |             |             |  |
| 28 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 28 mph             | 5           | 10.0%             | 96.0%       |                          |             |             |  | 28 mph             | 5           | 10.0%             | 96.0%       |                          |             |             |  |
| 29 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 29 mph             | 1           | 2.0%              | 98.0%       |                          |             |             |  | 29 mph             | 1           | 2.0%              | 98.0%       |                          |             |             |  |
| 30 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 30 mph             | 0           | 0.0%              | 98.0%       |                          |             |             |  | 30 mph             | 0           | 0.0%              | 98.0%       |                          |             |             |  |
| 31 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 31 mph             | 1           | 2.0%              | 100.0%      |                          |             |             |  | 31 mph             | 1           | 2.0%              | 100.0%      |                          |             |             |  |
| 32 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 32 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  | 32 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  |
| 33 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 33 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  | 33 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  |
| 34 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 34 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  | 34 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  |
| 35 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 35 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  | 35 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  |
| 36 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 36 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  | 36 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  |
| 37 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 37 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  | 37 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  |
| 38 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 38 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  | 38 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  |
| 39 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 39 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  | 39 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  |
| 40 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 40 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  | 40 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  |
| 41 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 41 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  | 41 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  |
| 42 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 42 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  | 42 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  |
| 43 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 43 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  | 43 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  |
| 44 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 44 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  | 44 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  |
| 45 mph             | 0            | #DIV/0!           | #DIV/0!      |                          |              |              |  | 45 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  | 45 mph             | 0           | 0.0%              | 100.0%      |                          |             |             |  |
| <b>TOTAL:</b>      | <b>0</b>     | <b>#DIV/0!</b>    |              | <b>AVERAGE SPEED:</b>    |              |              |  | <b>TOTAL:</b>      | <b>50</b>   | <b>100.0%</b>     |             | <b>AVERAGE SPEED:</b>    |             |             |  | <b>TOTAL:</b>      | <b>50</b>   | <b>100.0%</b>     |             | <b>AVERAGE SPEED:</b>    |             |             |  |
| <b>PERCENTILE:</b> | <b>10%</b>   | <b>15%</b>        | <b>25%</b>   | <b>50%</b>               | <b>85%</b>   | <b>90%</b>   |  | <b>PERCENTILE:</b> | <b>10%</b>  | <b>15%</b>        | <b>25%</b>  | <b>50%</b>               | <b>85%</b>  | <b>90%</b>  |  | <b>PERCENTILE:</b> | <b>10%</b>  | <b>15%</b>        | <b>25%</b>  | <b>50%</b>               | <b>85%</b>  | <b>90%</b>  |  |
| <b>SPEEDS:</b>     | <b>#NUM!</b> | <b>#NUM!</b>      | <b>#NUM!</b> | <b>#NUM!</b>             | <b>#NUM!</b> | <b>#NUM!</b> |  | <b>SPEEDS:</b>     | <b>20.9</b> | <b>21.4</b>       | <b>22.3</b> | <b>25.0</b>              | <b>27.0</b> | <b>28.0</b> |  | <b>SPEEDS:</b>     | <b>20.9</b> | <b>21.4</b>       | <b>22.3</b> | <b>25.0</b>              | <b>27.0</b> | <b>28.0</b> |  |
| 10 MPH PACE SPEED: | 10-19        | NUMBER IN PACE:   |              | 0                        | PERCENT:     | #DIV/0!      |  | 10 MPH PACE SPEED: | 20-29       | NUMBER IN PACE:   |             | 48                       | PERCENT:    | 96.0%       |  | 10 MPH PACE SPEED: | 20-29       | NUMBER IN PACE:   |             | 48                       | PERCENT:    | 96.0%       |  |
|                    |              | NUMBER BELOW PACE |              | 0                        | PERCENT:     | 0.0%         |  |                    |             | NUMBER BELOW PACE |             | 1                        | PERCENT:    | 2.0%        |  |                    |             | NUMBER BELOW PACE |             | 1                        | PERCENT:    | 2.0%        |  |
|                    |              | NUMBER ABOVE PACE |              | 0                        | PERCENT:     | 0.0%         |  |                    |             | NUMBER ABOVE PACE |             | 1                        | PERCENT:    | 2.0%        |  |                    |             | NUMBER ABOVE PACE |             | 1                        | PERCENT:    | 2.0%        |  |
| SPEED EXCEEDED:    | 15 MPH       | 20 MPH            | 25MPH        | 30 MPH                   | 35 MPH       | 40 MPH       |  | SPEED EXCEEDED:    | 15 MPH      | 20 MPH            | 25MPH       | 30 MPH                   | 35 MPH      | 40 MPH      |  | SPEED EXCEEDED:    | 15 MPH      | 20 MPH            | 25MPH       | 30 MPH                   | 35 MPH      | 40 MPH      |  |
| TOTAL:             | 0            | 0                 | 0            | 0                        | 0            | 0            |  | TOTAL:             | 50          | 45                | 17          | 1                        | 0           | 0           |  | TOTAL:             | 50          | 45                | 17          | 1                        | 0           | 0           |  |
| PERCENTAGE:        | #DIV/0!      | #DIV/0!           | #DIV/0!      | #DIV/0!                  | #DIV/0!      | #DIV/0!      |  | PERCENTAGE:        | 100.0%      | 90.0%             | 34.0%       | 2.0%                     | 0.0%        | 0.0%        |  | PERCENTAGE:        | 100.0%      | 90.0%             | 34.0%       | 2.0%                     | 0.0%        | 0.0%        |  |

Tel: (510) 232-1271

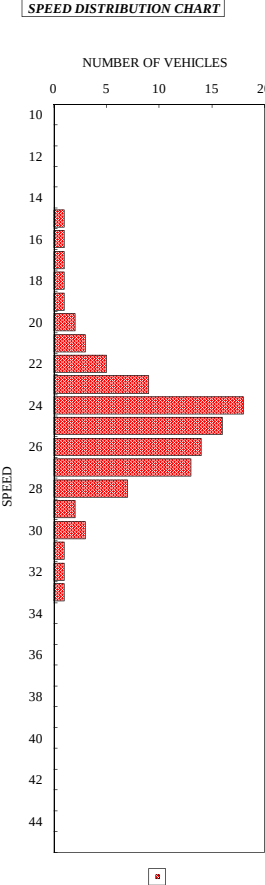
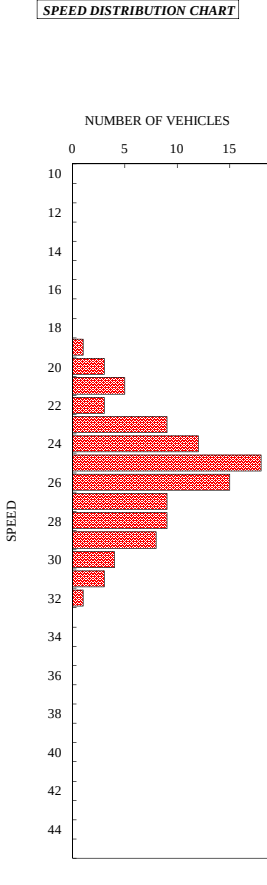
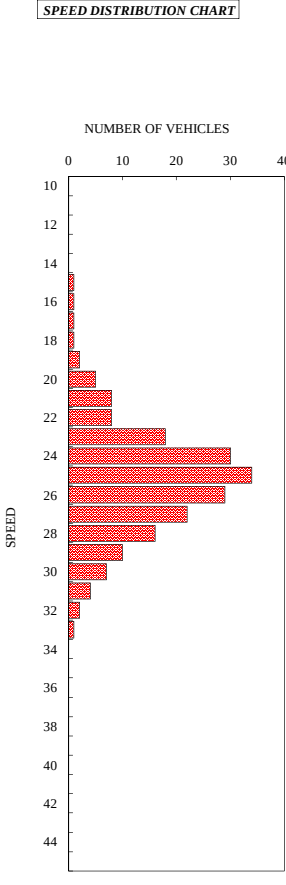
Fax: (510) 232-1272

# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 10/3/2017      **DAY:** TUESDAY      **TIME:** 1:05-1:55PM; 3:05-4:00PM

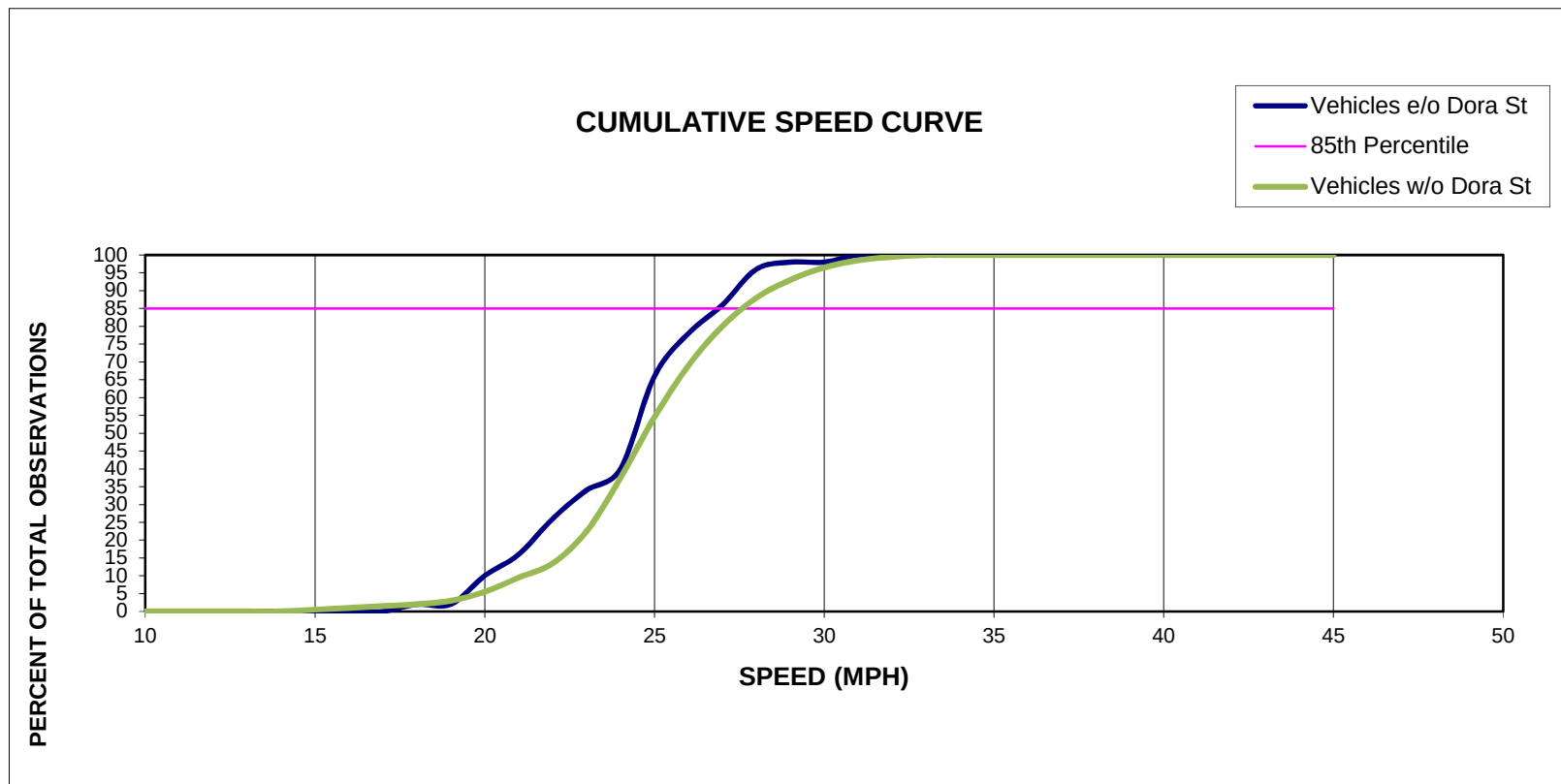
### 23. PERKINS STREET BETWEEN STATE STREET TO HIGHLAND AVENUE (FROM DORA TO HIGHLAND)

| DIRECTION:         |        |                   |        | EAST BOUND                                                                         |  |  |  |  |  |  | DIRECTION:     |          |        |                    | WEST BOUND                                                                           |  |  |  |  |  |  | DIRECTION: |                   |        |        | COMBINED                                                                             |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
|--------------------|--------|-------------------|--------|------------------------------------------------------------------------------------|--|--|--|--|--|--|----------------|----------|--------|--------------------|--------------------------------------------------------------------------------------|--|--|--|--|--|--|------------|-------------------|--------|--------|--------------------------------------------------------------------------------------|--|--|--|--|--|--|----------------|--------|--------------------|--------|-------------------|-------|--------|----------|----------------|--|--|------|
| SPEED              | #      | %                 | CUM. % | SPEED DISTRIBUTION CHART                                                           |  |  |  |  |  |  | SPEED          | #        | %      | CUM. %             | SPEED DISTRIBUTION CHART                                                             |  |  |  |  |  |  | SPEED      | #                 | %      | CUM. % | SPEED DISTRIBUTION CHART                                                             |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 10 mph             | 0      | 0.0%              | 0.0%   |  |  |  |  |  |  |  | 10 mph         | 0        | 0.0%   | 0.0%               |  |  |  |  |  |  |  | 10 mph     | 0                 | 0.0%   | 0.0%   |  |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 11 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |  |  |  |  |  |  | 11 mph         | 0        | 0.0%   | 0.0%               |                                                                                      |  |  |  |  |  |  | 11 mph     | 0                 | 0.0%   | 0.0%   |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 12 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |  |  |  |  |  |  | 12 mph         | 0        | 0.0%   | 0.0%               |                                                                                      |  |  |  |  |  |  | 12 mph     | 0                 | 0.0%   | 0.0%   |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 13 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |  |  |  |  |  |  | 13 mph         | 0        | 0.0%   | 0.0%               |                                                                                      |  |  |  |  |  |  | 13 mph     | 0                 | 0.0%   | 0.0%   |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 14 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |  |  |  |  |  |  | 14 mph         | 0        | 0.0%   | 0.0%               |                                                                                      |  |  |  |  |  |  | 14 mph     | 0                 | 0.0%   | 0.0%   |                                                                                      |  |  |  |  |  |  | 14 mph         | 0      | 0.0%               | 0.0%   |                   |       |        |          |                |  |  |      |
| 15 mph             | 1      | 1.0%              | 1.0%   |                                                                                    |  |  |  |  |  |  | 15 mph         | 0        | 0.0%   | 0.0%               |                                                                                      |  |  |  |  |  |  | 15 mph     | 1                 | 0.5%   | 0.5%   |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 16 mph             | 1      | 1.0%              | 2.0%   |                                                                                    |  |  |  |  |  |  | 16 mph         | 0        | 0.0%   | 0.0%               |                                                                                      |  |  |  |  |  |  | 16 mph     | 1                 | 0.5%   | 1.0%   |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 17 mph             | 1      | 1.0%              | 3.0%   |                                                                                    |  |  |  |  |  |  | 17 mph         | 0        | 0.0%   | 0.0%               |                                                                                      |  |  |  |  |  |  | 17 mph     | 1                 | 0.5%   | 1.5%   |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 18 mph             | 1      | 1.0%              | 4.0%   |                                                                                    |  |  |  |  |  |  | 18 mph         | 0        | 0.0%   | 0.0%               |                                                                                      |  |  |  |  |  |  | 18 mph     | 1                 | 0.5%   | 2.0%   |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 19 mph             | 1      | 1.0%              | 5.0%   |                                                                                    |  |  |  |  |  |  | 19 mph         | 1        | 1.0%   | 1.0%               |                                                                                      |  |  |  |  |  |  | 19 mph     | 2                 | 1.0%   | 3.0%   |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 20 mph             | 2      | 2.0%              | 7.0%   |                                                                                    |  |  |  |  |  |  | 20 mph         | 3        | 3.0%   | 4.0%               |                                                                                      |  |  |  |  |  |  | 20 mph     | 5                 | 2.5%   | 5.5%   |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 21 mph             | 3      | 3.0%              | 10.0%  |                                                                                    |  |  |  |  |  |  | 21 mph         | 5        | 5.0%   | 9.0%               |                                                                                      |  |  |  |  |  |  | 21 mph     | 8                 | 4.0%   | 9.5%   |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 22 mph             | 5      | 5.0%              | 15.0%  |                                                                                    |  |  |  |  |  |  | 22 mph         | 3        | 3.0%   | 12.0%              |                                                                                      |  |  |  |  |  |  | 22 mph     | 8                 | 4.0%   | 13.5%  |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 23 mph             | 9      | 9.0%              | 24.0%  |                                                                                    |  |  |  |  |  |  | 23 mph         | 9        | 9.0%   | 21.0%              |                                                                                      |  |  |  |  |  |  | 23 mph     | 18                | 9.0%   | 22.5%  |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 24 mph             | 18     | 18.0%             | 42.0%  |                                                                                    |  |  |  |  |  |  | 24 mph         | 12       | 12.0%  | 33.0%              |                                                                                      |  |  |  |  |  |  | 24 mph     | 30                | 15.0%  | 37.5%  |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 25 mph             | 16     | 16.0%             | 58.0%  |                                                                                    |  |  |  |  |  |  | 25 mph         | 18       | 18.0%  | 51.0%              |                                                                                      |  |  |  |  |  |  | 25 mph     | 34                | 17.0%  | 54.5%  |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 26 mph             | 14     | 14.0%             | 72.0%  |                                                                                    |  |  |  |  |  |  | 26 mph         | 15       | 15.0%  | 66.0%              |                                                                                      |  |  |  |  |  |  | 26 mph     | 29                | 14.5%  | 69.0%  |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 27 mph             | 13     | 13.0%             | 85.0%  |                                                                                    |  |  |  |  |  |  | 27 mph         | 9        | 9.0%   | 75.0%              |                                                                                      |  |  |  |  |  |  | 27 mph     | 22                | 11.0%  | 80.0%  |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 28 mph             | 7      | 7.0%              | 92.0%  |                                                                                    |  |  |  |  |  |  | 28 mph         | 9        | 9.0%   | 84.0%              |                                                                                      |  |  |  |  |  |  | 28 mph     | 16                | 8.0%   | 88.0%  |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 29 mph             | 2      | 2.0%              | 94.0%  |                                                                                    |  |  |  |  |  |  | 29 mph         | 8        | 8.0%   | 92.0%              |                                                                                      |  |  |  |  |  |  | 29 mph     | 10                | 5.0%   | 93.0%  |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 30 mph             | 3      | 3.0%              | 97.0%  |                                                                                    |  |  |  |  |  |  | 30 mph         | 4        | 4.0%   | 96.0%              |                                                                                      |  |  |  |  |  |  | 30 mph     | 7                 | 3.5%   | 96.5%  |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 31 mph             | 1      | 1.0%              | 98.0%  |                                                                                    |  |  |  |  |  |  | 31 mph         | 3        | 3.0%   | 99.0%              |                                                                                      |  |  |  |  |  |  | 31 mph     | 4                 | 2.0%   | 98.5%  |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 32 mph             | 1      | 1.0%              | 99.0%  |                                                                                    |  |  |  |  |  |  | 32 mph         | 1        | 1.0%   | 100.0%             |                                                                                      |  |  |  |  |  |  | 32 mph     | 2                 | 1.0%   | 99.5%  |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 33 mph             | 1      | 1.0%              | 100.0% |                                                                                    |  |  |  |  |  |  | 33 mph         | 0        | 0.0%   | 100.0%             |                                                                                      |  |  |  |  |  |  | 33 mph     | 1                 | 0.5%   | 100.0% |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 34 mph             | 0      | 0.0%              | 100.0% |                                                                                    |  |  |  |  |  |  | 34 mph         | 0        | 0.0%   | 100.0%             |                                                                                      |  |  |  |  |  |  | 34 mph     | 0                 | 0.0%   | 100.0% |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 35 mph             | 0      | 0.0%              | 100.0% |                                                                                    |  |  |  |  |  |  | 35 mph         | 0        | 0.0%   | 100.0%             |                                                                                      |  |  |  |  |  |  | 35 mph     | 0                 | 0.0%   | 100.0% |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 36 mph             | 0      | 0.0%              | 100.0% |                                                                                    |  |  |  |  |  |  | 36 mph         | 0        | 0.0%   | 100.0%             |                                                                                      |  |  |  |  |  |  | 36 mph     | 0                 | 0.0%   | 100.0% |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 37 mph             | 0      | 0.0%              | 100.0% |                                                                                    |  |  |  |  |  |  | 37 mph         | 0        | 0.0%   | 100.0%             |                                                                                      |  |  |  |  |  |  | 37 mph     | 0                 | 0.0%   | 100.0% |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 38 mph             | 0      | 0.0%              | 100.0% |                                                                                    |  |  |  |  |  |  | 38 mph         | 0        | 0.0%   | 100.0%             |                                                                                      |  |  |  |  |  |  | 38 mph     | 0                 | 0.0%   | 100.0% |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 39 mph             | 0      | 0.0%              | 100.0% |                                                                                    |  |  |  |  |  |  | 39 mph         | 0        | 0.0%   | 100.0%             |                                                                                      |  |  |  |  |  |  | 39 mph     | 0                 | 0.0%   | 100.0% |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 40 mph             | 0      | 0.0%              | 100.0% |                                                                                    |  |  |  |  |  |  | 40 mph         | 0        | 0.0%   | 100.0%             |                                                                                      |  |  |  |  |  |  | 40 mph     | 0                 | 0.0%   | 100.0% |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 41 mph             | 0      | 0.0%              | 100.0% |                                                                                    |  |  |  |  |  |  | 41 mph         | 0        | 0.0%   | 100.0%             |                                                                                      |  |  |  |  |  |  | 41 mph     | 0                 | 0.0%   | 100.0% |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 42 mph             | 0      | 0.0%              | 100.0% |                                                                                    |  |  |  |  |  |  | 42 mph         | 0        | 0.0%   | 100.0%             |                                                                                      |  |  |  |  |  |  | 42 mph     | 0                 | 0.0%   | 100.0% |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 43 mph             | 0      | 0.0%              | 100.0% |                                                                                    |  |  |  |  |  |  | 43 mph         | 0        | 0.0%   | 100.0%             |                                                                                      |  |  |  |  |  |  | 43 mph     | 0                 | 0.0%   | 100.0% |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 44 mph             | 0      | 0.0%              | 100.0% |                                                                                    |  |  |  |  |  |  | 44 mph         | 0        | 0.0%   | 100.0%             |                                                                                      |  |  |  |  |  |  | 44 mph     | 0                 | 0.0%   | 100.0% |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| 45 mph             | 0      | 0.0%              | 100.0% |                                                                                    |  |  |  |  |  |  | 45 mph         | 0        | 0.0%   | 100.0%             |                                                                                      |  |  |  |  |  |  | 45 mph     | 0                 | 0.0%   | 100.0% |                                                                                      |  |  |  |  |  |  |                |        |                    |        |                   |       |        |          |                |  |  |      |
| TOTAL:             | 100    | 100.0%            |        |                                                                                    |  |  |  |  |  |  | AVERAGE SPEED: |          |        | 24.9               |                                                                                      |  |  |  |  |  |  | TOTAL:     | 100               | 100.0% |        |                                                                                      |  |  |  |  |  |  | AVERAGE SPEED: |        |                    | 25.6   | TOTAL:            | 200   | 100.0% |          | AVERAGE SPEED: |  |  | 25.2 |
| PERCENTILE:        | 10%    | 15%               | 25%    |                                                                                    |  |  |  |  |  |  | 50%            | 85%      | 90%    | PERCENTILE:        |                                                                                      |  |  |  |  |  |  | 10%        | 15%               | 25%    | 50%    |                                                                                      |  |  |  |  |  |  | 85%            | 90%    | PERCENTILE:        | 10%    | 15%               | 25%   | 50%    | 85%      | 90%            |  |  |      |
| SPEEDS:            | 21.9   | 22.9              | 24.0   |                                                                                    |  |  |  |  |  |  | 25.0           | 27.2     | 28.0   | SPEEDS:            |                                                                                      |  |  |  |  |  |  | 22.0       | 23.0              | 24.0   | 25.0   |                                                                                      |  |  |  |  |  |  | 29.0           | 29.0   | SPEEDS:            | 22.0   | 23.0              | 24.0  | 25.0   | 28.0     | 29.0           |  |  |      |
| 10 MPH PACE SPEED: | 21-30  | NUMBER IN PACE:   |        |                                                                                    |  |  |  |  |  |  | 90             | PERCENT: | 90.0%  | 10 MPH PACE SPEED: |                                                                                      |  |  |  |  |  |  | 21-30      | NUMBER IN PACE:   |        | 92     |                                                                                      |  |  |  |  |  |  | PERCENT:       | 92.0%  | 10 MPH PACE SPEED: | 21-30  | NUMBER IN PACE:   |       | 182    | PERCENT: | 91.0%          |  |  |      |
|                    |        | NUMBER BELOW PACE |        |                                                                                    |  |  |  |  |  |  | 7              | PERCENT: | 7.0%   |                    |                                                                                      |  |  |  |  |  |  |            | NUMBER BELOW PACE |        | 4      |                                                                                      |  |  |  |  |  |  | PERCENT:       | 4.0%   |                    |        | NUMBER BELOW PACE |       | 11     | PERCENT: | 5.5%           |  |  |      |
|                    |        | NUMBER ABOVE PACE |        |                                                                                    |  |  |  |  |  |  | 3              | PERCENT: | 3.0%   |                    |                                                                                      |  |  |  |  |  |  |            | NUMBER ABOVE PACE |        | 4      |                                                                                      |  |  |  |  |  |  | PERCENT:       | 4.0%   |                    |        | NUMBER ABOVE PACE |       | 7      | PERCENT: | 3.5%           |  |  |      |
| SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH  |                                                                                    |  |  |  |  |  |  | 30 MPH         | 35 MPH   | 40 MPH | SPEED EXCEEDED:    |                                                                                      |  |  |  |  |  |  | 15 MPH     | 20 MPH            | 25MPH  | 30 MPH |                                                                                      |  |  |  |  |  |  | 35 MPH         | 40 MPH | SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH | 30 MPH | 35 MPH   | 40 MPH         |  |  |      |
| TOTAL:             | 99     | 93                | 42     |                                                                                    |  |  |  |  |  |  | 3              | 0        | 0      | TOTAL:             |                                                                                      |  |  |  |  |  |  | 100        | 96                | 49     | 4      |                                                                                      |  |  |  |  |  |  | 0              | 0      | TOTAL:             | 199    | 189               | 91    | 7      | 0        | 0              |  |  |      |
| PERCENTAGE:        | 99.0%  | 93.0%             | 42.0%  |                                                                                    |  |  |  |  |  |  | 3.0%           | 0.0%     | 0.0%   | PERCENTAGE:        |                                                                                      |  |  |  |  |  |  | 100.0%     | 96.0%             | 49.0%  | 4.0%   |                                                                                      |  |  |  |  |  |  | 0.0%           | 0.0%   | PERCENTAGE:        | 99.5%  | 94.5%             | 45.5% | 3.5%   | 0.0%     | 0.0%           |  |  |      |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: Perkins Street  
SEGMENT: State Street to Highland Avenue  
RADAR LOCATION: Mid-Block  
DATE: 10/3/2017  
TIME: 1:05-1:55PM; 3:05-4:00PM  
DIRECTION OF TRAVEL: Combined



## Accident Report

### Accident Dates

**ROADWAY:** Perkins Street

**From:** Jan-13

**SEGMENT:** State Street to Highland Avenue

**To:** Dec-16

| Date           | Location                    | Time of Day | Weather | Collision Factor           | Collision Type | Fatal | Injury | Non-Injury |
|----------------|-----------------------------|-------------|---------|----------------------------|----------------|-------|--------|------------|
| 6/25/2013      | Intersection of State St    | 7:29 PM     | Clear   | Unsafe Speed               | Rear End       | 0     | 0      | 1          |
| 6/27/2013      | 55' E S. South School St    | 2:01 PM     | Clear   | Unsafe Starting or Backing | Other          | 0     | 0      | 1          |
| 7/9/2013       | Intersection of N. Dora St  | 6:37 PM     | Clear   | Traffic Signals and Signs  | Broadside      | 0     | 0      | 1          |
| 7/6/2013       | 44' W of N. Pine St         | 6:55 PM     | Clear   | Not Stated                 | Head-On        | 0     | 0      | 1          |
| 8/4/2014       | At #700 E. Perkins St       | 3:25 PM     | Clear   | Automobile Right of Way    | Broadside      | 0     | 0      | 1          |
| 6/24/2014      | Intersection of N. State St | 5:42 PM     | Clear   | Improper Turning           | Hit Object     | 0     | 0      | 1          |
| 2/7/2014       | Intersection of N. State St | 12:33 PM    | Raining | Unsafe Speed               | Rear End       | 0     | 0      | 1          |
| 3/6/2014       | 113' W of State St          | 2:40 PM     | Clear   | Unsafe Starting or Backing | Sideswipe      | 0     | 0      | 1          |
| 5/5/2014       | Intersection of S. State St | 7:47 AM     | Clear   | Traffic Signals and Signs  | Other          | 0     | 1      | 0          |
| 6/23/2016      | At #100 Perkins St          | 8:30 AM     | Clear   | Improper Turning           | Sideswipe      | 0     | 0      | 1          |
| 6/7/2016       | Intersection of S. Oak St   | 12:57 PM    | Clear   | Traffic Signals and Signs  | Broadside      | 0     | 0      | 1          |
| 3/7/2016       | Intersection of N. State St | 9:42 AM     | Clear   | Other Hazard               | Hit Object     | 0     | 0      | 1          |
| <b>TOTALS:</b> |                             |             |         |                            |                | 0     | 1      | 11         |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Pine Street (Low Gap Road to Arlington Drive)

**City of Ukiah Public Works Department**  
**Speed Limit**  
**Engineering and Traffic Survey (E&TS)**

Street: Pine Street Prepared By: GHD  
 Limits: Low Gap Road to Arlington Drive Field Observer: Baymetrics  
 Date: 10/3/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |           |
|--------------------|-----------|
| Location of Survey | Mid-Block |
| Direction          | Combined  |
| 85th Percentile    | 26 MPH    |
| 10 mph Pace        | 18-27 MPH |
| Percent in Pace    | 90%       |
| Posted Speed Limit | 25 MPH    |

**B. COLLISION HISTORY**

|                    |                |              |                           |
|--------------------|----------------|--------------|---------------------------|
| Date Range Covered | From<br>Jan-13 | To<br>Dec-16 | Duration/Years<br>3 years |
| Total Collisions   | Fatal<br>0     | Injury<br>0  | Non-Injury<br>1           |

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 423   |
| Length of Segment      | 1,120 |
| Width of Segment       | 30    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Pine Street, between Low Gap Road and Arlington Drive, is a 2-Lane, undivided residential roadway.

Roadway Geometrics The roadway starts out 25 feet wide at Low Gap Road and expands to 35 feet north of Magnolia Street.

Comments There are existing conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single- and Multi-Family Residential and Recreational Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 25 MPH        |
| Critical Speed*                                                   | 25 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>25 MPH</b> |

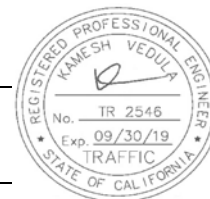
\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
 Name

3/1/2018  
 Date

Project Manager  
 Title





# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 10/3/2017      **DAY:** TUESDAY      **TIME:** 10:50-11:55AM; 4:10-5:15PM

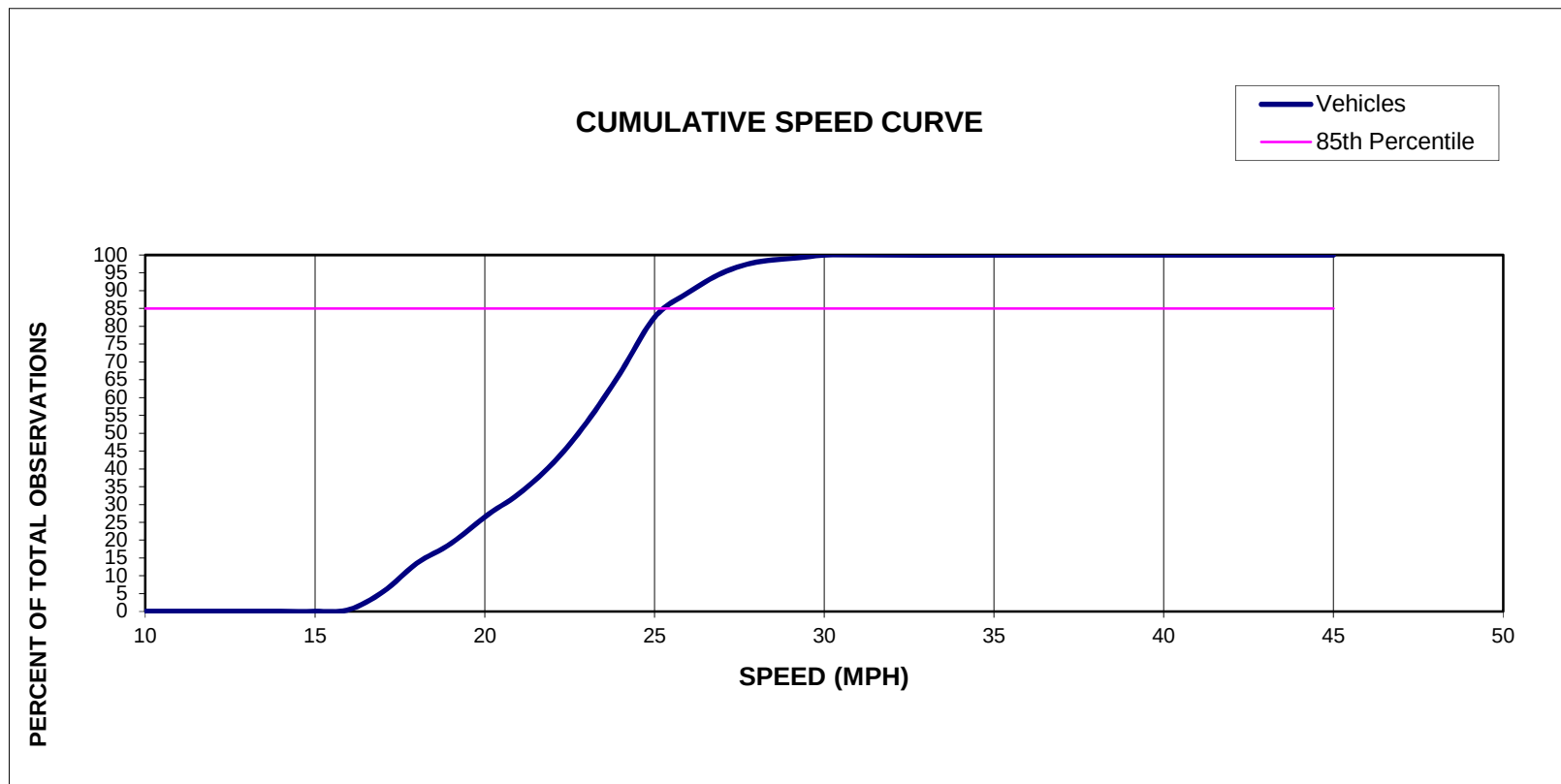
### 24. PINE STREET BETWEEN LOW GAP ROAD TO ARLINGTON DRIVE

| DIRECTION:         |        |                   |        | NORTH BOUND                                                                                                  |          |        |  | DIRECTION:         |        |                   |        | SOUTH BOUND                                                                                                  |                |        |  | DIRECTION:         |        |                   |        | COMBINED                                                                                                     |          |                |  |        |   |      |
|--------------------|--------|-------------------|--------|--------------------------------------------------------------------------------------------------------------|----------|--------|--|--------------------|--------|-------------------|--------|--------------------------------------------------------------------------------------------------------------|----------------|--------|--|--------------------|--------|-------------------|--------|--------------------------------------------------------------------------------------------------------------|----------|----------------|--|--------|---|------|
| SPEED              | #      | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |          |        |  | SPEED              | #      | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |                |        |  | SPEED              | #      | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |          |                |  |        |   |      |
| 10 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |  | 10 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |                |        |  | 10 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |                |  | 10 mph | 0 | 0.0% |
| 11 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |  | 11 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |                |        |  | 11 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |                |  |        |   |      |
| 12 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |  | 12 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |                |        |  | 12 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |                |  |        |   |      |
| 13 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |  | 13 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |                |        |  | 13 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |                |  |        |   |      |
| 14 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |  | 14 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |                |        |  | 14 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |                |  |        |   |      |
| 15 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |  | 15 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |                |        |  | 15 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |                |  |        |   |      |
| 16 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |  | 16 mph             | 1      | 1.0%              | 1.0%   |                                                                                                              |                |        |  | 16 mph             | 1      | 0.5%              | 0.5%   |                                                                                                              |          |                |  |        |   |      |
| 17 mph             | 7      | 7.0%              | 7.0%   |                                                                                                              |          |        |  | 17 mph             | 3      | 3.0%              | 4.0%   |                                                                                                              |                |        |  | 17 mph             | 10     | 5.0%              | 5.5%   |                                                                                                              |          |                |  |        |   |      |
| 18 mph             | 8      | 8.0%              | 15.0%  |                                                                                                              |          |        |  | 18 mph             | 8      | 8.0%              | 12.0%  |                                                                                                              |                |        |  | 18 mph             | 16     | 8.0%              | 13.5%  |                                                                                                              |          |                |  |        |   |      |
| 19 mph             | 7      | 7.0%              | 22.0%  |                                                                                                              |          |        |  | 19 mph             | 4      | 4.0%              | 16.0%  |                                                                                                              |                |        |  | 19 mph             | 11     | 5.5%              | 19.0%  |                                                                                                              |          |                |  |        |   |      |
| 20 mph             | 10     | 10.0%             | 32.0%  |                                                                                                              |          |        |  | 20 mph             | 5      | 5.0%              | 21.0%  |                                                                                                              |                |        |  | 20 mph             | 15     | 7.5%              | 26.5%  |                                                                                                              |          |                |  |        |   |      |
| 21 mph             | 6      | 6.0%              | 38.0%  |                                                                                                              |          |        |  | 21 mph             | 7      | 7.0%              | 28.0%  |                                                                                                              |                |        |  | 21 mph             | 13     | 6.5%              | 33.0%  |                                                                                                              |          |                |  |        |   |      |
| 22 mph             | 7      | 7.0%              | 45.0%  |                                                                                                              |          |        |  | 22 mph             | 10     | 10.0%             | 38.0%  |                                                                                                              |                |        |  | 22 mph             | 17     | 8.5%              | 41.5%  |                                                                                                              |          |                |  |        |   |      |
| 23 mph             | 8      | 8.0%              | 53.0%  |                                                                                                              |          |        |  | 23 mph             | 15     | 15.0%             | 53.0%  |                                                                                                              |                |        |  | 23 mph             | 23     | 11.5%             | 53.0%  |                                                                                                              |          |                |  |        |   |      |
| 24 mph             | 13     | 13.0%             | 66.0%  |                                                                                                              |          |        |  | 24 mph             | 15     | 15.0%             | 68.0%  |                                                                                                              |                |        |  | 24 mph             | 28     | 14.0%             | 67.0%  |                                                                                                              |          |                |  |        |   |      |
| 25 mph             | 18     | 18.0%             | 84.0%  |                                                                                                              |          |        |  | 25 mph             | 13     | 13.0%             | 81.0%  |                                                                                                              |                |        |  | 25 mph             | 31     | 15.5%             | 82.5%  |                                                                                                              |          |                |  |        |   |      |
| 26 mph             | 6      | 6.0%              | 90.0%  |                                                                                                              |          |        |  | 26 mph             | 8      | 8.0%              | 89.0%  |                                                                                                              |                |        |  | 26 mph             | 14     | 7.0%              | 89.5%  |                                                                                                              |          |                |  |        |   |      |
| 27 mph             | 6      | 6.0%              | 96.0%  |                                                                                                              |          |        |  | 27 mph             | 5      | 5.0%              | 94.0%  |                                                                                                              |                |        |  | 27 mph             | 11     | 5.5%              | 95.0%  |                                                                                                              |          |                |  |        |   |      |
| 28 mph             | 3      | 3.0%              | 99.0%  |                                                                                                              |          |        |  | 28 mph             | 3      | 3.0%              | 97.0%  |                                                                                                              |                |        |  | 28 mph             | 6      | 3.0%              | 98.0%  |                                                                                                              |          |                |  |        |   |      |
| 29 mph             | 0      | 0.0%              | 99.0%  |                                                                                                              |          |        |  | 29 mph             | 2      | 2.0%              | 99.0%  |                                                                                                              |                |        |  | 29 mph             | 2      | 1.0%              | 99.0%  |                                                                                                              |          |                |  |        |   |      |
| 30 mph             | 1      | 1.0%              | 100.0% |                                                                                                              |          |        |  | 30 mph             | 1      | 1.0%              | 100.0% |                                                                                                              |                |        |  | 30 mph             | 2      | 1.0%              | 100.0% |                                                                                                              |          |                |  |        |   |      |
| 31 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |  | 31 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |                |        |  | 31 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |                |  |        |   |      |
| 32 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |  | 32 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |                |        |  | 32 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |                |  |        |   |      |
| 33 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |  | 33 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |                |        |  | 33 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |                |  |        |   |      |
| 34 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |  | 34 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |                |        |  | 34 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |                |  |        |   |      |
| 35 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |  | 35 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |                |        |  | 35 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |                |  |        |   |      |
| 36 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |  | 36 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |                |        |  | 36 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |                |  |        |   |      |
| 37 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |  | 37 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |                |        |  | 37 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |                |  |        |   |      |
| 38 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |  | 38 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |                |        |  | 38 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |                |  |        |   |      |
| 39 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |  | 39 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |                |        |  | 39 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |                |  |        |   |      |
| 40 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |  | 40 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |                |        |  | 40 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |                |  |        |   |      |
| 41 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |  | 41 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |                |        |  | 41 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |                |  |        |   |      |
| 42 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |  | 42 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |                |        |  | 42 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |                |  |        |   |      |
| 43 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |  | 43 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |                |        |  | 43 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |                |  |        |   |      |
| 44 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |  | 44 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |                |        |  | 44 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |                |  |        |   |      |
| 45 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |  | 45 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |                |        |  | 45 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |                |  |        |   |      |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:                                                                                               |          |        |  | 22.5               | TOTAL: | 100               | 100.0% |                                                                                                              | AVERAGE SPEED: |        |  |                    | 23.0   | TOTAL:            | 200    | 100.0%                                                                                                       |          | AVERAGE SPEED: |  |        |   | 22.8 |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                                                                                                          | 85%      | 90%    |  | PERCENTILE:        | 10%    | 15%               | 25%    | 50%                                                                                                          | 85%            | 90%    |  | PERCENTILE:        | 10%    | 15%               | 25%    | 50%                                                                                                          | 85%      | 90%            |  |        |   |      |
| SPEEDS:            | 18.0   | 18.9              | 20.0   | 23.0                                                                                                         | 26.0     | 26.1   |  | SPEEDS:            | 18.0   | 19.0              | 21.0   | 23.0                                                                                                         | 26.0           | 27.0   |  | SPEEDS:            | 18.0   | 19.0              | 20.0   | 23.0                                                                                                         | 26.0     | 27.0           |  |        |   |      |
| 10 MPH PACE SPEED: | 17-26  | NUMBER IN PACE:   |        | 90                                                                                                           | PERCENT: | 90.0%  |  | 10 MPH PACE SPEED: | 18-27  | NUMBER IN PACE:   |        | 90                                                                                                           | PERCENT:       | 90.0%  |  | 10 MPH PACE SPEED: | 18-27  | NUMBER IN PACE:   |        | 179                                                                                                          | PERCENT: | 89.5%          |  |        |   |      |
|                    |        | NUMBER BELOW PACE |        | 0                                                                                                            | PERCENT: | 0.0%   |  |                    |        | NUMBER BELOW PACE |        | 4                                                                                                            | PERCENT:       | 4.0%   |  |                    |        | NUMBER BELOW PACE |        | 11                                                                                                           | PERCENT: | 5.5%           |  |        |   |      |
|                    |        | NUMBER ABOVE PACE |        | 10                                                                                                           | PERCENT: | 10.0%  |  |                    |        | NUMBER ABOVE PACE |        | 6                                                                                                            | PERCENT:       | 6.0%   |  |                    |        | NUMBER ABOVE PACE |        | 10                                                                                                           | PERCENT: | 5.0%           |  |        |   |      |
| SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH  | 30 MPH                                                                                                       | 35 MPH   | 40 MPH |  | SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH  | 30 MPH                                                                                                       | 35 MPH         | 40 MPH |  | SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH  | 30 MPH                                                                                                       | 35 MPH   | 40 MPH         |  |        |   |      |
| TOTAL:             | 100    | 68                | 16     | 0                                                                                                            | 0        | 0      |  | TOTAL:             | 100    | 79                | 19     | 0                                                                                                            | 0              | 0      |  | TOTAL:             | 200    | 147               | 35     | 0                                                                                                            | 0        | 0              |  |        |   |      |
| PERCENTAGE:        | 100.0% | 68.0%             | 16.0%  | 0.0%                                                                                                         | 0.0%     | 0.0%   |  | PERCENTAGE:        | 100.0% | 79.0%             | 19.0%  | 0.0%                                                                                                         | 0.0%           | 0.0%   |  | PERCENTAGE:        | 100.0% | 73.5%             | 17.5%  | 0.0%                                                                                                         | 0.0%     | 0.0%           |  |        |   |      |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Pine Street**  
SEGMENT: **Low Gap Road to Arlington Drive**  
RADAR LOCATION: **Mid-Block**  
DATE: **10/3/2017**  
TIME: **10:50-11:55AM; 4:10-5:15PM**  
DIRECTION OF TRAVEL: **Combined**



## Accident Report

### Accident Dates

**ROADWAY:** Pine Street  
**SEGMENT:** Low Gap Road to Arlington Drive

**From:** Jan-13  
**To:** Dec-16

| Date      | Location              | Time of Day | Weather | Collision Factor           | Collision Type | Fatal | Injury | Non-Injury |
|-----------|-----------------------|-------------|---------|----------------------------|----------------|-------|--------|------------|
| 9/25/2014 | 35' S of Magnolia Ave | 9:33 AM     | Clear   | Unsafe Starting or Backing | Broadside      | 0     | 0      | 1          |
| TOTALS:   |                       |             |         |                            |                | 0     | 0      | 1          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Pomo Drive (Yosemite Drive to Washo Drive)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Pomo Drive  
Limits: Yosemite Drive to Washo Drive

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/27/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | Combined         |  |
| 85th Percentile    |  | 26 MPH           |  |
| 10 mph Pace        |  | 18-27 MPH        |  |
| Percent in Pace    |  | 88%              |  |
| Posted Speed Limit |  | 25 MPH           |  |

**B. COLLISION HISTORY**

Date Range Covered

| From         | To            | Duration/Years    |
|--------------|---------------|-------------------|
| Jan-13       | Dec-16        | 3 years           |
| <b>Fatal</b> | <b>Injury</b> | <b>Non-Injury</b> |
| 0            | 1             | 0                 |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 269   |
| Length of Segment      | 2,100 |
| Width of Segment       | 31    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Pomo Drive, between Yosemite Drive and Washo Drive, is a 2-Lane, undivided residential roadway.

Roadway Geometrics None

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential Developments

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 25 MPH        |
| Critical Speed*                                                         | 25 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>25 MPH</b> |

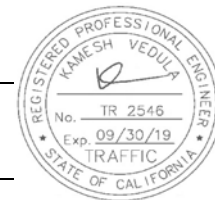
\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018  
**Date**

Project Manager  
**Title**

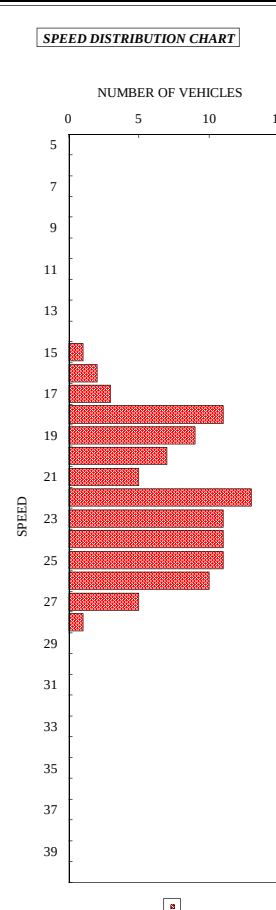
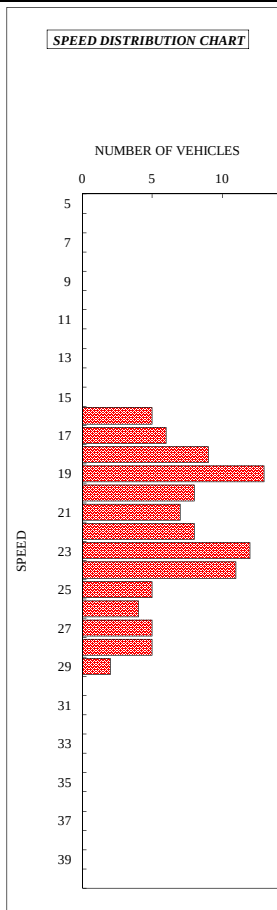
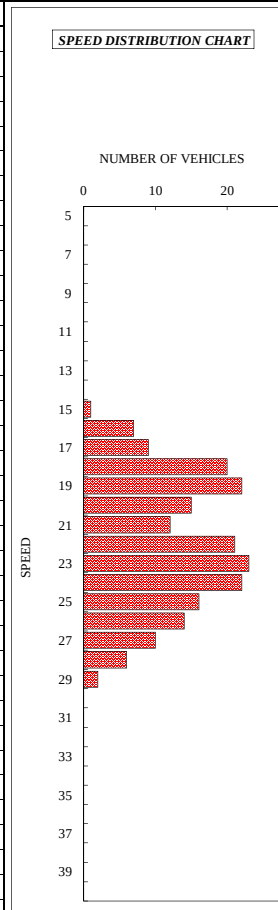


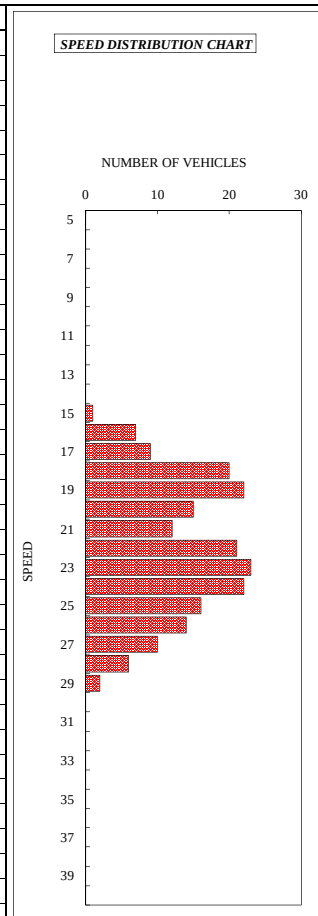
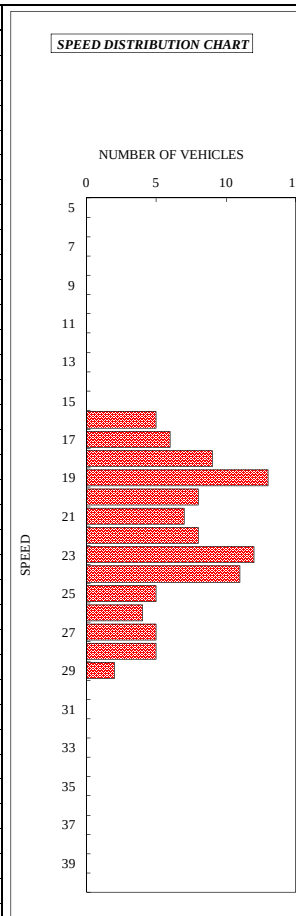
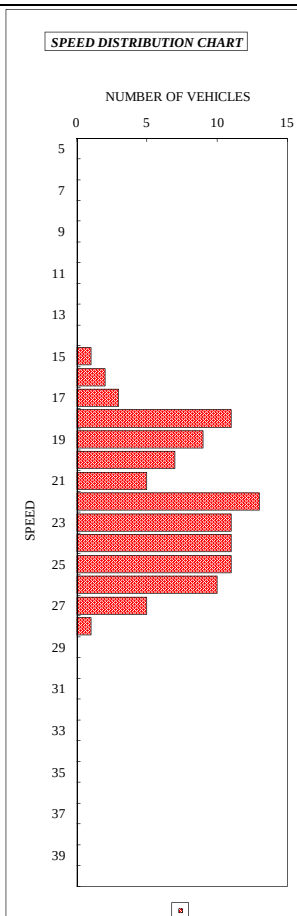
# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/27/2017      **DAY:** WEDNESDAY      **TIME:** 9:15-10:30AM; 2:00-3:00PM

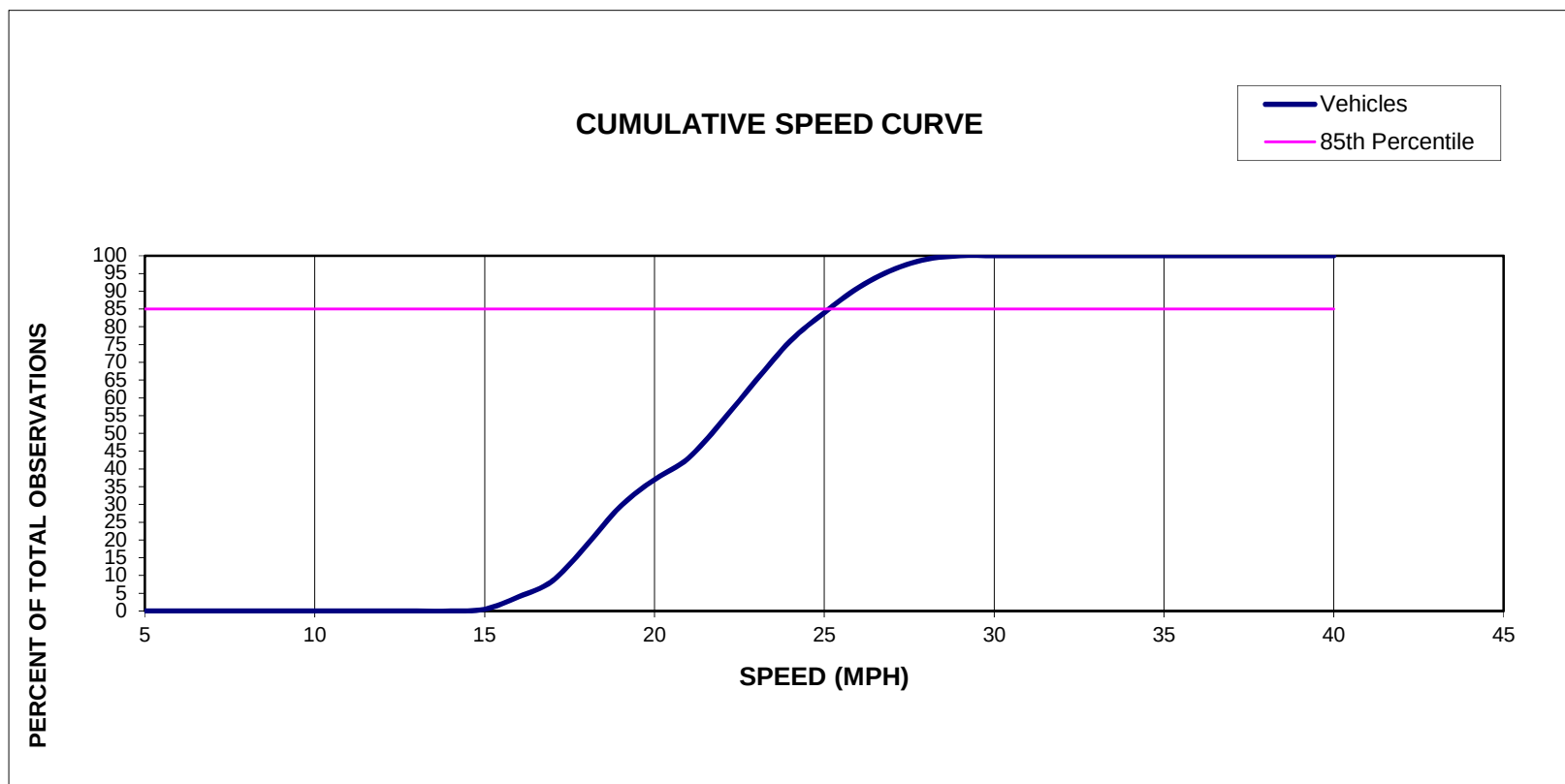
### 25. POMO DRIVE BETWEEN YOSEMITS DRIVE TO WASHO DRIVE

| DIRECTION:         |        |                   |        | NORTH BOUND                                                                        |          |        |                 | DIRECTION:     |                   |        |                    | SOUTH BOUND                                                                          |        |                 |        | DIRECTION:        |                 |       |                | COMBINED                                                                             |  |  |  |          |        |                    |        |                 |                |      |          |       |
|--------------------|--------|-------------------|--------|------------------------------------------------------------------------------------|----------|--------|-----------------|----------------|-------------------|--------|--------------------|--------------------------------------------------------------------------------------|--------|-----------------|--------|-------------------|-----------------|-------|----------------|--------------------------------------------------------------------------------------|--|--|--|----------|--------|--------------------|--------|-----------------|----------------|------|----------|-------|
| SPEED              | #      | %                 | CUM. % | SPEED DISTRIBUTION CHART                                                           |          |        |                 | SPEED          | #                 | %      | CUM. %             | SPEED DISTRIBUTION CHART                                                             |        |                 |        | SPEED             | #               | %     | CUM. %         | SPEED DISTRIBUTION CHART                                                             |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 5 mph              | 0      | 0.0%              | 0.0%   |  |          |        |                 | 5 mph          | 0                 | 0.0%   | 0.0%               |  |        |                 |        | 5 mph             | 0               | 0.0%  | 0.0%           |  |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 6 mph              | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 | 6 mph          | 0                 | 0.0%   | 0.0%               |                                                                                      |        |                 |        | 6 mph             | 0               | 0.0%  | 0.0%           |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 7 mph              | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 | 7 mph          | 0                 | 0.0%   | 0.0%               |                                                                                      |        |                 |        | 7 mph             | 0               | 0.0%  | 0.0%           |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 8 mph              | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 | 8 mph          | 0                 | 0.0%   | 0.0%               |                                                                                      |        |                 |        | 8 mph             | 0               | 0.0%  | 0.0%           |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 9 mph              | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 | 9 mph          | 0                 | 0.0%   | 0.0%               |                                                                                      |        |                 |        | 9 mph             | 0               | 0.0%  | 0.0%           |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 10 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 | 10 mph         | 0                 | 0.0%   | 0.0%               |                                                                                      |        |                 |        | 10 mph            | 0               | 0.0%  | 0.0%           |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 11 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 | 11 mph         | 0                 | 0.0%   | 0.0%               |                                                                                      |        |                 |        | 11 mph            | 0               | 0.0%  | 0.0%           |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 12 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 | 12 mph         | 0                 | 0.0%   | 0.0%               |                                                                                      |        |                 |        | 12 mph            | 0               | 0.0%  | 0.0%           |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 13 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 | 13 mph         | 0                 | 0.0%   | 0.0%               |                                                                                      |        |                 |        | 13 mph            | 0               | 0.0%  | 0.0%           |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 14 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 | 14 mph         | 0                 | 0.0%   | 0.0%               |                                                                                      |        |                 |        | 14 mph            | 0               | 0.0%  | 0.0%           |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 15 mph             | 1      | 1.0%              | 1.0%   |                                                                                    |          |        |                 | 15 mph         | 0                 | 0.0%   | 0.0%               |                                                                                      |        |                 |        | 15 mph            | 1               | 0.5%  | 0.5%           |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 16 mph             | 2      | 2.0%              | 3.0%   |                                                                                    |          |        |                 | 16 mph         | 5                 | 5.0%   | 5.0%               |                                                                                      |        |                 |        | 16 mph            | 7               | 3.5%  | 4.0%           |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 17 mph             | 3      | 3.0%              | 6.0%   |                                                                                    |          |        |                 | 17 mph         | 6                 | 6.0%   | 11.0%              |                                                                                      |        |                 |        | 17 mph            | 9               | 4.5%  | 8.5%           |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 18 mph             | 11     | 11.0%             | 17.0%  |                                                                                    |          |        |                 | 18 mph         | 9                 | 9.0%   | 20.0%              |                                                                                      |        |                 |        | 18 mph            | 20              | 10.0% | 18.5%          |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 19 mph             | 9      | 9.0%              | 26.0%  |                                                                                    |          |        |                 | 19 mph         | 13                | 13.0%  | 33.0%              |                                                                                      |        |                 |        | 19 mph            | 22              | 11.0% | 29.5%          |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 20 mph             | 7      | 7.0%              | 33.0%  |                                                                                    |          |        |                 | 20 mph         | 8                 | 8.0%   | 41.0%              |                                                                                      |        |                 |        | 20 mph            | 15              | 7.5%  | 37.0%          |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 21 mph             | 5      | 5.0%              | 38.0%  |                                                                                    |          |        |                 | 21 mph         | 7                 | 7.0%   | 48.0%              |                                                                                      |        |                 |        | 21 mph            | 12              | 6.0%  | 43.0%          |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 22 mph             | 13     | 13.0%             | 51.0%  |                                                                                    |          |        |                 | 22 mph         | 8                 | 8.0%   | 56.0%              |                                                                                      |        |                 |        | 22 mph            | 21              | 10.5% | 53.5%          |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 23 mph             | 11     | 11.0%             | 62.0%  |                                                                                    |          |        |                 | 23 mph         | 12                | 12.0%  | 68.0%              |                                                                                      |        |                 |        | 23 mph            | 23              | 11.5% | 65.0%          |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 24 mph             | 11     | 11.0%             | 73.0%  |                                                                                    |          |        |                 | 24 mph         | 11                | 11.0%  | 79.0%              |                                                                                      |        |                 |        | 24 mph            | 22              | 11.0% | 76.0%          |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 25 mph             | 11     | 11.0%             | 84.0%  |                                                                                    |          |        |                 | 25 mph         | 5                 | 5.0%   | 84.0%              |                                                                                      |        |                 |        | 25 mph            | 16              | 8.0%  | 84.0%          |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 26 mph             | 10     | 10.0%             | 94.0%  |                                                                                    |          |        |                 | 26 mph         | 4                 | 4.0%   | 88.0%              |                                                                                      |        |                 |        | 26 mph            | 14              | 7.0%  | 91.0%          |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 27 mph             | 5      | 5.0%              | 99.0%  |                                                                                    |          |        |                 | 27 mph         | 5                 | 5.0%   | 93.0%              |                                                                                      |        |                 |        | 27 mph            | 10              | 5.0%  | 96.0%          |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 28 mph             | 1      | 1.0%              | 100.0% |                                                                                    |          |        |                 | 28 mph         | 5                 | 5.0%   | 98.0%              |                                                                                      |        |                 |        | 28 mph            | 6               | 3.0%  | 99.0%          |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 29 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 | 29 mph         | 2                 | 2.0%   | 100.0%             |                                                                                      |        |                 |        | 29 mph            | 2               | 1.0%  | 100.0%         |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 30 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 | 30 mph         | 0                 | 0.0%   | 100.0%             |                                                                                      |        |                 |        | 30 mph            | 0               | 0.0%  | 100.0%         |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 31 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 | 31 mph         | 0                 | 0.0%   | 100.0%             |                                                                                      |        |                 |        | 31 mph            | 0               | 0.0%  | 100.0%         |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 32 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 | 32 mph         | 0                 | 0.0%   | 100.0%             |                                                                                      |        |                 |        | 32 mph            | 0               | 0.0%  | 100.0%         |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 33 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 | 33 mph         | 0                 | 0.0%   | 100.0%             |                                                                                      |        |                 |        | 33 mph            | 0               | 0.0%  | 100.0%         |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 34 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 | 34 mph         | 0                 | 0.0%   | 100.0%             |                                                                                      |        |                 |        | 34 mph            | 0               | 0.0%  | 100.0%         |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 35 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 | 35 mph         | 0                 | 0.0%   | 100.0%             |                                                                                      |        |                 |        | 35 mph            | 0               | 0.0%  | 100.0%         |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 36 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 | 36 mph         | 0                 | 0.0%   | 100.0%             |                                                                                      |        |                 |        | 36 mph            | 0               | 0.0%  | 100.0%         |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 37 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 | 37 mph         | 0                 | 0.0%   | 100.0%             |                                                                                      |        |                 |        | 37 mph            | 0               | 0.0%  | 100.0%         |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 38 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 | 38 mph         | 0                 | 0.0%   | 100.0%             |                                                                                      |        |                 |        | 38 mph            | 0               | 0.0%  | 100.0%         |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 39 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 | 39 mph         | 0                 | 0.0%   | 100.0%             |                                                                                      |        |                 |        | 39 mph            | 0               | 0.0%  | 100.0%         |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| 40 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 | 40 mph         | 0                 | 0.0%   | 100.0%             |                                                                                      |        |                 |        | 40 mph            | 0               | 0.0%  | 100.0%         |                                                                                      |  |  |  |          |        |                    |        |                 |                |      |          |       |
| TOTAL:             | 100    | 100.0%            |        |                                                                                    |          |        |                 | AVERAGE SPEED: |                   | 22.1   | TOTAL:             |                                                                                      |        |                 |        | 100               | 100.0%          |       | AVERAGE SPEED: |                                                                                      |  |  |  | 21.8     | TOTAL: | 200                | 100.0% |                 | AVERAGE SPEED: |      | 21.9     |       |
| PERCENTILE:        | 10%    | 15%               | 25%    |                                                                                    |          |        |                 | 50%            | 85%               | 90%    | PERCENTILE:        |                                                                                      |        |                 |        | 10%               | 15%             | 25%   | 50%            |                                                                                      |  |  |  | 85%      | 90%    | PERCENTILE:        | 10%    | 15%             | 25%            | 50%  | 85%      | 90%   |
| SPEEDS:            | 18.0   | 18.0              | 19.0   |                                                                                    |          |        |                 | 22.0           | 26.0              | 26.0   | SPEEDS:            |                                                                                      |        |                 |        | 17.0              | 18.0            | 19.0  | 22.0           |                                                                                      |  |  |  | 26.0     | 27.0   | SPEEDS:            | 18.0   | 18.0            | 19.0           | 22.0 | 26.0     | 26.0  |
| 10 MPH PACE SPEED: | 18-27  | NUMBER IN PACE:   |        |                                                                                    |          |        |                 | 93             | PERCENT:          | 93.0%  | 10 MPH PACE SPEED: |                                                                                      |        |                 |        | 16-25             | NUMBER IN PACE: |       | 84             |                                                                                      |  |  |  | PERCENT: | 84.0%  | 10 MPH PACE SPEED: | 18-27  | NUMBER IN PACE: |                | 175  | PERCENT: | 87.5% |
|                    |        | NUMBER BELOW PACE |        | 6                                                                                  | PERCENT: | 6.0%   |                 |                | NUMBER BELOW PACE |        | 0                  | PERCENT:                                                                             | 0.0%   |                 |        | NUMBER BELOW PACE |                 | 17    | PERCENT:       | 8.5%                                                                                 |  |  |  |          |        |                    |        |                 |                |      |          |       |
|                    |        | NUMBER ABOVE PACE |        | 1                                                                                  | PERCENT: | 1.0%   |                 |                | NUMBER ABOVE PACE |        | 16                 | PERCENT:                                                                             | 16.0%  |                 |        | NUMBER ABOVE PACE |                 | 8     | PERCENT:       | 4.0%                                                                                 |  |  |  |          |        |                    |        |                 |                |      |          |       |
| SPEED EXCEEDED:    | 10 MPH | 15 MPH            | 20 MPH | 25MPH                                                                              | 30 MPH   | 35 MPH | SPEED EXCEEDED: | 10 MPH         | 15 MPH            | 20 MPH | 25MPH              | 30 MPH                                                                               | 35 MPH | SPEED EXCEEDED: | 10 MPH | 15 MPH            | 20 MPH          | 25MPH | 30 MPH         | 35 MPH                                                                               |  |  |  |          |        |                    |        |                 |                |      |          |       |
| TOTAL:             | 100    | 99                | 67     | 16                                                                                 | 0        | 0      | TOTAL:          | 100            | 100               | 59     | 16                 | 0                                                                                    | 0      | TOTAL:          | 200    | 199               | 126             | 32    | 0              | 0                                                                                    |  |  |  |          |        |                    |        |                 |                |      |          |       |
| PERCENTAGE:        | 100.0% | 99.0%             | 67.0%  | 16.0%                                                                              | 0.0%     | 0.0%   | PERCENTAGE:     | 100.0%         | 100.0%            | 59.0%  | 16.0%              | 0.0%                                                                                 | 0.0%   | PERCENTAGE:     | 100.0% | 99.5%             | 63.0%           | 16.0% | 0.0%           | 0.0%                                                                                 |  |  |  |          |        |                    |        |                 |                |      |          |       |





ROADWAY: **Pomo Drive**  
SEGMENT: **Yosemite Drive to Washo Drive**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/27/2017**  
TIME: **9:15-10:30AM; 2:00-3:00PM**  
DIRECTION OF TRAVEL: **Combined**



Accident Report

|           |                               | Accident Dates |         |                        |                    |       |        |            |
|-----------|-------------------------------|----------------|---------|------------------------|--------------------|-------|--------|------------|
| ROADWAY:  | Pomo Drive                    | From:          | Jan-13  |                        |                    |       |        |            |
| SEGMENT:  | Yosemite Drive to Washo Drive | To:            | Dec-16  |                        |                    |       |        |            |
| Date      | Location                      | Time of Day    | Weather | Collision Factor       | Collision Type     | Fatal | Injury | Non-Injury |
| 11/5/2015 | 400' S of Yosemite Dt         | 4:30 PM        | Clear   | Other improper driving | Vehicle/Pedestrian | 0     | 1      | 0          |
| TOTALS:   |                               |                |         |                        |                    | 0     | 1      | 0          |

NOTE: Collision data obtained from the CHP SWTRS program.

## School Street (Mill Street to Scott Street)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: School Street  
Limits: Mill Street to Scott Street

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 10/5/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |           |  |  |
|--------------------|--|-----------|--|--|
| Location of Survey |  | Mid-Block |  |  |
| Direction          |  | Combined  |  |  |
| 85th Percentile    |  | 25 MPH    |  |  |
| 10 mph Pace        |  | 18-27 MPH |  |  |
| Percent in Pace    |  | 92%       |  |  |
| Posted Speed Limit |  | 25 MPH    |  |  |

**B. COLLISION HISTORY**

Date Range Covered

|                |              |                           |
|----------------|--------------|---------------------------|
| From<br>Jan-13 | To<br>Dec-16 | Duration/Years<br>3 years |
| Fatal          | Injury       | Non-Injury                |
| 0              | 4            | 5                         |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 803   |
| Length of Segment      | 2,940 |
| Width of Segment       | 40    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions School Street, between Mill Street and Scott Street, is a 2-Lane, undivided residential roadway.

Roadway Geometrics North of Henry Street, The width of School Street drops from 40 feet to 30 feet.

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential and Commercial Developments

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 25 MPH        |
| Critical Speed*                                                         | 25 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018  
Date

Project Manager  
Title



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 10/5/2017      **DAY:** THURSDAY      **TIME:** 10:05-11:45AM

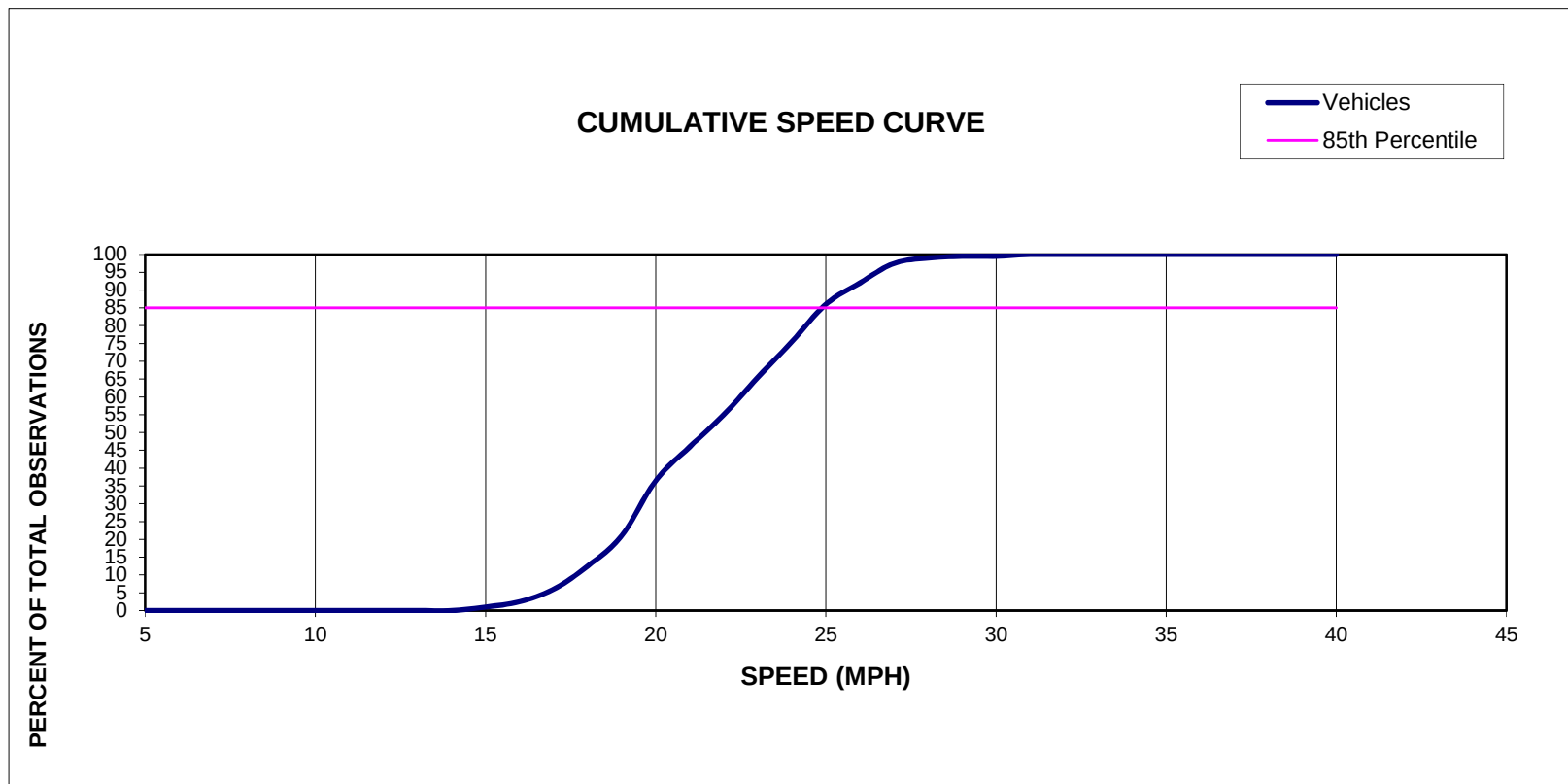
### 26. SCHOOL STREET BETWEEN MILL STREET TO SCOTT STREET

| DIRECTION: |   |   |        | NORTH BOUND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |  |  | DIRECTION: |  |  |  | SOUTH BOUND |  |  |  | DIRECTION: |  |  |  | COMBINED |  |  |  |  |  |
|------------|---|---|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------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| SPEED      | # | % | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></di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|  |  |  |            |  |  |  |             |  |  |  |            |  |  |  |          |  |  |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **School Street**  
SEGMENT: **Mill Street to Scott Street**  
RADAR LOCATION: **Mid-Block**  
DATE: **10/5/2017**  
TIME: **8:35-10:00AM; 2:35-3:30PM**  
DIRECTION OF TRAVEL: **Combined**





## Accident Report

### Accident Dates

**ROADWAY:** School Street  
**SEGMENT:** Mill Street to Scott Street

**From:** Jan-13  
**To:** Dec-16

| Date           | Location                      | Time of Day | Weather | Collision Factor           | Collision Type     | Fatal | Injury | Non-Injury |
|----------------|-------------------------------|-------------|---------|----------------------------|--------------------|-------|--------|------------|
| 2/12/2014      | Intersection of W. Mill St    | 10:15 AM    | Clear   | Pedestrian right of way    | Pedestrian/Vehicle | 0     | 1      | 0          |
| 10/14/2015     | 159' N of W. Mill St          | 10:32 AM    | Clear   | Unsafe Speed               | Other              | 0     | 1      | 0          |
| 9/6/2016       | 13' S of W. Perkins St        | 4:41 PM     | Clear   | Pedestrian right of way    | Pedestrian/Vehicle | 0     | 1      | 0          |
| 3/8/2013       | Intersection of Stephenson St | 10:13 PM    | Clear   | Unknown                    | Pedestrian/Vehicle | 0     | 1      | 0          |
| 9/20/2014      | 38' N of Scott St             | 3:44 PM     | Clear   | Improper Turning           | Rear End           | 0     | 0      | 1          |
| 2/18/2014      | 39' S of Standley St          | 9:06 AM     | Cloudy  | Unknown                    | Broadside          | 0     | 0      | 1          |
| 3/10/2014      | 90' S of W. Perkins St        | 1:06 PM     | Clear   | Unsafe Starting or Backing | Sideswipe          | 0     | 0      | 1          |
| 5/8/2014       | 88' N of W. Mill St           | 2:00 PM     | Clear   | Improper Turning           | Hit Object         | 0     | 0      | 1          |
| 3/21/2016      | Intersection of W. Clay St    | 1:29 PM     | Cloudy  | Automobile Right of Way    | Broadside          | 0     | 0      | 1          |
| <b>TOTALS:</b> |                               |             |         |                            |                    | 0     | 4      | 5          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Spring Street (Jones Street to Walnut Avenue)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Spring Street  
Limits: Jones Street to Walnut Avenue

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 10/5/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | Combined         |  |
| 85th Percentile    |  | 25 MPH           |  |
| 10 mph Pace        |  | 16-25 MPH        |  |
| Percent in Pace    |  | 83%              |  |
| Posted Speed Limit |  | 25 MPH           |  |

**B. COLLISION HISTORY**

Date Range Covered

| From         | To            | Duration/Years    |
|--------------|---------------|-------------------|
| Jan-13       | Dec-16        | 3 years           |
| <b>Fatal</b> | <b>Injury</b> | <b>Non-Injury</b> |
| 0            | 1             | 2                 |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 431   |
| Length of Segment      | 2,780 |
| Width of Segment       | 45    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Spring Street, between Jones Street and Walnut Avenue, is a 2-Lane, undivided residential roadway.

Roadway Geometrics None

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential Development

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 25 MPH        |
| Critical Speed*                                                   | 25 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018  
**Date**

Project Manager  
**Title**



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 10/5/2017      **DAY:** THURSDAY      **TIME:** 8:35-10:00AM; 2:35-3:30PM

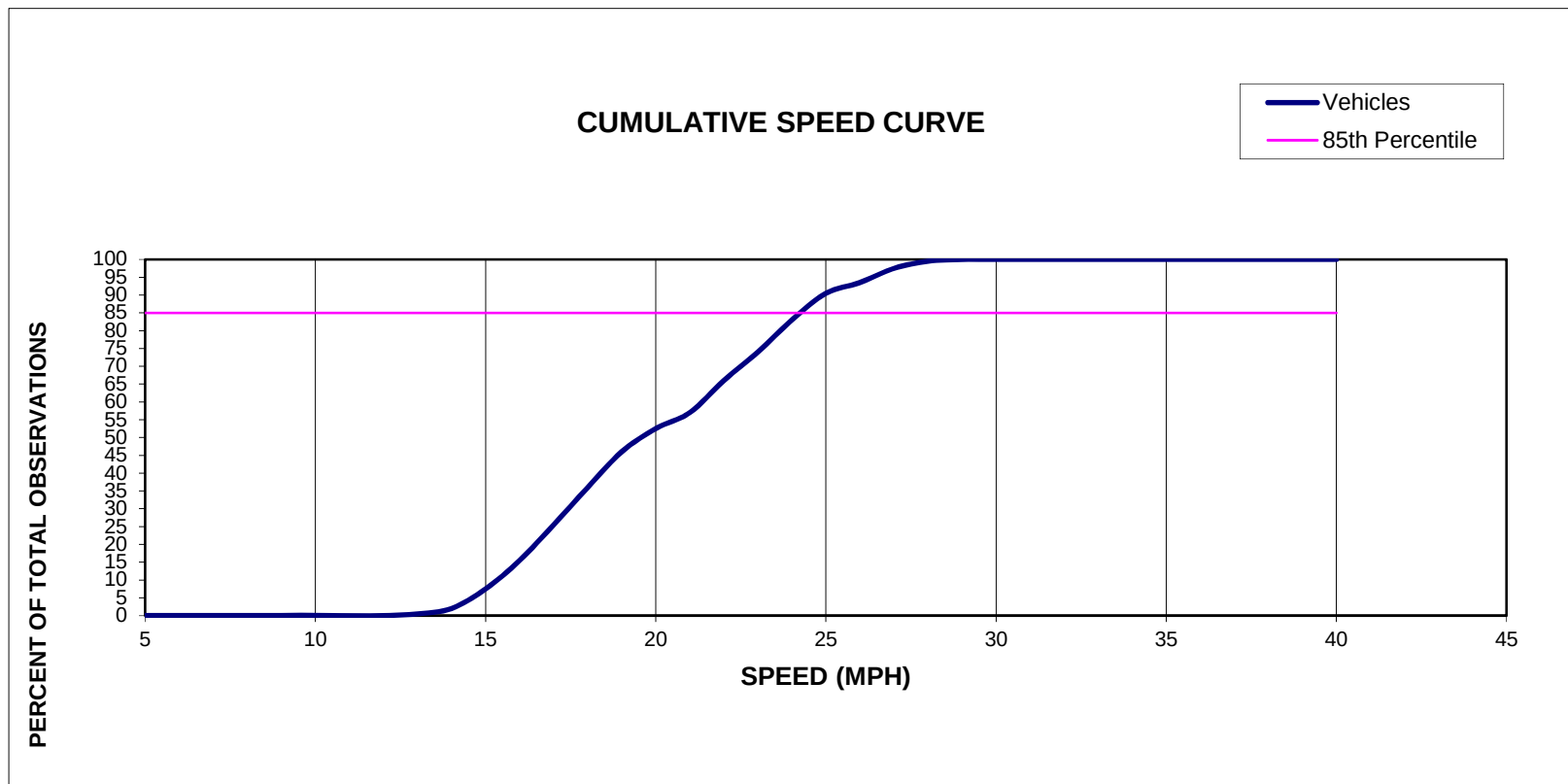
### 27. SPRING STREET BETWEEN JONES STREET TO WALNUT AVENUE

| DIRECTION: |   |   |        | NORTH BOUND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |  |  | DIRECTION: |  |  |  | SOUTH BOUND |  |  |  | DIRECTION: |  |  |  | COMBINED |  |  |  |  |  |
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| SPEED      | # | % | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></di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|  |  |  |            |  |  |  |             |  |  |  |            |  |  |  |          |  |  |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Spring Street**  
SEGMENT: **Jones Street to Walnut Avenue**  
RADAR LOCATION: **Mid-Block**  
DATE: **10/5/2017**  
TIME: **8:35-10:00AM; 2:35-3:30PM**  
DIRECTION OF TRAVEL: **Combined**



## Accident Report

### Accident Dates

**ROADWAY:** Spring Street

**From:** Jan-13

**SEGMENT:** Jones Street to Walnut Avenue

**To:** Dec-16

| Date           | Location                       | Time of Day | Weather | Collision Factor          | Collision Type | Fatal | Injury | Non-Injury |
|----------------|--------------------------------|-------------|---------|---------------------------|----------------|-------|--------|------------|
| 3/28/2014      | Intersection of W. Standley St | 3:47 PM     | Cloudy  | Traffic Signals and Signs | Sideswipe      | 0     | 1      | 0          |
| 10/26/2013     | Intersection of Walnut St      | 6:31 AM     | Clear   | Automobile Right of Way   | Broadside      | 0     | 0      | 1          |
| 1/4/2014       | Intersection of W. Standley St | 1:07 PM     | Clear   | Automobile Right of Way   | Broadside      | 0     | 0      | 1          |
| <b>TOTALS:</b> |                                |             |         |                           |                | 0     | 1      | 2          |

**NOTE:** Collision data obtained from the CHP SWTRS program.



## Standley Street (State Street to West End)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Standley Street  
Limits: State Street to West End

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 10/5/2017

**Factors**

**A. PREVAILING SPEED DATA**

| Location of Survey | Mid-Block From Dora St to West End | Mid-Block From Dora St to State St |
|--------------------|------------------------------------|------------------------------------|
| Direction          | Combined                           | Combined                           |
| 85th Percentile    | 28 MPH                             | 27 MPH                             |
| 10 mph Pace        | 21-30 MPH                          | 19-28 MPH                          |
| Percent in Pace    | 91%                                | 90%                                |
| Posted Speed Limit | 25 MPH                             | 25 MPH                             |

**B. COLLISION HISTORY**

Date Range Covered

| From   | To     | Duration/Years |
|--------|--------|----------------|
| Jan-13 | Dec-16 | 3 years        |
| Fatal  | Injury | Non-Injury     |
| 0      | 4      | 5              |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 703   |
| Length of Segment      | 3,900 |
| Width of Segment       | 23    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Standley Street, between State Street and Dora Street, is a 1-Lane, eastbound city minor collector. From Dora Street to the West End, Standley Street is a 2-Lane, undivided residential roadway.

Roadway Geometrics Standley Street is a one-way street between State Street and Dora Street. The westerly portion of Standley Street has rather sharp curves.

Comments There are no other existing conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 25 MPH        |
| Critical Speed*                                                   | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>25 MPH</b> |

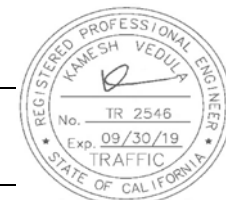
\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018  
Date

Project Manager  
Title



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 10/3/2017      **DAY:** TUESDAY      **TIME:** 12:00-1:00PM; 2:00-3:00PM

### 28. STANDLEY STREET BETWEEN STATE STREET TO WEST END (DORA STREET TO WEST END)

| DIRECTION:         |        |                   |        | EAST BOUND               |          |        |                    | DIRECTION: |                   |       |                | WEST BOUND               |        |                    |        | DIRECTION:        |       |                |          | COMBINED                 |  |  |  |
|--------------------|--------|-------------------|--------|--------------------------|----------|--------|--------------------|------------|-------------------|-------|----------------|--------------------------|--------|--------------------|--------|-------------------|-------|----------------|----------|--------------------------|--|--|--|
| SPEED              | #      | %                 | CUM. % | SPEED DISTRIBUTION CHART |          |        |                    | SPEED      | #                 | %     | CUM. %         | SPEED DISTRIBUTION CHART |        |                    |        | SPEED             | #     | %              | CUM. %   | SPEED DISTRIBUTION CHART |  |  |  |
| 10 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 10 mph     | 0                 | 0.0%  | 0.0%           |                          |        |                    |        | 10 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |
| 11 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 11 mph     | 0                 | 0.0%  | 0.0%           |                          |        |                    |        | 11 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |
| 12 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 12 mph     | 0                 | 0.0%  | 0.0%           |                          |        |                    |        | 12 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |
| 13 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 13 mph     | 0                 | 0.0%  | 0.0%           |                          |        |                    |        | 13 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |
| 14 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 14 mph     | 0                 | 0.0%  | 0.0%           |                          |        |                    |        | 14 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 15 mph     | 0                 | 0.0%  | 0.0%           |                          |        |                    |        | 15 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |
| 16 mph             | 1      | 1.0%              | 1.0%   |                          |          |        |                    | 16 mph     | 0                 | 0.0%  | 0.0%           |                          |        |                    |        | 16 mph            | 1     | 0.5%           | 0.5%     |                          |  |  |  |
| 17 mph             | 1      | 1.0%              | 2.0%   |                          |          |        |                    | 17 mph     | 1                 | 1.0%  | 1.0%           |                          |        |                    |        | 17 mph            | 2     | 1.0%           | 1.5%     |                          |  |  |  |
| 18 mph             | 0      | 0.0%              | 2.0%   |                          |          |        |                    | 18 mph     | 1                 | 1.0%  | 2.0%           |                          |        |                    |        | 18 mph            | 1     | 0.5%           | 2.0%     |                          |  |  |  |
| 19 mph             | 1      | 1.0%              | 3.0%   |                          |          |        |                    | 19 mph     | 3                 | 3.0%  | 5.0%           |                          |        |                    |        | 19 mph            | 4     | 2.0%           | 4.0%     |                          |  |  |  |
| 20 mph             | 2      | 2.0%              | 5.0%   |                          |          |        |                    | 20 mph     | 3                 | 3.0%  | 8.0%           |                          |        |                    |        | 20 mph            | 5     | 2.5%           | 6.5%     |                          |  |  |  |
| 21 mph             | 6      | 6.0%              | 11.0%  |                          |          |        |                    | 21 mph     | 5                 | 5.0%  | 13.0%          |                          |        |                    |        | 21 mph            | 11    | 5.5%           | 12.0%    |                          |  |  |  |
| 22 mph             | 2      | 2.0%              | 13.0%  |                          |          |        |                    | 22 mph     | 4                 | 4.0%  | 17.0%          |                          |        |                    |        | 22 mph            | 6     | 3.0%           | 15.0%    |                          |  |  |  |
| 23 mph             | 7      | 7.0%              | 20.0%  |                          |          |        |                    | 23 mph     | 9                 | 9.0%  | 26.0%          |                          |        |                    |        | 23 mph            | 16    | 8.0%           | 23.0%    |                          |  |  |  |
| 24 mph             | 11     | 11.0%             | 31.0%  |                          |          |        |                    | 24 mph     | 13                | 13.0% | 39.0%          |                          |        |                    |        | 24 mph            | 24    | 12.0%          | 35.0%    |                          |  |  |  |
| 25 mph             | 24     | 24.0%             | 55.0%  |                          |          |        |                    | 25 mph     | 23                | 23.0% | 62.0%          |                          |        |                    |        | 25 mph            | 47    | 23.5%          | 58.5%    |                          |  |  |  |
| 26 mph             | 10     | 10.0%             | 65.0%  |                          |          |        |                    | 26 mph     | 13                | 13.0% | 75.0%          |                          |        |                    |        | 26 mph            | 23    | 11.5%          | 70.0%    |                          |  |  |  |
| 27 mph             | 9      | 9.0%              | 74.0%  |                          |          |        |                    | 27 mph     | 12                | 12.0% | 87.0%          |                          |        |                    |        | 27 mph            | 21    | 10.5%          | 80.5%    |                          |  |  |  |
| 28 mph             | 11     | 11.0%             | 85.0%  |                          |          |        |                    | 28 mph     | 8                 | 8.0%  | 95.0%          |                          |        |                    |        | 28 mph            | 19    | 9.5%           | 90.0%    |                          |  |  |  |
| 29 mph             | 6      | 6.0%              | 91.0%  |                          |          |        |                    | 29 mph     | 2                 | 2.0%  | 97.0%          |                          |        |                    |        | 29 mph            | 8     | 4.0%           | 94.0%    |                          |  |  |  |
| 30 mph             | 4      | 4.0%              | 95.0%  |                          |          |        |                    | 30 mph     | 3                 | 3.0%  | 100.0%         |                          |        |                    |        | 30 mph            | 7     | 3.5%           | 97.5%    |                          |  |  |  |
| 31 mph             | 3      | 3.0%              | 98.0%  |                          |          |        |                    | 31 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        | 31 mph            | 3     | 1.5%           | 99.0%    |                          |  |  |  |
| 32 mph             | 2      | 2.0%              | 100.0% |                          |          |        |                    | 32 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        | 32 mph            | 2     | 1.0%           | 100.0%   |                          |  |  |  |
| 33 mph             | 0      | 0.0%              | 100.0% |                          |          |        |                    | 33 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        | 33 mph            | 0     | 0.0%           | 100.0%   |                          |  |  |  |
| 34 mph             | 0      | 0.0%              | 100.0% |                          |          |        |                    | 34 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        | 34 mph            | 0     | 0.0%           | 100.0%   |                          |  |  |  |
| 35 mph             | 0      | 0.0%              | 100.0% | 35 mph                   | 0        | 0.0%   | 100.0%             | 35 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |
| 36 mph             | 0      | 0.0%              | 100.0% | 36 mph                   | 0        | 0.0%   | 100.0%             | 36 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |
| 37 mph             | 0      | 0.0%              | 100.0% | 37 mph                   | 0        | 0.0%   | 100.0%             | 37 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |
| 38 mph             | 0      | 0.0%              | 100.0% | 38 mph                   | 0        | 0.0%   | 100.0%             | 38 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |
| 39 mph             | 0      | 0.0%              | 100.0% | 39 mph                   | 0        | 0.0%   | 100.0%             | 39 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |
| 40 mph             | 0      | 0.0%              | 100.0% | 40 mph                   | 0        | 0.0%   | 100.0%             | 40 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |
| 41 mph             | 0      | 0.0%              | 100.0% | 41 mph                   | 0        | 0.0%   | 100.0%             | 41 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |
| 42 mph             | 0      | 0.0%              | 100.0% | 42 mph                   | 0        | 0.0%   | 100.0%             | 42 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |
| 43 mph             | 0      | 0.0%              | 100.0% | 43 mph                   | 0        | 0.0%   | 100.0%             | 43 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |
| 44 mph             | 0      | 0.0%              | 100.0% | 44 mph                   | 0        | 0.0%   | 100.0%             | 44 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |
| 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                   | 0        | 0.0%   | 100.0%             | 45 mph     | 0                 | 0.0%  | 100.0%         |                          |        |                    |        |                   |       |                |          |                          |  |  |  |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:           |          | 25.5   | TOTAL:             | 100        | 100.0%            |       | AVERAGE SPEED: |                          | 24.7   | TOTAL:             | 200    | 100.0%            |       | AVERAGE SPEED: |          | 25.1                     |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                      | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%   | 50%            | 85%                      | 90%    | PERCENTILE:        | 10%    | 15%               | 25%   | 50%            | 85%      | 90%                      |  |  |  |
| SPEEDS:            | 21.0   | 23.0              | 24.0   | 25.0                     | 28.2     | 29.0   | SPEEDS:            | 21.0       | 22.0              | 23.0  | 25.0           | 27.0                     | 28.0   | SPEEDS:            | 21.0   | 22.9              | 24.0  | 25.0           | 28.0     | 28.1                     |  |  |  |
| 10 MPH PACE SPEED: | 21-30  | NUMBER IN PACE:   |        | 90                       | PERCENT: | 90.0%  | 10 MPH PACE SPEED: | 19-28      | NUMBER IN PACE:   |       | 93             | PERCENT:                 | 93.0%  | 10 MPH PACE SPEED: | 21-30  | NUMBER IN PACE:   |       | 182            | PERCENT: | 91.0%                    |  |  |  |
|                    |        | NUMBER BELOW PACE |        | 5                        | PERCENT: | 5.0%   |                    |            | NUMBER BELOW PACE |       | 2              | PERCENT:                 | 2.0%   |                    |        | NUMBER BELOW PACE |       | 13             | PERCENT: | 6.5%                     |  |  |  |
|                    |        | NUMBER ABOVE PACE |        | 5                        | PERCENT: | 5.0%   |                    |            | NUMBER ABOVE PACE |       | 5              | PERCENT:                 | 5.0%   |                    |        | NUMBER ABOVE PACE |       | 5              | PERCENT: | 2.5%                     |  |  |  |
| SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH  | 30 MPH                   | 35 MPH   | 40 MPH | SPEED EXCEEDED:    | 15 MPH     | 20 MPH            | 25MPH | 30 MPH         | 35 MPH                   | 40 MPH | SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH | 30 MPH         | 35 MPH   | 40 MPH                   |  |  |  |
| TOTAL:             | 100    | 95                | 45     | 5                        | 0        | 0      | TOTAL:             | 100        | 92                | 38    | 0              | 0                        | 0      | TOTAL:             | 200    | 187               | 83    | 5              | 0        | 0                        |  |  |  |
| PERCENTAGE:        | 100.0% | 95.0%             | 45.0%  | 5.0%                     | 0.0%     | 0.0%   | PERCENTAGE:        | 100.0%     | 92.0%             | 38.0% | 0.0%           | 0.0%                     | 0.0%   | PERCENTAGE:        | 100.0% | 93.5%             | 41.5% | 2.5%           | 0.0%     | 0.0%                     |  |  |  |

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# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 10/3/2017      **DAY:** TUESDAY      **TIME:** 12:00-1:00PM; 2:00-3:00PM

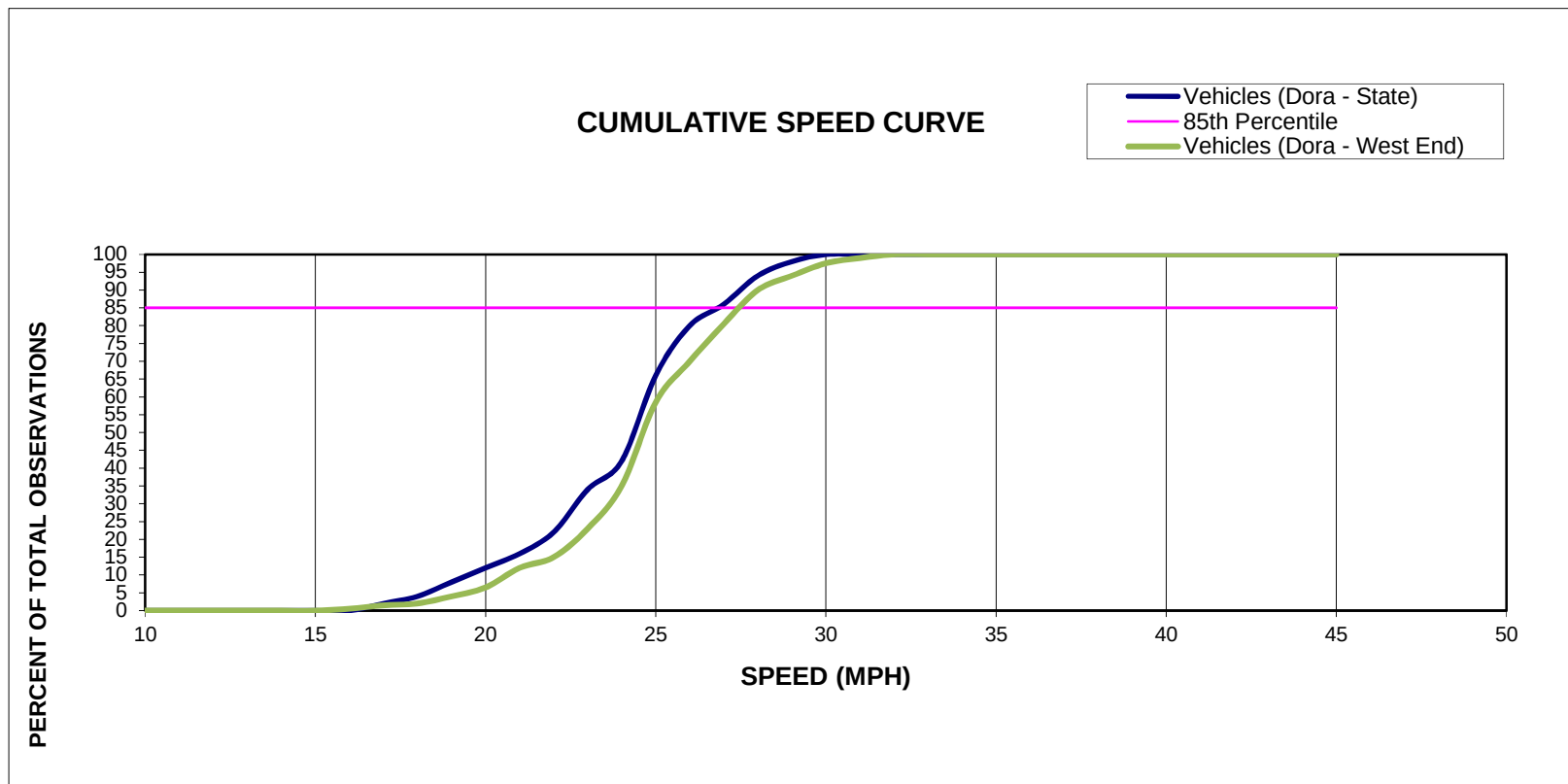
### 28. STANDLEY STREET BETWEEN STATE STREET TO WEST END (DORA STREET TO STATE STREET)

| DIRECTION:         |        |                   |        | EAST BOUND               |          |         |         |                    |         |                   | DIRECTION: |                |          |         | WEST BOUND               |                    |                   |                 |       |                |          | DIRECTION: |      |       |        | COMBINED                 |  |  |  |  |  |  |
|--------------------|--------|-------------------|--------|--------------------------|----------|---------|---------|--------------------|---------|-------------------|------------|----------------|----------|---------|--------------------------|--------------------|-------------------|-----------------|-------|----------------|----------|------------|------|-------|--------|--------------------------|--|--|--|--|--|--|
| SPEED              | #      | %                 | CUM. % | SPEED DISTRIBUTION CHART |          |         |         |                    |         |                   | SPEED      | #              | %        | CUM. %  | SPEED DISTRIBUTION CHART |                    |                   |                 |       |                |          | SPEED      | #    | %     | CUM. % | SPEED DISTRIBUTION CHART |  |  |  |  |  |  |
| 10 mph             | 0      | 0.0%              | 0.0%   |                          |          |         |         |                    |         |                   | 10 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 10 mph     | 0    | 0.0%  | 0.0%   |                          |  |  |  |  |  |  |
| 11 mph             | 0      | 0.0%              | 0.0%   |                          |          |         |         |                    |         |                   | 11 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 11 mph     | 0    | 0.0%  | 0.0%   |                          |  |  |  |  |  |  |
| 12 mph             | 0      | 0.0%              | 0.0%   |                          |          |         |         |                    |         |                   | 12 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 12 mph     | 0    | 0.0%  | 0.0%   |                          |  |  |  |  |  |  |
| 13 mph             | 0      | 0.0%              | 0.0%   |                          |          |         |         |                    |         |                   | 13 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 13 mph     | 0    | 0.0%  | 0.0%   |                          |  |  |  |  |  |  |
| 14 mph             | 0      | 0.0%              | 0.0%   |                          |          |         |         |                    |         |                   | 14 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 14 mph     | 0    | 0.0%  | 0.0%   |                          |  |  |  |  |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%   |                          |          |         |         |                    |         |                   | 15 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 15 mph     | 0    | 0.0%  | 0.0%   |                          |  |  |  |  |  |  |
| 16 mph             | 0      | 0.0%              | 0.0%   |                          |          |         |         |                    |         |                   | 16 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 16 mph     | 0    | 0.0%  | 0.0%   |                          |  |  |  |  |  |  |
| 17 mph             | 1      | 2.0%              | 2.0%   |                          |          |         |         |                    |         |                   | 17 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 17 mph     | 1    | 2.0%  | 2.0%   |                          |  |  |  |  |  |  |
| 18 mph             | 1      | 2.0%              | 4.0%   |                          |          |         |         |                    |         |                   | 18 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 18 mph     | 1    | 2.0%  | 4.0%   |                          |  |  |  |  |  |  |
| 19 mph             | 2      | 4.0%              | 8.0%   |                          |          |         |         |                    |         |                   | 19 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 19 mph     | 2    | 4.0%  | 8.0%   |                          |  |  |  |  |  |  |
| 20 mph             | 2      | 4.0%              | 12.0%  |                          |          |         |         |                    |         |                   | 20 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 20 mph     | 2    | 4.0%  | 12.0%  |                          |  |  |  |  |  |  |
| 21 mph             | 2      | 4.0%              | 16.0%  |                          |          |         |         |                    |         |                   | 21 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 21 mph     | 2    | 4.0%  | 16.0%  |                          |  |  |  |  |  |  |
| 22 mph             | 3      | 6.0%              | 22.0%  |                          |          |         |         |                    |         |                   | 22 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 22 mph     | 3    | 6.0%  | 22.0%  |                          |  |  |  |  |  |  |
| 23 mph             | 6      | 12.0%             | 34.0%  |                          |          |         |         |                    |         |                   | 23 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 23 mph     | 6    | 12.0% | 34.0%  |                          |  |  |  |  |  |  |
| 24 mph             | 4      | 8.0%              | 42.0%  |                          |          |         |         |                    |         |                   | 24 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 24 mph     | 4    | 8.0%  | 42.0%  |                          |  |  |  |  |  |  |
| 25 mph             | 12     | 24.0%             | 66.0%  |                          |          |         |         |                    |         |                   | 25 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 25 mph     | 12   | 24.0% | 66.0%  |                          |  |  |  |  |  |  |
| 26 mph             | 7      | 14.0%             | 80.0%  |                          |          |         |         |                    |         |                   | 26 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 26 mph     | 7    | 14.0% | 80.0%  |                          |  |  |  |  |  |  |
| 27 mph             | 3      | 6.0%              | 86.0%  |                          |          |         |         |                    |         |                   | 27 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 27 mph     | 3    | 6.0%  | 86.0%  |                          |  |  |  |  |  |  |
| 28 mph             | 4      | 8.0%              | 94.0%  |                          |          |         |         |                    |         |                   | 28 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 28 mph     | 4    | 8.0%  | 94.0%  |                          |  |  |  |  |  |  |
| 29 mph             | 2      | 4.0%              | 98.0%  |                          |          |         |         |                    |         |                   | 29 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 29 mph     | 2    | 4.0%  | 98.0%  |                          |  |  |  |  |  |  |
| 30 mph             | 1      | 2.0%              | 100.0% |                          |          |         |         |                    |         |                   | 30 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 30 mph     | 1    | 2.0%  | 100.0% |                          |  |  |  |  |  |  |
| 31 mph             | 0      | 0.0%              | 100.0% |                          |          |         |         |                    |         |                   | 31 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 31 mph     | 0    | 0.0%  | 100.0% |                          |  |  |  |  |  |  |
| 32 mph             | 0      | 0.0%              | 100.0% |                          |          |         |         |                    |         |                   | 32 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 32 mph     | 0    | 0.0%  | 100.0% |                          |  |  |  |  |  |  |
| 33 mph             | 0      | 0.0%              | 100.0% |                          |          |         |         |                    |         |                   | 33 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 33 mph     | 0    | 0.0%  | 100.0% |                          |  |  |  |  |  |  |
| 34 mph             | 0      | 0.0%              | 100.0% |                          |          |         |         |                    |         |                   | 34 mph     | 0              | #DIV/0!  | #DIV/0! |                          |                    |                   |                 |       |                |          | 34 mph     | 0    | 0.0%  | 100.0% |                          |  |  |  |  |  |  |
| 35 mph             | 0      | 0.0%              | 100.0% | 35 mph                   | 0        | #DIV/0! | #DIV/0! | 35 mph             | 0       | 0.0%              | 100.0%     |                |          |         |                          |                    |                   |                 |       |                |          |            |      |       |        |                          |  |  |  |  |  |  |
| 36 mph             | 0      | 0.0%              | 100.0% | 36 mph                   | 0        | #DIV/0! | #DIV/0! | 36 mph             | 0       | 0.0%              | 100.0%     |                |          |         |                          |                    |                   |                 |       |                |          |            |      |       |        |                          |  |  |  |  |  |  |
| 37 mph             | 0      | 0.0%              | 100.0% | 37 mph                   | 0        | #DIV/0! | #DIV/0! | 37 mph             | 0       | 0.0%              | 100.0%     |                |          |         |                          |                    |                   |                 |       |                |          |            |      |       |        |                          |  |  |  |  |  |  |
| 38 mph             | 0      | 0.0%              | 100.0% | 38 mph                   | 0        | #DIV/0! | #DIV/0! | 38 mph             | 0       | 0.0%              | 100.0%     |                |          |         |                          |                    |                   |                 |       |                |          |            |      |       |        |                          |  |  |  |  |  |  |
| 39 mph             | 0      | 0.0%              | 100.0% | 39 mph                   | 0        | #DIV/0! | #DIV/0! | 39 mph             | 0       | 0.0%              | 100.0%     |                |          |         |                          |                    |                   |                 |       |                |          |            |      |       |        |                          |  |  |  |  |  |  |
| 40 mph             | 0      | 0.0%              | 100.0% | 40 mph                   | 0        | #DIV/0! | #DIV/0! | 40 mph             | 0       | 0.0%              | 100.0%     |                |          |         |                          |                    |                   |                 |       |                |          |            |      |       |        |                          |  |  |  |  |  |  |
| 41 mph             | 0      | 0.0%              | 100.0% | 41 mph                   | 0        | #DIV/0! | #DIV/0! | 41 mph             | 0       | 0.0%              | 100.0%     |                |          |         |                          |                    |                   |                 |       |                |          |            |      |       |        |                          |  |  |  |  |  |  |
| 42 mph             | 0      | 0.0%              | 100.0% | 42 mph                   | 0        | #DIV/0! | #DIV/0! | 42 mph             | 0       | 0.0%              | 100.0%     |                |          |         |                          |                    |                   |                 |       |                |          |            |      |       |        |                          |  |  |  |  |  |  |
| 43 mph             | 0      | 0.0%              | 100.0% | 43 mph                   | 0        | #DIV/0! | #DIV/0! | 43 mph             | 0       | 0.0%              | 100.0%     |                |          |         |                          |                    |                   |                 |       |                |          |            |      |       |        |                          |  |  |  |  |  |  |
| 44 mph             | 0      | 0.0%              | 100.0% | 44 mph                   | 0        | #DIV/0! | #DIV/0! | 44 mph             | 0       | 0.0%              | 100.0%     |                |          |         |                          |                    |                   |                 |       |                |          |            |      |       |        |                          |  |  |  |  |  |  |
| 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                   | 0        | #DIV/0! | #DIV/0! | 45 mph             | 0       | 0.0%              | 100.0%     |                |          |         |                          |                    |                   |                 |       |                |          |            |      |       |        |                          |  |  |  |  |  |  |
| TOTAL:             | 50     | 100.0%            |        | AVERAGE SPEED:           |          |         | 24.4    | TOTAL:             | 0       | #DIV/0!           |            | AVERAGE SPEED: |          |         | #DIV/0!                  | TOTAL:             | 50                | 100.0%          |       | AVERAGE SPEED: |          |            | 24.4 |       |        |                          |  |  |  |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                      | 85%      | 90%     |         | PERCENTILE:        | 10%     | 15%               | 25%        | 50%            | 85%      | 90%     |                          | PERCENTILE:        | 10%               | 15%             | 25%   | 50%            | 85%      | 90%        |      |       |        |                          |  |  |  |  |  |  |
| SPEEDS:            | 20.0   | 21.4              | 23.0   | 25.0                     | 27.0     | 28.0    |         | SPEEDS:            | #NUM!   | #NUM!             | #NUM!      | #NUM!          | #NUM!    | #NUM!   |                          | SPEEDS:            | 20.0              | 21.4            | 23.0  | 25.0           | 27.0     | 28.0       |      |       |        |                          |  |  |  |  |  |  |
| 10 MPH PACE SPEED: | 19-28  | NUMBER IN PACE:   |        | 45                       | PERCENT: | 90.0%   |         | 10 MPH PACE SPEED: | 10-19   | NUMBER IN PACE:   |            | 0              | PERCENT: | #DIV/0! |                          | 10 MPH PACE SPEED: | 19-28             | NUMBER IN PACE: |       | 45             | PERCENT: | 90.0%      |      |       |        |                          |  |  |  |  |  |  |
|                    |        | NUMBER BELOW PACE |        | 0                        | PERCENT: | 0.0%    |         |                    |         | NUMBER BELOW PACE |            | 0              | PERCENT: | 0.0%    |                          |                    | NUMBER BELOW PACE |                 | 0     | PERCENT:       | 0.0%     |            |      |       |        |                          |  |  |  |  |  |  |
|                    |        | NUMBER ABOVE PACE |        | 0                        | PERCENT: | 0.0%    |         |                    |         | NUMBER ABOVE PACE |            | 0              | PERCENT: | 0.0%    |                          |                    | NUMBER ABOVE PACE |                 | 0     | PERCENT:       | 0.0%     |            |      |       |        |                          |  |  |  |  |  |  |
| SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH  | 30 MPH                   | 35 MPH   | 40 MPH  |         | SPEED EXCEEDED:    | 15 MPH  | 20 MPH            | 25MPH      | 30 MPH         | 35 MPH   | 40 MPH  |                          | SPEED EXCEEDED:    | 15 MPH            | 20 MPH          | 25MPH | 30 MPH         | 35 MPH   | 40 MPH     |      |       |        |                          |  |  |  |  |  |  |
| TOTAL:             | 50     | 44                | 17     | 0                        | 0        | 0       |         | TOTAL:             | 0       | 0                 | 0          | 0              | 0        | 0       |                          | TOTAL:             | 50                | 44              | 17    | 0              | 0        | 0          |      |       |        |                          |  |  |  |  |  |  |
| PERCENTAGE:        | 100.0% | 88.0%             | 34.0%  | 0.0%                     | 0.0%     | 0.0%    |         | PERCENTAGE:        | #DIV/0! | #DIV/0!           | #DIV/0!    | #DIV/0!        | #DIV/0!  | #DIV/0! |                          | PERCENTAGE:        | 100.0%            | 88.0%           | 34.0% | 0.0%           | 0.0%     | 0.0%       |      |       |        |                          |  |  |  |  |  |  |

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ROADWAY: **Standley Street**  
SEGMENT: **State Street to West End**  
RADAR LOCATION: **Mid-Block**  
DATE: **10/3/2017**  
TIME: **12:00-1:00PM; 2:00-3:00PM**  
DIRECTION OF TRAVEL: **Combined**



## Accident Report

### Accident Dates

**ROADWAY:** Standley Street  
**SEGMENT:** State Street to West End

**From:** Jan-13  
**To:** Dec-16

| Date           | Location                       | Time of Day | Weather | Collision Factor          | Collision Type     | Fatal | Injury | Non-Injury |
|----------------|--------------------------------|-------------|---------|---------------------------|--------------------|-------|--------|------------|
| 8/7/2015       | Intersection of N. Main St     | 1:34 PM     | Clear   | Pedestrian right of way   | Pedestrian/Vehicle | 0     | 1      | 0          |
| 5/28/2013      | Intersection of N. State St    | 10:23 AM    | Cloudy  | Pedestrian right of way   | Pedestrian/Vehicle | 0     | 1      | 0          |
| 3/28/2014      | Intersection of W. Standley St | 3:47 PM     | Cloudy  | Traffic Signs and Signals | Sideswipe          | 0     | 1      | 0          |
| 6/23/2013      | 398' W of Barnes St            | 6:42 PM     | Clear   | Other Hazard              | Sideswipe          | 0     | 0      | 1          |
| 12/8/2013      | 127' E of N Highland Dr        | 10:04 AM    | Clear   | Improper Turning          | Rear End           | 0     | 0      | 1          |
| 1/25/2014      | Intersection of N. State St    | 6:04 PM     | Clear   | Traffic Signs and Signals | Broadside          | 0     | 0      | 1          |
| 1/4/2014       | Intersection of N. Spring St   | 1:07 PM     | Clear   | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 3/28/2014      | Intersection of N. Spring St   | 3:47 PM     | Cloudy  | Traffic Signs and Signals | Sideswipe          | 0     | 1      | 0          |
| 6/27/2016      | 417' W of Barnes St            | 6:26 PM     | Clear   | Improper Turning          | Hit Object         | 0     | 0      | 1          |
| <b>TOTALS:</b> |                                |             |         |                           |                    | 0     | 4      | 5          |

**NOTE:** Collision data obtained from the CHP SWTRS program.



## **State Street (Gobbi Street to Norton Street)**

The study segment is currently posted at 25 mph. The measured critical speed is 33 mph, while the 10 mph pace speed is between 24-33 mph. The critical speed would suggest the posted speed limit should be 35 mph. Since State Street is in a business district under CVC Section 235, an E&TS is not needed to maintain a speed limit of 25 mph based on CVC Section 2235 b.2. Recommend letting the existing E&TS expire and not renew it.

## Walnut Avenue (Dora Street to Live Oak Avenue)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Walnut Avenue  
Limits: Dora Street to Live Oak Avenue

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/28/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | Combined         |  |
| 85th Percentile    |  | 30 MPH           |  |
| 10 mph Pace        |  | 22-31 MPH        |  |
| Percent in Pace    |  | 84%              |  |
| Posted Speed Limit |  | 25 MPH           |  |

**B. COLLISION HISTORY**

|                    |                       |                     |                                  |
|--------------------|-----------------------|---------------------|----------------------------------|
| Date Range Covered | <i>From</i><br>Jan-13 | <i>To</i><br>Dec-16 | <i>Duration/Years</i><br>3 years |
| Total Collisions   | <b>Fatal</b><br>0     | <b>Injury</b><br>0  | <b>Non-Injury</b><br>1           |

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 1,730 |
| Length of Segment      | 1,300 |
| Width of Segment       | 33    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Walnut Avenue, between Dora Street and Live Oak Avenue, is a 2-Lane, undivided residential roadway.

Roadway Geometrics None

Comments Based on the residential land use, street classification, on-street parking, and pedestrian crossings and California Vehicle Code 22352 (2-A), it is appropriate to maintain the Prima Facie speed limit of 25 MPH on Walnut Avenue between Dora Street to Live Oak Avenue.

**E. ADJACENT LAND USE** Single-Family Residential Development

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 25 MPH        |
| Critical Speed*                                                   | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018  
**Date**

Project Manager  
**Title**



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/28/2017      **DAY:** THURSDAY      **TIME:** 11:35-1:05PM

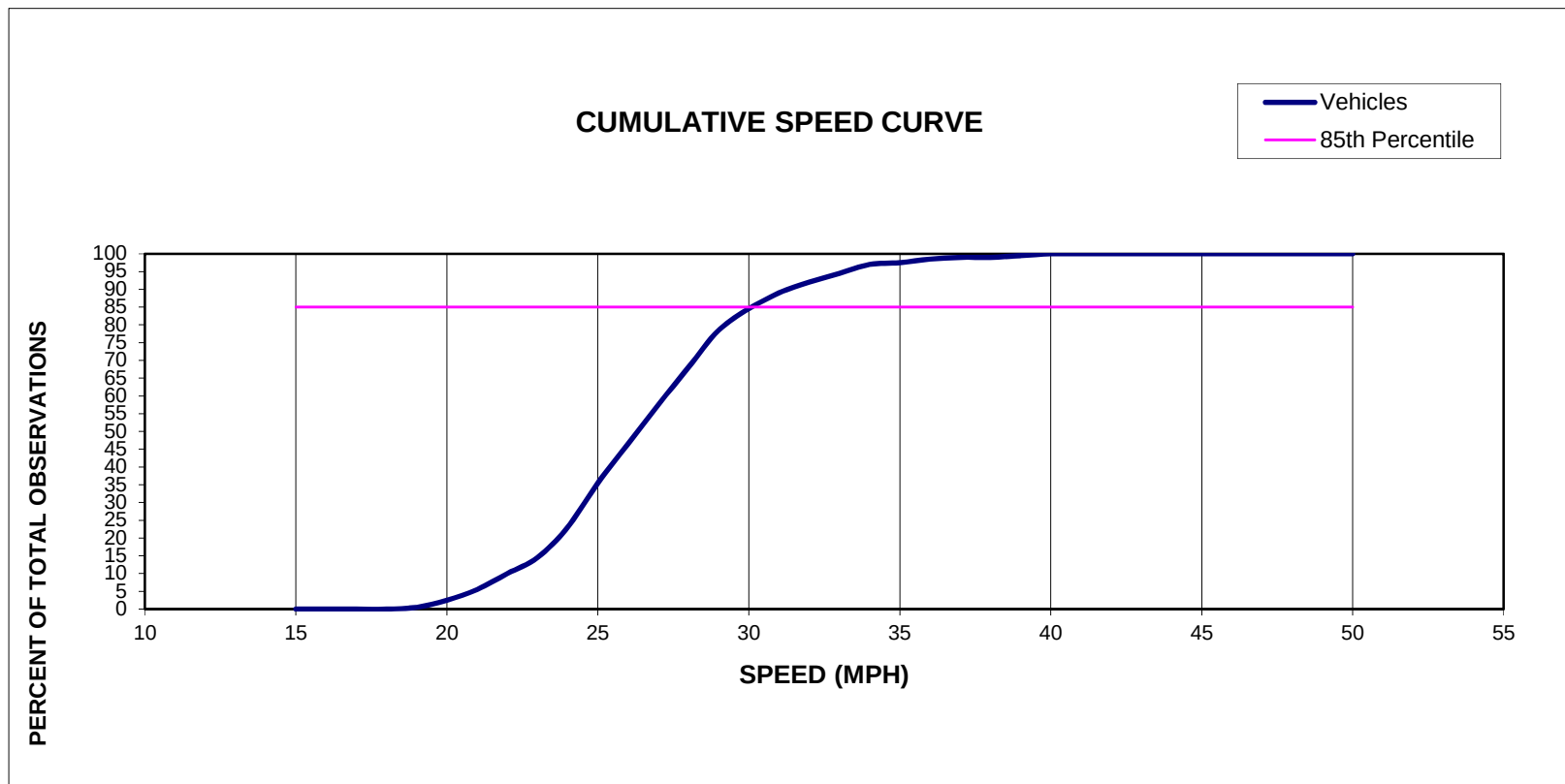
**30. WALNUT AVENUE BETWEEN DORA STREET TO LIVE OAK AVENUE**

| DIRECTION:         |        |                   |        | EAST BOUND               |          |        |                    | DIRECTION: |                   |        |                | WEST BOUND               |        |                    |        | DIRECTION:        |        |                |          | COMBINED                 |  |  |  |
|--------------------|--------|-------------------|--------|--------------------------|----------|--------|--------------------|------------|-------------------|--------|----------------|--------------------------|--------|--------------------|--------|-------------------|--------|----------------|----------|--------------------------|--|--|--|
| SPEED              | #      | %                 | CUM. % | SPEED DISTRIBUTION CHART |          |        |                    | SPEED      | #                 | %      | CUM. %         | SPEED DISTRIBUTION CHART |        |                    |        | SPEED             | #      | %              | CUM. %   | SPEED DISTRIBUTION CHART |  |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 15 mph     | 0                 | 0.0%   | 0.0%           |                          |        |                    |        | 15 mph            | 0      | 0.0%           | 0.0%     |                          |  |  |  |
| 16 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 16 mph     | 0                 | 0.0%   | 0.0%           |                          |        |                    |        | 16 mph            | 0      | 0.0%           | 0.0%     |                          |  |  |  |
| 17 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 17 mph     | 0                 | 0.0%   | 0.0%           |                          |        |                    |        | 17 mph            | 0      | 0.0%           | 0.0%     |                          |  |  |  |
| 18 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 18 mph     | 0                 | 0.0%   | 0.0%           |                          |        |                    |        | 18 mph            | 0      | 0.0%           | 0.0%     |                          |  |  |  |
| 19 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 19 mph     | 1                 | 1.0%   | 1.0%           |                          |        |                    |        | 19 mph            | 1      | 0.5%           | 0.5%     |                          |  |  |  |
| 20 mph             | 1      | 1.0%              | 1.0%   |                          |          |        |                    | 20 mph     | 3                 | 3.0%   | 4.0%           |                          |        |                    |        | 20 mph            | 4      | 2.0%           | 2.5%     |                          |  |  |  |
| 21 mph             | 3      | 3.0%              | 4.0%   |                          |          |        |                    | 21 mph     | 3                 | 3.0%   | 7.0%           |                          |        |                    |        | 21 mph            | 6      | 3.0%           | 5.5%     |                          |  |  |  |
| 22 mph             | 4      | 4.0%              | 8.0%   |                          |          |        |                    | 22 mph     | 5                 | 5.0%   | 12.0%          |                          |        |                    |        | 22 mph            | 9      | 4.5%           | 10.0%    |                          |  |  |  |
| 23 mph             | 2      | 2.0%              | 10.0%  |                          |          |        |                    | 23 mph     | 7                 | 7.0%   | 19.0%          |                          |        |                    |        | 23 mph            | 9      | 4.5%           | 14.5%    |                          |  |  |  |
| 24 mph             | 8      | 8.0%              | 18.0%  |                          |          |        |                    | 24 mph     | 9                 | 9.0%   | 28.0%          |                          |        |                    |        | 24 mph            | 17     | 8.5%           | 23.0%    |                          |  |  |  |
| 25 mph             | 12     | 12.0%             | 30.0%  |                          |          |        |                    | 25 mph     | 13                | 13.0%  | 41.0%          |                          |        |                    |        | 25 mph            | 25     | 12.5%          | 35.5%    |                          |  |  |  |
| 26 mph             | 13     | 13.0%             | 43.0%  |                          |          |        |                    | 26 mph     | 9                 | 9.0%   | 50.0%          |                          |        |                    |        | 26 mph            | 22     | 11.0%          | 46.5%    |                          |  |  |  |
| 27 mph             | 12     | 12.0%             | 55.0%  |                          |          |        |                    | 27 mph     | 10                | 10.0%  | 60.0%          |                          |        |                    |        | 27 mph            | 22     | 11.0%          | 57.5%    |                          |  |  |  |
| 28 mph             | 15     | 15.0%             | 70.0%  |                          |          |        |                    | 28 mph     | 6                 | 6.0%   | 66.0%          |                          |        |                    |        | 28 mph            | 21     | 10.5%          | 68.0%    |                          |  |  |  |
| 29 mph             | 11     | 11.0%             | 81.0%  |                          |          |        |                    | 29 mph     | 10                | 10.0%  | 76.0%          |                          |        |                    |        | 29 mph            | 21     | 10.5%          | 78.5%    |                          |  |  |  |
| 30 mph             | 5      | 5.0%              | 86.0%  |                          |          |        |                    | 30 mph     | 7                 | 7.0%   | 83.0%          |                          |        |                    |        | 30 mph            | 12     | 6.0%           | 84.5%    |                          |  |  |  |
| 31 mph             | 1      | 1.0%              | 87.0%  |                          |          |        |                    | 31 mph     | 8                 | 8.0%   | 91.0%          |                          |        |                    |        | 31 mph            | 9      | 4.5%           | 89.0%    |                          |  |  |  |
| 32 mph             | 4      | 4.0%              | 91.0%  |                          |          |        |                    | 32 mph     | 2                 | 2.0%   | 93.0%          |                          |        |                    |        | 32 mph            | 6      | 3.0%           | 92.0%    |                          |  |  |  |
| 33 mph             | 2      | 2.0%              | 93.0%  |                          |          |        |                    | 33 mph     | 3                 | 3.0%   | 96.0%          |                          |        |                    |        | 33 mph            | 5      | 2.5%           | 94.5%    |                          |  |  |  |
| 34 mph             | 3      | 3.0%              | 96.0%  |                          |          |        |                    | 34 mph     | 2                 | 2.0%   | 98.0%          |                          |        |                    |        | 34 mph            | 5      | 2.5%           | 97.0%    |                          |  |  |  |
| 35 mph             | 1      | 1.0%              | 97.0%  | 35 mph                   | 0        | 0.0%   | 98.0%              | 35 mph     | 1                 | 0.5%   | 97.5%          |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 36 mph             | 1      | 1.0%              | 98.0%  | 36 mph                   | 1        | 1.0%   | 99.0%              | 36 mph     | 2                 | 1.0%   | 98.5%          |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 37 mph             | 0      | 0.0%              | 98.0%  | 37 mph                   | 1        | 1.0%   | 100.0%             | 37 mph     | 1                 | 0.5%   | 99.0%          |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 38 mph             | 0      | 0.0%              | 98.0%  | 38 mph                   | 0        | 0.0%   | 100.0%             | 38 mph     | 0                 | 0.0%   | 99.0%          |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 39 mph             | 1      | 1.0%              | 99.0%  | 39 mph                   | 0        | 0.0%   | 100.0%             | 39 mph     | 1                 | 0.5%   | 99.5%          |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 40 mph             | 1      | 1.0%              | 100.0% | 40 mph                   | 0        | 0.0%   | 100.0%             | 40 mph     | 1                 | 0.5%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 41 mph             | 0      | 0.0%              | 100.0% | 41 mph                   | 0        | 0.0%   | 100.0%             | 41 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 42 mph             | 0      | 0.0%              | 100.0% | 42 mph                   | 0        | 0.0%   | 100.0%             | 42 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 43 mph             | 0      | 0.0%              | 100.0% | 43 mph                   | 0        | 0.0%   | 100.0%             | 43 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 44 mph             | 0      | 0.0%              | 100.0% | 44 mph                   | 0        | 0.0%   | 100.0%             | 44 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                   | 0        | 0.0%   | 100.0%             | 45 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 46 mph             | 0      | 0.0%              | 100.0% | 46 mph                   | 0        | 0.0%   | 100.0%             | 46 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 47 mph             | 0      | 0.0%              | 100.0% | 47 mph                   | 0        | 0.0%   | 100.0%             | 47 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 48 mph             | 0      | 0.0%              | 100.0% | 48 mph                   | 0        | 0.0%   | 100.0%             | 48 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 49 mph             | 0      | 0.0%              | 100.0% | 49 mph                   | 0        | 0.0%   | 100.0%             | 49 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 50 mph             | 0      | 0.0%              | 100.0% | 50 mph                   | 0        | 0.0%   | 100.0%             | 50 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:           |          | 27.4   | TOTAL:             | 100        | 100.0%            |        | AVERAGE SPEED: |                          | 26.8   | TOTAL:             | 200    | 100.0%            |        | AVERAGE SPEED: |          | 27.1                     |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                      | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%    | 50%            | 85%                      | 90%    | PERCENTILE:        | 10%    | 15%               | 25%    | 50%            | 85%      | 90%                      |  |  |  |
| SPEEDS:            | 23.9   | 24.0              | 25.0   | 27.0                     | 30.0     | 32.0   | SPEEDS:            | 22.0       | 23.0              | 24.0   | 26.5           | 31.0                     | 31.0   | SPEEDS:            | 22.9   | 24.0              | 25.0   | 27.0           | 30.0     | 32.0                     |  |  |  |
| 10 MPH PACE SPEED: | 21-30  | NUMBER IN PACE:   |        | 85                       | PERCENT: | 85.0%  | 10 MPH PACE SPEED: | 22-31      | NUMBER IN PACE:   |        | 84             | PERCENT:                 | 84.0%  | 10 MPH PACE SPEED: | 22-31  | NUMBER IN PACE:   |        | 167            | PERCENT: | 83.5%                    |  |  |  |
|                    |        | NUMBER BELOW PACE |        | 1                        | PERCENT: | 1.0%   |                    |            | NUMBER BELOW PACE |        | 7              | PERCENT:                 | 7.0%   |                    |        | NUMBER BELOW PACE |        | 11             | PERCENT: | 5.5%                     |  |  |  |
|                    |        | NUMBER ABOVE PACE |        | 14                       | PERCENT: | 14.0%  |                    |            | NUMBER ABOVE PACE |        | 9              | PERCENT:                 | 9.0%   |                    |        | NUMBER ABOVE PACE |        | 22             | PERCENT: | 11.0%                    |  |  |  |
| SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH | 20 MPH                   | 20 MPH   | 20 MPH | SPEED EXCEEDED:    | 20 MPH     | 20 MPH            | 20 MPH | 20 MPH         | 20 MPH                   | 20 MPH | SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH | 20 MPH         | 20 MPH   | 20 MPH                   |  |  |  |
| TOTAL:             | 99     | 70                | 14     | 3                        | 0        | 0      | TOTAL:             | 96         | 59                | 17     | 2              | 0                        | 0      | TOTAL:             | 195    | 129               | 31     | 5              | 0        | 0                        |  |  |  |
| PERCENTAGE:        | 99.0%  | 70.0%             | 14.0%  | 3.0%                     | 0.0%     | 0.0%   | PERCENTAGE:        | 96.0%      | 59.0%             | 17.0%  | 2.0%           | 0.0%                     | 0.0%   | PERCENTAGE:        | 97.5%  | 64.5%             | 15.5%  | 2.5%           | 0.0%     | 0.0%                     |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Walnut Avenue**  
SEGMENT: **Dora Street to Live Oak Avenue**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/28/2017**  
TIME: **11:35-1:05PM**  
DIRECTION OF TRAVEL: **Combined**



## Accident Report

### Accident Dates

**ROADWAY:** Walnut Avenue

**From:** Jan-13

**SEGMENT:** Dora Street to Live Oak Avenue

**To:** Dec-16

| Date       | Location                     | Time of Day | Weather | Collision Factor        | Collision Type | Fatal | Injury | Non-Injury |
|------------|------------------------------|-------------|---------|-------------------------|----------------|-------|--------|------------|
| 10/29/2013 | Intersection of N. Spring St | 6:31 AM     | Clear   | Automobile Right of Way | Broadside      | 0     | 0      | 1          |

---

|                |   |   |   |
|----------------|---|---|---|
| <b>TOTALS:</b> | 0 | 0 | 1 |
|----------------|---|---|---|

**NOTE:** Collision data obtained from the CHP SWTRS program.



## Washo Drive (Yosemite Drive to Gobbi Street)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Washo Drive  
Limits: Yosemite Drive to Gobbi Street

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/27/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | Combined         |  |
| 85th Percentile    |  | 26 MPH           |  |
| 10 mph Pace        |  | 18-27 MPH        |  |
| Percent in Pace    |  | 89%              |  |
| Posted Speed Limit |  | 25 MPH           |  |

**B. COLLISION HISTORY**

Date Range Covered

| From   | To     | Duration/Years |
|--------|--------|----------------|
| Jan-13 | Dec-16 | 3 years        |
| Fatal  | Injury | Non-Injury     |
| 0      | 1      | 0              |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 315   |
| Length of Segment      | 1,800 |
| Width of Segment       | 35    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Washo Drive, between Yosemite Drive and Gobbi Street, is a 2-Lane, undivided residential roadway.

Roadway Geometrics None

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential Development

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 25 MPH        |
| Critical Speed*                                                   | 25 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.

Name

3/1/2018

Date

Project Manager

Title

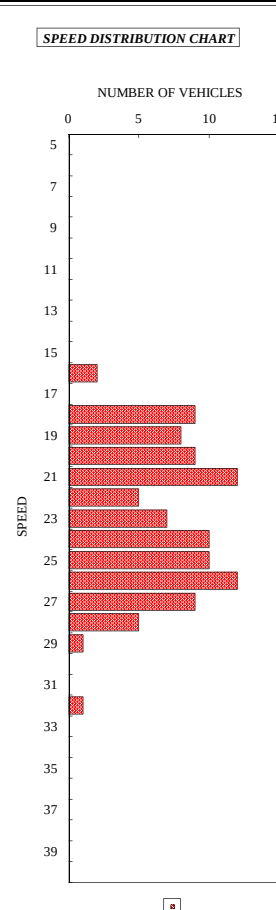
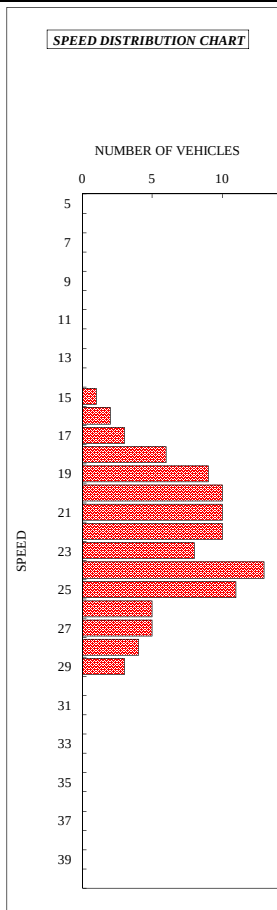
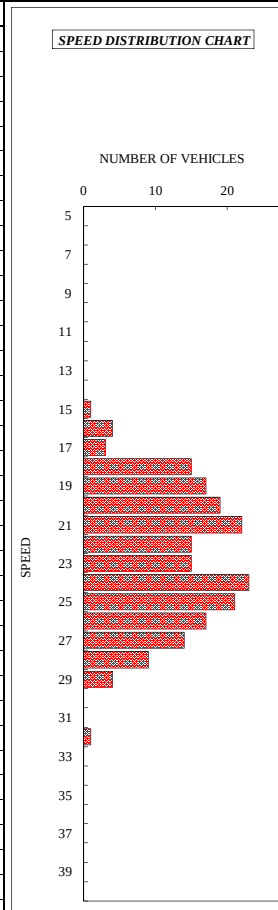


# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/27/2017      **DAY:** WEDNESDAY      **TIME:** 10:35-11:25AM; 3:05-4:10PM

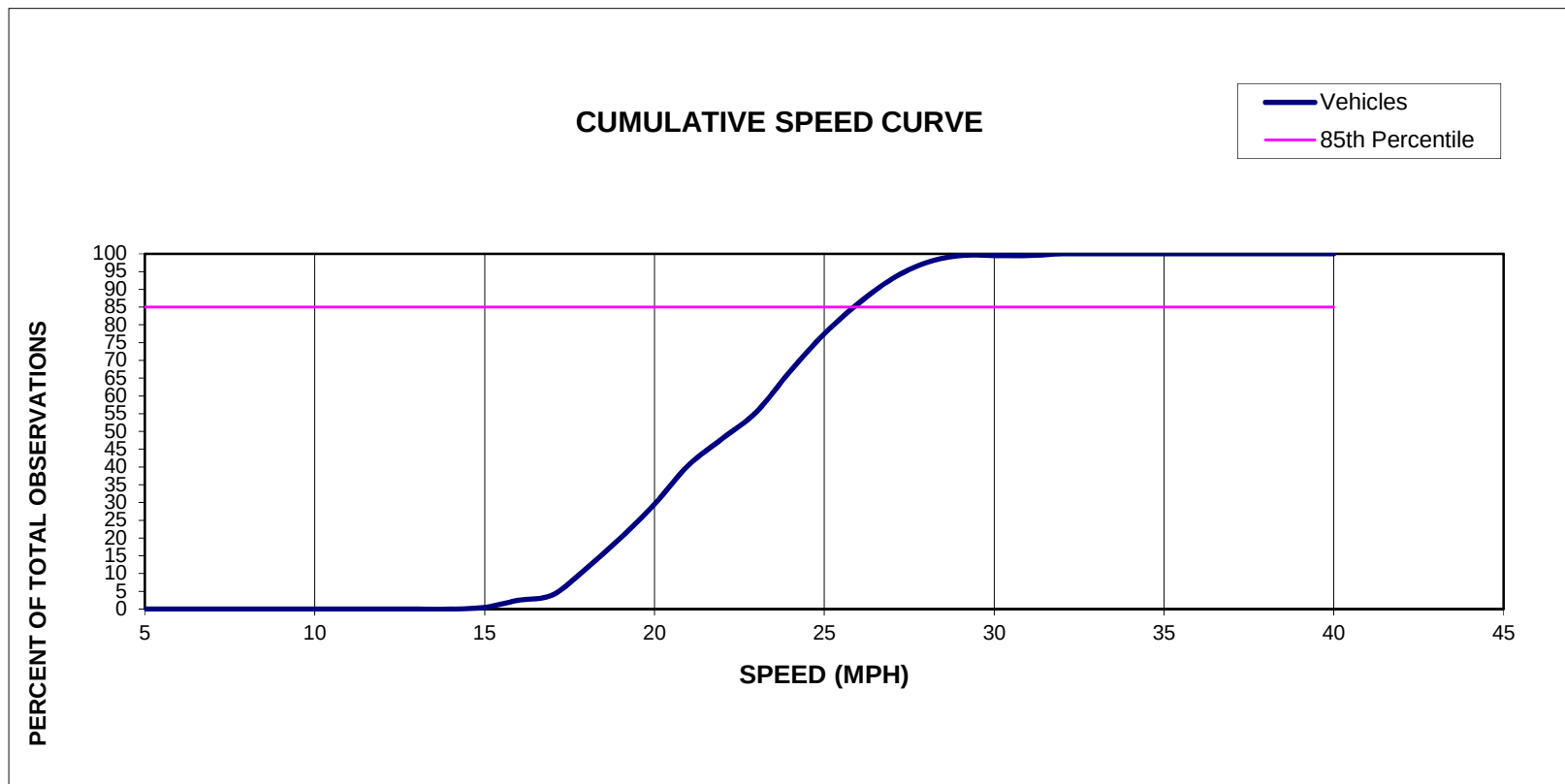
### 31. WASHO DRIVE BETWEEN YOSEMITE DRIVE TO GOBBI STREET

| DIRECTION:         |        |                   |        | NORTH BOUND                                                                        |          |        |                 | DIRECTION: |                   |                    |                                                                                      | SOUTH BOUND |        |                 |                 | DIRECTION:        |                |                                                                                      |          | COMBINED |          |        |                    |        |                 |                |      |          |       |
|--------------------|--------|-------------------|--------|------------------------------------------------------------------------------------|----------|--------|-----------------|------------|-------------------|--------------------|--------------------------------------------------------------------------------------|-------------|--------|-----------------|-----------------|-------------------|----------------|--------------------------------------------------------------------------------------|----------|----------|----------|--------|--------------------|--------|-----------------|----------------|------|----------|-------|
| SPEED              | #      | %                 | CUM. % | SPEED DISTRIBUTION CHART                                                           |          |        | SPEED           | #          | %                 | CUM. %             | SPEED DISTRIBUTION CHART                                                             |             |        | SPEED           | #               | %                 | CUM. %         | SPEED DISTRIBUTION CHART                                                             |          |          |          |        |                    |        |                 |                |      |          |       |
| 5 mph              | 0      | 0.0%              | 0.0%   |  |          |        | 5 mph           | 0          | 0.0%              | 0.0%               |  |             |        | 5 mph           | 0               | 0.0%              | 0.0%           |  |          |          |          |        |                    |        |                 |                |      |          |       |
| 6 mph              | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 7 mph              | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 8 mph              | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 9 mph              | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 10 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 11 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 12 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 13 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 14 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 15 mph             | 0      | 0.0%              | 0.0%   |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 16 mph             | 2      | 2.0%              | 2.0%   |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 17 mph             | 0      | 0.0%              | 2.0%   |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 18 mph             | 9      | 9.0%              | 11.0%  |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 19 mph             | 8      | 8.0%              | 19.0%  |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 20 mph             | 9      | 9.0%              | 28.0%  |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 21 mph             | 12     | 12.0%             | 40.0%  |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 22 mph             | 5      | 5.0%              | 45.0%  |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 23 mph             | 7      | 7.0%              | 52.0%  |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 24 mph             | 10     | 10.0%             | 62.0%  |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 25 mph             | 10     | 10.0%             | 72.0%  |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 26 mph             | 12     | 12.0%             | 84.0%  |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 27 mph             | 9      | 9.0%              | 93.0%  |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 28 mph             | 5      | 5.0%              | 98.0%  |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 29 mph             | 1      | 1.0%              | 99.0%  |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 30 mph             | 0      | 0.0%              | 99.0%  |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 31 mph             | 0      | 0.0%              | 99.0%  |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 32 mph             | 1      | 1.0%              | 100.0% |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 33 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 34 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 35 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 36 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 37 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 38 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 39 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| 40 mph             | 0      | 0.0%              | 100.0% |                                                                                    |          |        |                 |            |                   |                    |                                                                                      |             |        |                 |                 |                   |                |                                                                                      |          |          |          |        |                    |        |                 |                |      |          |       |
| TOTAL:             | 100    | 100.0%            |        |                                                                                    |          |        | AVERAGE SPEED:  |            | 23.0              | TOTAL:             |                                                                                      |             |        | 100             | 100.0%          |                   | AVERAGE SPEED: |                                                                                      |          |          | 22.4     | TOTAL: | 200                | 100.0% |                 | AVERAGE SPEED: |      | 22.7     |       |
| PERCENTILE:        | 10%    | 15%               | 25%    |                                                                                    |          |        | 50%             | 85%        | 90%               | PERCENTILE:        |                                                                                      |             |        | 10%             | 15%             | 25%               | 50%            |                                                                                      |          |          | 85%      | 90%    | PERCENTILE:        | 10%    | 15%             | 25%            | 50%  | 85%      | 90%   |
| SPEEDS:            | 18.0   | 19.0              | 20.0   |                                                                                    |          |        | 23.0            | 27.0       | 27.0              | SPEEDS:            |                                                                                      |             |        | 18.0            | 19.0            | 20.0              | 22.0           |                                                                                      |          |          | 26.0     | 27.0   | SPEEDS:            | 18.0   | 19.0            | 20.0           | 23.0 | 26.0     | 27.0  |
| 10 MPH PACE SPEED: | 18-27  | NUMBER IN PACE:   |        |                                                                                    |          |        | 91              | PERCENT:   | 91.0%             | 10 MPH PACE SPEED: |                                                                                      |             |        | 18-27           | NUMBER IN PACE: |                   | 87             |                                                                                      |          |          | PERCENT: | 87.0%  | 10 MPH PACE SPEED: | 18-27  | NUMBER IN PACE: |                | 178  | PERCENT: | 89.0% |
|                    |        | NUMBER BELOW PACE |        | 2                                                                                  | PERCENT: | 2.0%   |                 |            | NUMBER BELOW PACE |                    | 6                                                                                    | PERCENT:    | 6.0%   |                 |                 | NUMBER BELOW PACE |                | 8                                                                                    | PERCENT: | 4.0%     |          |        |                    |        |                 |                |      |          |       |
|                    |        | NUMBER ABOVE PACE |        | 7                                                                                  | PERCENT: | 7.0%   |                 |            | NUMBER ABOVE PACE |                    | 7                                                                                    | PERCENT:    | 7.0%   |                 |                 | NUMBER ABOVE PACE |                | 14                                                                                   | PERCENT: | 7.0%     |          |        |                    |        |                 |                |      |          |       |
| SPEED EXCEEDED:    | 10 MPH | 15 MPH            | 20 MPH | 25MPH                                                                              | 30 MPH   | 35 MPH | SPEED EXCEEDED: | 10 MPH     | 15 MPH            | 20 MPH             | 25MPH                                                                                | 30 MPH      | 35 MPH | SPEED EXCEEDED: | 10 MPH          | 15 MPH            | 20 MPH         | 25MPH                                                                                | 30 MPH   | 35 MPH   |          |        |                    |        |                 |                |      |          |       |
| TOTAL:             | 100    | 100               | 72     | 28                                                                                 | 1        | 0      | TOTAL:          | 100        | 99                | 69                 | 17                                                                                   | 0           | 0      | TOTAL:          | 200             | 199               | 141            | 45                                                                                   | 1        | 0        |          |        |                    |        |                 |                |      |          |       |
| PERCENTAGE:        | 100.0% | 100.0%            | 72.0%  | 28.0%                                                                              | 1.0%     | 0.0%   | PERCENTAGE:     | 100.0%     | 99.0%             | 69.0%              | 17.0%                                                                                | 0.0%        | 0.0%   | PERCENTAGE:     | 100.0%          | 99.5%             | 70.5%          | 22.5%                                                                                | 0.5%     | 0.0%     |          |        |                    |        |                 |                |      |          |       |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Washo Drive**  
SEGMENT: **Yosemite Drive to Gobbi Street**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/27/2017**  
TIME: **10:35-11:25AM; 3:05-4:10PM**  
DIRECTION OF TRAVEL: **Combined**



## Accident Report

### Accident Dates

**ROADWAY:** Washo Drive

**From:** Jan-13

**SEGMENT:** Yosemite Drive to Gobbi Street

**To:** Dec-16

| Date      | Location                    | Time of Day | Weather | Collision Factor | Collision Type | Fatal | Injury | Non-Injury |
|-----------|-----------------------------|-------------|---------|------------------|----------------|-------|--------|------------|
| 11/1/2016 | Intersection of E. Gobbi St | 2:27 AM     | Cloudy  | DUI              | Rear End       | 0     | 1      | 0          |

|                |   |   |   |
|----------------|---|---|---|
| <b>TOTALS:</b> | 0 | 1 | 0 |
|----------------|---|---|---|

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Waugh Lane (Talmage Road to Gobbi Street)



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Waugh Lane  
Limits: Talmage Road to Gobbi Street

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/26/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | Combined         |  |
| 85th Percentile    |  | 31 MPH           |  |
| 10 mph Pace        |  | 24-33 MPH        |  |
| Percent in Pace    |  | 85%              |  |
| Posted Speed Limit |  | 25 MPH           |  |

**B. COLLISION HISTORY**

|                    |                       |                     |                                  |
|--------------------|-----------------------|---------------------|----------------------------------|
| Date Range Covered | <i>From</i><br>Jan-13 | <i>To</i><br>Dec-16 | <i>Duration/Years</i><br>3 years |
| Total Collisions   | <b>Fatal</b><br>0     | <b>Injury</b><br>5  | <b>Non-Injury</b><br>4           |

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 3,101 |
| Length of Segment      | 3,900 |
| Width of Segment       | 35    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

|                    |                                                                                                                                                                                                                        |
|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Conditions         | <u>Waugh Lane, between Talmage Road and Gobbi Street, is a 2-Lane, undivided residential roadway. The Northern Portion is unstriped.</u>                                                                               |
| Roadway Geometrics | <u>Approximately 735 feet North of Talmage Road, Waugh Lane expands from a width of 20 feet to a width of 35 feet.</u>                                                                                                 |
| Comments           | <u>Based on the land use, street classification, and on-street parking and MUTCD section 12a, it is appropriate to maintain the existing speed limit of 25 MPH on Waugh Lane between Talmage Road to Gobbi Street.</u> |

**E. ADJACENT LAND USE** Single- and Multi-Family Residential and Employment-based Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 25 MPH        |
| Critical Speed*                                                   | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>30 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018  
**Date**

Project Manager  
**Title**



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/26/2017      **DAY:** TUESDAY      **TIME:** 10:05-11:20AM

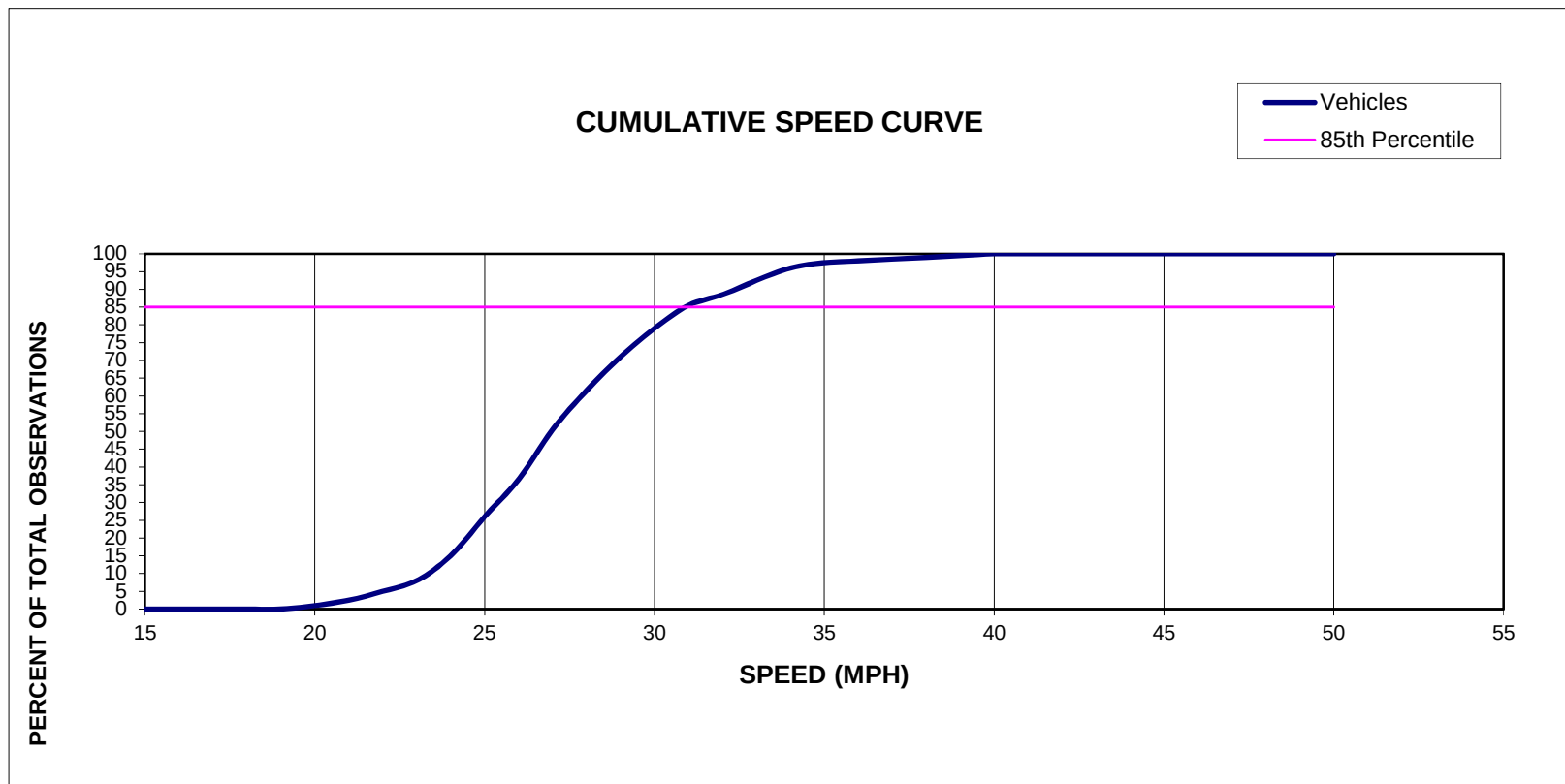
### 32. WAUGH LANE BETWEEN TALMAGE ROAD TO GOBBI STREET

| DIRECTION:         |        |                   |                | NORTH BOUND              |          |        | DIRECTION:         |        |                   |                | SOUTH BOUND              |          |        | DIRECTION:         |        |                   |                | COMBINED                 |          |        |  |  |  |
|--------------------|--------|-------------------|----------------|--------------------------|----------|--------|--------------------|--------|-------------------|----------------|--------------------------|----------|--------|--------------------|--------|-------------------|----------------|--------------------------|----------|--------|--|--|--|
| SPEED              | #      | %                 | CUM. %         | SPEED DISTRIBUTION CHART |          |        | SPEED              | #      | %                 | CUM. %         | SPEED DISTRIBUTION CHART |          |        | SPEED              | #      | %                 | CUM. %         | SPEED DISTRIBUTION CHART |          |        |  |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%           |                          |          |        | 15 mph             | 0      | 0.0%              | 0.0%           |                          |          |        | 15 mph             | 0      | 0.0%              | 0.0%           |                          |          |        |  |  |  |
| 16 mph             | 0      | 0.0%              | 0.0%           |                          |          |        | 16 mph             | 0      | 0.0%              | 0.0%           |                          |          |        | 16 mph             | 0      | 0.0%              | 0.0%           |                          |          |        |  |  |  |
| 17 mph             | 0      | 0.0%              | 0.0%           |                          |          |        | 17 mph             | 0      | 0.0%              | 0.0%           |                          |          |        | 17 mph             | 0      | 0.0%              | 0.0%           |                          |          |        |  |  |  |
| 18 mph             | 0      | 0.0%              | 0.0%           |                          |          |        | 18 mph             | 0      | 0.0%              | 0.0%           |                          |          |        | 18 mph             | 0      | 0.0%              | 0.0%           |                          |          |        |  |  |  |
| 19 mph             | 0      | 0.0%              | 0.0%           |                          |          |        | 19 mph             | 0      | 0.0%              | 0.0%           |                          |          |        | 19 mph             | 0      | 0.0%              | 0.0%           |                          |          |        |  |  |  |
| 20 mph             | 1      | 1.0%              | 1.0%           |                          |          |        | 20 mph             | 1      | 1.0%              | 1.0%           |                          |          |        | 20 mph             | 2      | 1.0%              | 1.0%           |                          |          |        |  |  |  |
| 21 mph             | 1      | 1.0%              | 2.0%           |                          |          |        | 21 mph             | 2      | 2.0%              | 3.0%           |                          |          |        | 21 mph             | 3      | 1.5%              | 2.5%           |                          |          |        |  |  |  |
| 22 mph             | 1      | 1.0%              | 3.0%           |                          |          |        | 22 mph             | 4      | 4.0%              | 7.0%           |                          |          |        | 22 mph             | 5      | 2.5%              | 5.0%           |                          |          |        |  |  |  |
| 23 mph             | 2      | 2.0%              | 5.0%           |                          |          |        | 23 mph             | 4      | 4.0%              | 11.0%          |                          |          |        | 23 mph             | 6      | 3.0%              | 8.0%           |                          |          |        |  |  |  |
| 24 mph             | 9      | 9.0%              | 14.0%          |                          |          |        | 24 mph             | 5      | 5.0%              | 16.0%          |                          |          |        | 24 mph             | 14     | 7.0%              | 15.0%          |                          |          |        |  |  |  |
| 25 mph             | 15     | 15.0%             | 29.0%          |                          |          |        | 25 mph             | 7      | 7.0%              | 23.0%          |                          |          |        | 25 mph             | 22     | 11.0%             | 26.0%          |                          |          |        |  |  |  |
| 26 mph             | 12     | 12.0%             | 41.0%          |                          |          |        | 26 mph             | 9      | 9.0%              | 32.0%          |                          |          |        | 26 mph             | 21     | 10.5%             | 36.5%          |                          |          |        |  |  |  |
| 27 mph             | 12     | 12.0%             | 53.0%          |                          |          |        | 27 mph             | 16     | 16.0%             | 48.0%          |                          |          |        | 27 mph             | 28     | 14.0%             | 50.5%          |                          |          |        |  |  |  |
| 28 mph             | 6      | 6.0%              | 59.0%          |                          |          |        | 28 mph             | 16     | 16.0%             | 64.0%          |                          |          |        | 28 mph             | 22     | 11.0%             | 61.5%          |                          |          |        |  |  |  |
| 29 mph             | 13     | 13.0%             | 72.0%          |                          |          |        | 29 mph             | 6      | 6.0%              | 70.0%          |                          |          |        | 29 mph             | 19     | 9.5%              | 71.0%          |                          |          |        |  |  |  |
| 30 mph             | 6      | 6.0%              | 78.0%          |                          |          |        | 30 mph             | 10     | 10.0%             | 80.0%          |                          |          |        | 30 mph             | 16     | 8.0%              | 79.0%          |                          |          |        |  |  |  |
| 31 mph             | 4      | 4.0%              | 82.0%          |                          |          |        | 31 mph             | 9      | 9.0%              | 89.0%          |                          |          |        | 31 mph             | 13     | 6.5%              | 85.5%          |                          |          |        |  |  |  |
| 32 mph             | 3      | 3.0%              | 85.0%          |                          |          |        | 32 mph             | 3      | 3.0%              | 92.0%          |                          |          |        | 32 mph             | 6      | 3.0%              | 88.5%          |                          |          |        |  |  |  |
| 33 mph             | 8      | 8.0%              | 93.0%          |                          |          |        | 33 mph             | 0      | 0.0%              | 92.0%          |                          |          |        | 33 mph             | 8      | 4.0%              | 92.5%          |                          |          |        |  |  |  |
| 34 mph             | 4      | 4.0%              | 97.0%          |                          |          |        | 34 mph             | 3      | 3.0%              | 95.0%          |                          |          |        | 34 mph             | 7      | 3.5%              | 96.0%          |                          |          |        |  |  |  |
| 35 mph             | 2      | 2.0%              | 99.0%          | 35 mph                   | 1        | 1.0%   | 96.0%              | 35 mph | 3                 | 1.5%           | 97.5%                    |          |        |                    |        |                   |                |                          |          |        |  |  |  |
| 36 mph             | 0      | 0.0%              | 99.0%          | 36 mph                   | 1        | 1.0%   | 97.0%              | 36 mph | 1                 | 0.5%           | 98.0%                    |          |        |                    |        |                   |                |                          |          |        |  |  |  |
| 37 mph             | 0      | 0.0%              | 99.0%          | 37 mph                   | 1        | 1.0%   | 98.0%              | 37 mph | 1                 | 0.5%           | 98.5%                    |          |        |                    |        |                   |                |                          |          |        |  |  |  |
| 38 mph             | 0      | 0.0%              | 99.0%          | 38 mph                   | 1        | 1.0%   | 99.0%              | 38 mph | 1                 | 0.5%           | 99.0%                    |          |        |                    |        |                   |                |                          |          |        |  |  |  |
| 39 mph             | 0      | 0.0%              | 99.0%          | 39 mph                   | 1        | 1.0%   | 100.0%             | 39 mph | 1                 | 0.5%           | 99.5%                    |          |        |                    |        |                   |                |                          |          |        |  |  |  |
| 40 mph             | 1      | 1.0%              | 100.0%         | 40 mph                   | 0        | 0.0%   | 100.0%             | 40 mph | 1                 | 0.5%           | 100.0%                   |          |        |                    |        |                   |                |                          |          |        |  |  |  |
| 41 mph             | 0      | 0.0%              | 100.0%         | 41 mph                   | 0        | 0.0%   | 100.0%             | 41 mph | 0                 | 0.0%           | 100.0%                   |          |        |                    |        |                   |                |                          |          |        |  |  |  |
| 42 mph             | 0      | 0.0%              | 100.0%         | 42 mph                   | 0        | 0.0%   | 100.0%             | 42 mph | 0                 | 0.0%           | 100.0%                   |          |        |                    |        |                   |                |                          |          |        |  |  |  |
| 43 mph             | 0      | 0.0%              | 100.0%         | 43 mph                   | 0        | 0.0%   | 100.0%             | 43 mph | 0                 | 0.0%           | 100.0%                   |          |        |                    |        |                   |                |                          |          |        |  |  |  |
| 44 mph             | 0      | 0.0%              | 100.0%         | 44 mph                   | 0        | 0.0%   | 100.0%             | 44 mph | 0                 | 0.0%           | 100.0%                   |          |        |                    |        |                   |                |                          |          |        |  |  |  |
| 45 mph             | 0      | 0.0%              | 100.0%         | 45 mph                   | 0        | 0.0%   | 100.0%             | 45 mph | 0                 | 0.0%           | 100.0%                   |          |        |                    |        |                   |                |                          |          |        |  |  |  |
| 46 mph             | 0      | 0.0%              | 100.0%         | 46 mph                   | 0        | 0.0%   | 100.0%             | 46 mph | 0                 | 0.0%           | 100.0%                   |          |        |                    |        |                   |                |                          |          |        |  |  |  |
| 47 mph             | 0      | 0.0%              | 100.0%         | 47 mph                   | 0        | 0.0%   | 100.0%             | 47 mph | 0                 | 0.0%           | 100.0%                   |          |        |                    |        |                   |                |                          |          |        |  |  |  |
| 48 mph             | 0      | 0.0%              | 100.0%         | 48 mph                   | 0        | 0.0%   | 100.0%             | 48 mph | 0                 | 0.0%           | 100.0%                   |          |        |                    |        |                   |                |                          |          |        |  |  |  |
| 49 mph             | 0      | 0.0%              | 100.0%         | 49 mph                   | 0        | 0.0%   | 100.0%             | 49 mph | 0                 | 0.0%           | 100.0%                   |          |        |                    |        |                   |                |                          |          |        |  |  |  |
| 50 mph             | 0      | 0.0%              | 100.0%         | 50 mph                   | 0        | 0.0%   | 100.0%             | 50 mph | 0                 | 0.0%           | 100.0%                   |          |        |                    |        |                   |                |                          |          |        |  |  |  |
| TOTAL:             | 100    | 100.0%            | AVERAGE SPEED: |                          |          | 27.9   | TOTAL:             | 100    | 100.0%            | AVERAGE SPEED: |                          |          | 27.9   | TOTAL:             | 200    | 100.0%            | AVERAGE SPEED: |                          |          | 27.9   |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%            | 50%                      | 85%      | 90%    | PERCENTILE:        | 10%    | 15%               | 25%            | 50%                      | 85%      | 90%    | PERCENTILE:        | 10%    | 15%               | 25%            | 50%                      | 85%      | 90%    |  |  |  |
| SPEEDS:            | 24.0   | 25.0              | 25.0           | 27.0                     | 32.2     | 33.0   | SPEEDS:            | 23.0   | 24.0              | 26.0           | 28.0                     | 31.0     | 32.0   | SPEEDS:            | 24.0   | 24.9              | 25.0           | 27.0                     | 31.0     | 33.0   |  |  |  |
| 10 MPH PACE SPEED: | 24-33  | NUMBER IN PACE:   |                | 88                       | PERCENT: | 88.0%  | 10 MPH PACE SPEED: | 22-31  | NUMBER IN PACE:   |                | 86                       | PERCENT: | 86.0%  | 10 MPH PACE SPEED: | 24-33  | NUMBER IN PACE:   |                | 169                      | PERCENT: | 84.5%  |  |  |  |
|                    |        | NUMBER BELOW PACE |                | 5                        | PERCENT: | 5.0%   |                    |        | NUMBER BELOW PACE |                | 3                        | PERCENT: | 3.0%   |                    |        | NUMBER BELOW PACE |                | 16                       | PERCENT: | 8.0%   |  |  |  |
|                    |        | NUMBER ABOVE PACE |                | 7                        | PERCENT: | 7.0%   |                    |        | NUMBER ABOVE PACE |                | 11                       | PERCENT: | 11.0%  |                    |        | NUMBER ABOVE PACE |                | 15                       | PERCENT: | 7.5%   |  |  |  |
| SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH         | 20 MPH                   | 20 MPH   | 20 MPH | SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH         | 20 MPH                   | 20 MPH   | 20 MPH | SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH         | 20 MPH                   | 20 MPH   | 20 MPH |  |  |  |
| TOTAL:             | 99     | 71                | 22             | 1                        | 0        | 0      | TOTAL:             | 99     | 77                | 20             | 4                        | 0        | 0      | TOTAL:             | 198    | 148               | 42             | 5                        | 0        | 0      |  |  |  |
| PERCENTAGE:        | 99.0%  | 71.0%             | 22.0%          | 1.0%                     | 0.0%     | 0.0%   | PERCENTAGE:        | 99.0%  | 77.0%             | 20.0%          | 4.0%                     | 0.0%     | 0.0%   | PERCENTAGE:        | 99.0%  | 74.0%             | 21.0%          | 2.5%                     | 0.0%     | 0.0%   |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Waugh Lane**  
SEGMENT: **Talmage Road to Gobbi Street**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/26/2017**  
TIME: **10:05-11:20AM**  
DIRECTION OF TRAVEL: **Combined**



## Accident Report

### Accident Dates

**ROADWAY:** Waugh Lane

**From:** Jan-13

**SEGMENT:** Talmage Road to Gobbi Street

**To:** Dec-16

| Date           | Location                   | Time of Day | Weather | Collision Factor          | Collision Type     | Fatal | Injury | Non-Injury |
|----------------|----------------------------|-------------|---------|---------------------------|--------------------|-------|--------|------------|
| 11/28/2013     | 422' N of Talmage Rd       | 2:30 AM     | Clear   | Unknown                   | Hit Object         | 0     | 2      | 0          |
| 12/2/2014      | 7' N of Talmage Rd         | 7:03 PM     | Clear   | Pedestrian Right of Way   | Pedestrian/Vehicle | 0     | 1      | 0          |
| 8/26/2016      | 18'N of 930 Waugh Ln       | 10:59 AM    | Clear   | Jnsafe Starting or Backin | Other              | 0     | 1      | 0          |
| 6/17/2014      | 705' N of Talmage Rd       | 3:38 PM     | Clear   | DUI                       | Head-On            | 0     | 0      | 1          |
| 2/3/2015       | Intersection of Cooper Ln  | 2:11 AM     | Clear   | DUI                       | Sideswipe          | 0     | 0      | 1          |
| 8/20/2015      | 387' N of Talmage Rd       | 9:08 AM     | Clear   | Improper Turning          | Hit Object         | 0     | 0      | 1          |
| 5/31/2016      | Intersection of Talmage Rd | 3:00 PM     | Clear   | Automobile Right of Way   | Broadside          | 0     | 1      | 0          |
| 7/5/2016       | 286' S of E. Gobbi St      | 9:58 PM     | Clear   | Jnsafe Starting or Backin | Broadside          | 0     | 0      | 1          |
| <b>TOTALS:</b> |                            |             |         |                           |                    | 0     | 5      | 4          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Airport Park Boulevard (Talmage Road to South End)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Airport Park Boulevard  
Limits: Talmage Road to South End

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/25/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | Combined         |  |
| 85th Percentile    |  | 33 MPH           |  |
| 10 mph Pace        |  | 25-34MPH         |  |
| Percent in Pace    |  | 90%              |  |
| Posted Speed Limit |  | 30 MPH           |  |

**B. COLLISION HISTORY**

Date Range Covered

| From         | To            | Duration/Years    |
|--------------|---------------|-------------------|
| Jan-13       | Dec-16        | 3 years           |
| <b>Fatal</b> | <b>Injury</b> | <b>Non-Injury</b> |
| 0            | 0             | 8                 |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |        |
|------------------------|--------|
| Average Daily Traffic  | 12,175 |
| Length of Segment      | 4,200  |
| Width of Segment       | 60     |
| Number of Travel Lanes | 4      |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Airport Park Boulevard, between Talmage Road and its southern terminus, is a 4-Lane, divided city major collector facility.

Roadway Geometrics Approximately 450 feet North of its southern terminus, Airport Park Boulevard expands from a width of 20 feet to a width of 60 feet.

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Commercial Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 30 MPH        |
| Critical Speed*                                                   | 35 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>30 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.

Name

3/1/2018

Date

Project Manager

Title



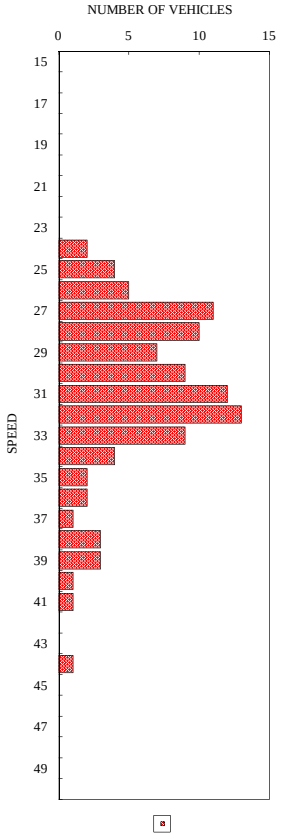
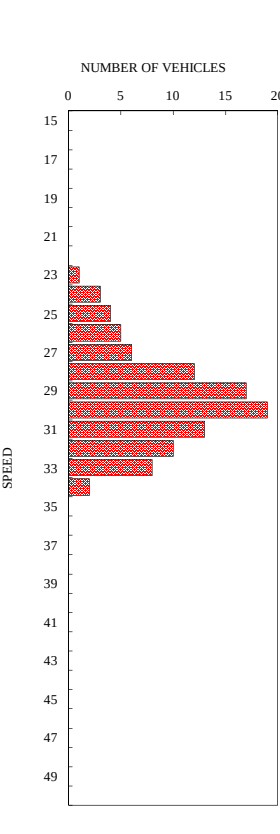
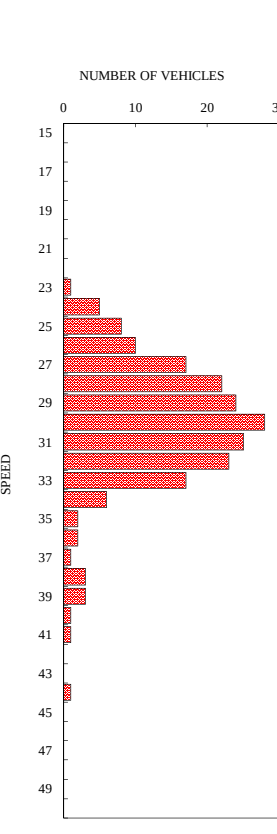


# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/25/2017      **DAY:** MONDAY      **TIME:** 7:45-8:50AM

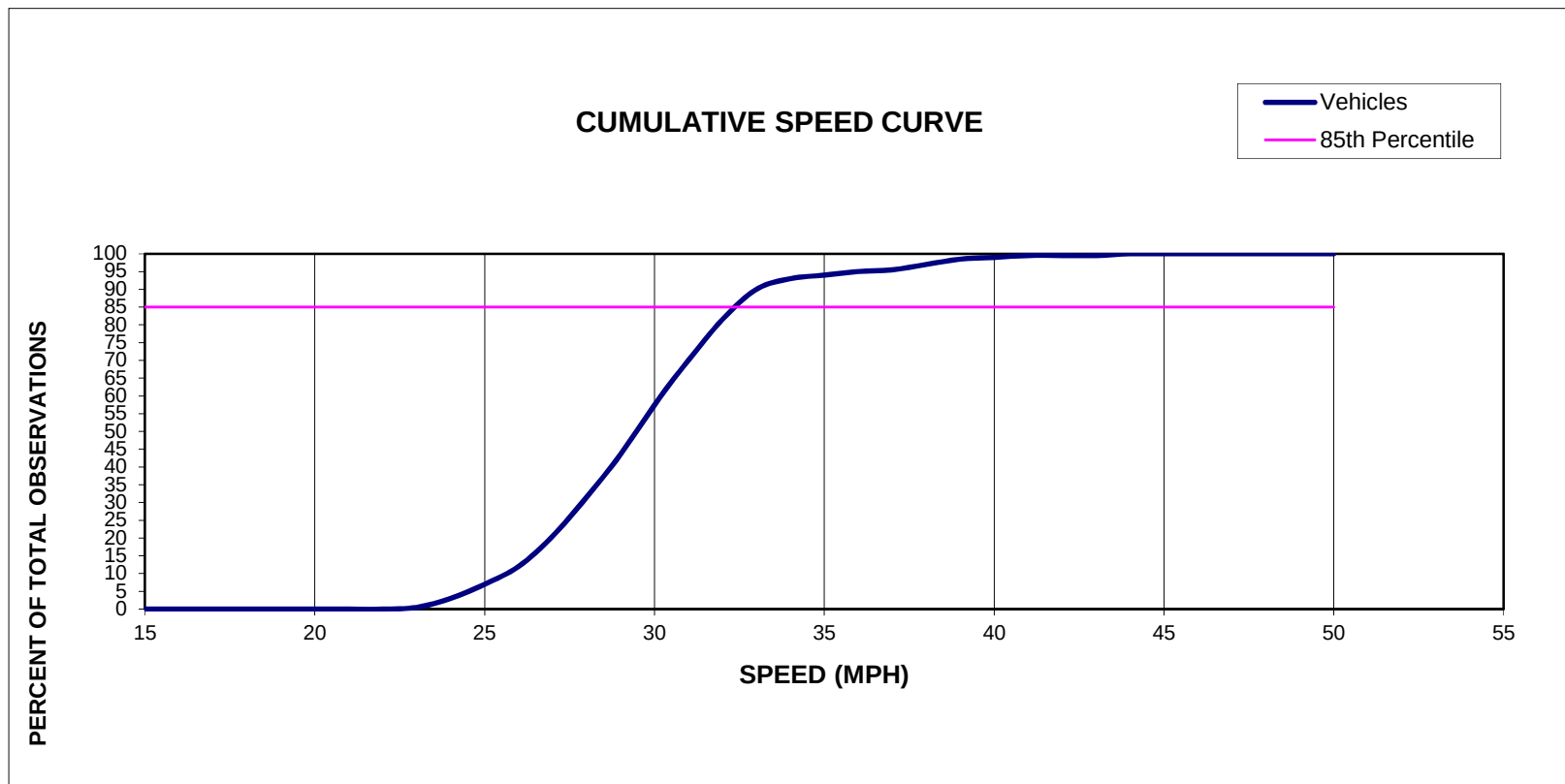
### 33. AIRPORT PARK BOULEVARD BETWEEN TALMAGE ROAD TO SOUTH END CITY LIMITS

| DIRECTION:         |        |                   |        | NORTH BOUND                                                                                                                                                   |          |        |                    | DIRECTION: |                   |        |                | SOUTH BOUND                                                                                                                                                     |        |                    |        | DIRECTION:        |        |                |          | COMBINED                                                                                                                                                        |  |  |  |
|--------------------|--------|-------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------|--------------------|------------|-------------------|--------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------------------|--------|-------------------|--------|----------------|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| SPEED              | #      | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div>NUMBER OF VEHICLES</div></div> |          |        |                    | SPEED      | #                 | %      | CUM. %         | <div><div>SPEED DISTRIBUTION CHART</div><div>NUMBER OF VEHICLES</div></div> |        |                    |        | SPEED             | #      | %              | CUM. %   | <div><div>SPEED DISTRIBUTION CHART</div><div>NUMBER OF VEHICLES</div></div> |  |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                               |          |        |                    | 15 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                                                 |        |                    |        | 15 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                                                 |  |  |  |
| 16 mph             | 0      | 0.0%              | 0.0%   | 16 mph                                                                                                                                                        | 0        | 0.0%   | 0.0%               | 16 mph     | 0                 | 0.0%   | 0.0%           | 16 mph                                                                                                                                                          | 0      | 0.0%               | 0.0%   | 16 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                                                 |  |  |  |
| 17 mph             | 0      | 0.0%              | 0.0%   | 17 mph                                                                                                                                                        | 0        | 0.0%   | 0.0%               | 17 mph     | 0                 | 0.0%   | 0.0%           | 17 mph                                                                                                                                                          | 0      | 0.0%               | 0.0%   | 17 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                                                 |  |  |  |
| 18 mph             | 0      | 0.0%              | 0.0%   | 18 mph                                                                                                                                                        | 0        | 0.0%   | 0.0%               | 18 mph     | 0                 | 0.0%   | 0.0%           | 18 mph                                                                                                                                                          | 0      | 0.0%               | 0.0%   | 18 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                                                 |  |  |  |
| 19 mph             | 0      | 0.0%              | 0.0%   | 19 mph                                                                                                                                                        | 0        | 0.0%   | 0.0%               | 19 mph     | 0                 | 0.0%   | 0.0%           | 19 mph                                                                                                                                                          | 0      | 0.0%               | 0.0%   | 19 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                                                 |  |  |  |
| 20 mph             | 0      | 0.0%              | 0.0%   | 20 mph                                                                                                                                                        | 0        | 0.0%   | 0.0%               | 20 mph     | 0                 | 0.0%   | 0.0%           | 20 mph                                                                                                                                                          | 0      | 0.0%               | 0.0%   | 20 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                                                 |  |  |  |
| 21 mph             | 0      | 0.0%              | 0.0%   | 21 mph                                                                                                                                                        | 0        | 0.0%   | 0.0%               | 21 mph     | 0                 | 0.0%   | 0.0%           | 21 mph                                                                                                                                                          | 0      | 0.0%               | 0.0%   | 21 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                                                 |  |  |  |
| 22 mph             | 0      | 0.0%              | 0.0%   | 22 mph                                                                                                                                                        | 0        | 0.0%   | 0.0%               | 22 mph     | 0                 | 0.0%   | 0.0%           | 22 mph                                                                                                                                                          | 0      | 0.0%               | 0.0%   | 22 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                                                 |  |  |  |
| 23 mph             | 0      | 0.0%              | 0.0%   | 23 mph                                                                                                                                                        | 1        | 1.0%   | 1.0%               | 23 mph     | 1                 | 1.0%   | 1.0%           | 23 mph                                                                                                                                                          | 1      | 0.5%               | 0.5%   | 23 mph            | 1      | 0.5%           | 0.5%     |                                                                                                                                                                 |  |  |  |
| 24 mph             | 2      | 2.0%              | 2.0%   | 24 mph                                                                                                                                                        | 3        | 3.0%   | 4.0%               | 24 mph     | 3                 | 3.0%   | 4.0%           | 24 mph                                                                                                                                                          | 5      | 2.5%               | 3.0%   | 24 mph            | 5      | 2.5%           | 3.0%     |                                                                                                                                                                 |  |  |  |
| 25 mph             | 4      | 4.0%              | 6.0%   | 25 mph                                                                                                                                                        | 4        | 4.0%   | 8.0%               | 25 mph     | 4                 | 4.0%   | 8.0%           | 25 mph                                                                                                                                                          | 8      | 4.0%               | 7.0%   | 25 mph            | 8      | 4.0%           | 7.0%     |                                                                                                                                                                 |  |  |  |
| 26 mph             | 5      | 5.0%              | 11.0%  | 26 mph                                                                                                                                                        | 5        | 5.0%   | 13.0%              | 26 mph     | 5                 | 5.0%   | 13.0%          | 26 mph                                                                                                                                                          | 10     | 5.0%               | 12.0%  | 26 mph            | 10     | 5.0%           | 12.0%    |                                                                                                                                                                 |  |  |  |
| 27 mph             | 11     | 11.0%             | 22.0%  | 27 mph                                                                                                                                                        | 6        | 6.0%   | 19.0%              | 27 mph     | 6                 | 6.0%   | 19.0%          | 27 mph                                                                                                                                                          | 17     | 8.5%               | 20.5%  | 27 mph            | 17     | 8.5%           | 20.5%    |                                                                                                                                                                 |  |  |  |
| 28 mph             | 10     | 10.0%             | 32.0%  | 28 mph                                                                                                                                                        | 12       | 12.0%  | 31.0%              | 28 mph     | 12                | 12.0%  | 31.0%          | 28 mph                                                                                                                                                          | 22     | 11.0%              | 31.5%  | 28 mph            | 22     | 11.0%          | 31.5%    |                                                                                                                                                                 |  |  |  |
| 29 mph             | 7      | 7.0%              | 39.0%  | 29 mph                                                                                                                                                        | 17       | 17.0%  | 48.0%              | 29 mph     | 17                | 17.0%  | 48.0%          | 29 mph                                                                                                                                                          | 24     | 12.0%              | 43.5%  | 29 mph            | 24     | 12.0%          | 43.5%    |                                                                                                                                                                 |  |  |  |
| 30 mph             | 9      | 9.0%              | 48.0%  | 30 mph                                                                                                                                                        | 19       | 19.0%  | 67.0%              | 30 mph     | 19                | 19.0%  | 67.0%          | 30 mph                                                                                                                                                          | 28     | 14.0%              | 57.5%  | 30 mph            | 28     | 14.0%          | 57.5%    |                                                                                                                                                                 |  |  |  |
| 31 mph             | 12     | 12.0%             | 60.0%  | 31 mph                                                                                                                                                        | 13       | 13.0%  | 80.0%              | 31 mph     | 13                | 13.0%  | 80.0%          | 31 mph                                                                                                                                                          | 25     | 12.5%              | 70.0%  | 31 mph            | 25     | 12.5%          | 70.0%    |                                                                                                                                                                 |  |  |  |
| 32 mph             | 13     | 13.0%             | 73.0%  | 32 mph                                                                                                                                                        | 10       | 10.0%  | 90.0%              | 32 mph     | 10                | 10.0%  | 90.0%          | 32 mph                                                                                                                                                          | 23     | 11.5%              | 81.5%  | 32 mph            | 23     | 11.5%          | 81.5%    |                                                                                                                                                                 |  |  |  |
| 33 mph             | 9      | 9.0%              | 82.0%  | 33 mph                                                                                                                                                        | 8        | 8.0%   | 98.0%              | 33 mph     | 8                 | 8.0%   | 98.0%          | 33 mph                                                                                                                                                          | 17     | 8.5%               | 90.0%  | 33 mph            | 17     | 8.5%           | 90.0%    |                                                                                                                                                                 |  |  |  |
| 34 mph             | 4      | 4.0%              | 86.0%  | 34 mph                                                                                                                                                        | 2        | 2.0%   | 100.0%             | 34 mph     | 2                 | 2.0%   | 100.0%         | 34 mph                                                                                                                                                          | 6      | 3.0%               | 93.0%  | 34 mph            | 6      | 3.0%           | 93.0%    |                                                                                                                                                                 |  |  |  |
| 35 mph             | 2      | 2.0%              | 88.0%  | 35 mph                                                                                                                                                        | 0        | 0.0%   | 100.0%             | 35 mph     | 0                 | 0.0%   | 100.0%         | 35 mph                                                                                                                                                          | 2      | 1.0%               | 94.0%  | 35 mph            | 2      | 1.0%           | 94.0%    |                                                                                                                                                                 |  |  |  |
| 36 mph             | 2      | 2.0%              | 90.0%  | 36 mph                                                                                                                                                        | 0        | 0.0%   | 100.0%             | 36 mph     | 0                 | 0.0%   | 100.0%         | 36 mph                                                                                                                                                          | 2      | 1.0%               | 95.0%  | 36 mph            | 2      | 1.0%           | 95.0%    |                                                                                                                                                                 |  |  |  |
| 37 mph             | 1      | 1.0%              | 91.0%  | 37 mph                                                                                                                                                        | 0        | 0.0%   | 100.0%             | 37 mph     | 0                 | 0.0%   | 100.0%         | 37 mph                                                                                                                                                          | 1      | 0.5%               | 95.5%  | 37 mph            | 1      | 0.5%           | 95.5%    |                                                                                                                                                                 |  |  |  |
| 38 mph             | 3      | 3.0%              | 94.0%  | 38 mph                                                                                                                                                        | 0        | 0.0%   | 100.0%             | 38 mph     | 0                 | 0.0%   | 100.0%         | 38 mph                                                                                                                                                          | 3      | 1.5%               | 97.0%  | 38 mph            | 3      | 1.5%           | 97.0%    |                                                                                                                                                                 |  |  |  |
| 39 mph             | 3      | 3.0%              | 97.0%  | 39 mph                                                                                                                                                        | 0        | 0.0%   | 100.0%             | 39 mph     | 0                 | 0.0%   | 100.0%         | 39 mph                                                                                                                                                          | 3      | 1.5%               | 98.5%  | 39 mph            | 3      | 1.5%           | 98.5%    |                                                                                                                                                                 |  |  |  |
| 40 mph             | 1      | 1.0%              | 98.0%  | 40 mph                                                                                                                                                        | 0        | 0.0%   | 100.0%             | 40 mph     | 0                 | 0.0%   | 100.0%         | 40 mph                                                                                                                                                          | 1      | 0.5%               | 99.0%  | 40 mph            | 1      | 0.5%           | 99.0%    |                                                                                                                                                                 |  |  |  |
| 41 mph             | 1      | 1.0%              | 99.0%  | 41 mph                                                                                                                                                        | 0        | 0.0%   | 100.0%             | 41 mph     | 0                 | 0.0%   | 100.0%         | 41 mph                                                                                                                                                          | 1      | 0.5%               | 99.5%  | 41 mph            | 1      | 0.5%           | 99.5%    |                                                                                                                                                                 |  |  |  |
| 42 mph             | 0      | 0.0%              | 99.0%  | 42 mph                                                                                                                                                        | 0        | 0.0%   | 100.0%             | 42 mph     | 0                 | 0.0%   | 100.0%         | 42 mph                                                                                                                                                          | 0      | 0.0%               | 99.5%  | 42 mph            | 0      | 0.0%           | 99.5%    |                                                                                                                                                                 |  |  |  |
| 43 mph             | 0      | 0.0%              | 99.0%  | 43 mph                                                                                                                                                        | 0        | 0.0%   | 100.0%             | 43 mph     | 0                 | 0.0%   | 100.0%         | 43 mph                                                                                                                                                          | 0      | 0.0%               | 99.5%  | 43 mph            | 0      | 0.0%           | 99.5%    |                                                                                                                                                                 |  |  |  |
| 44 mph             | 1      | 1.0%              | 100.0% | 44 mph                                                                                                                                                        | 0        | 0.0%   | 100.0%             | 44 mph     | 0                 | 0.0%   | 100.0%         | 44 mph                                                                                                                                                          | 1      | 0.5%               | 100.0% | 44 mph            | 1      | 0.5%           | 100.0%   |                                                                                                                                                                 |  |  |  |
| 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                                                                                                                                                        | 0        | 0.0%   | 100.0%             | 45 mph     | 0                 | 0.0%   | 100.0%         | 45 mph                                                                                                                                                          | 0      | 0.0%               | 100.0% | 45 mph            | 0      | 0.0%           | 100.0%   |                                                                                                                                                                 |  |  |  |
| 46 mph             | 0      | 0.0%              | 100.0% | 46 mph                                                                                                                                                        | 0        | 0.0%   | 100.0%             | 46 mph     | 0                 | 0.0%   | 100.0%         | 46 mph                                                                                                                                                          | 0      | 0.0%               | 100.0% | 46 mph            | 0      | 0.0%           | 100.0%   |                                                                                                                                                                 |  |  |  |
| 47 mph             | 0      | 0.0%              | 100.0% | 47 mph                                                                                                                                                        | 0        | 0.0%   | 100.0%             | 47 mph     | 0                 | 0.0%   | 100.0%         | 47 mph                                                                                                                                                          | 0      | 0.0%               | 100.0% | 47 mph            | 0      | 0.0%           | 100.0%   |                                                                                                                                                                 |  |  |  |
| 48 mph             | 0      | 0.0%              | 100.0% | 48 mph                                                                                                                                                        | 0        | 0.0%   | 100.0%             | 48 mph     | 0                 | 0.0%   | 100.0%         | 48 mph                                                                                                                                                          | 0      | 0.0%               | 100.0% | 48 mph            | 0      | 0.0%           | 100.0%   |                                                                                                                                                                 |  |  |  |
| 49 mph             | 0      | 0.0%              | 100.0% | 49 mph                                                                                                                                                        | 0        | 0.0%   | 100.0%             | 49 mph     | 0                 | 0.0%   | 100.0%         | 49 mph                                                                                                                                                          | 0      | 0.0%               | 100.0% | 49 mph            | 0      | 0.0%           | 100.0%   |                                                                                                                                                                 |  |  |  |
| 50 mph             | 0      | 0.0%              | 100.0% | 50 mph                                                                                                                                                        | 0        | 0.0%   | 100.0%             | 50 mph     | 0                 | 0.0%   | 100.0%         | 50 mph                                                                                                                                                          | 0      | 0.0%               | 100.0% | 50 mph            | 0      | 0.0%           | 100.0%   |                                                                                                                                                                 |  |  |  |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:                                                                                                                                                |          | 30.8   | TOTAL:             | 100        | 100.0%            |        | AVERAGE SPEED: |                                                                                                                                                                 | 29.4   | TOTAL:             | 200    | 100.0%            |        | AVERAGE SPEED: |          | 30.1                                                                                                                                                            |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                                                                                                                                                           | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%    | 50%            | 85%                                                                                                                                                             | 90%    | PERCENTILE:        | 10%    | 15%               | 25%    | 50%            | 85%      | 90%                                                                                                                                                             |  |  |  |
| SPEEDS:            | 26.0   | 27.0              | 28.0   | 31.0                                                                                                                                                          | 34.0     | 36.1   | SPEEDS:            | 26.0       | 27.0              | 28.0   | 30.0           | 32.0                                                                                                                                                            | 32.1   | SPEEDS:            | 26.0   | 27.0              | 28.0   | 30.0           | 33.0     | 33.1                                                                                                                                                            |  |  |  |
| 10 MPH PACE SPEED: | 25-34  | NUMBER IN PACE:   |        | 84                                                                                                                                                            | PERCENT: | 84.0%  | 10 MPH PACE SPEED: | 24-33      | NUMBER IN PACE:   |        | 97             | PERCENT:                                                                                                                                                        | 97.0%  | 10 MPH PACE SPEED: | 25-34  | NUMBER IN PACE:   |        | 180            | PERCENT: | 90.0%                                                                                                                                                           |  |  |  |
|                    |        | NUMBER BELOW PACE |        | 2                                                                                                                                                             | PERCENT: | 2.0%   |                    |            | NUMBER BELOW PACE |        | 0              | PERCENT:                                                                                                                                                        | 0.0%   |                    |        | NUMBER BELOW PACE |        | 1              | PERCENT: | 0.5%                                                                                                                                                            |  |  |  |
|                    |        | NUMBER ABOVE PACE |        | 14                                                                                                                                                            | PERCENT: | 14.0%  |                    |            | NUMBER ABOVE PACE |        | 20             | PERCENT:                                                                                                                                                        | 20.0%  |                    |        | NUMBER ABOVE PACE |        | 20             | PERCENT: | 10.0%                                                                                                                                                           |  |  |  |
| SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH | 20 MPH                                                                                                                                                        | 20 MPH   | 20 MPH | SPEED EXCEEDED:    | 20 MPH     | 20 MPH            | 20 MPH | 20 MPH         | 20 MPH                                                                                                                                                          | 20 MPH | SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH | 20 MPH         | 20 MPH   | 20 MPH                                                                                                                                                          |  |  |  |
| TOTAL:             | 100    | 94                | 52     | 12                                                                                                                                                            | 2        | 0      | TOTAL:             | 100        | 92                | 33     | 0              | 0                                                                                                                                                               | 0      | TOTAL:             | 200    | 186               | 85     | 12             | 2        | 0                                                                                                                                                               |  |  |  |
| PERCENTAGE:        | 100.0% | 94.0%             | 52.0%  | 12.0%                                                                                                                                                         | 2.0%     | 0.0%   | PERCENTAGE:        | 100.0%     | 92.0%             | 33.0%  | 0.0%           | 0.0%                                                                                                                                                            | 0.0%   | PERCENTAGE:        | 100.0% | 93.0%             | 42.5%  | 6.0%           | 1.0%     | 0.0%                                                                                                                                                            |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Airport Park Boulevard**  
SEGMENT: **Talmage Road to South End**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/25/2017**  
TIME: **7:45-8:50AM**  
DIRECTION OF TRAVEL: **Combined**



## Accident Report

### Accident Dates

**ROADWAY:** Airport Park Boulevard  
**SEGMENT:** Talmage Road to South End

**From:** Jan-13  
**To:** Dec-16

| Date           | Location                    | Time of Day | Weather | Collision Factor           | Collision Type | Fatal | Injury | Non-Injury |
|----------------|-----------------------------|-------------|---------|----------------------------|----------------|-------|--------|------------|
| 1/8/2013       | Intersection of Talmage Rd  | 12:40 PM    | Clear   | Automobile Right of Way    | Broadside      | 0     | 1      | 0          |
| 2/10/2013      | Intersection of Commerce Dr | 3:58 PM     | Clear   | Unsafe Starting or Backing | Broadside      | 0     | 0      | 1          |
| 10/28/2013     | 300' N of Commerce Dr       | 3:24 PM     | Clear   | Automobile Right of Way    | Broadside      | 0     | 0      | 1          |
| 5/30/2014      | 282' S of Talmage Rd        | 4:39 PM     | Clear   | Automobile Right of Way    | Broadside      | 0     | 0      | 1          |
| 7/30/2014      | 116' S of Talmage Rd        | 3:19 PM     | Clear   | Automobile Right of Way    | Broadside      | 0     | 0      | 1          |
| 8/24/2014      | Intersection of Commerce Dr | 10:50 PM    | Clear   | Unknown                    | Broadside      | 0     | 1      | 0          |
| 8/25/2014      | Intersection of Commerce Dr | 12:10 PM    | Clear   | Traffic Signals and Signs  | Broadside      | 0     | 0      | 1          |
| 11/7/2014      | Intersection of Talmage Rd  | 9:42 AM     | Clear   | Improper Turning           | Hit Object     | 0     | 0      | 1          |
| 11/29/2014     | Intersection of Talmage Rd  | 3:24 PM     | Raining | Traffic Signals and Signs  | Broadside      | 0     | 1      | 0          |
| 11/29/2014     | 297' S of Talmage Rd        | 4:33 PM     | Raining | Not Stated                 | Broadside      | 0     | 0      | 1          |
| 2/13/2015      | 13' S of Talmage Rd         | 12:10 PM    | Clear   | Unsafe Speeds              | Rear End       | 0     | 1      | 0          |
| 2/25/2015      | Intersection of Talmage Rd  | 11:46 AM    | Clear   | Traffic Signals and Signs  | Sideswipe      | 0     | 0      | 1          |
| 2/28/2015      | Intersection of Talmage Rd  | 11:46 AM    | Clear   | Traffic Signals and Signs  | Sideswipe      | 0     | 0      | 1          |
| 5/12/2015      | 533' N of Commerce Dr       | 2:01 PM     | Clear   | Not Stated                 | Rear End       | 0     | 0      | 1          |
| 9/24/2015      | 362' N of Commerce Dr       | 10:17 AM    | Clear   | Unsafe Speeds              | Rear End       | 0     | 1      | 0          |
| 4/18/2016      | At 1100 Airport Park Blvd   | 12:18 PM    | Clear   | Automobile Right of Way    | Broadside      | 0     | 1      | 0          |
| 8/24/2016      | Intersection of Commerce Dr | 7:53 PM     | Clear   | DUI                        | Broadside      | 0     | 2      | 0          |
| 9/22/2016      | Intersection of Commerce Dr | 3:03 PM     | Clear   | Unknown                    | Broadside      | 0     | 0      | 1          |
| 2/10/2016      | Intersection of Talmage Rd  | 4:35 PM     | Clear   | Unsafe Speeds              | Rear End       | 0     | 0      | 1          |
| 12/23/2016     | 129' S of Talmage Rd        | 1:59 PM     | Clear   | Automobile Right of Way    | Broadside      | 0     | 0      | 1          |
| <b>TOTALS:</b> |                             |             |         |                            |                | 0     | 0      | 8          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Bush Street (Grove Avenue to North City Limit)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Bush Street  
Limits: Grove Avenue to North City Limit

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 10/3/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |           |  |
|--------------------|--|-----------|--|
| Location of Survey |  | Mid-Block |  |
| Direction          |  | Combined  |  |
| 85th Percentile    |  | 33MPH     |  |
| 10 mph Pace        |  | 25-34MPH  |  |
| Percent in Pace    |  | 90%       |  |
| Posted Speed Limit |  | 30 MPH    |  |

**B. COLLISION HISTORY**

Date Range Covered

|                |              |                           |
|----------------|--------------|---------------------------|
| From<br>Jan-13 | To<br>Dec-16 | Duration/Years<br>3 years |
| Fatal          | Injury       | Non-Injury                |
| 0              | 7            | 3                         |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 4,795 |
| Length of Segment      | 5,100 |
| Width of Segment       | 40    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Bush Street, between Grove Avenue and Low Gap Road, is a 2-Lane, undivided city minor collector facility. From Low Gap Road to the Northern City Limits, Bush Street is a 2-Lane, undivided residential roadway.

Roadway Geometrics A Class II bike facility is present the entire roadway within the specified limits.

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Residential

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 30 MPH        |
| Critical Speed*                                                   | 35 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>30 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018  
Date

Project Manager  
Title

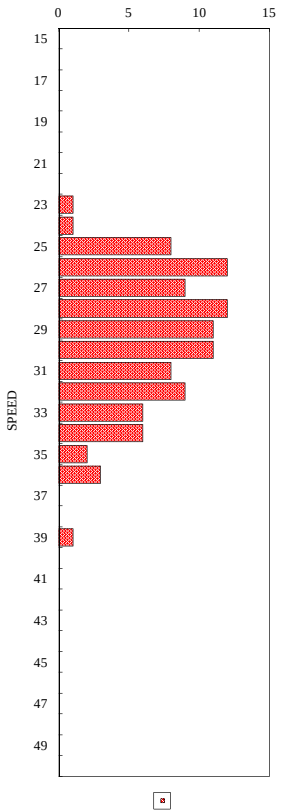
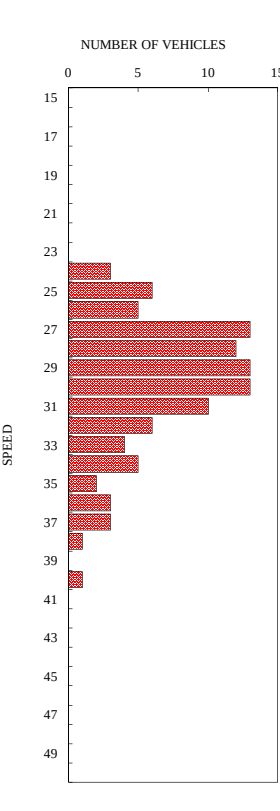
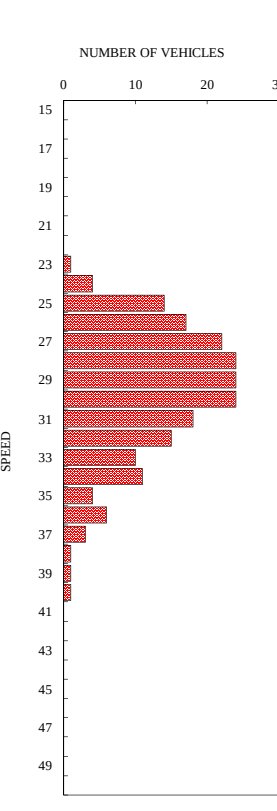


# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 10/3/2017      **DAY:** TUESDAY      **TIME:** 7:00-8:45AM

### 34. BUSH STREET BETWEEN GROVE AVENUE TO NORTH CITY LIMITS

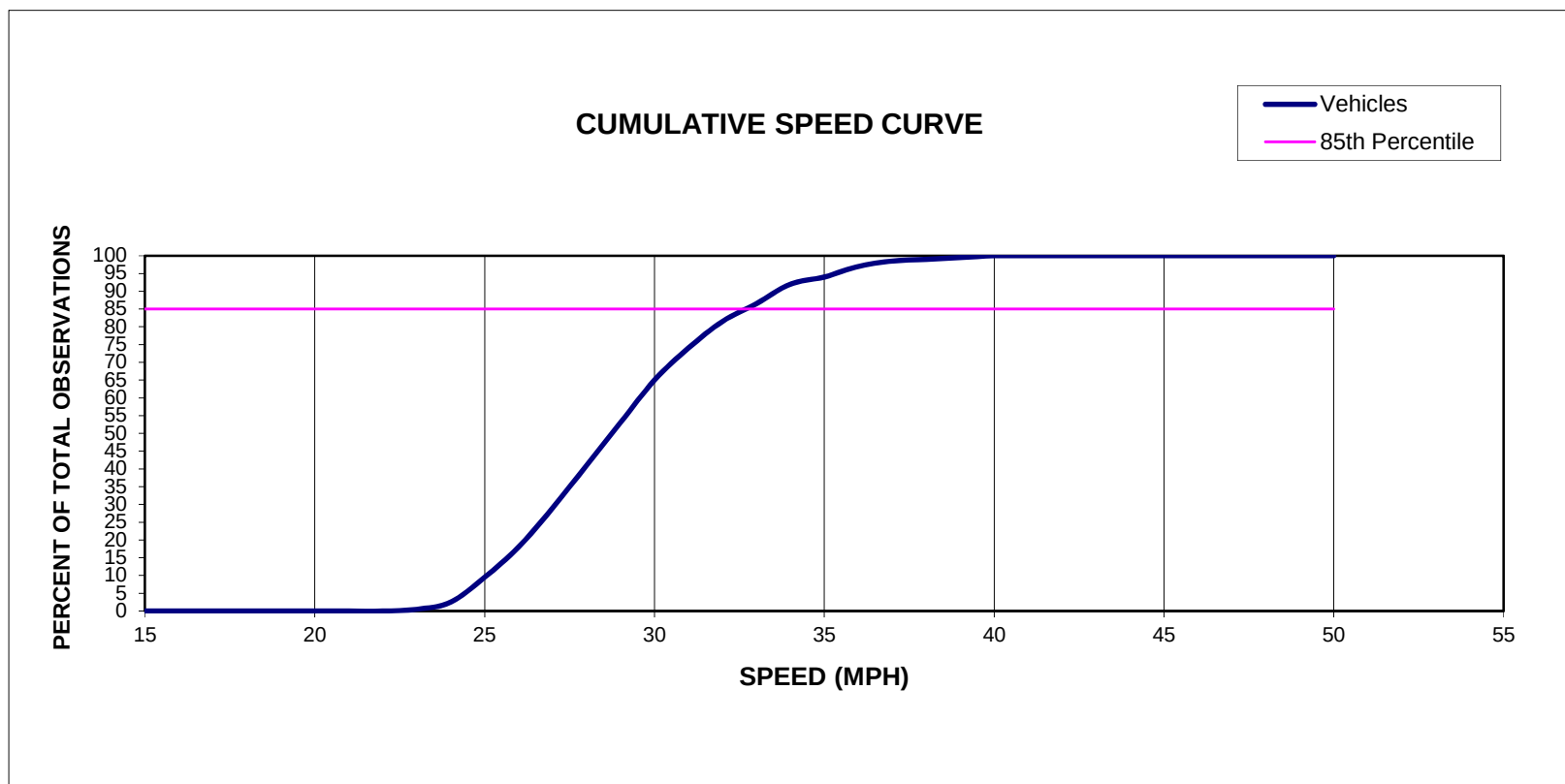
| DIRECTION:         |        |                   |                | NORTH BOUND                                                                                                                                                   |        |          |                 | DIRECTION:         |        |                   |        | SOUTH BOUND                                                                                                                                                     |        |                 |        | DIRECTION:         |                |                   |        | COMBINED                                                                                                                                                        |  |          |       |
|--------------------|--------|-------------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|----------|-----------------|--------------------|--------|-------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-----------------|--------|--------------------|----------------|-------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------|-------|
| SPEED              | #      | %                 | CUM. %         | <div><div>SPEED DISTRIBUTION CHART</div><div>NUMBER OF VEHICLES</div></div> |        |          |                 | SPEED              | #      | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div>NUMBER OF VEHICLES</div></div> |        |                 |        | SPEED              | #              | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div>NUMBER OF VEHICLES</div></div> |  |          |       |
| 15 mph             | 0      | 0.0%              | 0.0%           |                                                                                                                                                               |        |          |                 | 15 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        | 15 mph             | 0              | 0.0%              | 0.0%   |                                                                                                                                                                 |  |          |       |
| 16 mph             | 0      | 0.0%              | 0.0%           | 16 mph                                                                                                                                                        | 0      | 0.0%     | 0.0%            | 16 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 17 mph             | 0      | 0.0%              | 0.0%           | 17 mph                                                                                                                                                        | 0      | 0.0%     | 0.0%            | 17 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 18 mph             | 0      | 0.0%              | 0.0%           | 18 mph                                                                                                                                                        | 0      | 0.0%     | 0.0%            | 18 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 19 mph             | 0      | 0.0%              | 0.0%           | 19 mph                                                                                                                                                        | 0      | 0.0%     | 0.0%            | 19 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 20 mph             | 0      | 0.0%              | 0.0%           | 20 mph                                                                                                                                                        | 0      | 0.0%     | 0.0%            | 20 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 21 mph             | 0      | 0.0%              | 0.0%           | 21 mph                                                                                                                                                        | 0      | 0.0%     | 0.0%            | 21 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 22 mph             | 0      | 0.0%              | 0.0%           | 22 mph                                                                                                                                                        | 0      | 0.0%     | 0.0%            | 22 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 23 mph             | 1      | 1.0%              | 1.0%           | 23 mph                                                                                                                                                        | 0      | 0.0%     | 0.0%            | 23 mph             | 1      | 0.5%              | 0.5%   |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 24 mph             | 1      | 1.0%              | 2.0%           | 24 mph                                                                                                                                                        | 3      | 3.0%     | 3.0%            | 24 mph             | 4      | 2.0%              | 2.5%   |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 25 mph             | 8      | 8.0%              | 10.0%          | 25 mph                                                                                                                                                        | 6      | 6.0%     | 9.0%            | 25 mph             | 14     | 7.0%              | 9.5%   |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 26 mph             | 12     | 12.0%             | 22.0%          | 26 mph                                                                                                                                                        | 5      | 5.0%     | 14.0%           | 26 mph             | 17     | 8.5%              | 18.0%  |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 27 mph             | 9      | 9.0%              | 31.0%          | 27 mph                                                                                                                                                        | 13     | 13.0%    | 27.0%           | 27 mph             | 22     | 11.0%             | 29.0%  |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 28 mph             | 12     | 12.0%             | 43.0%          | 28 mph                                                                                                                                                        | 12     | 12.0%    | 39.0%           | 28 mph             | 24     | 12.0%             | 41.0%  |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 29 mph             | 11     | 11.0%             | 54.0%          | 29 mph                                                                                                                                                        | 13     | 13.0%    | 52.0%           | 29 mph             | 24     | 12.0%             | 53.0%  |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 30 mph             | 11     | 11.0%             | 65.0%          | 30 mph                                                                                                                                                        | 13     | 13.0%    | 65.0%           | 30 mph             | 24     | 12.0%             | 65.0%  |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 31 mph             | 8      | 8.0%              | 73.0%          | 31 mph                                                                                                                                                        | 10     | 10.0%    | 75.0%           | 31 mph             | 18     | 9.0%              | 74.0%  |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 32 mph             | 9      | 9.0%              | 82.0%          | 32 mph                                                                                                                                                        | 6      | 6.0%     | 81.0%           | 32 mph             | 15     | 7.5%              | 81.5%  |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 33 mph             | 6      | 6.0%              | 88.0%          | 33 mph                                                                                                                                                        | 4      | 4.0%     | 85.0%           | 33 mph             | 10     | 5.0%              | 86.5%  |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 34 mph             | 6      | 6.0%              | 94.0%          | 34 mph                                                                                                                                                        | 5      | 5.0%     | 90.0%           | 34 mph             | 11     | 5.5%              | 92.0%  |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 35 mph             | 2      | 2.0%              | 96.0%          | 35 mph                                                                                                                                                        | 2      | 2.0%     | 92.0%           | 35 mph             | 4      | 2.0%              | 94.0%  |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 36 mph             | 3      | 3.0%              | 99.0%          | 36 mph                                                                                                                                                        | 3      | 3.0%     | 95.0%           | 36 mph             | 6      | 3.0%              | 97.0%  |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 37 mph             | 0      | 0.0%              | 99.0%          | 37 mph                                                                                                                                                        | 3      | 3.0%     | 98.0%           | 37 mph             | 3      | 1.5%              | 98.5%  |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 38 mph             | 0      | 0.0%              | 99.0%          | 38 mph                                                                                                                                                        | 1      | 1.0%     | 99.0%           | 38 mph             | 1      | 0.5%              | 99.0%  |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 39 mph             | 1      | 1.0%              | 100.0%         | 39 mph                                                                                                                                                        | 0      | 0.0%     | 99.0%           | 39 mph             | 1      | 0.5%              | 99.5%  |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 40 mph             | 0      | 0.0%              | 100.0%         | 40 mph                                                                                                                                                        | 1      | 1.0%     | 100.0%          | 40 mph             | 1      | 0.5%              | 100.0% |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 41 mph             | 0      | 0.0%              | 100.0%         | 41 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 41 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 42 mph             | 0      | 0.0%              | 100.0%         | 42 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 42 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 43 mph             | 0      | 0.0%              | 100.0%         | 43 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 43 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 44 mph             | 0      | 0.0%              | 100.0%         | 44 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 44 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 45 mph             | 0      | 0.0%              | 100.0%         | 45 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 45 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 46 mph             | 0      | 0.0%              | 100.0%         | 46 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 46 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 47 mph             | 0      | 0.0%              | 100.0%         | 47 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 47 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 48 mph             | 0      | 0.0%              | 100.0%         | 48 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 48 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 49 mph             | 0      | 0.0%              | 100.0%         | 49 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 49 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| 50 mph             | 0      | 0.0%              | 100.0%         | 50 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 50 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                                                 |        |                 |        |                    |                |                   |        |                                                                                                                                                                 |  |          |       |
| TOTAL:             | 100    | 100.0%            | AVERAGE SPEED: |                                                                                                                                                               | 29.4   |          | TOTAL:          | 100                | 100.0% | AVERAGE SPEED:    |        | 29.8                                                                                                                                                            |        | TOTAL:          | 200    | 100.0%             | AVERAGE SPEED: |                   | 29.6   |                                                                                                                                                                 |  |          |       |
| PERCENTILE:        | 10%    | 15%               | 25%            | 50%                                                                                                                                                           | 85%    | 90%      | PERCENTILE:     | 10%                | 15%    | 25%               | 50%    | 85%                                                                                                                                                             | 90%    | PERCENTILE:     | 10%    | 15%                | 25%            | 50%               | 85%    | 90%                                                                                                                                                             |  |          |       |
| SPEEDS:            | 25.9   | 26.0              | 27.0           | 29.0                                                                                                                                                          | 33.0   | 34.0     | SPEEDS:         | 26.0               | 27.0   | 27.0              | 29.0   | 33.2                                                                                                                                                            | 34.1   | SPEEDS:         | 26.0   | 26.0               | 27.0           | 29.0              | 33.0   | 34.0                                                                                                                                                            |  |          |       |
| 10 MPH PACE SPEED: | 25-34  | NUMBER IN PACE:   |                | 92                                                                                                                                                            |        | PERCENT: | 92.0%           | 10 MPH PACE SPEED: | 25-34  | NUMBER IN PACE:   |        | 87                                                                                                                                                              |        | PERCENT:        | 87.0%  | 10 MPH PACE SPEED: | 25-34          | NUMBER IN PACE:   |        | 179                                                                                                                                                             |  | PERCENT: | 89.5% |
|                    |        | NUMBER BELOW PACE |                | 2                                                                                                                                                             |        | PERCENT: | 2.0%            |                    |        | NUMBER BELOW PACE |        | 3                                                                                                                                                               |        | PERCENT:        | 3.0%   |                    |                | NUMBER BELOW PACE |        | 5                                                                                                                                                               |  | PERCENT: | 2.5%  |
|                    |        | NUMBER ABOVE PACE |                | 6                                                                                                                                                             |        | PERCENT: | 6.0%            |                    |        | NUMBER ABOVE PACE |        | 10                                                                                                                                                              |        | PERCENT:        | 10.0%  |                    |                | NUMBER ABOVE PACE |        | 16                                                                                                                                                              |  | PERCENT: | 8.0%  |
| SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH         | 20 MPH                                                                                                                                                        | 20 MPH | 20 MPH   | SPEED EXCEEDED: | 20 MPH             | 20 MPH | 20 MPH            | 20 MPH | 20 MPH                                                                                                                                                          | 20 MPH | SPEED EXCEEDED: | 20 MPH | 20 MPH             | 20 MPH         | 20 MPH            | 20 MPH | 20 MPH                                                                                                                                                          |  |          |       |
| TOTAL:             | 100    | 90                | 35             | 4                                                                                                                                                             | 0      | 0        | TOTAL:          | 100                | 91     | 35                | 8      | 0                                                                                                                                                               | 0      | TOTAL:          | 200    | 181                | 70             | 12                | 0      | 0                                                                                                                                                               |  |          |       |
| PERCENTAGE:        | 100.0% | 90.0%             | 35.0%          | 4.0%                                                                                                                                                          | 0.0%   | 0.0%     | PERCENTAGE:     | 100.0%             | 91.0%  | 35.0%             | 8.0%   | 0.0%                                                                                                                                                            | 0.0%   | PERCENTAGE:     | 100.0% | 90.5%              | 35.0%          | 6.0%              | 0.0%   | 0.0%                                                                                                                                                            |  |          |       |

Tel: (510) 232-1271

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ROADWAY: **Bush Street**  
SEGMENT: **Grove Avenue to North City Limit**  
RADAR LOCATION: **Mid-Block**  
DATE: **10/3/2017**  
TIME: **7:00-8:45AM**  
DIRECTION OF TRAVEL: **Combined**



## Accident Report

### Accident Dates

**ROADWAY:** Bush Street

**From:** Jan-13

**SEGMENT:** Grove Avenue to North City Limit

**To:** Dec-16

| Date           | Location                    | Time of Day | Weather | Collision Factor          | Collision Type | Fatal | Injury | Non-Injury |
|----------------|-----------------------------|-------------|---------|---------------------------|----------------|-------|--------|------------|
| 8/25/2013      | 132' N of Capps Ln          | 10:01 PM    | Clear   | Improper Turning          | Rear End       | 0     | 0      | 1          |
| 9/18/2013      | 188' N of Arlington Dr      | 1:46 PM     | Clear   | Automobile Right of Way   | Broadside      | 0     | 1      | 0          |
| 5/1/2014       | 192' S of Garrett Dr        | 11:05 PM    | Clear   | Improper Turning          | Rear End       | 0     | 1      | 0          |
| 6/1/2014       | 110' S of Garrett Dr        | 9:01 PM     | Clear   | Improper Turning          | Sideswipe      | 0     | 0      | 1          |
| 8/8/2014       | 115' N of Low Gap Rd        | 5:07 AM     | Clear   | Improper Turning          | Hit Object     | 0     | 1      | 0          |
| 10/2/2014      | 138' N of Low Gap Rd        | 6:23 PM     | Clear   | Automobile Right of Way   | Other          | 0     | 1      | 0          |
| 8/21/2015      | Intersection of Cypress Ave | 5:21 PM     | Clear   | Automobile Right of Way   | Broadside      | 0     | 3      | 0          |
| 12/6/2016      | Intersection of Low Gap Rd  | 11:53 AM    | Cloudy  | Traffic Signals and Signs | Broadside      | 0     | 0      | 1          |
| <b>TOTALS:</b> |                             |             |         |                           |                | 0     | 7      | 3          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Clay Street (Dora Street to Highland Avenue)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Clay Street  
Limits: Dora Street to Highland Avenue

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 10/4/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | Combined         |  |
| 85th Percentile    |  | 29 MPH           |  |
| 10 mph Pace        |  | 23-32MPH         |  |
| Percent in Pace    |  | 92%              |  |
| Posted Speed Limit |  | 30MPH            |  |

**B. COLLISION HISTORY**

Date Range Covered

| From   | To     | Duration/Years |
|--------|--------|----------------|
| Jan-13 | Dec-16 | 3 years        |
| Fatal  | Injury | Non-Injury     |
| 0      | 2      | 0              |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 1,232 |
| Length of Segment      | 2,200 |
| Width of Segment       | 40    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Clay Street, between Dora Street to Highland Avenue, is a 2-Lane, undivided residential roadway.

Roadway Geometrics None

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential Development

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 30MPH         |
| Critical Speed*                                                   | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>30 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018  
**Date**

Project Manager  
**Title**

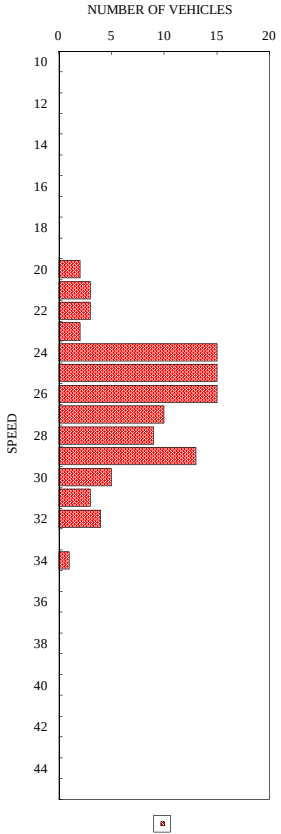
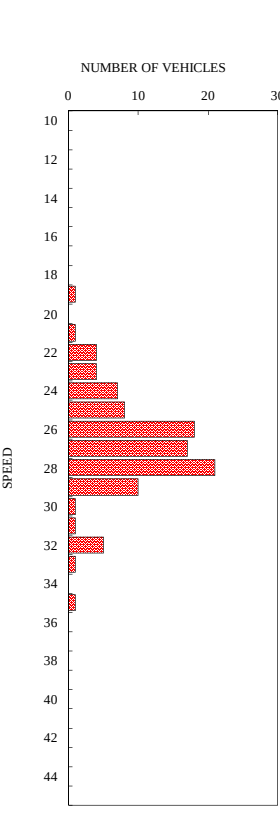
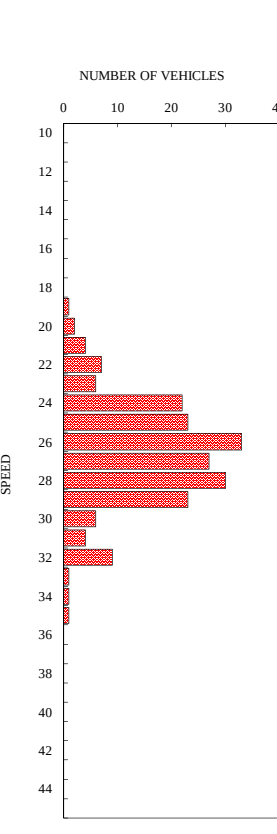


# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 10/4/2017      **DAY:** WEDNESDAY      **TIME:** 3:35-5:05PM

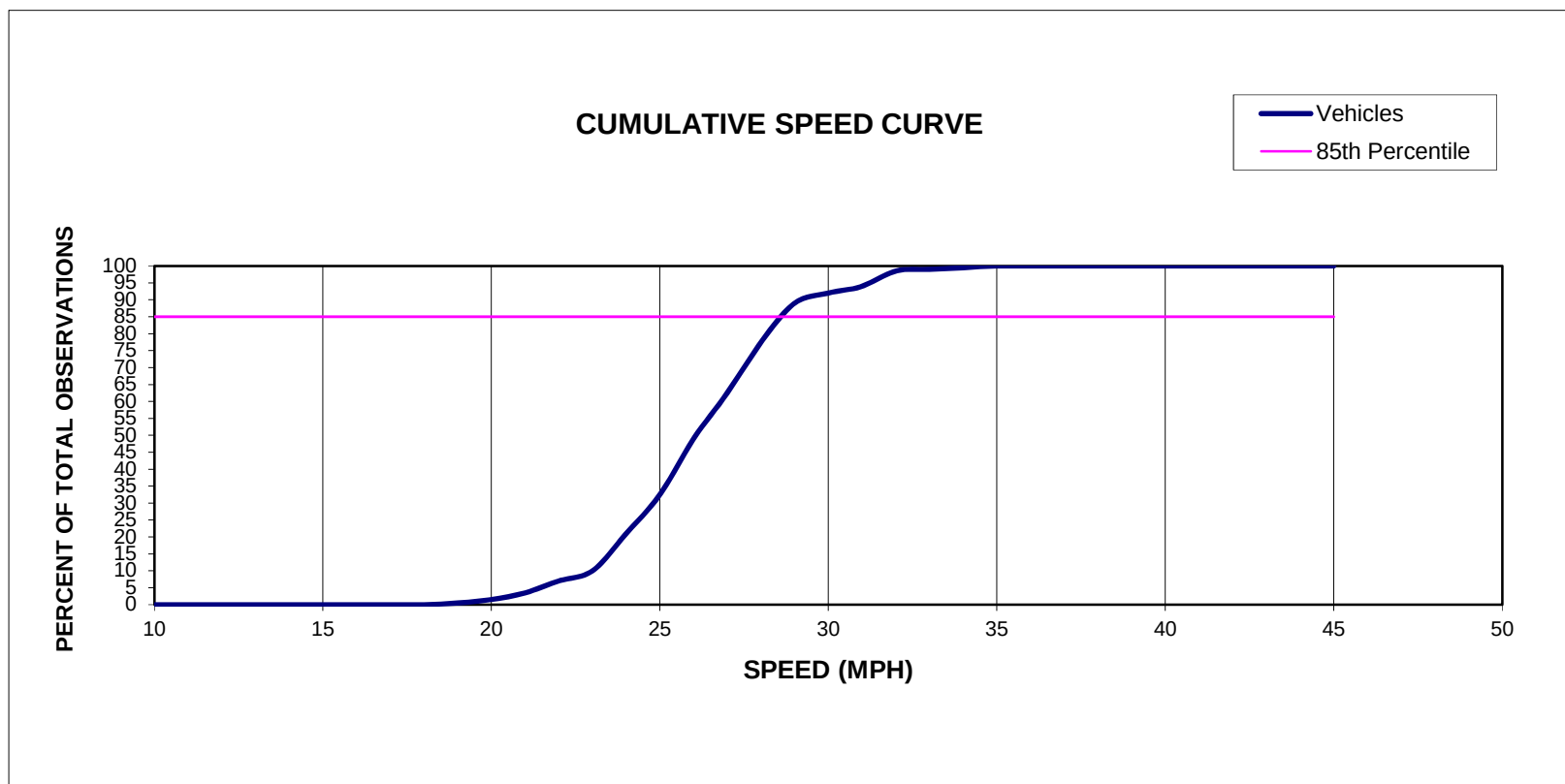
### 35. CLAY STREET BETWEEN DORA STREET TO HIGHLAND AVENUE

| DIRECTION:         |        |                   |                | EAST BOUND                                                                                                                                                    |        |          |                 | DIRECTION:         |        |                   |        | WEST BOUND                                                                                                                                                      |        |                 |        | DIRECTION:         |                |                   |        | COMBINED                                                                                                                                                        |  |          |       |        |    |       |       |
|--------------------|--------|-------------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|----------|-----------------|--------------------|--------|-------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-----------------|--------|--------------------|----------------|-------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------|-------|--------|----|-------|-------|
| SPEED              | #      | %                 | CUM. %         | <div><div>SPEED DISTRIBUTION CHART</div><div>NUMBER OF VEHICLES</div></div> |        |          |                 | SPEED              | #      | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div>NUMBER OF VEHICLES</div></div> |        |                 |        | SPEED              | #              | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div>NUMBER OF VEHICLES</div></div> |  |          |       |        |    |       |       |
| 10 mph             | 0      | 0.0%              | 0.0%           |                                                                                                                                                               |        |          |                 | 10 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        | 10 mph             | 0              | 0.0%              | 0.0%   |                                                                                                                                                                 |  |          |       | 10 mph | 0  | 0.0%  | 0.0%  |
| 11 mph             | 0      | 0.0%              | 0.0%           |                                                                                                                                                               |        |          |                 | 11 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        | 11 mph             | 0              | 0.0%              | 0.0%   |                                                                                                                                                                 |  |          |       | 11 mph | 0  | 0.0%  | 0.0%  |
| 12 mph             | 0      | 0.0%              | 0.0%           |                                                                                                                                                               |        |          |                 | 12 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        | 12 mph             | 0              | 0.0%              | 0.0%   |                                                                                                                                                                 |  |          |       | 12 mph | 0  | 0.0%  | 0.0%  |
| 13 mph             | 0      | 0.0%              | 0.0%           |                                                                                                                                                               |        |          |                 | 13 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        | 13 mph             | 0              | 0.0%              | 0.0%   |                                                                                                                                                                 |  |          |       | 13 mph | 0  | 0.0%  | 0.0%  |
| 14 mph             | 0      | 0.0%              | 0.0%           |                                                                                                                                                               |        |          |                 | 14 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        | 14 mph             | 0              | 0.0%              | 0.0%   |                                                                                                                                                                 |  |          |       | 14 mph | 0  | 0.0%  | 0.0%  |
| 15 mph             | 0      | 0.0%              | 0.0%           |                                                                                                                                                               |        |          |                 | 15 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        | 15 mph             | 0              | 0.0%              | 0.0%   |                                                                                                                                                                 |  |          |       | 15 mph | 0  | 0.0%  | 0.0%  |
| 16 mph             | 0      | 0.0%              | 0.0%           |                                                                                                                                                               |        |          |                 | 16 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        | 16 mph             | 0              | 0.0%              | 0.0%   |                                                                                                                                                                 |  |          |       | 16 mph | 0  | 0.0%  | 0.0%  |
| 17 mph             | 0      | 0.0%              | 0.0%           |                                                                                                                                                               |        |          |                 | 17 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        | 17 mph             | 0              | 0.0%              | 0.0%   |                                                                                                                                                                 |  |          |       | 17 mph | 0  | 0.0%  | 0.0%  |
| 18 mph             | 0      | 0.0%              | 0.0%           |                                                                                                                                                               |        |          |                 | 18 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                                 |        |                 |        | 18 mph             | 0              | 0.0%              | 0.0%   |                                                                                                                                                                 |  |          |       | 18 mph | 0  | 0.0%  | 0.0%  |
| 19 mph             | 0      | 0.0%              | 0.0%           |                                                                                                                                                               |        |          |                 | 19 mph             | 1      | 1.0%              | 1.0%   |                                                                                                                                                                 |        |                 |        | 19 mph             | 1              | 1.0%              | 1.0%   |                                                                                                                                                                 |  |          |       | 19 mph | 1  | 0.5%  | 0.5%  |
| 20 mph             | 2      | 2.0%              | 2.0%           |                                                                                                                                                               |        |          |                 | 20 mph             | 0      | 0.0%              | 1.0%   |                                                                                                                                                                 |        |                 |        | 20 mph             | 0              | 0.0%              | 1.0%   |                                                                                                                                                                 |  |          |       | 20 mph | 2  | 1.0%  | 1.5%  |
| 21 mph             | 3      | 3.0%              | 5.0%           |                                                                                                                                                               |        |          |                 | 21 mph             | 1      | 1.0%              | 2.0%   |                                                                                                                                                                 |        |                 |        | 21 mph             | 1              | 1.0%              | 2.0%   |                                                                                                                                                                 |  |          |       | 21 mph | 4  | 2.0%  | 3.5%  |
| 22 mph             | 3      | 3.0%              | 8.0%           |                                                                                                                                                               |        |          |                 | 22 mph             | 4      | 4.0%              | 6.0%   |                                                                                                                                                                 |        |                 |        | 22 mph             | 4              | 4.0%              | 6.0%   |                                                                                                                                                                 |  |          |       | 22 mph | 7  | 3.5%  | 7.0%  |
| 23 mph             | 2      | 2.0%              | 10.0%          |                                                                                                                                                               |        |          |                 | 23 mph             | 4      | 4.0%              | 10.0%  |                                                                                                                                                                 |        |                 |        | 23 mph             | 4              | 4.0%              | 10.0%  |                                                                                                                                                                 |  |          |       | 23 mph | 6  | 3.0%  | 10.0% |
| 24 mph             | 15     | 15.0%             | 25.0%          |                                                                                                                                                               |        |          |                 | 24 mph             | 7      | 7.0%              | 17.0%  |                                                                                                                                                                 |        |                 |        | 24 mph             | 7              | 7.0%              | 17.0%  |                                                                                                                                                                 |  |          |       | 24 mph | 22 | 11.0% | 21.0% |
| 25 mph             | 15     | 15.0%             | 40.0%          |                                                                                                                                                               |        |          |                 | 25 mph             | 8      | 8.0%              | 25.0%  |                                                                                                                                                                 |        |                 |        | 25 mph             | 8              | 8.0%              | 25.0%  |                                                                                                                                                                 |  |          |       | 25 mph | 23 | 11.5% | 32.5% |
| 26 mph             | 15     | 15.0%             | 55.0%          |                                                                                                                                                               |        |          |                 | 26 mph             | 18     | 18.0%             | 43.0%  |                                                                                                                                                                 |        |                 |        | 26 mph             | 18             | 18.0%             | 43.0%  |                                                                                                                                                                 |  |          |       | 26 mph | 33 | 16.5% | 49.0% |
| 27 mph             | 10     | 10.0%             | 65.0%          |                                                                                                                                                               |        |          |                 | 27 mph             | 17     | 17.0%             | 60.0%  |                                                                                                                                                                 |        |                 |        | 27 mph             | 17             | 17.0%             | 60.0%  |                                                                                                                                                                 |  |          |       | 27 mph | 27 | 13.5% | 62.5% |
| 28 mph             | 9      | 9.0%              | 74.0%          |                                                                                                                                                               |        |          |                 | 28 mph             | 21     | 21.0%             | 81.0%  |                                                                                                                                                                 |        |                 |        | 28 mph             | 21             | 21.0%             | 81.0%  |                                                                                                                                                                 |  |          |       | 28 mph | 30 | 15.0% | 77.5% |
| 29 mph             | 13     | 13.0%             | 87.0%          |                                                                                                                                                               |        |          |                 | 29 mph             | 10     | 10.0%             | 91.0%  |                                                                                                                                                                 |        |                 |        | 29 mph             | 10             | 10.0%             | 91.0%  |                                                                                                                                                                 |  |          |       | 29 mph | 23 | 11.5% | 89.0% |
| 30 mph             | 5      | 5.0%              | 92.0%          |                                                                                                                                                               |        |          |                 | 30 mph             | 1      | 1.0%              | 92.0%  |                                                                                                                                                                 |        |                 |        | 30 mph             | 1              | 1.0%              | 92.0%  |                                                                                                                                                                 |  |          |       | 30 mph | 6  | 3.0%  | 92.0% |
| 31 mph             | 3      | 3.0%              | 95.0%          |                                                                                                                                                               |        |          |                 | 31 mph             | 1      | 1.0%              | 93.0%  |                                                                                                                                                                 |        |                 |        | 31 mph             | 1              | 1.0%              | 93.0%  |                                                                                                                                                                 |  |          |       | 31 mph | 4  | 2.0%  | 94.0% |
| 32 mph             | 4      | 4.0%              | 99.0%          |                                                                                                                                                               |        |          |                 | 32 mph             | 5      | 5.0%              | 98.0%  |                                                                                                                                                                 |        |                 |        | 32 mph             | 5              | 5.0%              | 98.0%  |                                                                                                                                                                 |  |          |       | 32 mph | 9  | 4.5%  | 98.5% |
| 33 mph             | 0      | 0.0%              | 99.0%          |                                                                                                                                                               |        |          |                 | 33 mph             | 1      | 1.0%              | 99.0%  |                                                                                                                                                                 |        |                 |        | 33 mph             | 1              | 1.0%              | 99.0%  |                                                                                                                                                                 |  |          |       | 33 mph | 1  | 0.5%  | 99.0% |
| 34 mph             | 1      | 1.0%              | 100.0%         | 34 mph                                                                                                                                                        | 0      | 0.0%     | 99.0%           | 34 mph             | 0      | 0.0%              | 99.0%  | 34 mph                                                                                                                                                          | 1      | 0.5%            | 99.5%  |                    |                |                   |        |                                                                                                                                                                 |  |          |       |        |    |       |       |
| 35 mph             | 0      | 0.0%              | 100.0%         | 35 mph                                                                                                                                                        | 1      | 1.0%     | 100.0%          | 35 mph             | 1      | 1.0%              | 100.0% | 35 mph                                                                                                                                                          | 1      | 0.5%            | 100.0% |                    |                |                   |        |                                                                                                                                                                 |  |          |       |        |    |       |       |
| 36 mph             | 0      | 0.0%              | 100.0%         | 36 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 36 mph             | 0      | 0.0%              | 100.0% | 36 mph                                                                                                                                                          | 0      | 0.0%            | 100.0% |                    |                |                   |        |                                                                                                                                                                 |  |          |       |        |    |       |       |
| 37 mph             | 0      | 0.0%              | 100.0%         | 37 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 37 mph             | 0      | 0.0%              | 100.0% | 37 mph                                                                                                                                                          | 0      | 0.0%            | 100.0% |                    |                |                   |        |                                                                                                                                                                 |  |          |       |        |    |       |       |
| 38 mph             | 0      | 0.0%              | 100.0%         | 38 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 38 mph             | 0      | 0.0%              | 100.0% | 38 mph                                                                                                                                                          | 0      | 0.0%            | 100.0% |                    |                |                   |        |                                                                                                                                                                 |  |          |       |        |    |       |       |
| 39 mph             | 0      | 0.0%              | 100.0%         | 39 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 39 mph             | 0      | 0.0%              | 100.0% | 39 mph                                                                                                                                                          | 0      | 0.0%            | 100.0% |                    |                |                   |        |                                                                                                                                                                 |  |          |       |        |    |       |       |
| 40 mph             | 0      | 0.0%              | 100.0%         | 40 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 40 mph             | 0      | 0.0%              | 100.0% | 40 mph                                                                                                                                                          | 0      | 0.0%            | 100.0% |                    |                |                   |        |                                                                                                                                                                 |  |          |       |        |    |       |       |
| 41 mph             | 0      | 0.0%              | 100.0%         | 41 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 41 mph             | 0      | 0.0%              | 100.0% | 41 mph                                                                                                                                                          | 0      | 0.0%            | 100.0% |                    |                |                   |        |                                                                                                                                                                 |  |          |       |        |    |       |       |
| 42 mph             | 0      | 0.0%              | 100.0%         | 42 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 42 mph             | 0      | 0.0%              | 100.0% | 42 mph                                                                                                                                                          | 0      | 0.0%            | 100.0% |                    |                |                   |        |                                                                                                                                                                 |  |          |       |        |    |       |       |
| 43 mph             | 0      | 0.0%              | 100.0%         | 43 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 43 mph             | 0      | 0.0%              | 100.0% | 43 mph                                                                                                                                                          | 0      | 0.0%            | 100.0% |                    |                |                   |        |                                                                                                                                                                 |  |          |       |        |    |       |       |
| 44 mph             | 0      | 0.0%              | 100.0%         | 44 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 44 mph             | 0      | 0.0%              | 100.0% | 44 mph                                                                                                                                                          | 0      | 0.0%            | 100.0% |                    |                |                   |        |                                                                                                                                                                 |  |          |       |        |    |       |       |
| 45 mph             | 0      | 0.0%              | 100.0%         | 45 mph                                                                                                                                                        | 0      | 0.0%     | 100.0%          | 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                                                                                                                                                          | 0      | 0.0%            | 100.0% |                    |                |                   |        |                                                                                                                                                                 |  |          |       |        |    |       |       |
| TOTAL:             | 100    | 100.0%            | AVERAGE SPEED: |                                                                                                                                                               | 26.4   |          | TOTAL:          | 100                | 100.0% | AVERAGE SPEED:    |        | 26.8                                                                                                                                                            |        | TOTAL:          | 200    | 100.0%             | AVERAGE SPEED: |                   | 26.6   |                                                                                                                                                                 |  |          |       |        |    |       |       |
| PERCENTILE:        | 10%    | 15%               | 25%            | 50%                                                                                                                                                           | 85%    | 90%      | PERCENTILE:     | 10%                | 15%    | 25%               | 50%    | 85%                                                                                                                                                             | 90%    | PERCENTILE:     | 10%    | 15%                | 25%            | 50%               | 85%    | 90%                                                                                                                                                             |  |          |       |        |    |       |       |
| SPEEDS:            | 23.9   | 24.0              | 24.8           | 26.0                                                                                                                                                          | 29.0   | 30.0     | SPEEDS:         | 23.9               | 24.0   | 25.8              | 27.0   | 29.0                                                                                                                                                            | 29.0   | SPEEDS:         | 23.9   | 24.0               | 25.0           | 27.0              | 29.0   | 30.0                                                                                                                                                            |  |          |       |        |    |       |       |
| 10 MPH PACE SPEED: | 23-32  | NUMBER IN PACE:   |                | 91                                                                                                                                                            |        | PERCENT: | 91.0%           | 10 MPH PACE SPEED: | 23-32  | NUMBER IN PACE:   |        | 92                                                                                                                                                              |        | PERCENT:        | 92.0%  | 10 MPH PACE SPEED: | 23-32          | NUMBER IN PACE:   |        | 183                                                                                                                                                             |  | PERCENT: | 91.5% |        |    |       |       |
|                    |        | NUMBER BELOW PACE |                | 8                                                                                                                                                             |        | PERCENT: | 8.0%            |                    |        | NUMBER BELOW PACE |        | 6                                                                                                                                                               |        | PERCENT:        | 6.0%   |                    |                | NUMBER BELOW PACE |        | 14                                                                                                                                                              |  | PERCENT: | 7.0%  |        |    |       |       |
|                    |        | NUMBER ABOVE PACE |                | 1                                                                                                                                                             |        | PERCENT: | 1.0%            |                    |        | NUMBER ABOVE PACE |        | 2                                                                                                                                                               |        | PERCENT:        | 2.0%   |                    |                | NUMBER ABOVE PACE |        | 3                                                                                                                                                               |  | PERCENT: | 1.5%  |        |    |       |       |
| SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH          | 30 MPH                                                                                                                                                        | 35 MPH | 40 MPH   | SPEED EXCEEDED: | 15 MPH             | 20 MPH | 25MPH             | 30 MPH | 35 MPH                                                                                                                                                          | 40 MPH | SPEED EXCEEDED: | 15 MPH | 20 MPH             | 25MPH          | 30 MPH            | 35 MPH | 40 MPH                                                                                                                                                          |  |          |       |        |    |       |       |
| TOTAL:             | 100    | 98                | 60             | 8                                                                                                                                                             | 0      | 0        | TOTAL:          | 100                | 99     | 75                | 8      | 0                                                                                                                                                               | 0      | TOTAL:          | 200    | 197                | 135            | 16                | 0      | 0                                                                                                                                                               |  |          |       |        |    |       |       |
| PERCENTAGE:        | 100.0% | 98.0%             | 60.0%          | 8.0%                                                                                                                                                          | 0.0%   | 0.0%     | PERCENTAGE:     | 100.0%             | 99.0%  | 75.0%             | 8.0%   | 0.0%                                                                                                                                                            | 0.0%   | PERCENTAGE:     | 100.0% | 98.5%              | 67.5%          | 8.0%              | 0.0%   | 0.0%                                                                                                                                                            |  |          |       |        |    |       |       |

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ROADWAY: **Clay Street**  
SEGMENT: **Dora Street to Highland Avenue**  
RADAR LOCATION: **Mid-Block**  
DATE: **10/4/2017**  
TIME: **3:35-5:05PM**  
DIRECTION OF TRAVEL: **Combined**





## Accident Report

### Accident Dates

**ROADWAY:** Clay Street

**From:** Jan-13

**SEGMENT:** Dora Street to Highland Avenue

**To:** Dec-16

| Date      | Location              | Time of Day | Weather | Collision Factor | Collision Type | Fatal | Injury | Non-Injury |
|-----------|-----------------------|-------------|---------|------------------|----------------|-------|--------|------------|
| 6/16/2013 | 58' W of S. Barnes St | 2:47 PM     | Clear   | Improper Turning | Broadside      | 0     | 2      | 0          |

---

|                |   |   |   |
|----------------|---|---|---|
| <b>TOTALS:</b> | 0 | 2 | 0 |
|----------------|---|---|---|

**NOTE:** Collision data obtained from the CHP SWTRS program.

## **Dora Street (South City Limits to Grove Avenue)**

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Dora Street

Limits:

South City Limit to Grove Avenue

Prepared By: GHD

Field Observer: Baymetrics

Date: 10/4/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |  |
|--------------------|--|------------------|--|--|
| Location of Survey |  | <b>Mid-Block</b> |  |  |
| Direction          |  | Combined         |  |  |
| 85th Percentile    |  | 32 MPH           |  |  |
| 10 mph Pace        |  | 25-34 MPH        |  |  |
| Percent in Pace    |  | 97%              |  |  |
| Posted Speed Limit |  | 30 MPH           |  |  |

**B. COLLISION HISTORY**

Date Range Covered

| From         | To            | Duration/Years    |
|--------------|---------------|-------------------|
| Jan-13       | Dec-16        | 3 years           |
| <b>Fatal</b> | <b>Injury</b> | <b>Non-Injury</b> |
| 0            | 9             | 10                |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 6,096 |
| Length of Segment      | 9,250 |
| Width of Segment       | 40    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions

Dora Street, between the South City Limits (Beacon Lane) and Grove Avenue, is a 2-Lane, undivided city minor collector facility.

Roadway Geometrics

A Class II bike facility is present along the entire roadway within the specified limits. A white-striped midblock crossing exists approximately 580 feet North of Washington Avenue.

Comments

There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE**

Single- and Multi-Family Residential and Public Institutional Developments

**SURVEY RESULTS**

|                                                                   |  |               |
|-------------------------------------------------------------------|--|---------------|
| Posted Speed Limit                                                |  | 30 MPH        |
| Critical Speed*                                                   |  | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? |  | No            |
| Speed Limit Change?                                               |  | No            |
| <b>Recommended Speed Limit</b>                                    |  | <b>30 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.

**Name**

3/1/2018

**Date**

Project Manager

**Title**



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 10/4/2017      **DAY:** WEDNESDAY      **TIME:** 11:55-1:30PM

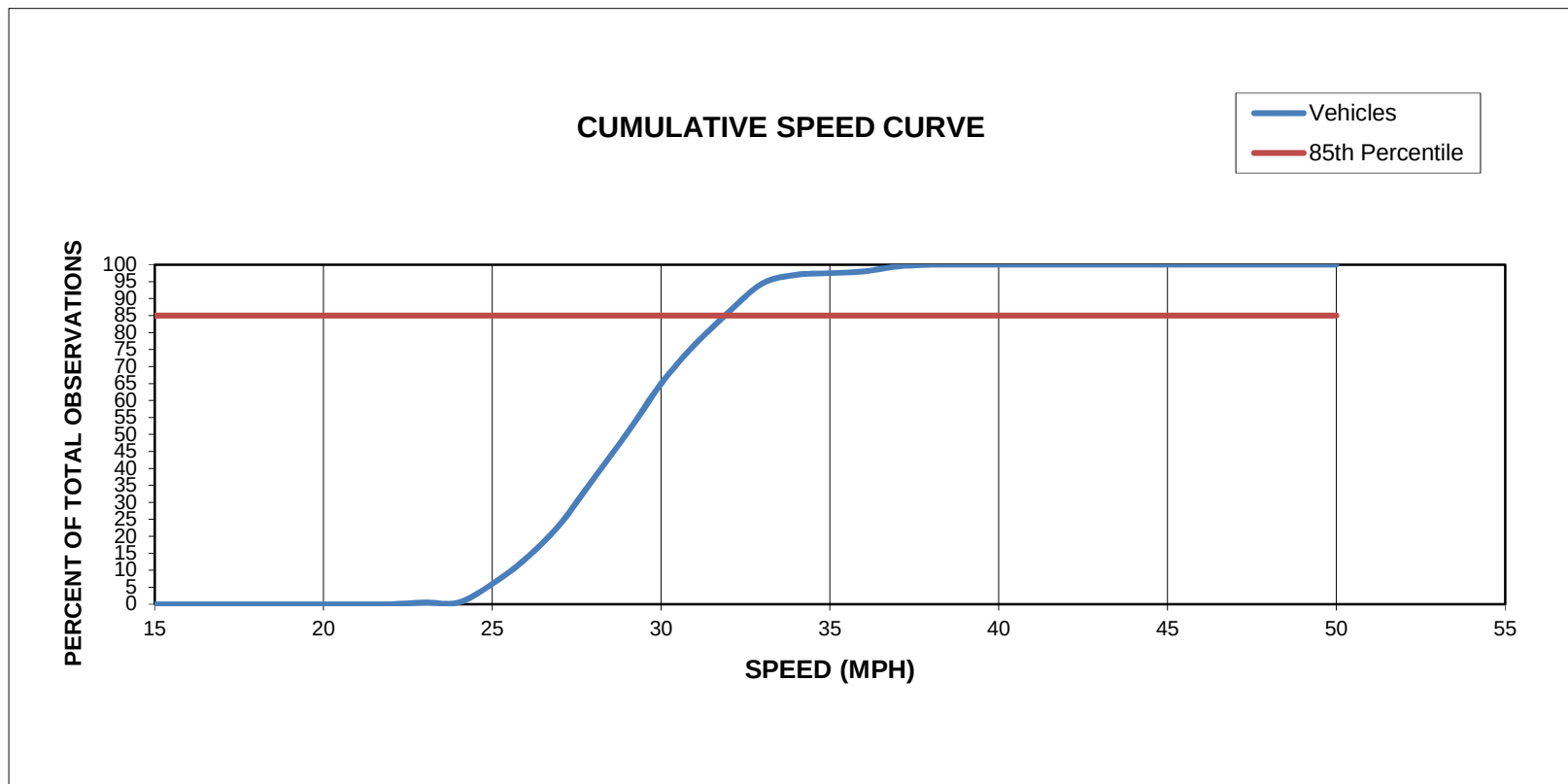
### 36. DORA STREET BETWEEN SOUTH CITY LIMITS TO GROVE AVENUE

| DIRECTION:         |        |                   |        | NORTH BOUND                                                                 |          |        |                    | DIRECTION: |                   |        |                | SOUTH BOUND                                                                 |        |                    |        | DIRECTION:        |        |                |          | COMBINED                                                                    |  |  |  |
|--------------------|--------|-------------------|--------|-----------------------------------------------------------------------------|----------|--------|--------------------|------------|-------------------|--------|----------------|-----------------------------------------------------------------------------|--------|--------------------|--------|-------------------|--------|----------------|----------|-----------------------------------------------------------------------------|--|--|--|
| SPEED              | #      | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div>NUMBER OF VEHICLES</div></div> |          |        |                    | SPEED      | #                 | %      | CUM. %         | <div><div>SPEED DISTRIBUTION CHART</div><div>NUMBER OF VEHICLES</div></div> |        |                    |        | SPEED             | #      | %              | CUM. %   | <div><div>SPEED DISTRIBUTION CHART</div><div>NUMBER OF VEHICLES</div></div> |  |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%   |                                                                             |          |        |                    | 15 mph     | 0                 | 0.0%   | 0.0%           |                                                                             |        |                    |        | 15 mph            | 0      | 0.0%           | 0.0%     |                                                                             |  |  |  |
| 16 mph             | 0      | 0.0%              | 0.0%   | 16 mph                                                                      | 0        | 0.0%   | 0.0%               | 16 mph     | 0                 | 0.0%   | 0.0%           |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 17 mph             | 0      | 0.0%              | 0.0%   | 17 mph                                                                      | 0        | 0.0%   | 0.0%               | 17 mph     | 0                 | 0.0%   | 0.0%           |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 18 mph             | 0      | 0.0%              | 0.0%   | 18 mph                                                                      | 0        | 0.0%   | 0.0%               | 18 mph     | 0                 | 0.0%   | 0.0%           |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 19 mph             | 0      | 0.0%              | 0.0%   | 19 mph                                                                      | 0        | 0.0%   | 0.0%               | 19 mph     | 0                 | 0.0%   | 0.0%           |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 20 mph             | 0      | 0.0%              | 0.0%   | 20 mph                                                                      | 0        | 0.0%   | 0.0%               | 20 mph     | 0                 | 0.0%   | 0.0%           |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 21 mph             | 0      | 0.0%              | 0.0%   | 21 mph                                                                      | 0        | 0.0%   | 0.0%               | 21 mph     | 0                 | 0.0%   | 0.0%           |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 22 mph             | 0      | 0.0%              | 0.0%   | 22 mph                                                                      | 0        | 0.0%   | 0.0%               | 22 mph     | 0                 | 0.0%   | 0.0%           |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 23 mph             | 0      | 0.0%              | 0.0%   | 23 mph                                                                      | 1        | 1.0%   | 1.0%               | 23 mph     | 1                 | 0.5%   | 0.5%           |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 24 mph             | 0      | 0.0%              | 0.0%   | 24 mph                                                                      | 0        | 0.0%   | 1.0%               | 24 mph     | 0                 | 0.0%   | 0.5%           |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 25 mph             | 6      | 6.0%              | 6.0%   | 25 mph                                                                      | 5        | 5.0%   | 6.0%               | 25 mph     | 11                | 5.5%   | 6.0%           |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 26 mph             | 6      | 6.0%              | 12.0%  | 26 mph                                                                      | 9        | 9.0%   | 15.0%              | 26 mph     | 15                | 7.5%   | 13.5%          |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 27 mph             | 8      | 8.0%              | 20.0%  | 27 mph                                                                      | 12       | 12.0%  | 27.0%              | 27 mph     | 20                | 10.0%  | 23.5%          |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 28 mph             | 13     | 13.0%             | 33.0%  | 28 mph                                                                      | 14       | 14.0%  | 41.0%              | 28 mph     | 27                | 13.5%  | 37.0%          |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 29 mph             | 9      | 9.0%              | 42.0%  | 29 mph                                                                      | 18       | 18.0%  | 59.0%              | 29 mph     | 27                | 13.5%  | 50.5%          |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 30 mph             | 12     | 12.0%             | 54.0%  | 30 mph                                                                      | 17       | 17.0%  | 76.0%              | 30 mph     | 29                | 14.5%  | 65.0%          |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 31 mph             | 12     | 12.0%             | 66.0%  | 31 mph                                                                      | 11       | 11.0%  | 87.0%              | 31 mph     | 23                | 11.5%  | 76.5%          |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 32 mph             | 12     | 12.0%             | 78.0%  | 32 mph                                                                      | 7        | 7.0%   | 94.0%              | 32 mph     | 19                | 9.5%   | 86.0%          |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 33 mph             | 13     | 13.0%             | 91.0%  | 33 mph                                                                      | 4        | 4.0%   | 98.0%              | 33 mph     | 17                | 8.5%   | 94.5%          |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 34 mph             | 4      | 4.0%              | 95.0%  | 34 mph                                                                      | 1        | 1.0%   | 99.0%              | 34 mph     | 5                 | 2.5%   | 97.0%          |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 35 mph             | 1      | 1.0%              | 96.0%  | 35 mph                                                                      | 0        | 0.0%   | 99.0%              | 35 mph     | 1                 | 0.5%   | 97.5%          |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 36 mph             | 0      | 0.0%              | 96.0%  | 36 mph                                                                      | 1        | 1.0%   | 100.0%             | 36 mph     | 1                 | 0.5%   | 98.0%          |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 37 mph             | 3      | 3.0%              | 99.0%  | 37 mph                                                                      | 0        | 0.0%   | 100.0%             | 37 mph     | 3                 | 1.5%   | 99.5%          |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 38 mph             | 1      | 1.0%              | 100.0% | 38 mph                                                                      | 0        | 0.0%   | 100.0%             | 38 mph     | 1                 | 0.5%   | 100.0%         |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 39 mph             | 0      | 0.0%              | 100.0% | 39 mph                                                                      | 0        | 0.0%   | 100.0%             | 39 mph     | 0                 | 0.0%   | 100.0%         |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 40 mph             | 0      | 0.0%              | 100.0% | 40 mph                                                                      | 0        | 0.0%   | 100.0%             | 40 mph     | 0                 | 0.0%   | 100.0%         |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 41 mph             | 0      | 0.0%              | 100.0% | 41 mph                                                                      | 0        | 0.0%   | 100.0%             | 41 mph     | 0                 | 0.0%   | 100.0%         |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 42 mph             | 0      | 0.0%              | 100.0% | 42 mph                                                                      | 0        | 0.0%   | 100.0%             | 42 mph     | 0                 | 0.0%   | 100.0%         |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 43 mph             | 0      | 0.0%              | 100.0% | 43 mph                                                                      | 0        | 0.0%   | 100.0%             | 43 mph     | 0                 | 0.0%   | 100.0%         |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 44 mph             | 0      | 0.0%              | 100.0% | 44 mph                                                                      | 0        | 0.0%   | 100.0%             | 44 mph     | 0                 | 0.0%   | 100.0%         |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                                                                      | 0        | 0.0%   | 100.0%             | 45 mph     | 0                 | 0.0%   | 100.0%         |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 46 mph             | 0      | 0.0%              | 100.0% | 46 mph                                                                      | 0        | 0.0%   | 100.0%             | 46 mph     | 0                 | 0.0%   | 100.0%         |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 47 mph             | 0      | 0.0%              | 100.0% | 47 mph                                                                      | 0        | 0.0%   | 100.0%             | 47 mph     | 0                 | 0.0%   | 100.0%         |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 48 mph             | 0      | 0.0%              | 100.0% | 48 mph                                                                      | 0        | 0.0%   | 100.0%             | 48 mph     | 0                 | 0.0%   | 100.0%         |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 49 mph             | 0      | 0.0%              | 100.0% | 49 mph                                                                      | 0        | 0.0%   | 100.0%             | 49 mph     | 0                 | 0.0%   | 100.0%         |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| 50 mph             | 0      | 0.0%              | 100.0% | 50 mph                                                                      | 0        | 0.0%   | 100.0%             | 50 mph     | 0                 | 0.0%   | 100.0%         |                                                                             |        |                    |        |                   |        |                |          |                                                                             |  |  |  |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:                                                              |          | 30.1   | TOTAL:             | 100        | 100.0%            |        | AVERAGE SPEED: |                                                                             | 29.0   | TOTAL:             | 200    | 100.0%            |        | AVERAGE SPEED: |          | 29.5                                                                        |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                                                                         | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%    | 50%            | 85%                                                                         | 90%    | PERCENTILE:        | 10%    | 15%               | 25%    | 50%            | 85%      | 90%                                                                         |  |  |  |
| SPEEDS:            | 26.0   | 27.0              | 28.0   | 30.0                                                                        | 33.0     | 33.0   | SPEEDS:            | 26.0       | 26.9              | 27.0   | 29.0           | 31.0                                                                        | 32.0   | SPEEDS:            | 26.0   | 27.0              | 28.0   | 29.0           | 32.0     | 33.0                                                                        |  |  |  |
| 10 MPH PACE SPEED: | 25-34  | NUMBER IN PACE:   |        | 95                                                                          | PERCENT: | 95.0%  | 10 MPH PACE SPEED: | 25-34      | NUMBER IN PACE:   |        | 98             | PERCENT:                                                                    | 98.0%  | 10 MPH PACE SPEED: | 25-34  | NUMBER IN PACE:   |        | 193            | PERCENT: | 96.5%                                                                       |  |  |  |
|                    |        | NUMBER BELOW PACE |        | 0                                                                           | PERCENT: | 0.0%   |                    |            | NUMBER BELOW PACE |        | 1              | PERCENT:                                                                    | 1.0%   |                    |        | NUMBER BELOW PACE |        | 1              | PERCENT: | 0.5%                                                                        |  |  |  |
|                    |        | NUMBER ABOVE PACE |        | 5                                                                           | PERCENT: | 5.0%   |                    |            | NUMBER ABOVE PACE |        | 1              | PERCENT:                                                                    | 1.0%   |                    |        | NUMBER ABOVE PACE |        | 6              | PERCENT: | 3.0%                                                                        |  |  |  |
| SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH | 20 MPH                                                                      | 20 MPH   | 20 MPH | SPEED EXCEEDED:    | 20 MPH     | 20 MPH            | 20 MPH | 20 MPH         | 20 MPH                                                                      | 20 MPH | SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH | 20 MPH         | 20 MPH   | 20 MPH                                                                      |  |  |  |
| TOTAL:             | 100    | 94                | 46     | 4                                                                           | 0        | 0      | TOTAL:             | 100        | 94                | 24     | 1              | 0                                                                           | 0      | TOTAL:             | 200    | 188               | 70     | 5              | 0        | 0                                                                           |  |  |  |
| PERCENTAGE:        | 100.0% | 94.0%             | 46.0%  | 4.0%                                                                        | 0.0%     | 0.0%   | PERCENTAGE:        | 100.0%     | 94.0%             | 24.0%  | 1.0%           | 0.0%                                                                        | 0.0%   | PERCENTAGE:        | 100.0% | 94.0%             | 35.0%  | 2.5%           | 0.0%     | 0.0%                                                                        |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Dora Street**  
SEGMENT: **South City Limit to Grove Avenue**  
RADAR LOCATION: **Mid-Block**  
DATE: **10/4/2017**  
TIME: **11:55-1:30PM**  
DIRECTION OF TRAVEL: **Combined**



## Accident Report

### Accident Dates

**ROADWAY:** Dora Street

**From:** Jan-13

**SEGMENT:** South City Limit to Grove Avenue

**To:** Dec-16

| Date           | Location                       | Time of Day | Weather | Collision Factor          | Collision Type     | Fatal | Injury | Non-Injury |
|----------------|--------------------------------|-------------|---------|---------------------------|--------------------|-------|--------|------------|
| 2/15/2013      | 352' N of Washington Ave       | 5:03 PM     | Clear   | Automobile Right of Way   | Vehicle/Pedestrian | 0     | 1      | 0          |
| 3/12/2013      | 247' S of Gobbi St             | 8:24 AM     | Clear   | Automobile Right of Way   | Sideswipe          | 0     | 0      | 1          |
| 7/9/2013       | 364' S of Observatory Ave      | 11:07 PM    | Clear   | Improper Turning          | Sideswipe          | 0     | 0      | 1          |
| 7/9/2013       | Intersection of W. Perkins St  | 6:37 PM     | Clear   | Traffic Signals and Signs | Broadside          | 0     | 0      | 1          |
| 10/13/2013     | 224' S of Observatory Ave      | 6:46 PM     | Clear   | Improper Turning          | Head-On            | 0     | 2      | 0          |
| 2/4/2014       | 31' S of Jones St              | 12:27 PM    | Clear   | Automobile Right of Way   | Sideswipe          | 0     | 0      | 1          |
| 5/1/2014       | 468' N of Washington Ave       | 11:48 AM    | Clear   | Not Driver                | Sideswipe          | 0     | 0      | 1          |
| 7/30/2014      | 176' S Observatory Ave         | 2:38 PM     | Clear   | Automobile Right of Way   | Broadside          | 0     | 1      | 0          |
| 8/26/2014      | 200' N of Pomolita Dr          | 4:27 PM     | Clear   | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 9/12/2014      | Intersection of Washington Ave | 11:47 AM    | Clear   | Improper Turning          | Sideswipe          | 0     | 0      | 1          |
| 12/2/2014      | 95'N Pomolita Dr               | 11:03 PM    | Raining | Unsafe Speeds             | Vehicle/Pedestrian | 0     | 1      | 0          |
| 12/2/2014      | 95' N of Pomolita Dr           | 1:03 AM     | Raining | Unsafe Speeds             | Vehicle/Pedestrian | 0     | 1      | 0          |
| 1/29/2016      | 14' N of W. Perkins St         | 11:59 AM    | Raining | Unsafe Speeds             | Rear End           | 0     | 1      | 0          |
| 1/29/2016      | 65' S of Pole #33              | 7:44 AM     | Raining | Automobile Right of Way   | Broadside          | 0     | 1      | 0          |
| 11/16/2016     | Intersection of W. Mill St     | 7:43 AM     | Clear   | Pedestrian Right of Way   | Vehicle/Pedestrian | 0     | 1      | 0          |
| 10/11/2015     | At 1300 S. Dora St             | 7:50 AM     | Clear   | Improper Turning          | Rear End           | 0     | 0      | 1          |
| 4/5/2016       | 44' W of Mill St               | 6:38 PM     | Clear   | DUI                       | Broadside          | 0     | 0      | 1          |
| 7/17/2016      | 145' S of Wabash Ave           | 9:01 AM     | Clear   | Unsafe Speeds             | Rear End           | 0     | 0      | 1          |
| <b>TOTALS:</b> |                                |             |         |                           |                    | 0     | 9      | 10         |

**NOTE:** Collision data obtained from the CHP SWTRS program.



## Gobbi Street (Leslie Street to Oak Manor Drive)

**City of Ukiah Public Works Department**  
**Speed Limit**  
**Engineering and Traffic Survey (E&TS)**

Street: **Gobbi Street**

Limits: **Leslie Street to Oak Manor Drive**

Prepared By: **GHD**

Field Observer: **Baymetrics**

Date: **9/26/2017**

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | Combined         |  |
| 85th Percentile    |  | 36 MPH           |  |
| 10 mph Pace        |  | 27-36 MPH        |  |
| Percent in Pace    |  | 85%              |  |
| Posted Speed Limit |  | 30 MPH           |  |

**B. COLLISION HISTORY**

Date Range Covered

| From         | To            | Duration/Years    |
|--------------|---------------|-------------------|
| Jan-13       | Dec-16        | 3 years           |
| <b>Fatal</b> | <b>Injury</b> | <b>Non-Injury</b> |
| 0            | 11            | 7                 |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 3,597 |
| Length of Segment      | 2,600 |
| Width of Segment       | 35    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions

Gobbi Street, between Leslie Street and Oak Manor Drive, is a 2-Lane, undivided city arterial roadway. A School Crossing is present.

Roadway Geometrics

A Class II bike facility is present along the entire roadway within the specified limits. A two-way-left-turn lane exists between Leslie Street and Orchard Avenue on Gobbi Street.

Comments

Based on the land use, street classification, and pedestrian crossings and MUTCD section 12a, it is appropriate to maintain the existing speed limit of 30 MPH on Gobbi Street between Leslie Street and Oak Manor Drive.

**E. ADJACENT LAND USE**

**Residential**

**SURVEY RESULTS**

|                                                                   |  |               |
|-------------------------------------------------------------------|--|---------------|
| Posted Speed Limit                                                |  | 30 MPH        |
| Critical Speed*                                                   |  | 35 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? |  | No            |
| Speed Limit Change?                                               |  | No            |
| <b>Recommended Speed Limit</b>                                    |  | <b>30 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.

Name

3/1/2018

Date

Project Manager

Title



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/26/2017      **DAY:** TUESDAY      **TIME:** 12:35-1:55PM

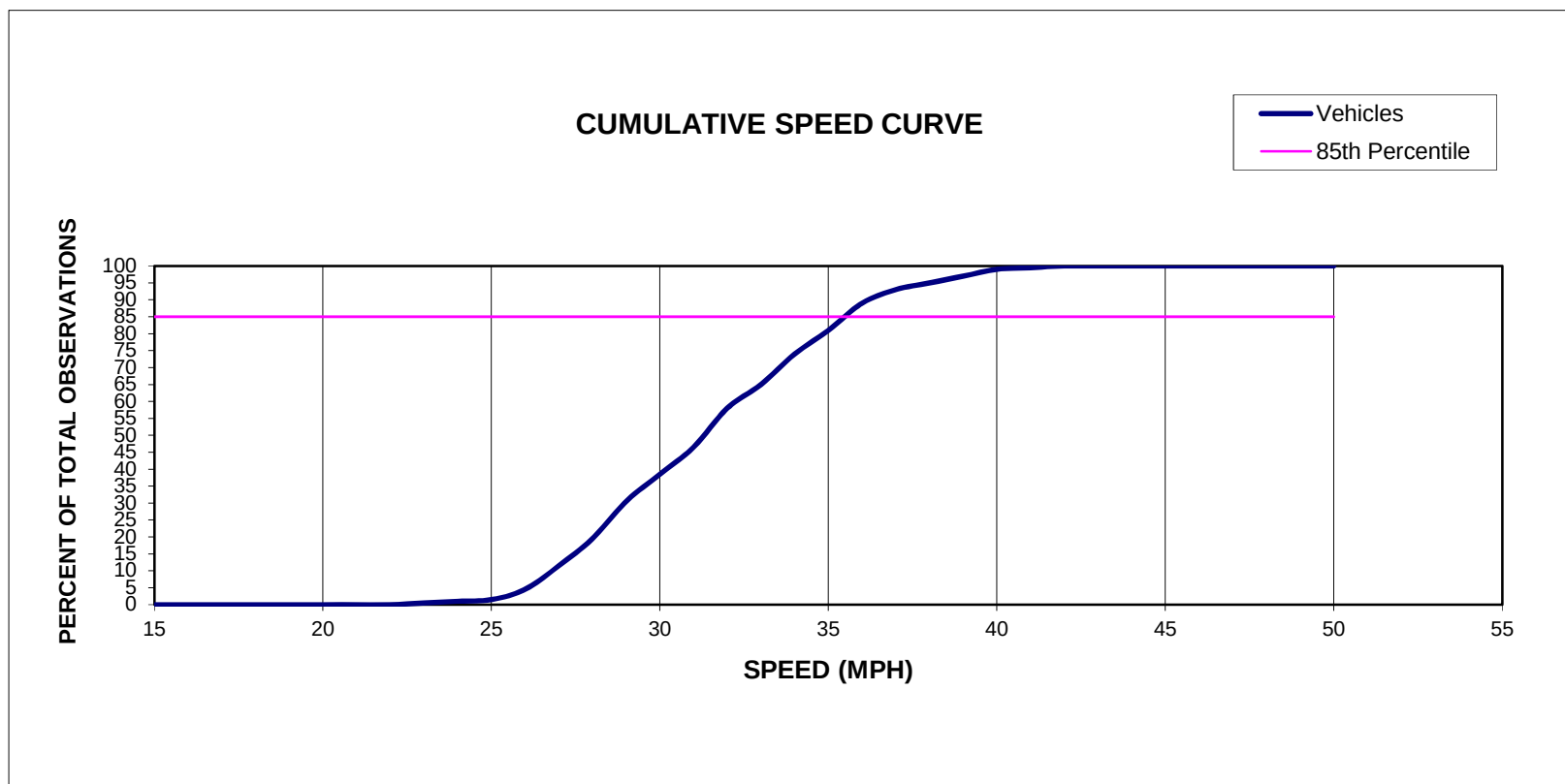
### 37. GOBBI STREET BETWEEN LESLIE STREET TO OAK MANOR DRIVE

| DIRECTION:         |        |                   |                | EAST BOUND                                                                             |        |          |                 | DIRECTION:         |        |                   |        | WEST BOUND                                                                             |        |                 |        | DIRECTION:         |                |                   |        | COMBINED                                                                               |        |          |        |
|--------------------|--------|-------------------|----------------|----------------------------------------------------------------------------------------|--------|----------|-----------------|--------------------|--------|-------------------|--------|----------------------------------------------------------------------------------------|--------|-----------------|--------|--------------------|----------------|-------------------|--------|----------------------------------------------------------------------------------------|--------|----------|--------|
| SPEED              | #      | %                 | CUM. %         | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div></div></div> |        |          |                 | SPEED              | #      | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div></div></div> |        |                 |        | SPEED              | #              | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div></div></div> |        |          |        |
| 15 mph             | 0      | 0.0%              | 0.0%           |                                                                                        |        |          |                 | 15 mph             | 0      | 0.0%              | 0.0%   |                                                                                        |        |                 |        | 15 mph             | 0              | 0.0%              | 0.0%   |                                                                                        |        |          |        |
| 16 mph             | 0      | 0.0%              | 0.0%           |                                                                                        | 16 mph | 0        | 0.0%            | 0.0%               |        | 16 mph            | 0      | 0.0%                                                                                   | 0.0%   |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 17 mph             | 0      | 0.0%              | 0.0%           |                                                                                        | 17 mph | 0        | 0.0%            | 0.0%               |        | 17 mph            | 0      | 0.0%                                                                                   | 0.0%   |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 18 mph             | 0      | 0.0%              | 0.0%           |                                                                                        | 18 mph | 0        | 0.0%            | 0.0%               |        | 18 mph            | 0      | 0.0%                                                                                   | 0.0%   |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 19 mph             | 0      | 0.0%              | 0.0%           |                                                                                        | 19 mph | 0        | 0.0%            | 0.0%               |        | 19 mph            | 0      | 0.0%                                                                                   | 0.0%   |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 20 mph             | 0      | 0.0%              | 0.0%           |                                                                                        | 20 mph | 0        | 0.0%            | 0.0%               |        | 20 mph            | 0      | 0.0%                                                                                   | 0.0%   |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 21 mph             | 0      | 0.0%              | 0.0%           |                                                                                        | 21 mph | 0        | 0.0%            | 0.0%               |        | 21 mph            | 0      | 0.0%                                                                                   | 0.0%   |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 22 mph             | 0      | 0.0%              | 0.0%           |                                                                                        | 22 mph | 0        | 0.0%            | 0.0%               |        | 22 mph            | 0      | 0.0%                                                                                   | 0.0%   |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 23 mph             | 1      | 1.0%              | 1.0%           |                                                                                        | 23 mph | 0        | 0.0%            | 0.0%               |        | 23 mph            | 1      | 0.5%                                                                                   | 0.5%   |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 24 mph             | 0      | 0.0%              | 1.0%           |                                                                                        | 24 mph | 1        | 1.0%            | 1.0%               |        | 24 mph            | 1      | 0.5%                                                                                   | 1.0%   |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 25 mph             | 0      | 0.0%              | 1.0%           |                                                                                        | 25 mph | 1        | 1.0%            | 2.0%               |        | 25 mph            | 1      | 0.5%                                                                                   | 1.5%   |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 26 mph             | 3      | 3.0%              | 4.0%           |                                                                                        | 26 mph | 3        | 3.0%            | 5.0%               |        | 26 mph            | 6      | 3.0%                                                                                   | 4.5%   |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 27 mph             | 5      | 5.0%              | 9.0%           |                                                                                        | 27 mph | 9        | 9.0%            | 14.0%              |        | 27 mph            | 14     | 7.0%                                                                                   | 11.5%  |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 28 mph             | 3      | 3.0%              | 12.0%          |                                                                                        | 28 mph | 13       | 13.0%           | 27.0%              |        | 28 mph            | 16     | 8.0%                                                                                   | 19.5%  |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 29 mph             | 9      | 9.0%              | 21.0%          |                                                                                        | 29 mph | 13       | 13.0%           | 40.0%              |        | 29 mph            | 22     | 11.0%                                                                                  | 30.5%  |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 30 mph             | 5      | 5.0%              | 26.0%          |                                                                                        | 30 mph | 11       | 11.0%           | 51.0%              |        | 30 mph            | 16     | 8.0%                                                                                   | 38.5%  |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 31 mph             | 8      | 8.0%              | 34.0%          |                                                                                        | 31 mph | 8        | 8.0%            | 59.0%              |        | 31 mph            | 16     | 8.0%                                                                                   | 46.5%  |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 32 mph             | 14     | 14.0%             | 48.0%          |                                                                                        | 32 mph | 9        | 9.0%            | 68.0%              |        | 32 mph            | 23     | 11.5%                                                                                  | 58.0%  |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 33 mph             | 11     | 11.0%             | 59.0%          |                                                                                        | 33 mph | 3        | 3.0%            | 71.0%              |        | 33 mph            | 14     | 7.0%                                                                                   | 65.0%  |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 34 mph             | 8      | 8.0%              | 67.0%          |                                                                                        | 34 mph | 10       | 10.0%           | 81.0%              |        | 34 mph            | 18     | 9.0%                                                                                   | 74.0%  |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 35 mph             | 8      | 8.0%              | 75.0%          |                                                                                        | 35 mph | 6        | 6.0%            | 87.0%              |        | 35 mph            | 14     | 7.0%                                                                                   | 81.0%  |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 36 mph             | 9      | 9.0%              | 84.0%          |                                                                                        | 36 mph | 7        | 7.0%            | 94.0%              |        | 36 mph            | 16     | 8.0%                                                                                   | 89.0%  |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 37 mph             | 6      | 6.0%              | 90.0%          |                                                                                        | 37 mph | 2        | 2.0%            | 96.0%              |        | 37 mph            | 8      | 4.0%                                                                                   | 93.0%  |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 38 mph             | 2      | 2.0%              | 92.0%          |                                                                                        | 38 mph | 2        | 2.0%            | 98.0%              |        | 38 mph            | 4      | 2.0%                                                                                   | 95.0%  |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 39 mph             | 4      | 4.0%              | 96.0%          |                                                                                        | 39 mph | 0        | 0.0%            | 98.0%              |        | 39 mph            | 4      | 2.0%                                                                                   | 97.0%  |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 40 mph             | 2      | 2.0%              | 98.0%          |                                                                                        | 40 mph | 2        | 2.0%            | 100.0%             |        | 40 mph            | 4      | 2.0%                                                                                   | 99.0%  |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 41 mph             | 1      | 1.0%              | 99.0%          |                                                                                        | 41 mph | 0        | 0.0%            | 100.0%             |        | 41 mph            | 1      | 0.5%                                                                                   | 99.5%  |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 42 mph             | 1      | 1.0%              | 100.0%         |                                                                                        | 42 mph | 0        | 0.0%            | 100.0%             |        | 42 mph            | 1      | 0.5%                                                                                   | 100.0% |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 43 mph             | 0      | 0.0%              | 100.0%         |                                                                                        | 43 mph | 0        | 0.0%            | 100.0%             |        | 43 mph            | 0      | 0.0%                                                                                   | 100.0% |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 44 mph             | 0      | 0.0%              | 100.0%         |                                                                                        | 44 mph | 0        | 0.0%            | 100.0%             |        | 44 mph            | 0      | 0.0%                                                                                   | 100.0% |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 45 mph             | 0      | 0.0%              | 100.0%         |                                                                                        | 45 mph | 0        | 0.0%            | 100.0%             |        | 45 mph            | 0      | 0.0%                                                                                   | 100.0% |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 46 mph             | 0      | 0.0%              | 100.0%         |                                                                                        | 46 mph | 0        | 0.0%            | 100.0%             |        | 46 mph            | 0      | 0.0%                                                                                   | 100.0% |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 47 mph             | 0      | 0.0%              | 100.0%         |                                                                                        | 47 mph | 0        | 0.0%            | 100.0%             |        | 47 mph            | 0      | 0.0%                                                                                   | 100.0% |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 48 mph             | 0      | 0.0%              | 100.0%         |                                                                                        | 48 mph | 0        | 0.0%            | 100.0%             |        | 48 mph            | 0      | 0.0%                                                                                   | 100.0% |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 49 mph             | 0      | 0.0%              | 100.0%         |                                                                                        | 49 mph | 0        | 0.0%            | 100.0%             |        | 49 mph            | 0      | 0.0%                                                                                   | 100.0% |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| 50 mph             | 0      | 0.0%              | 100.0%         |                                                                                        | 50 mph | 0        | 0.0%            | 100.0%             |        | 50 mph            | 0      | 0.0%                                                                                   | 100.0% |                 |        |                    |                |                   |        |                                                                                        |        |          |        |
| TOTAL:             | 100    | 100.0%            | AVERAGE SPEED: |                                                                                        | 32.8   |          | TOTAL:          | 100                | 100.0% | AVERAGE SPEED:    |        | 31.1                                                                                   |        | TOTAL:          | 200    | 100.0%             | AVERAGE SPEED: |                   | 32.0   |                                                                                        |        |          |        |
| PERCENTILE:        | 10%    | 15%               | 25%            | 50%                                                                                    | 85%    | 90%      | PERCENTILE:     | 10%                | 15%    | 25%               | 50%    | 85%                                                                                    | 90%    | PERCENTILE:     | 10%    | 15%                | 25%            | 50%               | 85%    | 90%                                                                                    |        |          |        |
| SPEEDS:            | 28.0   | 29.0              | 30.0           | 33.0                                                                                   | 37.0   | 37.1     | SPEEDS:         | 27.0               | 28.0   | 28.0              | 30.0   | 35.0                                                                                   | 36.0   | SPEEDS:         | 27.0   | 28.0               | 29.0           | 32.0              | 36.0   | 37.0                                                                                   |        |          |        |
| 10 MPH PACE SPEED: | 28-37  | NUMBER IN PACE:   |                | 81                                                                                     |        | PERCENT: | 81.0%           | 10 MPH PACE SPEED: | 27-36  | NUMBER IN PACE:   |        | 89                                                                                     |        | PERCENT:        | 89.0%  | 10 MPH PACE SPEED: | 27-36          | NUMBER IN PACE:   |        | 169                                                                                    |        | PERCENT: | 84.5%  |
|                    |        | NUMBER BELOW PACE |                | 9                                                                                      |        | PERCENT: | 9.0%            |                    |        | NUMBER BELOW PACE |        | 5                                                                                      |        | PERCENT:        | 5.0%   |                    |                | NUMBER BELOW PACE |        | 9                                                                                      |        | PERCENT: | 4.5%   |
|                    |        | NUMBER ABOVE PACE |                | 10                                                                                     |        | PERCENT: | 10.0%           |                    |        | NUMBER ABOVE PACE |        | 6                                                                                      |        | PERCENT:        | 6.0%   |                    |                | NUMBER ABOVE PACE |        | 22                                                                                     |        | PERCENT: | 11.0%  |
| SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH         | 20 MPH                                                                                 | 20 MPH | 20 MPH   | SPEED EXCEEDED: | 20 MPH             | 20 MPH | 20 MPH            | 20 MPH | 20 MPH                                                                                 | 20 MPH | SPEED EXCEEDED: | 20 MPH | 20 MPH             | 20 MPH         | 20 MPH            | 20 MPH | 20 MPH                                                                                 | 20 MPH | 20 MPH   | 20 MPH |
| TOTAL:             | 100    | 99                | 74             | 25                                                                                     | 2      | 0        | TOTAL:          | 100                | 98     | 49                | 13     | 0                                                                                      | 0      | TOTAL:          | 200    | 197                | 123            | 38                | 2      | 0                                                                                      |        |          |        |
| PERCENTAGE:        | 100.0% | 99.0%             | 74.0%          | 25.0%                                                                                  | 2.0%   | 0.0%     | PERCENTAGE:     | 100.0%             | 98.0%  | 49.0%             | 13.0%  | 0.0%                                                                                   | 0.0%   | PERCENTAGE:     | 100.0% | 98.5%              | 61.5%          | 19.0%             | 1.0%   | 0.0%                                                                                   |        |          |        |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Gobbi Street**  
SEGMENT: **Leslie Street to Oak Manor Drive**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/26/2017**  
TIME: **12:35-1:55PM**  
DIRECTION OF TRAVEL: **Combined**



## Accident Report

### Accident Dates

**ROADWAY:** Gobbi Street

**From:** Jan-13

**SEGMENT:** Leslie Street to Oak Manor Drive

**To:** Dec-16

| Date           | Location                       | Time of Day | Weather | Collision Factor         | Collision Type     | Fatal | Injury | Non-Injury |
|----------------|--------------------------------|-------------|---------|--------------------------|--------------------|-------|--------|------------|
| 4/15/2013      | Intersection of S. Orchard Ave | 3:07 PM     | Cloudy  | Traffic Signal and Signs | Broadside          | 0     | 1      | 0          |
| 12/16/2013     | 486' W of Oak Manor Dr         | 3:41 PM     | Clear   | Unsafe Speeds            | Rear End           | 0     | 1      | 0          |
| 11/25/2013     | Intersection of S. Orchard Ave | 11:04 AM    | Clear   | Unknown                  | Broadside          | 0     | 1      | 0          |
| 7/15/2014      | 92'W of Leslie St              | 11:07 PM    | Clear   | Improper Turning         | Unknown            | 0     | 1      | 0          |
| 4/11/2015      | Intersection of S. Orchard Ave | 5:54 PM     | Clear   | Traffic Signal and Signs | Broadside          | 0     | 1      | 0          |
| 10/26/2015     | Gobbi Street                   | 8:33 AM     | Cloudy  | Wrong Side of Road       | Head On            | 0     | 1      | 0          |
| 4/1/2016       | Intersection of Babcock Ln     | 6:06 AM     | Clear   | Pedestrian Right of Way  | Pedestrian/Vehicle | 0     | 1      | 0          |
| 12/9/2016      | 317' W of Oak Manor Dr         | 7:41 PM     | Cloudy  | DUI                      | Pedestrian/Vehicle | 0     | 1      | 0          |
| 9/6/2016       | Intersection of Leslie St      | 6:10 PM     | Clear   | Unsafe Speeds            | Pedestrian/Vehicle | 0     | 1      | 0          |
| 3/26/2014      | 600' W of Oak Manor Dr         | 2:45 PM     | Clear   | Automobile Right of Way  | Sideswipe          | 0     | 0      | 1          |
| 1/1/2014       | Intersection of S. Orchard Ave | 11:31 AM    | Clear   | Traffic Signal and Signs | Broadside          | 0     | 1      | 0          |
| 2/3/2014       | Intersection of S. Orchard Ave | 5:17 PM     | Raining | Automobile Right of Way  | Broadside          | 0     | 0      | 1          |
| 4/1/2015       | Intersection of Leslie St      | 4:35 PM     | Clear   | DUI                      | Broadside          | 0     | 0      | 1          |
| 11/1/2016      | Intersection of Babcock Ln     | 2:26 AM     | Raining | DUI                      | Hit Object         | 0     | 1      | 0          |
| 1/15/2016      | Intersection of S. Orchard Ave | 11:46 PM    | Cloudy  | Traffic Signal and Signs | Broadside          | 0     | 0      | 1          |
| 4/18/2016      | Intersection of S. Orchard Ave | 11:47 AM    | Clear   | Other Hazard             | Hit Object         | 0     | 0      | 1          |
| 4/19/2016      | Intersection of S. Orchard Ave | 4:46 PM     | Clear   | Unsafe Speeds            | Rear End           | 0     | 0      | 1          |
| 5/7/2016       | 112 E' of Leslie St            | 1:52 PM     | Cloudy  | Other Improper Driving   | Other              | 0     | 0      | 1          |
| <b>TOTALS:</b> |                                |             |         |                          |                    | 0     | 11     | 7          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Grove Avenue (Pine Street to Live Oak Avenue)



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Grove Avenue  
Limits: Pine Street to Live Oak Avenue

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/28/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | Combined         |  |
| 85th Percentile    |  | 32 MPH           |  |
| 10 mph Pace        |  | 25-34 MPH        |  |
| Percent in Pace    |  | 93%              |  |
| Posted Speed Limit |  | 30 MPH           |  |

**B. COLLISION HISTORY**

Date Range Covered

| From         | To            | Duration/Years    |
|--------------|---------------|-------------------|
| Jan-13       | Dec-16        | 3 years           |
| <b>Fatal</b> | <b>Injury</b> | <b>Non-Injury</b> |
| 0            | 1             | 1                 |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 2,357 |
| Length of Segment      | 2,100 |
| Width of Segment       | 45    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Grove Avenue, between Pine Street and Live Oak Avenue, is a 2-Lane, undivided residential roadway.

Roadway Geometrics A Class II bike facility is present along the roadway, between Bush Street and Live Oak Avenue. School crossings at all intersections except for Grove Avenue and Live Oak Avenue.

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential Development

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 30 MPH        |
| Critical Speed*                                                   | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>30 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018  
**Date**

Project Manager  
**Title**

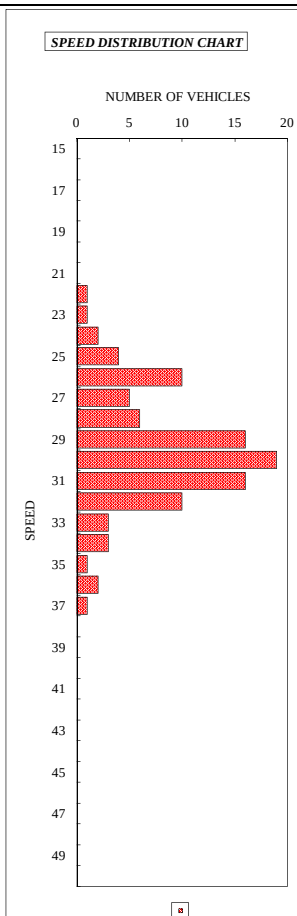
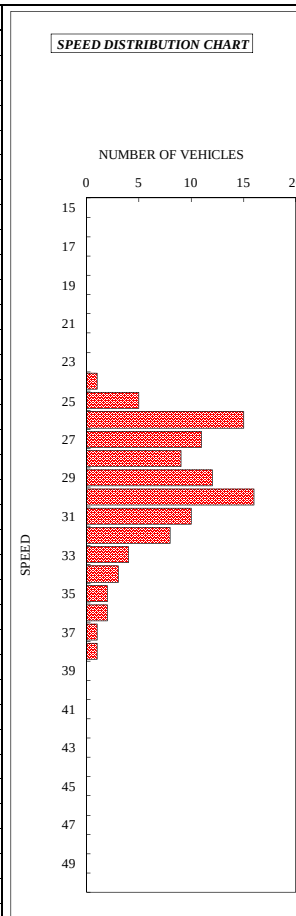
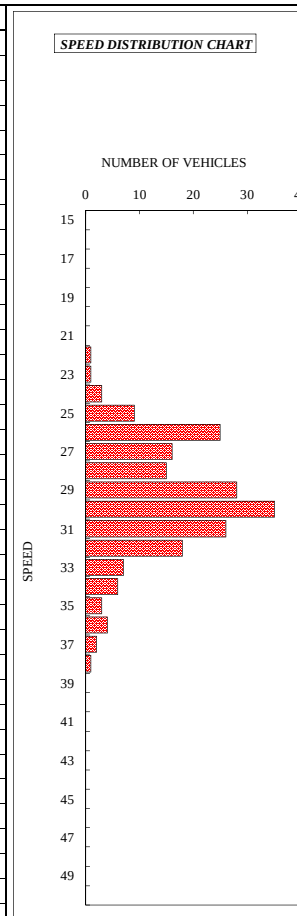


# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/28/2017      **DAY:** THURSDAY      **TIME:** 1:10-2:35PM

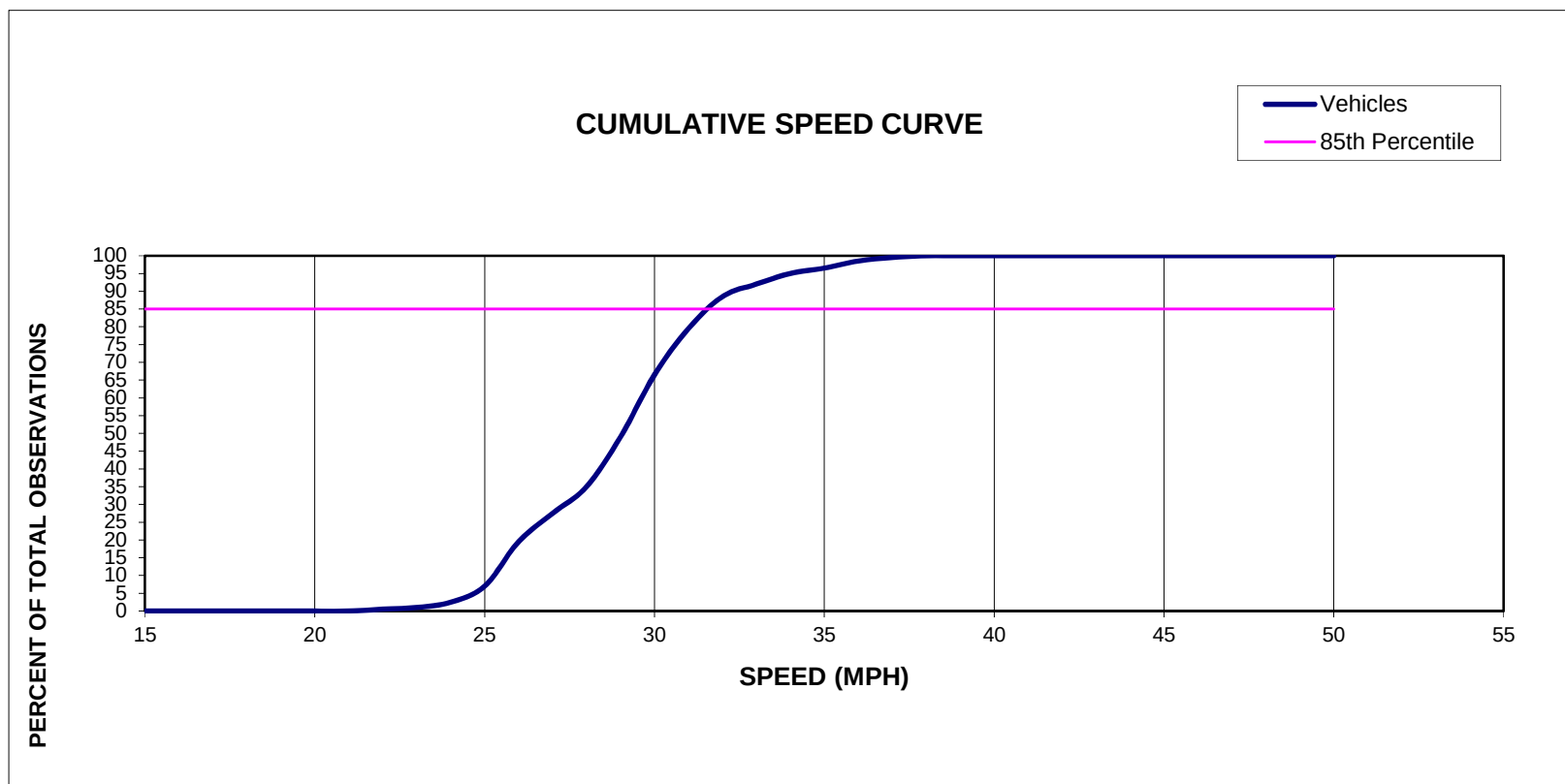
### 38. GROVE AVENUE BETWEEN PINE STREET TO LIVE OAK AVENUE

| DIRECTION:         |             |                   |             | EAST BOUND                                                                                                             |             |             |  | DIRECTION:         |             |                   |             | WEST BOUND                                                                                                               |             |             |  | DIRECTION:         |             |                   |             | COMBINED                                                                                                                 |             |             |  |
|--------------------|-------------|-------------------|-------------|------------------------------------------------------------------------------------------------------------------------|-------------|-------------|--|--------------------|-------------|-------------------|-------------|--------------------------------------------------------------------------------------------------------------------------|-------------|-------------|--|--------------------|-------------|-------------------|-------------|--------------------------------------------------------------------------------------------------------------------------|-------------|-------------|--|
| SPEED              | #           | %                 | CUM. %      | <div>SPEED DISTRIBUTION CHART</div>  |             |             |  | SPEED              | #           | %                 | CUM. %      | <div>SPEED DISTRIBUTION CHART</div>  |             |             |  | SPEED              | #           | %                 | CUM. %      | <div>SPEED DISTRIBUTION CHART</div>  |             |             |  |
| 15 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                        |             |             |  | 15 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                          |             |             |  | 15 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                          |             |             |  |
| 16 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                        |             |             |  | 16 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                          |             |             |  | 16 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                          |             |             |  |
| 17 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                        |             |             |  | 17 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                          |             |             |  | 17 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                          |             |             |  |
| 18 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                        |             |             |  | 18 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                          |             |             |  | 18 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                          |             |             |  |
| 19 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                        |             |             |  | 19 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                          |             |             |  | 19 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                          |             |             |  |
| 20 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                        |             |             |  | 20 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                          |             |             |  | 20 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                          |             |             |  |
| 21 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                        |             |             |  | 21 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                          |             |             |  | 21 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                          |             |             |  |
| 22 mph             | 1           | 1.0%              | 1.0%        |                                                                                                                        |             |             |  | 22 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                          |             |             |  | 22 mph             | 1           | 0.5%              | 0.5%        |                                                                                                                          |             |             |  |
| 23 mph             | 1           | 1.0%              | 2.0%        |                                                                                                                        |             |             |  | 23 mph             | 0           | 0.0%              | 0.0%        |                                                                                                                          |             |             |  | 23 mph             | 1           | 0.5%              | 1.0%        |                                                                                                                          |             |             |  |
| 24 mph             | 2           | 2.0%              | 4.0%        |                                                                                                                        |             |             |  | 24 mph             | 1           | 1.0%              | 1.0%        |                                                                                                                          |             |             |  | 24 mph             | 3           | 1.5%              | 2.5%        |                                                                                                                          |             |             |  |
| 25 mph             | 4           | 4.0%              | 8.0%        |                                                                                                                        |             |             |  | 25 mph             | 5           | 5.0%              | 6.0%        |                                                                                                                          |             |             |  | 25 mph             | 9           | 4.5%              | 7.0%        |                                                                                                                          |             |             |  |
| 26 mph             | 10          | 10.0%             | 18.0%       |                                                                                                                        |             |             |  | 26 mph             | 15          | 15.0%             | 21.0%       |                                                                                                                          |             |             |  | 26 mph             | 25          | 12.5%             | 19.5%       |                                                                                                                          |             |             |  |
| 27 mph             | 5           | 5.0%              | 23.0%       |                                                                                                                        |             |             |  | 27 mph             | 11          | 11.0%             | 32.0%       |                                                                                                                          |             |             |  | 27 mph             | 16          | 8.0%              | 27.5%       |                                                                                                                          |             |             |  |
| 28 mph             | 6           | 6.0%              | 29.0%       |                                                                                                                        |             |             |  | 28 mph             | 9           | 9.0%              | 41.0%       |                                                                                                                          |             |             |  | 28 mph             | 15          | 7.5%              | 35.0%       |                                                                                                                          |             |             |  |
| 29 mph             | 16          | 16.0%             | 45.0%       |                                                                                                                        |             |             |  | 29 mph             | 12          | 12.0%             | 53.0%       |                                                                                                                          |             |             |  | 29 mph             | 28          | 14.0%             | 49.0%       |                                                                                                                          |             |             |  |
| 30 mph             | 19          | 19.0%             | 64.0%       |                                                                                                                        |             |             |  | 30 mph             | 16          | 16.0%             | 69.0%       |                                                                                                                          |             |             |  | 30 mph             | 35          | 17.5%             | 66.5%       |                                                                                                                          |             |             |  |
| 31 mph             | 16          | 16.0%             | 80.0%       |                                                                                                                        |             |             |  | 31 mph             | 10          | 10.0%             | 79.0%       |                                                                                                                          |             |             |  | 31 mph             | 26          | 13.0%             | 79.5%       |                                                                                                                          |             |             |  |
| 32 mph             | 10          | 10.0%             | 90.0%       |                                                                                                                        |             |             |  | 32 mph             | 8           | 8.0%              | 87.0%       |                                                                                                                          |             |             |  | 32 mph             | 18          | 9.0%              | 88.5%       |                                                                                                                          |             |             |  |
| 33 mph             | 3           | 3.0%              | 93.0%       |                                                                                                                        |             |             |  | 33 mph             | 4           | 4.0%              | 91.0%       |                                                                                                                          |             |             |  | 33 mph             | 7           | 3.5%              | 92.0%       |                                                                                                                          |             |             |  |
| 34 mph             | 3           | 3.0%              | 96.0%       |                                                                                                                        |             |             |  | 34 mph             | 3           | 3.0%              | 94.0%       |                                                                                                                          |             |             |  | 34 mph             | 6           | 3.0%              | 95.0%       |                                                                                                                          |             |             |  |
| 35 mph             | 1           | 1.0%              | 97.0%       |                                                                                                                        |             |             |  | 35 mph             | 2           | 2.0%              | 96.0%       |                                                                                                                          |             |             |  | 35 mph             | 3           | 1.5%              | 96.5%       |                                                                                                                          |             |             |  |
| 36 mph             | 2           | 2.0%              | 99.0%       |                                                                                                                        |             |             |  | 36 mph             | 2           | 2.0%              | 98.0%       |                                                                                                                          |             |             |  | 36 mph             | 4           | 2.0%              | 98.5%       |                                                                                                                          |             |             |  |
| 37 mph             | 1           | 1.0%              | 100.0%      |                                                                                                                        |             |             |  | 37 mph             | 1           | 1.0%              | 99.0%       |                                                                                                                          |             |             |  | 37 mph             | 2           | 1.0%              | 99.5%       |                                                                                                                          |             |             |  |
| 38 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                        |             |             |  | 38 mph             | 1           | 1.0%              | 100.0%      |                                                                                                                          |             |             |  | 38 mph             | 1           | 0.5%              | 100.0%      |                                                                                                                          |             |             |  |
| 39 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                        |             |             |  | 39 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  | 39 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  |
| 40 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                        |             |             |  | 40 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  | 40 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  |
| 41 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                        |             |             |  | 41 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  | 41 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  |
| 42 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                        |             |             |  | 42 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  | 42 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  |
| 43 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                        |             |             |  | 43 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  | 43 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  |
| 44 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                        |             |             |  | 44 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  | 44 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  |
| 45 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                        |             |             |  | 45 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  | 45 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  |
| 46 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                        |             |             |  | 46 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  | 46 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  |
| 47 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                        |             |             |  | 47 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  | 47 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  |
| 48 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                        |             |             |  | 48 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  | 48 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  |
| 49 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                        |             |             |  | 49 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  | 49 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  |
| 50 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                        |             |             |  | 50 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  | 50 mph             | 0           | 0.0%              | 100.0%      |                                                                                                                          |             |             |  |
| <b>TOTAL:</b>      | <b>100</b>  | <b>100.0%</b>     |             | <b>AVERAGE SPEED:</b> 29.5                                                                                             |             |             |  | <b>TOTAL:</b>      | <b>100</b>  | <b>100.0%</b>     |             | <b>AVERAGE SPEED:</b> 29.3                                                                                               |             |             |  | <b>TOTAL:</b>      | <b>200</b>  | <b>100.0%</b>     |             | <b>AVERAGE SPEED:</b> 29.4                                                                                               |             |             |  |
| <b>PERCENTILE:</b> | <b>10%</b>  | <b>15%</b>        | <b>25%</b>  | <b>50%</b>                                                                                                             | <b>85%</b>  | <b>90%</b>  |  | <b>PERCENTILE:</b> | <b>10%</b>  | <b>15%</b>        | <b>25%</b>  | <b>50%</b>                                                                                                               | <b>85%</b>  | <b>90%</b>  |  | <b>PERCENTILE:</b> | <b>10%</b>  | <b>15%</b>        | <b>25%</b>  | <b>50%</b>                                                                                                               | <b>85%</b>  | <b>90%</b>  |  |
| <b>SPEEDS:</b>     | <b>26.0</b> | <b>26.0</b>       | <b>28.0</b> | <b>30.0</b>                                                                                                            | <b>32.0</b> | <b>32.1</b> |  | <b>SPEEDS:</b>     | <b>26.0</b> | <b>26.0</b>       | <b>27.0</b> | <b>29.0</b>                                                                                                              | <b>32.0</b> | <b>33.0</b> |  | <b>SPEEDS:</b>     | <b>26.0</b> | <b>26.0</b>       | <b>27.0</b> | <b>30.0</b>                                                                                                              | <b>32.0</b> | <b>33.0</b> |  |
| 10 MPH PACE SPEED: | 25-34       | NUMBER IN PACE:   |             | 92                                                                                                                     | PERCENT:    | 92.0%       |  | 10 MPH PACE SPEED: | 25-34       | NUMBER IN PACE:   |             | 93                                                                                                                       | PERCENT:    | 93.0%       |  | 10 MPH PACE SPEED: | 25-34       | NUMBER IN PACE:   |             | 185                                                                                                                      | PERCENT:    | 92.5%       |  |
|                    |             | NUMBER BELOW PACE |             | 4                                                                                                                      | PERCENT:    | 4.0%        |  |                    |             | NUMBER BELOW PACE |             | 1                                                                                                                        | PERCENT:    | 1.0%        |  |                    |             | NUMBER BELOW PACE |             | 5                                                                                                                        | PERCENT:    | 2.5%        |  |
|                    |             | NUMBER ABOVE PACE |             | 4                                                                                                                      | PERCENT:    | 4.0%        |  |                    |             | NUMBER ABOVE PACE |             | 6                                                                                                                        | PERCENT:    | 6.0%        |  |                    |             | NUMBER ABOVE PACE |             | 10                                                                                                                       | PERCENT:    | 5.0%        |  |
| SPEED EXCEEDED:    | 20 MPH      | 20 MPH            | 20 MPH      | 20 MPH                                                                                                                 | 20 MPH      | 20 MPH      |  | SPEED EXCEEDED:    | 20 MPH      | 20 MPH            | 20 MPH      | 20 MPH                                                                                                                   | 20 MPH      | 20 MPH      |  | SPEED EXCEEDED:    | 20 MPH      | 20 MPH            | 20 MPH      | 20 MPH                                                                                                                   | 20 MPH      | 20 MPH      |  |
| TOTAL:             | 100         | 92                | 36          | 3                                                                                                                      | 0           | 0           |  | TOTAL:             | 100         | 94                | 31          | 4                                                                                                                        | 0           | 0           |  | TOTAL:             | 200         | 186               | 67          | 7                                                                                                                        | 0           | 0           |  |
| PERCENTAGE:        | 100.0%      | 92.0%             | 36.0%       | 3.0%                                                                                                                   | 0.0%        | 0.0%        |  | PERCENTAGE:        | 100.0%      | 94.0%             | 31.0%       | 4.0%                                                                                                                     | 0.0%        | 0.0%        |  | PERCENTAGE:        | 100.0%      | 93.0%             | 33.5%       | 3.5%                                                                                                                     | 0.0%        | 0.0%        |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Grove Avenue**  
SEGMENT: **Pine Street to Live Oak Avenue**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/28/2017**  
TIME: **1:10-2:35PM**  
DIRECTION OF TRAVEL: **Combined**



Accident Report

|                                         |                              | Accident Dates |         |                  |                |       |        |            |
|-----------------------------------------|------------------------------|----------------|---------|------------------|----------------|-------|--------|------------|
| ROADWAY: Grove Avenue                   |                              | From: Jan-13   |         |                  |                |       |        |            |
| SEGMENT: Pine Street to Live Oak Avenue |                              | To: Dec-16     |         |                  |                |       |        |            |
| Date                                    | Location                     | Time of Day    | Weather | Collision Factor | Collision Type | Fatal | Injury | Non-Injury |
| 9/9/2016                                | Intersection of N. Spring St | 5:56 PM        | Clear   | Unknown          | Rear End       | 0     | 1      | 0          |
| 2/22/2015                               | 149' W of N. Spring St       | 6:54 AM        | Clear   | Improper Turning | Hit Object     | 0     | 0      | 1          |
| TOTALS:                                 |                              |                |         |                  |                | 0     | 1      | 1          |

NOTE: Collision data obtained from the CHP SWTRS program.

## **Helen Avenue (Mendocino Drive to Doolan Canyon Drive)**

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Helen Avenue  
Limits: Mendocino Drive to Doolan Canyon Drive

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/25/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | Combined         |  |
| 85th Percentile    |  | 30 MPH           |  |
| 10 mph Pace        |  | 22-31 MPH        |  |
| Percent in Pace    |  | 82%              |  |
| Posted Speed Limit |  | 30 MPH           |  |

**B. COLLISION HISTORY**

Date Range Covered

| From   | To     | Duration/Years |
|--------|--------|----------------|
| Jan-13 | Dec-16 | 3 years        |
| Fatal  | Injury | Non-Injury     |
| 0      | 1      | 2              |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 830   |
| Length of Segment      | 3,100 |
| Width of Segment       | 35    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Helen Avenue, between Mendocino Drive and Doolan Canyon Drive, is a 2-Lane, undivided residential roadway.

Roadway Geometrics None

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential and Public Institutional Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 30 MPH        |
| Critical Speed*                                                   | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>30 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018  
Date

Project Manager  
Title





# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/25/2017      **DAY:** MONDAY      **TIME:** 1:15-2:20PM, 4:20-5:15PM

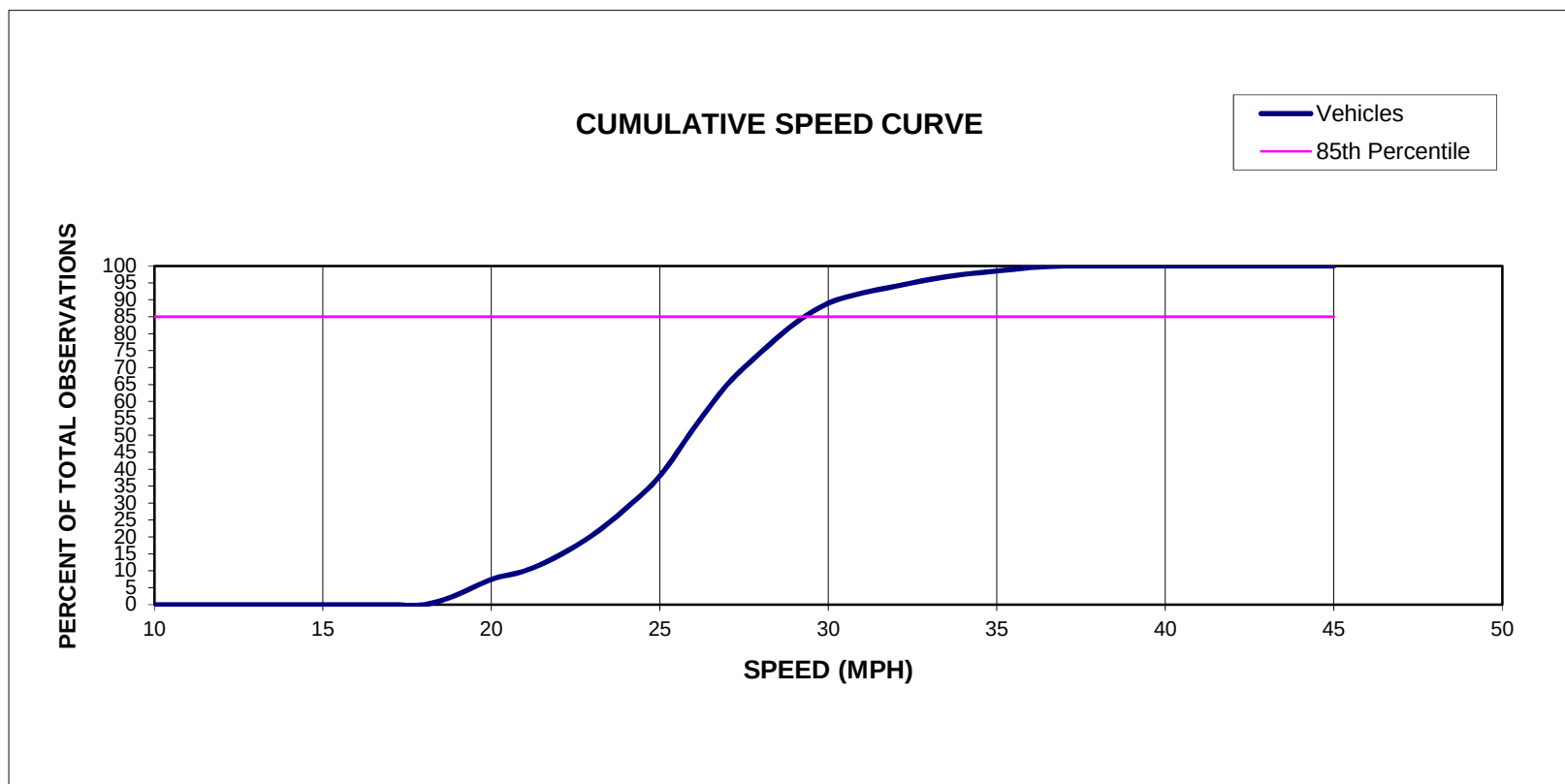
### 39. HELEN AVENUE BETWEEN MENDOCINO DRIVE TO DOOLAN CANYON DRIVE

| DIRECTION:         |        |                   |                | NORTH BOUND                                                                                                  |          |        |                    | DIRECTION: |                   |       |        | SOUTH BOUND                                                                                                  |        |                    |                | DIRECTION:        |       |        |          | COMBINED                                                                                                     |  |  |  |
|--------------------|--------|-------------------|----------------|--------------------------------------------------------------------------------------------------------------|----------|--------|--------------------|------------|-------------------|-------|--------|--------------------------------------------------------------------------------------------------------------|--------|--------------------|----------------|-------------------|-------|--------|----------|--------------------------------------------------------------------------------------------------------------|--|--|--|
| SPEED              | #      | %                 | CUM. %         | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |          |        |                    | SPEED      | #                 | %     | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |        |                    |                | SPEED             | #     | %      | CUM. %   | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |  |  |  |
| 10 mph             | 0      | 0.0%              | 0.0%           |                                                                                                              |          |        |                    | 10 mph     | 0                 | 0.0%  | 0.0%   |                                                                                                              |        |                    |                | 10 mph            | 0     | 0.0%   | 0.0%     |                                                                                                              |  |  |  |
| 11 mph             | 0      | 0.0%              | 0.0%           |                                                                                                              | 11 mph   | 0      | 0.0%               | 0.0%       | 11 mph            | 0     | 0.0%   | 0.0%                                                                                                         | 11 mph | 0                  | 0.0%           | 0.0%              |       |        |          |                                                                                                              |  |  |  |
| 12 mph             | 0      | 0.0%              | 0.0%           |                                                                                                              | 12 mph   | 0      | 0.0%               | 0.0%       | 12 mph            | 0     | 0.0%   | 0.0%                                                                                                         | 12 mph | 0                  | 0.0%           | 0.0%              |       |        |          |                                                                                                              |  |  |  |
| 13 mph             | 0      | 0.0%              | 0.0%           |                                                                                                              | 13 mph   | 0      | 0.0%               | 0.0%       | 13 mph            | 0     | 0.0%   | 0.0%                                                                                                         | 13 mph | 0                  | 0.0%           | 0.0%              |       |        |          |                                                                                                              |  |  |  |
| 14 mph             | 0      | 0.0%              | 0.0%           |                                                                                                              | 14 mph   | 0      | 0.0%               | 0.0%       | 14 mph            | 0     | 0.0%   | 0.0%                                                                                                         | 14 mph | 0                  | 0.0%           | 0.0%              |       |        |          |                                                                                                              |  |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%           |                                                                                                              | 15 mph   | 0      | 0.0%               | 0.0%       | 15 mph            | 0     | 0.0%   | 0.0%                                                                                                         | 15 mph | 0                  | 0.0%           | 0.0%              |       |        |          |                                                                                                              |  |  |  |
| 16 mph             | 0      | 0.0%              | 0.0%           |                                                                                                              | 16 mph   | 0      | 0.0%               | 0.0%       | 16 mph            | 0     | 0.0%   | 0.0%                                                                                                         | 16 mph | 0                  | 0.0%           | 0.0%              |       |        |          |                                                                                                              |  |  |  |
| 17 mph             | 0      | 0.0%              | 0.0%           |                                                                                                              | 17 mph   | 0      | 0.0%               | 0.0%       | 17 mph            | 0     | 0.0%   | 0.0%                                                                                                         | 17 mph | 0                  | 0.0%           | 0.0%              |       |        |          |                                                                                                              |  |  |  |
| 18 mph             | 0      | 0.0%              | 0.0%           |                                                                                                              | 18 mph   | 0      | 0.0%               | 0.0%       | 18 mph            | 0     | 0.0%   | 0.0%                                                                                                         | 18 mph | 0                  | 0.0%           | 0.0%              |       |        |          |                                                                                                              |  |  |  |
| 19 mph             | 2      | 2.0%              | 2.0%           |                                                                                                              | 19 mph   | 4      | 4.0%               | 4.0%       | 19 mph            | 6     | 3.0%   | 3.0%                                                                                                         | 19 mph | 6                  | 3.0%           | 3.0%              |       |        |          |                                                                                                              |  |  |  |
| 20 mph             | 3      | 3.0%              | 5.0%           |                                                                                                              | 20 mph   | 6      | 6.0%               | 10.0%      | 20 mph            | 9     | 4.5%   | 7.5%                                                                                                         | 20 mph | 9                  | 4.5%           | 7.5%              |       |        |          |                                                                                                              |  |  |  |
| 21 mph             | 1      | 1.0%              | 6.0%           |                                                                                                              | 21 mph   | 4      | 4.0%               | 14.0%      | 21 mph            | 5     | 2.5%   | 10.0%                                                                                                        | 21 mph | 5                  | 2.5%           | 10.0%             |       |        |          |                                                                                                              |  |  |  |
| 22 mph             | 4      | 4.0%              | 10.0%          |                                                                                                              | 22 mph   | 5      | 5.0%               | 19.0%      | 22 mph            | 9     | 4.5%   | 14.5%                                                                                                        | 22 mph | 9                  | 4.5%           | 14.5%             |       |        |          |                                                                                                              |  |  |  |
| 23 mph             | 3      | 3.0%              | 13.0%          |                                                                                                              | 23 mph   | 9      | 9.0%               | 28.0%      | 23 mph            | 12    | 6.0%   | 20.5%                                                                                                        | 23 mph | 12                 | 6.0%           | 20.5%             |       |        |          |                                                                                                              |  |  |  |
| 24 mph             | 7      | 7.0%              | 20.0%          |                                                                                                              | 24 mph   | 9      | 9.0%               | 37.0%      | 24 mph            | 16    | 8.0%   | 28.5%                                                                                                        | 24 mph | 16                 | 8.0%           | 28.5%             |       |        |          |                                                                                                              |  |  |  |
| 25 mph             | 9      | 9.0%              | 29.0%          |                                                                                                              | 25 mph   | 10     | 10.0%              | 47.0%      | 25 mph            | 19    | 9.5%   | 38.0%                                                                                                        | 25 mph | 19                 | 9.5%           | 38.0%             |       |        |          |                                                                                                              |  |  |  |
| 26 mph             | 16     | 16.0%             | 45.0%          |                                                                                                              | 26 mph   | 12     | 12.0%              | 59.0%      | 26 mph            | 28    | 14.0%  | 52.0%                                                                                                        | 26 mph | 28                 | 14.0%          | 52.0%             |       |        |          |                                                                                                              |  |  |  |
| 27 mph             | 15     | 15.0%             | 60.0%          |                                                                                                              | 27 mph   | 11     | 11.0%              | 70.0%      | 27 mph            | 26    | 13.0%  | 65.0%                                                                                                        | 27 mph | 26                 | 13.0%          | 65.0%             |       |        |          |                                                                                                              |  |  |  |
| 28 mph             | 11     | 11.0%             | 71.0%          |                                                                                                              | 28 mph   | 8      | 8.0%               | 78.0%      | 28 mph            | 19    | 9.5%   | 74.5%                                                                                                        | 28 mph | 19                 | 9.5%           | 74.5%             |       |        |          |                                                                                                              |  |  |  |
| 29 mph             | 8      | 8.0%              | 79.0%          |                                                                                                              | 29 mph   | 9      | 9.0%               | 87.0%      | 29 mph            | 17    | 8.5%   | 83.0%                                                                                                        | 29 mph | 17                 | 8.5%           | 83.0%             |       |        |          |                                                                                                              |  |  |  |
| 30 mph             | 5      | 5.0%              | 84.0%          |                                                                                                              | 30 mph   | 7      | 7.0%               | 94.0%      | 30 mph            | 12    | 6.0%   | 89.0%                                                                                                        | 30 mph | 12                 | 6.0%           | 89.0%             |       |        |          |                                                                                                              |  |  |  |
| 31 mph             | 4      | 4.0%              | 88.0%          |                                                                                                              | 31 mph   | 2      | 2.0%               | 96.0%      | 31 mph            | 6     | 3.0%   | 92.0%                                                                                                        | 31 mph | 6                  | 3.0%           | 92.0%             |       |        |          |                                                                                                              |  |  |  |
| 32 mph             | 3      | 3.0%              | 91.0%          |                                                                                                              | 32 mph   | 1      | 1.0%               | 97.0%      | 32 mph            | 4     | 2.0%   | 94.0%                                                                                                        | 32 mph | 4                  | 2.0%           | 94.0%             |       |        |          |                                                                                                              |  |  |  |
| 33 mph             | 2      | 2.0%              | 93.0%          |                                                                                                              | 33 mph   | 2      | 2.0%               | 99.0%      | 33 mph            | 4     | 2.0%   | 96.0%                                                                                                        | 33 mph | 4                  | 2.0%           | 96.0%             |       |        |          |                                                                                                              |  |  |  |
| 34 mph             | 2      | 2.0%              | 95.0%          |                                                                                                              | 34 mph   | 1      | 1.0%               | 100.0%     | 34 mph            | 3     | 1.5%   | 97.5%                                                                                                        | 34 mph | 3                  | 1.5%           | 97.5%             |       |        |          |                                                                                                              |  |  |  |
| 35 mph             | 2      | 2.0%              | 97.0%          |                                                                                                              | 35 mph   | 0      | 0.0%               | 100.0%     | 35 mph            | 2     | 1.0%   | 98.5%                                                                                                        | 35 mph | 2                  | 1.0%           | 98.5%             |       |        |          |                                                                                                              |  |  |  |
| 36 mph             | 2      | 2.0%              | 99.0%          |                                                                                                              | 36 mph   | 0      | 0.0%               | 100.0%     | 36 mph            | 2     | 1.0%   | 99.5%                                                                                                        | 36 mph | 2                  | 1.0%           | 99.5%             |       |        |          |                                                                                                              |  |  |  |
| 37 mph             | 1      | 1.0%              | 100.0%         |                                                                                                              | 37 mph   | 0      | 0.0%               | 100.0%     | 37 mph            | 1     | 0.5%   | 100.0%                                                                                                       | 37 mph | 1                  | 0.5%           | 100.0%            |       |        |          |                                                                                                              |  |  |  |
| 38 mph             | 0      | 0.0%              | 100.0%         |                                                                                                              | 38 mph   | 0      | 0.0%               | 100.0%     | 38 mph            | 0     | 0.0%   | 100.0%                                                                                                       | 38 mph | 0                  | 0.0%           | 100.0%            |       |        |          |                                                                                                              |  |  |  |
| 39 mph             | 0      | 0.0%              | 100.0%         |                                                                                                              | 39 mph   | 0      | 0.0%               | 100.0%     | 39 mph            | 0     | 0.0%   | 100.0%                                                                                                       | 39 mph | 0                  | 0.0%           | 100.0%            |       |        |          |                                                                                                              |  |  |  |
| 40 mph             | 0      | 0.0%              | 100.0%         |                                                                                                              | 40 mph   | 0      | 0.0%               | 100.0%     | 40 mph            | 0     | 0.0%   | 100.0%                                                                                                       | 40 mph | 0                  | 0.0%           | 100.0%            |       |        |          |                                                                                                              |  |  |  |
| 41 mph             | 0      | 0.0%              | 100.0%         |                                                                                                              | 41 mph   | 0      | 0.0%               | 100.0%     | 41 mph            | 0     | 0.0%   | 100.0%                                                                                                       | 41 mph | 0                  | 0.0%           | 100.0%            |       |        |          |                                                                                                              |  |  |  |
| 42 mph             | 0      | 0.0%              | 100.0%         |                                                                                                              | 42 mph   | 0      | 0.0%               | 100.0%     | 42 mph            | 0     | 0.0%   | 100.0%                                                                                                       | 42 mph | 0                  | 0.0%           | 100.0%            |       |        |          |                                                                                                              |  |  |  |
| 43 mph             | 0      | 0.0%              | 100.0%         |                                                                                                              | 43 mph   | 0      | 0.0%               | 100.0%     | 43 mph            | 0     | 0.0%   | 100.0%                                                                                                       | 43 mph | 0                  | 0.0%           | 100.0%            |       |        |          |                                                                                                              |  |  |  |
| 44 mph             | 0      | 0.0%              | 100.0%         |                                                                                                              | 44 mph   | 0      | 0.0%               | 100.0%     | 44 mph            | 0     | 0.0%   | 100.0%                                                                                                       | 44 mph | 0                  | 0.0%           | 100.0%            |       |        |          |                                                                                                              |  |  |  |
| 45 mph             | 0      | 0.0%              | 100.0%         |                                                                                                              | 45 mph   | 0      | 0.0%               | 100.0%     | 45 mph            | 0     | 0.0%   | 100.0%                                                                                                       | 45 mph | 0                  | 0.0%           | 100.0%            |       |        |          |                                                                                                              |  |  |  |
| TOTAL:             | 100    | 100.0%            | AVERAGE SPEED: |                                                                                                              | 27.1     | TOTAL: | 100                | 100.0%     | AVERAGE SPEED:    |       | 25.6   | TOTAL:                                                                                                       | 200    | 100.0%             | AVERAGE SPEED: |                   | 26.4  |        |          |                                                                                                              |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%            | 50%                                                                                                          | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%   | 50%    | 85%                                                                                                          | 90%    | PERCENTILE:        | 10%            | 15%               | 25%   | 50%    | 85%      | 90%                                                                                                          |  |  |  |
| SPEEDS:            | 22.9   | 24.0              | 25.0           | 27.0                                                                                                         | 31.0     | 32.0   | SPEEDS:            | 20.9       | 22.0              | 23.0  | 26.0   | 29.0                                                                                                         | 30.0   | SPEEDS:            | 21.9           | 23.0              | 24.0  | 26.0   | 30.0     | 31.0                                                                                                         |  |  |  |
| 10 MPH PACE SPEED: | 22-31  | NUMBER IN PACE:   |                | 82                                                                                                           | PERCENT: | 82.0%  | 10 MPH PACE SPEED: | 21-30      | NUMBER IN PACE:   |       | 84     | PERCENT:                                                                                                     | 84.0%  | 10 MPH PACE SPEED: | 22-31          | NUMBER IN PACE:   |       | 164    | PERCENT: | 82.0%                                                                                                        |  |  |  |
|                    |        | NUMBER BELOW PACE |                | 6                                                                                                            | PERCENT: | 6.0%   |                    |            | NUMBER BELOW PACE |       | 10     | PERCENT:                                                                                                     | 10.0%  |                    |                | NUMBER BELOW PACE |       | 20     | PERCENT: | 10.0%                                                                                                        |  |  |  |
|                    |        | NUMBER ABOVE PACE |                | 12                                                                                                           | PERCENT: | 12.0%  |                    |            | NUMBER ABOVE PACE |       | 6      | PERCENT:                                                                                                     | 6.0%   |                    |                | NUMBER ABOVE PACE |       | 16     | PERCENT: | 8.0%                                                                                                         |  |  |  |
| SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH          | 30 MPH                                                                                                       | 35 MPH   | 40 MPH | SPEED EXCEEDED:    | 15 MPH     | 20 MPH            | 25MPH | 30 MPH | 35 MPH                                                                                                       | 40 MPH | SPEED EXCEEDED:    | 15 MPH         | 20 MPH            | 25MPH | 30 MPH | 35 MPH   | 40 MPH                                                                                                       |  |  |  |
| TOTAL:             | 100    | 95                | 71             | 16                                                                                                           | 3        | 0      | TOTAL:             | 100        | 90                | 53    | 6      | 0                                                                                                            | 0      | TOTAL:             | 200            | 185               | 124   | 22     | 3        | 0                                                                                                            |  |  |  |
| PERCENTAGE:        | 100.0% | 95.0%             | 71.0%          | 16.0%                                                                                                        | 3.0%     | 0.0%   | PERCENTAGE:        | 100.0%     | 90.0%             | 53.0% | 6.0%   | 0.0%                                                                                                         | 0.0%   | PERCENTAGE:        | 100.0%         | 92.5%             | 62.0% | 11.0%  | 1.5%     | 0.0%                                                                                                         |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Helen Avenue**  
SEGMENT: **Mendocino Drive to Doolan Canyon Drive**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/25/2017**  
TIME: **1:15-2:20PM, 4:20-5:15PM**  
DIRECTION OF TRAVEL: **Combined**



## Accident Report

### Accident Dates

**ROADWAY:** Helen Avenue

**From:** Jan-13

**SEGMENT:** Mendocino Drive to Doolan Canyon Drive

**To:** Dec-16

| Date           | Location                          | Time of Day | Weather | Collision Factor           | Collision Type | Fatal | Injury | Non-Injury |
|----------------|-----------------------------------|-------------|---------|----------------------------|----------------|-------|--------|------------|
| 12/6/2016      | 87' S of Mendocino Dr             | 2:15 PM     | Clear   | Unsafe Starting or Backing | Broadside      | 0     | 1      | 0          |
| 7/17/2016      | 36' S of Observatory Ave          | 6:20 PM     | Clear   | Unsafe Speed               | Rear End       | 0     | 0      | 1          |
| 8/24/2015      | 40' S of Utility Pole on Helen Av | 11:20 PM    | Clear   | Unsafe Starting or Backing | Broadside      | 0     | 0      | 1          |
| <b>TOTALS:</b> |                                   |             |         |                            |                | 0     | 1      | 2          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Low Gap Road (State Street to Bush Street)

**City of Ukiah Public Works Department**  
**Speed Limit**  
**Engineering and Traffic Survey (E&TS)**

Street: Low Gap Road  
 Limits: State Street to Bush Street

Prepared By: GHD  
 Field Observer: Baymetrics  
 Date: 9/28/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | Combined         |  |
| 85th Percentile    |  | 33 MPH           |  |
| 10 mph Pace        |  | 25-34 MPH        |  |
| Percent in Pace    |  | 84%              |  |
| Posted Speed Limit |  | 30 MPH           |  |

**B. COLLISION HISTORY**

|                    |                       |                     |                                  |
|--------------------|-----------------------|---------------------|----------------------------------|
| Date Range Covered | <i>From</i><br>Jan-13 | <i>To</i><br>Dec-16 | <i>Duration/Years</i><br>3 years |
| Total Collisions   | <b>Fatal</b><br>0     | <b>Injury</b><br>4  | <b>Non-Injury</b><br>5           |

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 5,822 |
| Length of Segment      | 1,530 |
| Width of Segment       | 35    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Low Gap Road, between State Street and Bush Street, is a 2-Lane, undivided city major collector facility.

Roadway Geometrics A Class II bike facility is present from 200 feet west of State Street to 100 feet east of Bush Street on the northerly side and from Pine Street to 200 feet west of State Street on the southerly side.

Comments Numerous residential driveways have immediate access to the roadway.

**E. ADJACENT LAND USE** Single-Family Residential Development

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 30 MPH        |
| Critical Speed*                                                   | 35 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>30 MPH</b> |

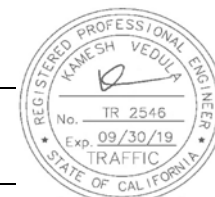
\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018  
**Date**

Project Manager  
**Title**

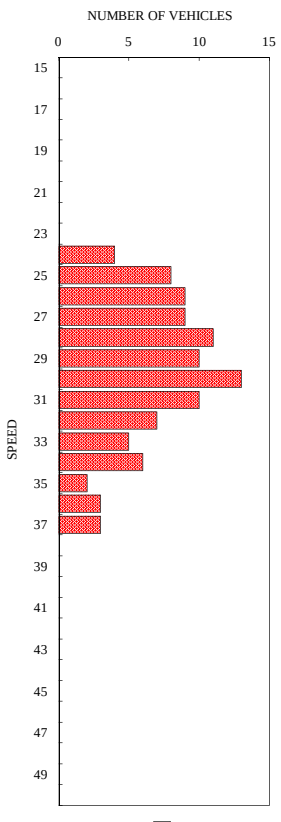
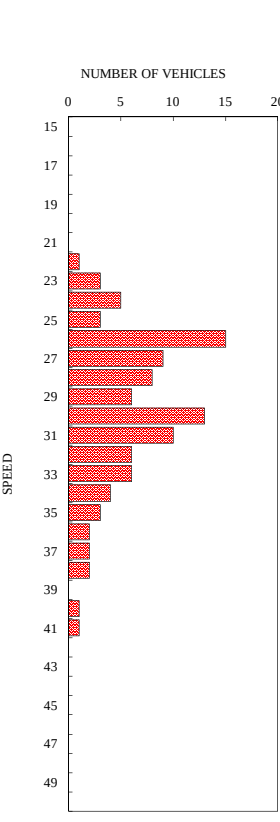
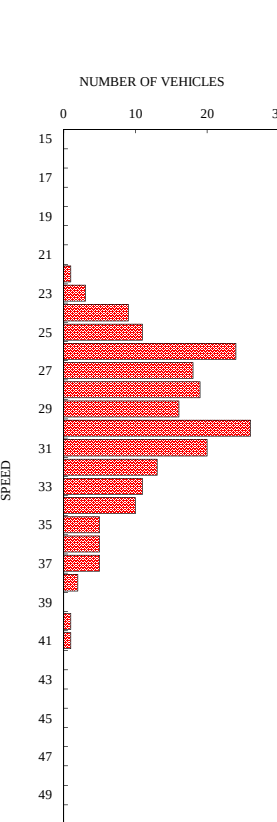


# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/28/2017      **DAY:** THURSDAY      **TIME:** 7:00-8:30AM

### 40. LOW GAP ROAD BETWEEN STATE STREET TO BUSH STREET

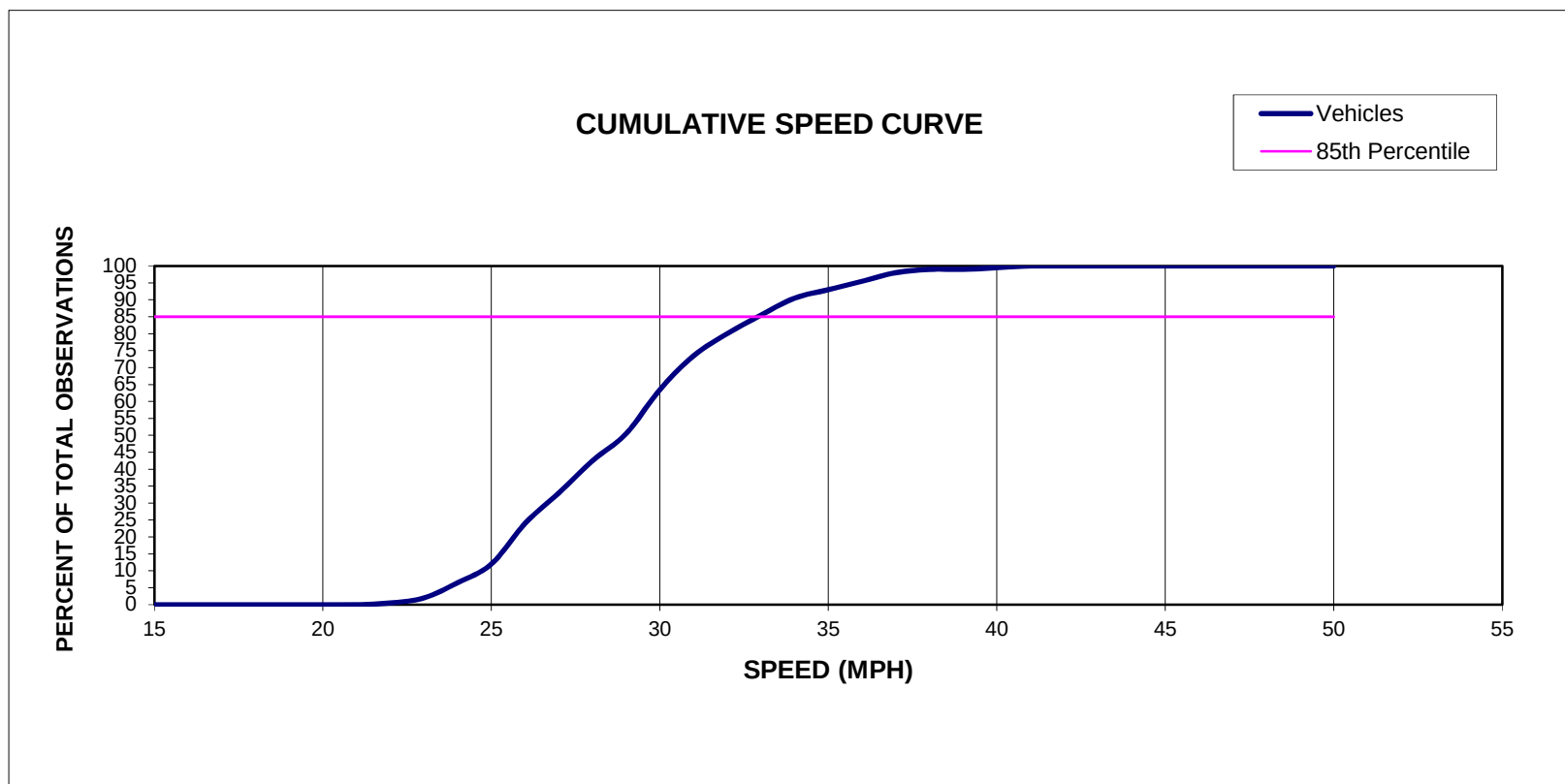
| DIRECTION:         |        |                   |        | EAST BOUND                                                                                                                                           |          |        |                    | DIRECTION: |                   |        |                | WEST BOUND                                                                                                                                             |        |                    |        | DIRECTION:        |        |                |          | COMBINED                                                                                                                                               |  |  |  |        |    |       |       |
|--------------------|--------|-------------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------|--------------------|------------|-------------------|--------|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------------------|--------|-------------------|--------|----------------|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--------|----|-------|-------|
| SPEED              | #      | %                 | CUM. % | <div>SPEED DISTRIBUTION CHART</div> <div>NUMBER OF VEHICLES</div>  |          |        |                    | SPEED      | #                 | %      | CUM. %         | <div>SPEED DISTRIBUTION CHART</div> <div>NUMBER OF VEHICLES</div>  |        |                    |        | SPEED             | #      | %              | CUM. %   | <div>SPEED DISTRIBUTION CHART</div> <div>NUMBER OF VEHICLES</div>  |  |  |  |        |    |       |       |
| 15 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                      |          |        |                    | 15 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                                        |        |                    |        | 15 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                                        |  |  |  | 15 mph | 0  | 0.0%  | 0.0%  |
| 16 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                      |          |        |                    | 16 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                                        |        |                    |        | 16 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                                        |  |  |  | 16 mph | 0  | 0.0%  | 0.0%  |
| 17 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                      |          |        |                    | 17 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                                        |        |                    |        | 17 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                                        |  |  |  | 17 mph | 0  | 0.0%  | 0.0%  |
| 18 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                      |          |        |                    | 18 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                                        |        |                    |        | 18 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                                        |  |  |  | 18 mph | 0  | 0.0%  | 0.0%  |
| 19 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                      |          |        |                    | 19 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                                        |        |                    |        | 19 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                                        |  |  |  | 19 mph | 0  | 0.0%  | 0.0%  |
| 20 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                      |          |        |                    | 20 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                                        |        |                    |        | 20 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                                        |  |  |  | 20 mph | 0  | 0.0%  | 0.0%  |
| 21 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                      |          |        |                    | 21 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                                        |        |                    |        | 21 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                                        |  |  |  | 21 mph | 0  | 0.0%  | 0.0%  |
| 22 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                      |          |        |                    | 22 mph     | 1                 | 1.0%   | 1.0%           |                                                                                                                                                        |        |                    |        | 22 mph            | 1      | 0.5%           | 0.5%     |                                                                                                                                                        |  |  |  | 22 mph | 1  | 0.5%  | 0.5%  |
| 23 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                                      |          |        |                    | 23 mph     | 3                 | 3.0%   | 4.0%           |                                                                                                                                                        |        |                    |        | 23 mph            | 3      | 1.5%           | 2.0%     |                                                                                                                                                        |  |  |  | 23 mph | 3  | 1.5%  | 2.0%  |
| 24 mph             | 4      | 4.0%              | 4.0%   |                                                                                                                                                      |          |        |                    | 24 mph     | 5                 | 5.0%   | 9.0%           |                                                                                                                                                        |        |                    |        | 24 mph            | 9      | 4.5%           | 6.5%     |                                                                                                                                                        |  |  |  | 24 mph | 9  | 4.5%  | 6.5%  |
| 25 mph             | 8      | 8.0%              | 12.0%  |                                                                                                                                                      |          |        |                    | 25 mph     | 3                 | 3.0%   | 12.0%          |                                                                                                                                                        |        |                    |        | 25 mph            | 11     | 5.5%           | 12.0%    |                                                                                                                                                        |  |  |  | 25 mph | 11 | 5.5%  | 12.0% |
| 26 mph             | 9      | 9.0%              | 21.0%  |                                                                                                                                                      |          |        |                    | 26 mph     | 15                | 15.0%  | 27.0%          |                                                                                                                                                        |        |                    |        | 26 mph            | 24     | 12.0%          | 24.0%    |                                                                                                                                                        |  |  |  | 26 mph | 24 | 12.0% | 24.0% |
| 27 mph             | 9      | 9.0%              | 30.0%  |                                                                                                                                                      |          |        |                    | 27 mph     | 9                 | 9.0%   | 36.0%          |                                                                                                                                                        |        |                    |        | 27 mph            | 18     | 9.0%           | 33.0%    |                                                                                                                                                        |  |  |  | 27 mph | 18 | 9.0%  | 33.0% |
| 28 mph             | 11     | 11.0%             | 41.0%  |                                                                                                                                                      |          |        |                    | 28 mph     | 8                 | 8.0%   | 44.0%          |                                                                                                                                                        |        |                    |        | 28 mph            | 19     | 9.5%           | 42.5%    |                                                                                                                                                        |  |  |  | 28 mph | 19 | 9.5%  | 42.5% |
| 29 mph             | 10     | 10.0%             | 51.0%  |                                                                                                                                                      |          |        |                    | 29 mph     | 6                 | 6.0%   | 50.0%          |                                                                                                                                                        |        |                    |        | 29 mph            | 16     | 8.0%           | 50.5%    |                                                                                                                                                        |  |  |  | 29 mph | 16 | 8.0%  | 50.5% |
| 30 mph             | 13     | 13.0%             | 64.0%  |                                                                                                                                                      |          |        |                    | 30 mph     | 13                | 13.0%  | 63.0%          |                                                                                                                                                        |        |                    |        | 30 mph            | 26     | 13.0%          | 63.5%    |                                                                                                                                                        |  |  |  | 30 mph | 26 | 13.0% | 63.5% |
| 31 mph             | 10     | 10.0%             | 74.0%  |                                                                                                                                                      |          |        |                    | 31 mph     | 10                | 10.0%  | 73.0%          |                                                                                                                                                        |        |                    |        | 31 mph            | 20     | 10.0%          | 73.5%    |                                                                                                                                                        |  |  |  | 31 mph | 20 | 10.0% | 73.5% |
| 32 mph             | 7      | 7.0%              | 81.0%  |                                                                                                                                                      |          |        |                    | 32 mph     | 6                 | 6.0%   | 79.0%          |                                                                                                                                                        |        |                    |        | 32 mph            | 13     | 6.5%           | 80.0%    |                                                                                                                                                        |  |  |  | 32 mph | 13 | 6.5%  | 80.0% |
| 33 mph             | 5      | 5.0%              | 86.0%  |                                                                                                                                                      |          |        |                    | 33 mph     | 6                 | 6.0%   | 85.0%          |                                                                                                                                                        |        |                    |        | 33 mph            | 11     | 5.5%           | 85.5%    |                                                                                                                                                        |  |  |  | 33 mph | 11 | 5.5%  | 85.5% |
| 34 mph             | 6      | 6.0%              | 92.0%  |                                                                                                                                                      |          |        |                    | 34 mph     | 4                 | 4.0%   | 89.0%          |                                                                                                                                                        |        |                    |        | 34 mph            | 10     | 5.0%           | 90.5%    |                                                                                                                                                        |  |  |  | 34 mph | 10 | 5.0%  | 90.5% |
| 35 mph             | 2      | 2.0%              | 94.0%  |                                                                                                                                                      |          |        |                    | 35 mph     | 3                 | 3.0%   | 92.0%          |                                                                                                                                                        |        |                    |        | 35 mph            | 5      | 2.5%           | 93.0%    |                                                                                                                                                        |  |  |  | 35 mph | 5  | 2.5%  | 93.0% |
| 36 mph             | 3      | 3.0%              | 97.0%  |                                                                                                                                                      |          |        |                    | 36 mph     | 2                 | 2.0%   | 94.0%          |                                                                                                                                                        |        |                    |        | 36 mph            | 5      | 2.5%           | 95.5%    |                                                                                                                                                        |  |  |  | 36 mph | 5  | 2.5%  | 95.5% |
| 37 mph             | 3      | 3.0%              | 100.0% |                                                                                                                                                      |          |        |                    | 37 mph     | 2                 | 2.0%   | 96.0%          |                                                                                                                                                        |        |                    |        | 37 mph            | 5      | 2.5%           | 98.0%    |                                                                                                                                                        |  |  |  | 37 mph | 5  | 2.5%  | 98.0% |
| 38 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                                      |          |        |                    | 38 mph     | 2                 | 2.0%   | 98.0%          |                                                                                                                                                        |        |                    |        | 38 mph            | 2      | 1.0%           | 99.0%    |                                                                                                                                                        |  |  |  | 38 mph | 2  | 1.0%  | 99.0% |
| 39 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                                      |          |        |                    | 39 mph     | 0                 | 0.0%   | 98.0%          |                                                                                                                                                        |        |                    |        | 39 mph            | 0      | 0.0%           | 99.0%    |                                                                                                                                                        |  |  |  | 39 mph | 0  | 0.0%  | 99.0% |
| 40 mph             | 0      | 0.0%              | 100.0% |                                                                                                                                                      |          |        |                    | 40 mph     | 1                 | 1.0%   | 99.0%          |                                                                                                                                                        |        |                    |        | 40 mph            | 1      | 0.5%           | 99.5%    |                                                                                                                                                        |  |  |  | 40 mph | 1  | 0.5%  | 99.5% |
| 41 mph             | 0      | 0.0%              | 100.0% | 41 mph                                                                                                                                               | 1        | 1.0%   | 100.0%             | 41 mph     | 1                 | 0.5%   | 100.0%         | 41 mph                                                                                                                                                 | 1      | 0.5%               | 100.0% |                   |        |                |          |                                                                                                                                                        |  |  |  |        |    |       |       |
| 42 mph             | 0      | 0.0%              | 100.0% | 42 mph                                                                                                                                               | 0        | 0.0%   | 100.0%             | 42 mph     | 0                 | 0.0%   | 100.0%         | 42 mph                                                                                                                                                 | 0      | 0.0%               | 100.0% |                   |        |                |          |                                                                                                                                                        |  |  |  |        |    |       |       |
| 43 mph             | 0      | 0.0%              | 100.0% | 43 mph                                                                                                                                               | 0        | 0.0%   | 100.0%             | 43 mph     | 0                 | 0.0%   | 100.0%         | 43 mph                                                                                                                                                 | 0      | 0.0%               | 100.0% |                   |        |                |          |                                                                                                                                                        |  |  |  |        |    |       |       |
| 44 mph             | 0      | 0.0%              | 100.0% | 44 mph                                                                                                                                               | 0        | 0.0%   | 100.0%             | 44 mph     | 0                 | 0.0%   | 100.0%         | 44 mph                                                                                                                                                 | 0      | 0.0%               | 100.0% |                   |        |                |          |                                                                                                                                                        |  |  |  |        |    |       |       |
| 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                                                                                                                                               | 0        | 0.0%   | 100.0%             | 45 mph     | 0                 | 0.0%   | 100.0%         | 45 mph                                                                                                                                                 | 0      | 0.0%               | 100.0% |                   |        |                |          |                                                                                                                                                        |  |  |  |        |    |       |       |
| 46 mph             | 0      | 0.0%              | 100.0% | 46 mph                                                                                                                                               | 0        | 0.0%   | 100.0%             | 46 mph     | 0                 | 0.0%   | 100.0%         | 46 mph                                                                                                                                                 | 0      | 0.0%               | 100.0% |                   |        |                |          |                                                                                                                                                        |  |  |  |        |    |       |       |
| 47 mph             | 0      | 0.0%              | 100.0% | 47 mph                                                                                                                                               | 0        | 0.0%   | 100.0%             | 47 mph     | 0                 | 0.0%   | 100.0%         | 47 mph                                                                                                                                                 | 0      | 0.0%               | 100.0% |                   |        |                |          |                                                                                                                                                        |  |  |  |        |    |       |       |
| 48 mph             | 0      | 0.0%              | 100.0% | 48 mph                                                                                                                                               | 0        | 0.0%   | 100.0%             | 48 mph     | 0                 | 0.0%   | 100.0%         | 48 mph                                                                                                                                                 | 0      | 0.0%               | 100.0% |                   |        |                |          |                                                                                                                                                        |  |  |  |        |    |       |       |
| 49 mph             | 0      | 0.0%              | 100.0% | 49 mph                                                                                                                                               | 0        | 0.0%   | 100.0%             | 49 mph     | 0                 | 0.0%   | 100.0%         | 49 mph                                                                                                                                                 | 0      | 0.0%               | 100.0% |                   |        |                |          |                                                                                                                                                        |  |  |  |        |    |       |       |
| 50 mph             | 0      | 0.0%              | 100.0% | 50 mph                                                                                                                                               | 0        | 0.0%   | 100.0%             | 50 mph     | 0                 | 0.0%   | 100.0%         | 50 mph                                                                                                                                                 | 0      | 0.0%               | 100.0% |                   |        |                |          |                                                                                                                                                        |  |  |  |        |    |       |       |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:                                                                                                                                       |          | 29.5   | TOTAL:             | 100        | 100.0%            |        | AVERAGE SPEED: |                                                                                                                                                        | 29.5   | TOTAL:             | 200    | 100.0%            |        | AVERAGE SPEED: |          | 29.5                                                                                                                                                   |  |  |  |        |    |       |       |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                                                                                                                                                  | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%    | 50%            | 85%                                                                                                                                                    | 90%    | PERCENTILE:        | 10%    | 15%               | 25%    | 50%            | 85%      | 90%                                                                                                                                                    |  |  |  |        |    |       |       |
| SPEEDS:            | 25.0   | 26.0              | 27.0   | 29.0                                                                                                                                                 | 33.0     | 34.0   | SPEEDS:            | 25.0       | 26.0              | 26.0   | 29.5           | 33.2                                                                                                                                                   | 35.0   | SPEEDS:            | 25.0   | 26.0              | 27.0   | 29.0           | 33.0     | 34.0                                                                                                                                                   |  |  |  |        |    |       |       |
| 10 MPH PACE SPEED: | 25-34  | NUMBER IN PACE:   |        | 88                                                                                                                                                   | PERCENT: | 88.0%  | 10 MPH PACE SPEED: | 24-33      | NUMBER IN PACE:   |        | 81             | PERCENT:                                                                                                                                               | 81.0%  | 10 MPH PACE SPEED: | 25-34  | NUMBER IN PACE:   |        | 168            | PERCENT: | 84.0%                                                                                                                                                  |  |  |  |        |    |       |       |
|                    |        | NUMBER BELOW PACE |        | 4                                                                                                                                                    | PERCENT: | 4.0%   |                    |            | NUMBER BELOW PACE |        | 4              | PERCENT:                                                                                                                                               | 4.0%   |                    |        | NUMBER BELOW PACE |        | 13             | PERCENT: | 6.5%                                                                                                                                                   |  |  |  |        |    |       |       |
|                    |        | NUMBER ABOVE PACE |        | 8                                                                                                                                                    | PERCENT: | 8.0%   |                    |            | NUMBER ABOVE PACE |        | 15             | PERCENT:                                                                                                                                               | 15.0%  |                    |        | NUMBER ABOVE PACE |        | 19             | PERCENT: | 9.5%                                                                                                                                                   |  |  |  |        |    |       |       |
| SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH | 20 MPH                                                                                                                                               | 20 MPH   | 20 MPH | SPEED EXCEEDED:    | 20 MPH     | 20 MPH            | 20 MPH | 20 MPH         | 20 MPH                                                                                                                                                 | 20 MPH | SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH | 20 MPH         | 20 MPH   | 20 MPH                                                                                                                                                 |  |  |  |        |    |       |       |
| TOTAL:             | 100    | 88                | 36     | 6                                                                                                                                                    | 0        | 0      | TOTAL:             | 100        | 88                | 37     | 8              | 1                                                                                                                                                      | 0      | TOTAL:             | 200    | 176               | 73     | 14             | 1        | 0                                                                                                                                                      |  |  |  |        |    |       |       |
| PERCENTAGE:        | 100.0% | 88.0%             | 36.0%  | 6.0%                                                                                                                                                 | 0.0%     | 0.0%   | PERCENTAGE:        | 100.0%     | 88.0%             | 37.0%  | 8.0%           | 1.0%                                                                                                                                                   | 0.0%   | PERCENTAGE:        | 100.0% | 88.0%             | 36.5%  | 7.0%           | 0.5%     | 0.0%                                                                                                                                                   |  |  |  |        |    |       |       |

Tel: (510) 232-1271

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ROADWAY: **Low Gap Road**  
SEGMENT: **State Street to Bush Street**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/28/2017**  
TIME: **7:00-8:30AM**  
DIRECTION OF TRAVEL: **Combined**



## Accident Report

### Accident Dates

**ROADWAY:** Low Gap Road  
**SEGMENT:** State Street to Bush Street

**From:** Jan-13  
**To:** Dec-16

| Date           | Location                    | Time of Day | Weather | Collision Factor          | Collision Type | Fatal | Injury | Non-Injury |
|----------------|-----------------------------|-------------|---------|---------------------------|----------------|-------|--------|------------|
| 3/24/2013      | Intersection of N. State St | 6:54 PM     | Cloudy  | Pedestrian Right of Way   | Broadside      | 0     | 1      | 0          |
| 6/28/2013      | Intersection of N. State St | 12:00 PM    | Clear   | Improper Turning          | Sideswipe      | 0     | 1      | 0          |
| 4/10/2015      | Intersection of N. State St | 4:25 PM     | Clear   | Unsafe Speeds             | Head-On        | 0     | 2      | 0          |
| 6/24/2014      | Intersection of N. State St | 11:17 AM    | Clear   | Automobile Right of Way   | Head-On        | 0     | 0      | 1          |
| 3/6/2014       | Intersection of N. State St | 8:37 PM     | Clear   | Automobile Right of Way   | Broadside      | 0     | 0      | 1          |
| 4/8/2014       | Intersection of N. State St | 1:45 PM     | Clear   | Automobile Right of Way   | Broadside      | 0     | 0      | 1          |
| 5/31/2016      | 85' E of Elm St             | 2:11 PM     | Clear   | Automobile Right of Way   | Broadside      | 0     | 0      | 1          |
| 12/6/2016      | Intersection of N. Bush St  | 11:53 AM    | Cloudy  | Traffic Signals and Signs | Broadside      | 0     | 0      | 1          |
| 3/9/2016       | Intersection of N. Oak St   | 2:22 PM     | Cloudy  | Automobile Right of Way   | Head-On        | 0     | 0      | 1          |
| <b>TOTALS:</b> |                             |             |         |                           |                | 0     | 4      | 5          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Low Gap Road (Bush Street to West City Limits)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Low Gap Road  
Limits: Bush Street to West City Limits

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/28/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | Combined         |  |
| 85th Percentile    |  | 33MPH            |  |
| 10 mph Pace        |  | 26-35 MPH        |  |
| Percent in Pace    |  | 94%              |  |
| Posted Speed Limit |  | 30 MPH           |  |

**B. COLLISION HISTORY**

|                    |                       |                     |                                  |
|--------------------|-----------------------|---------------------|----------------------------------|
| Date Range Covered | <i>From</i><br>Jan-13 | <i>To</i><br>Dec-16 | <i>Duration/Years</i><br>3 years |
| Total Collisions   | <b>Fatal</b><br>0     | <b>Injury</b><br>0  | <b>Non-Injury</b><br>4           |

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 4,446 |
| Length of Segment      | 3,920 |
| Width of Segment       | 33    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

|                    |                                                                                                                                                         |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| Conditions         | <u>Low Gap Road, between Bush Street and the West City Limits, is a 2-Lane, undivided city major collector.</u>                                         |
| Roadway Geometrics | <u>A Class II bike facility is present along the entire roadway within the specified limits. There are several school crossings along this roadway.</u> |
| Comments           | <u>There are no conditions that are not readily apparent to the driver.</u>                                                                             |
|                    |                                                                                                                                                         |
|                    |                                                                                                                                                         |

**E. ADJACENT LAND USE** Institutional Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 30 MPH        |
| Critical Speed*                                                   | 35 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>30 MPH</b> |

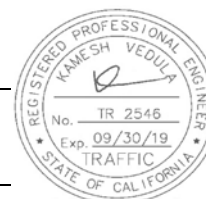
\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018  
**Date**

Project Manager  
**Title**



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/28/2017      **DAY:** THURSDAY      **TIME:** 8:35-10:00AM

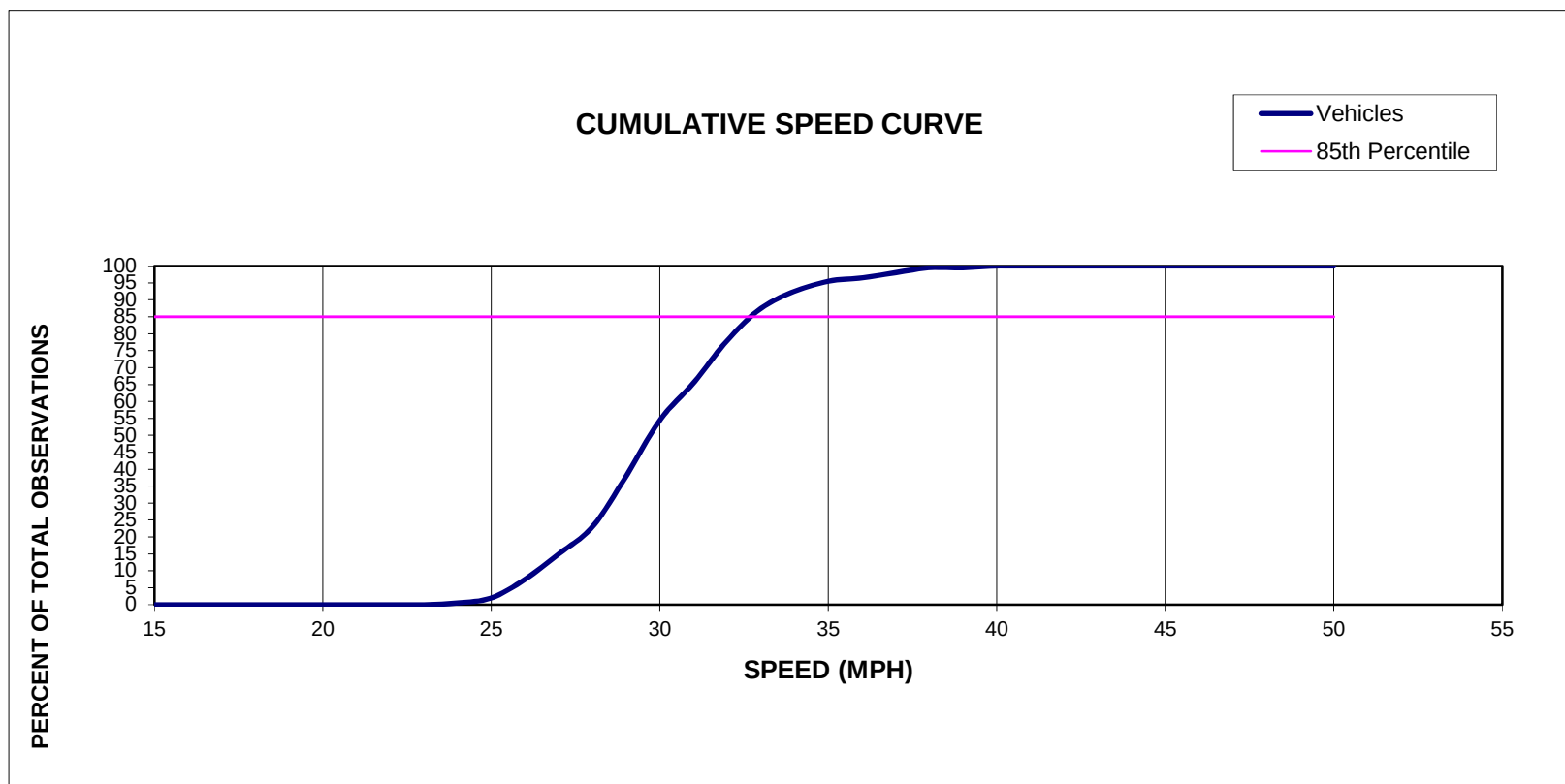
### 41. LOW GAP ROAD BETWEEN BUSH STREET TO WEST CITY LIMITS

| DIRECTION: |   |   |        | EAST BOUND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |  |  | DIRECTION: |  |  |  | WEST BOUND |  |  |  | DIRECTION: |  |  |  | COMBINED |  |  |  |
|------------|---|---|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------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| SPEED      | # | % | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></di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|  |  |  |            |  |  |  |            |  |  |  |            |  |  |  |          |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Low Gap Road**  
SEGMENT: **Bush Street to West City Limits**  
RADAR LOCATION: **Mid-Block**  
DATE: **9/28/2017**  
TIME: **8:35-10:00AM**  
DIRECTION OF TRAVEL: **Combined**





## Accident Report

### Accident Dates

**ROADWAY:** Low Gap Road

**From:** Jan-13

**SEGMENT:** Bush Street to West City Limits

**To:** Dec-16

| Date           | Location               | Time of Day | Weather | Collision Factor           | Collision Type | Fatal | Injury | Non-Injury |
|----------------|------------------------|-------------|---------|----------------------------|----------------|-------|--------|------------|
| 9/10/2014      | 636' W of N. Bush St   | 2:06 PM     | Clear   | Unsafe Speeds              | Rear End       | 0     | 0      | 1          |
| 4/27/2015      | 270' W of N. Bush St   | 12:37 PM    | Clear   | Unsafe Starting or Backing | Hit Object     | 0     | 0      | 1          |
| 6/6/2013       | 11'E of 901 Low Gap Rd | 7:29 PM     | Clear   | Unsafe Speeds              | Rear End       | 0     | 0      | 1          |
| 5/12/2016      | At 1100 Low Gap Rd     | 6:32 AM     | Clear   | Improper Turning           | Hit Object     | 0     | 0      | 1          |
| <b>TOTALS:</b> |                        |             |         |                            |                | 0     | 0      | 4          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Orchard Avenue (Ford Street to Gobbi Street)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Orchard Avenue  
Limits: Ford Street to Gobbi Street

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/26/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |           |
|--------------------|-----------|
| Location of Survey | Mid-Block |
| Direction          | Combined  |
| 85th Percentile    | 32 MPH    |
| 10 mph Pace        | 24-33 MPH |
| Percent in Pace    | 93%       |
| Posted Speed Limit | 30 MPH    |

**B. COLLISION HISTORY**

|                    |                |              |                           |
|--------------------|----------------|--------------|---------------------------|
| Date Range Covered | From<br>Jan-13 | To<br>Dec-16 | Duration/Years<br>3 years |
| Total Collisions   | Fatal<br>0     | Injury<br>11 | Non-Injury<br>16          |

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 8,177 |
| Length of Segment      | 3,920 |
| Width of Segment       | 33    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Orchard Avenue, between Ford Street and Gobbi Street, is a 2-Lane, undivided city major collector facility.

Roadway Geometrics A two-way-left-turn lane exists from the Ross Driveway to the Home Depot Driveway. A Class II bike facility is present from 260 feet north of Perkins Street to Clara Avenue. There is a school crossing approximately 360 feet north of Peach Street.

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Multi-Family Residential and Commercial Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 30 MPH        |
| Critical Speed*                                                   | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>30 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018  
Date

Project Manager  
Title



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/26/2017      **DAY:** TUESDAY      **TIME:** 12:30-1:35PM

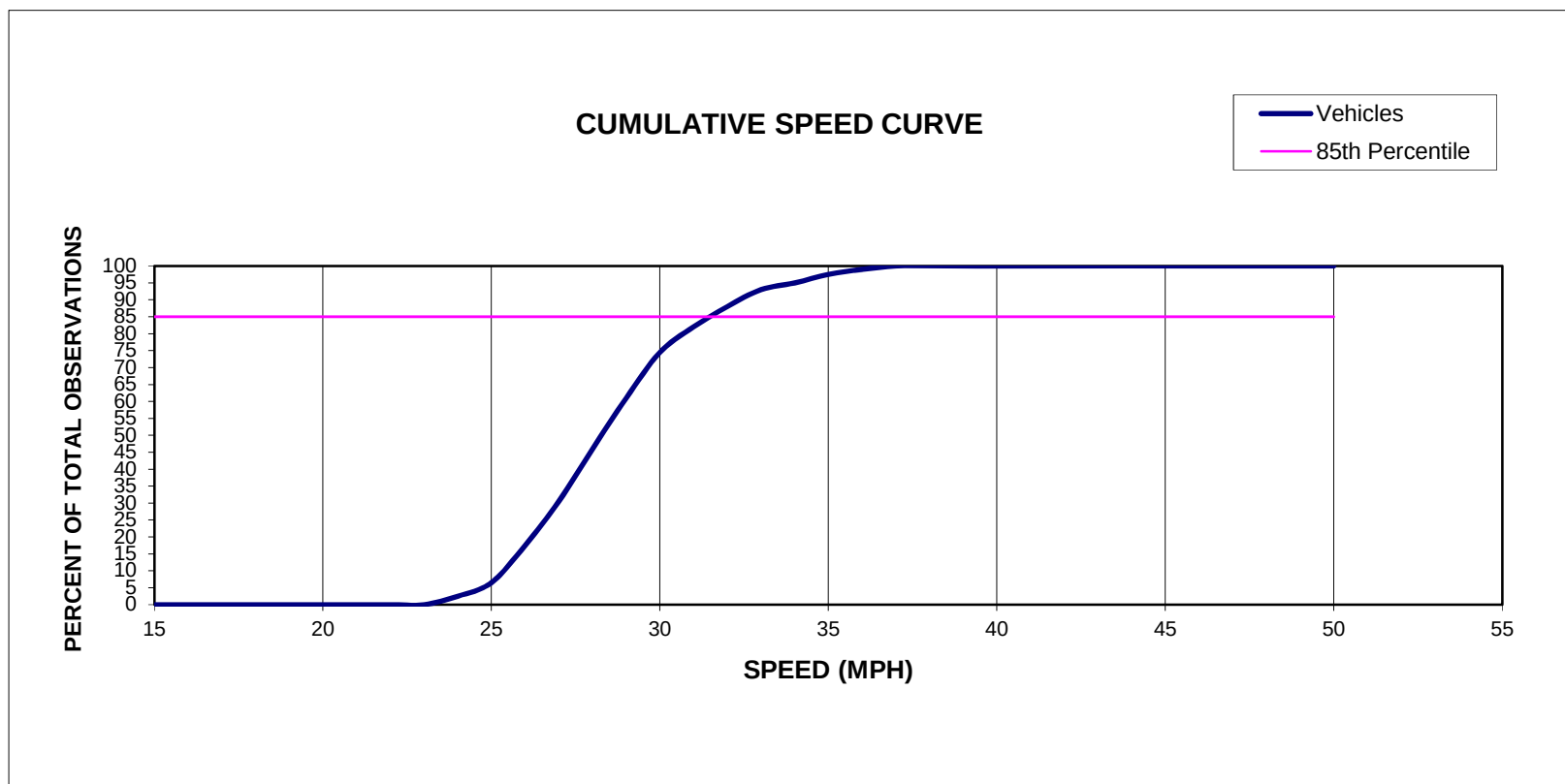
### 42. ORCHARD AVENUE BETWEEN FORD STREET TO GOBBI STREET

| DIRECTION:         |        |                   |                | NORTH BOUND                                                                                                  |          |        |                    | DIRECTION: |                   |                |        | SOUTH BOUND                                                                                                  |        |                    |        | DIRECTION:        |                |        |          | COMBINED                                                                                                     |  |  |  |
|--------------------|--------|-------------------|----------------|--------------------------------------------------------------------------------------------------------------|----------|--------|--------------------|------------|-------------------|----------------|--------|--------------------------------------------------------------------------------------------------------------|--------|--------------------|--------|-------------------|----------------|--------|----------|--------------------------------------------------------------------------------------------------------------|--|--|--|
| SPEED              | #      | %                 | CUM. %         | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |          |        |                    | SPEED      | #                 | %              | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |        |                    |        | SPEED             | #              | %      | CUM. %   | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |  |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%           |                                                                                                              |          |        |                    | 15 mph     | 0                 | 0.0%           | 0.0%   |                                                                                                              |        |                    |        | 15 mph            | 0              | 0.0%   | 0.0%     |                                                                                                              |  |  |  |
| 16 mph             | 0      | 0.0%              | 0.0%           | 16 mph                                                                                                       | 0        | 0.0%   | 0.0%               | 16 mph     | 0                 | 0.0%           | 0.0%   | 16 mph                                                                                                       | 0      | 0.0%               | 0.0%   | 16 mph            | 0              | 0.0%   | 0.0%     |                                                                                                              |  |  |  |
| 17 mph             | 0      | 0.0%              | 0.0%           | 17 mph                                                                                                       | 0        | 0.0%   | 0.0%               | 17 mph     | 0                 | 0.0%           | 0.0%   | 17 mph                                                                                                       | 0      | 0.0%               | 0.0%   | 17 mph            | 0              | 0.0%   | 0.0%     |                                                                                                              |  |  |  |
| 18 mph             | 0      | 0.0%              | 0.0%           | 18 mph                                                                                                       | 0        | 0.0%   | 0.0%               | 18 mph     | 0                 | 0.0%           | 0.0%   | 18 mph                                                                                                       | 0      | 0.0%               | 0.0%   | 18 mph            | 0              | 0.0%   | 0.0%     |                                                                                                              |  |  |  |
| 19 mph             | 0      | 0.0%              | 0.0%           | 19 mph                                                                                                       | 0        | 0.0%   | 0.0%               | 19 mph     | 0                 | 0.0%           | 0.0%   | 19 mph                                                                                                       | 0      | 0.0%               | 0.0%   | 19 mph            | 0              | 0.0%   | 0.0%     |                                                                                                              |  |  |  |
| 20 mph             | 0      | 0.0%              | 0.0%           | 20 mph                                                                                                       | 0        | 0.0%   | 0.0%               | 20 mph     | 0                 | 0.0%           | 0.0%   | 20 mph                                                                                                       | 0      | 0.0%               | 0.0%   | 20 mph            | 0              | 0.0%   | 0.0%     |                                                                                                              |  |  |  |
| 21 mph             | 0      | 0.0%              | 0.0%           | 21 mph                                                                                                       | 0        | 0.0%   | 0.0%               | 21 mph     | 0                 | 0.0%           | 0.0%   | 21 mph                                                                                                       | 0      | 0.0%               | 0.0%   | 21 mph            | 0              | 0.0%   | 0.0%     |                                                                                                              |  |  |  |
| 22 mph             | 0      | 0.0%              | 0.0%           | 22 mph                                                                                                       | 0        | 0.0%   | 0.0%               | 22 mph     | 0                 | 0.0%           | 0.0%   | 22 mph                                                                                                       | 0      | 0.0%               | 0.0%   | 22 mph            | 0              | 0.0%   | 0.0%     |                                                                                                              |  |  |  |
| 23 mph             | 0      | 0.0%              | 0.0%           | 23 mph                                                                                                       | 0        | 0.0%   | 0.0%               | 23 mph     | 0                 | 0.0%           | 0.0%   | 23 mph                                                                                                       | 0      | 0.0%               | 0.0%   | 23 mph            | 0              | 0.0%   | 0.0%     |                                                                                                              |  |  |  |
| 24 mph             | 2      | 2.0%              | 2.0%           | 24 mph                                                                                                       | 3        | 3.0%   | 3.0%               | 24 mph     | 5                 | 2.5%           | 2.5%   | 24 mph                                                                                                       | 5      | 2.5%               | 2.5%   | 24 mph            | 5              | 2.5%   | 2.5%     |                                                                                                              |  |  |  |
| 25 mph             | 3      | 3.0%              | 5.0%           | 25 mph                                                                                                       | 5        | 5.0%   | 8.0%               | 25 mph     | 8                 | 4.0%           | 6.5%   | 25 mph                                                                                                       | 8      | 4.0%               | 6.5%   | 25 mph            | 8              | 4.0%   | 6.5%     |                                                                                                              |  |  |  |
| 26 mph             | 13     | 13.0%             | 18.0%          | 26 mph                                                                                                       | 9        | 9.0%   | 17.0%              | 26 mph     | 22                | 11.0%          | 17.5%  | 26 mph                                                                                                       | 22     | 11.0%              | 17.5%  | 26 mph            | 22             | 11.0%  | 17.5%    |                                                                                                              |  |  |  |
| 27 mph             | 10     | 10.0%             | 28.0%          | 27 mph                                                                                                       | 16       | 16.0%  | 33.0%              | 27 mph     | 26                | 13.0%          | 30.5%  | 27 mph                                                                                                       | 26     | 13.0%              | 30.5%  | 27 mph            | 26             | 13.0%  | 30.5%    |                                                                                                              |  |  |  |
| 28 mph             | 14     | 14.0%             | 42.0%          | 28 mph                                                                                                       | 17       | 17.0%  | 50.0%              | 28 mph     | 31                | 15.5%          | 46.0%  | 28 mph                                                                                                       | 31     | 15.5%              | 46.0%  | 28 mph            | 31             | 15.5%  | 46.0%    |                                                                                                              |  |  |  |
| 29 mph             | 19     | 19.0%             | 61.0%          | 29 mph                                                                                                       | 11       | 11.0%  | 61.0%              | 29 mph     | 30                | 15.0%          | 61.0%  | 29 mph                                                                                                       | 30     | 15.0%              | 61.0%  | 29 mph            | 30             | 15.0%  | 61.0%    |                                                                                                              |  |  |  |
| 30 mph             | 14     | 14.0%             | 75.0%          | 30 mph                                                                                                       | 13       | 13.0%  | 74.0%              | 30 mph     | 27                | 13.5%          | 74.5%  | 30 mph                                                                                                       | 27     | 13.5%              | 74.5%  | 30 mph            | 27             | 13.5%  | 74.5%    |                                                                                                              |  |  |  |
| 31 mph             | 8      | 8.0%              | 83.0%          | 31 mph                                                                                                       | 7        | 7.0%   | 81.0%              | 31 mph     | 15                | 7.5%           | 82.0%  | 31 mph                                                                                                       | 15     | 7.5%               | 82.0%  | 31 mph            | 15             | 7.5%   | 82.0%    |                                                                                                              |  |  |  |
| 32 mph             | 6      | 6.0%              | 89.0%          | 32 mph                                                                                                       | 6        | 6.0%   | 87.0%              | 32 mph     | 12                | 6.0%           | 88.0%  | 32 mph                                                                                                       | 12     | 6.0%               | 88.0%  | 32 mph            | 12             | 6.0%   | 88.0%    |                                                                                                              |  |  |  |
| 33 mph             | 3      | 3.0%              | 92.0%          | 33 mph                                                                                                       | 7        | 7.0%   | 94.0%              | 33 mph     | 10                | 5.0%           | 93.0%  | 33 mph                                                                                                       | 10     | 5.0%               | 93.0%  | 33 mph            | 10             | 5.0%   | 93.0%    |                                                                                                              |  |  |  |
| 34 mph             | 2      | 2.0%              | 94.0%          | 34 mph                                                                                                       | 2        | 2.0%   | 96.0%              | 34 mph     | 4                 | 2.0%           | 95.0%  | 34 mph                                                                                                       | 4      | 2.0%               | 95.0%  | 34 mph            | 4              | 2.0%   | 95.0%    |                                                                                                              |  |  |  |
| 35 mph             | 4      | 4.0%              | 98.0%          | 35 mph                                                                                                       | 1        | 1.0%   | 97.0%              | 35 mph     | 5                 | 2.5%           | 97.5%  | 35 mph                                                                                                       | 5      | 2.5%               | 97.5%  | 35 mph            | 5              | 2.5%   | 97.5%    |                                                                                                              |  |  |  |
| 36 mph             | 1      | 1.0%              | 99.0%          | 36 mph                                                                                                       | 2        | 2.0%   | 99.0%              | 36 mph     | 3                 | 1.5%           | 99.0%  | 36 mph                                                                                                       | 3      | 1.5%               | 99.0%  | 36 mph            | 3              | 1.5%   | 99.0%    |                                                                                                              |  |  |  |
| 37 mph             | 1      | 1.0%              | 100.0%         | 37 mph                                                                                                       | 1        | 1.0%   | 100.0%             | 37 mph     | 2                 | 1.0%           | 100.0% | 37 mph                                                                                                       | 2      | 1.0%               | 100.0% | 37 mph            | 2              | 1.0%   | 100.0%   |                                                                                                              |  |  |  |
| 38 mph             | 0      | 0.0%              | 100.0%         | 38 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 38 mph     | 0                 | 0.0%           | 100.0% | 38 mph                                                                                                       | 0      | 0.0%               | 100.0% | 38 mph            | 0              | 0.0%   | 100.0%   |                                                                                                              |  |  |  |
| 39 mph             | 0      | 0.0%              | 100.0%         | 39 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 39 mph     | 0                 | 0.0%           | 100.0% | 39 mph                                                                                                       | 0      | 0.0%               | 100.0% | 39 mph            | 0              | 0.0%   | 100.0%   |                                                                                                              |  |  |  |
| 40 mph             | 0      | 0.0%              | 100.0%         | 40 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 40 mph     | 0                 | 0.0%           | 100.0% | 40 mph                                                                                                       | 0      | 0.0%               | 100.0% | 40 mph            | 0              | 0.0%   | 100.0%   |                                                                                                              |  |  |  |
| 41 mph             | 0      | 0.0%              | 100.0%         | 41 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 41 mph     | 0                 | 0.0%           | 100.0% | 41 mph                                                                                                       | 0      | 0.0%               | 100.0% | 41 mph            | 0              | 0.0%   | 100.0%   |                                                                                                              |  |  |  |
| 42 mph             | 0      | 0.0%              | 100.0%         | 42 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 42 mph     | 0                 | 0.0%           | 100.0% | 42 mph                                                                                                       | 0      | 0.0%               | 100.0% | 42 mph            | 0              | 0.0%   | 100.0%   |                                                                                                              |  |  |  |
| 43 mph             | 0      | 0.0%              | 100.0%         | 43 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 43 mph     | 0                 | 0.0%           | 100.0% | 43 mph                                                                                                       | 0      | 0.0%               | 100.0% | 43 mph            | 0              | 0.0%   | 100.0%   |                                                                                                              |  |  |  |
| 44 mph             | 0      | 0.0%              | 100.0%         | 44 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 44 mph     | 0                 | 0.0%           | 100.0% | 44 mph                                                                                                       | 0      | 0.0%               | 100.0% | 44 mph            | 0              | 0.0%   | 100.0%   |                                                                                                              |  |  |  |
| 45 mph             | 0      | 0.0%              | 100.0%         | 45 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 45 mph     | 0                 | 0.0%           | 100.0% | 45 mph                                                                                                       | 0      | 0.0%               | 100.0% | 45 mph            | 0              | 0.0%   | 100.0%   |                                                                                                              |  |  |  |
| 46 mph             | 0      | 0.0%              | 100.0%         | 46 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 46 mph     | 0                 | 0.0%           | 100.0% | 46 mph                                                                                                       | 0      | 0.0%               | 100.0% | 46 mph            | 0              | 0.0%   | 100.0%   |                                                                                                              |  |  |  |
| 47 mph             | 0      | 0.0%              | 100.0%         | 47 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 47 mph     | 0                 | 0.0%           | 100.0% | 47 mph                                                                                                       | 0      | 0.0%               | 100.0% | 47 mph            | 0              | 0.0%   | 100.0%   |                                                                                                              |  |  |  |
| 48 mph             | 0      | 0.0%              | 100.0%         | 48 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 48 mph     | 0                 | 0.0%           | 100.0% | 48 mph                                                                                                       | 0      | 0.0%               | 100.0% | 48 mph            | 0              | 0.0%   | 100.0%   |                                                                                                              |  |  |  |
| 49 mph             | 0      | 0.0%              | 100.0%         | 49 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 49 mph     | 0                 | 0.0%           | 100.0% | 49 mph                                                                                                       | 0      | 0.0%               | 100.0% | 49 mph            | 0              | 0.0%   | 100.0%   |                                                                                                              |  |  |  |
| 50 mph             | 0      | 0.0%              | 100.0%         | 50 mph                                                                                                       | 0        | 0.0%   | 100.0%             | 50 mph     | 0                 | 0.0%           | 100.0% | 50 mph                                                                                                       | 0      | 0.0%               | 100.0% | 50 mph            | 0              | 0.0%   | 100.0%   |                                                                                                              |  |  |  |
| TOTAL:             | 100    | 100.0%            | AVERAGE SPEED: |                                                                                                              | 29.1     |        | TOTAL:             | 100        | 100.0%            | AVERAGE SPEED: |        | 29.0                                                                                                         |        | TOTAL:             | 200    | 100.0%            | AVERAGE SPEED: |        | 29.1     |                                                                                                              |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%            | 50%                                                                                                          | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%            | 50%    | 85%                                                                                                          | 90%    | PERCENTILE:        | 10%    | 15%               | 25%            | 50%    | 85%      | 90%                                                                                                          |  |  |  |
| SPEEDS:            | 26.0   | 26.0              | 27.0           | 29.0                                                                                                         | 32.0     | 33.0   | SPEEDS:            | 26.0       | 26.0              | 27.0           | 28.5   | 32.0                                                                                                         | 33.0   | SPEEDS:            | 26.0   | 26.0              | 27.0           | 29.0   | 32.0     | 33.0                                                                                                         |  |  |  |
| 10 MPH PACE SPEED: | 26-35  | NUMBER IN PACE:   |                | 93                                                                                                           | PERCENT: | 93.0%  | 10 MPH PACE SPEED: | 24-33      | NUMBER IN PACE:   |                | 94     | PERCENT:                                                                                                     | 94.0%  | 10 MPH PACE SPEED: | 24-33  | NUMBER IN PACE:   |                | 186    | PERCENT: | 93.0%                                                                                                        |  |  |  |
|                    |        | NUMBER BELOW PACE |                | 5                                                                                                            | PERCENT: | 5.0%   |                    |            | NUMBER BELOW PACE |                | 0      | PERCENT:                                                                                                     | 0.0%   |                    |        | NUMBER BELOW PACE |                | 0      | PERCENT: | 0.0%                                                                                                         |  |  |  |
|                    |        | NUMBER ABOVE PACE |                | 2                                                                                                            | PERCENT: | 2.0%   |                    |            | NUMBER ABOVE PACE |                | 6      | PERCENT:                                                                                                     | 6.0%   |                    |        | NUMBER ABOVE PACE |                | 14     | PERCENT: | 7.0%                                                                                                         |  |  |  |
| SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH         | 20 MPH                                                                                                       | 20 MPH   | 20 MPH | SPEED EXCEEDED:    | 20 MPH     | 20 MPH            | 20 MPH         | 20 MPH | 20 MPH                                                                                                       | 20 MPH | SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH         | 20 MPH | 20 MPH   | 20 MPH                                                                                                       |  |  |  |
| TOTAL:             | 100    | 95                | 25             | 2                                                                                                            | 0        | 0      | TOTAL:             | 100        | 92                | 26             | 3      | 0                                                                                                            | 0      | TOTAL:             | 200    | 187               | 51             | 5      | 0        | 0                                                                                                            |  |  |  |
| PERCENTAGE:        | 100.0% | 95.0%             | 25.0%          | 2.0%                                                                                                         | 0.0%     | 0.0%   | PERCENTAGE:        | 100.0%     | 92.0%             | 26.0%          | 3.0%   | 0.0%                                                                                                         | 0.0%   | PERCENTAGE:        | 100.0% | 93.5%             | 25.5%          | 2.5%   | 0.0%     | 0.0%                                                                                                         |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: Orchard Avenue  
SEGMENT: Ford Street to Gobbi Street  
RADAR LOCATION: Mid-Block  
DATE: 9/28/2017  
TIME: 8:35-10:00AM  
DIRECTION OF TRAVEL: Combined



# Accident Report

## Accident Dates

**ROADWAY:** Orchard Avenue  
**SEGMENT:** Ford Street to Gobbi Street

**From:** Jan-13  
**To:** Dec-16

| Date           | Location                      | Time of Day | Weather | Collision Factor          | Collision Type     | Fatal    | Injury    | Non-Injury |
|----------------|-------------------------------|-------------|---------|---------------------------|--------------------|----------|-----------|------------|
| 3/12/2013      | 257' N of Perkins St          | 4:34 PM     | Clear   | Unsafe Speeds             | Rear End           | 0        | 0         | 1          |
| 4/3/2013       | Intersection of E. Perkins St | 10:03 AM    | Clear   | Improper Turning          | Hit Object         | 0        | 0         | 1          |
| 4/15/2013      | Intersection of E. Gobbi St   | 3:07 PM     | Cloudy  | Traffic Signals and Signs | Broadside          | 0        | 1         | 0          |
| 4/19/2013      | Intersection of Perkins St    | 3:32 PM     | Clear   | Improper Turning          | Sideswipe          | 0        | 0         | 1          |
| 4/25/2013      | Intersection of E. Perkins St | 11:32 AM    | Clear   | Improper Turning          | Hit Object         | 0        | 0         | 1          |
| 5/7/2013       | Intersection of Clara Ave     | 1:45 AM     | Clear   | Improper Turning          | Hit Object         | 0        | 0         | 1          |
| 5/16/2013      | Intersection of Ford St       | 1:48 PM     | Clear   | Improper Turning          | Hit Object         | 0        | 0         | 1          |
| 8/16/2013      | 213' N of E. Perkins St       | 12:00 AM    | Clear   | Improper Lane Change      | Hit Object         | 0        | 0         | 1          |
| 10/28/2013     | Intersection of Peach St      | 2:00 PM     | Clear   | Automobile Right of Way   | Broadside          | 0        | 1         | 0          |
| 11/25/2013     | Intersection of E. Gobbi St   | 11:04 AM    | Clear   | Not Stated                | Broadside          | 0        | 1         | 0          |
| 1/1/2014       | Intersection of E. Gobbi St   | 11:31 AM    | Clear   | Traffic Signals and Signs | Broadside          | 0        | 1         | 0          |
| 1/1/2014       | Intersection of E. Gobbi St   | 11:31 AM    | Clear   | Traffic Signals and Signs | Broadside          | 0        | 1         | 0          |
| 2/26/2014      | 794' S of Clara Ave           | 11:48 AM    | Raining | Automobile Right of Way   | Broadside          | 0        | 0         | 1          |
| 3/28/2014      | 252' N of E. Perkins St       | 1:39 PM     | Raining | Automobile Right of Way   | Rear End           | 0        | 1         | 0          |
| 4/9/2014       | Intersection of Ford St       | 4:14 PM     | Clear   | Unsafe Speeds             | Rear End           | 0        | 0         | 1          |
| 5/1/2014       | Intersection of E. Perkins St | 12:03 PM    | Clear   | Wrong Side of Road        | Head-On            | 0        | 1         | 0          |
| 5/9/2014       | 17' N of JC Penney Entrance   | 4:18 PM     | Clear   | Automobile Right of Way   | Broadside          | 0        | 0         | 1          |
| 12/3/2014      | Intersection of E. Gobbi St   | 5:17 PM     | Raining | Automobile Right of Way   | Broadside          | 0        | 0         | 1          |
| 3/20/2015      | 68' N of E. Gobbi St          | 5:19 PM     | Cloudy  | Improper Turning          | Hit Object         | 0        | 0         | 1          |
| 4/11/2015      | Intersection of E. Gobbi St   | 5:54 PM     | Clear   | Traffic Signals and Signs | Broadside          | 0        | 1         | 0          |
| 7/21/2015      | Intersection of E. Perkins St | 10:04 AM    | Clear   | Unknown                   | Vehicle/Pedestrian | 0        | 1         | 0          |
| 12/30/2015     | 406' N of E. Perkins St       | 8:31 AM     | Cloudy  | Unsafe Speeds             | Hit Object         | 0        | 0         | 1          |
| 1/15/2016      | 197' N of E. Perkins St       | 5:32 AM     | Cloudy  | Unsafe Speeds             | Sideswipe          | 0        | 1         | 0          |
| 1/15/2016      | At 225 N. Orchard Ave         | 3:25 PM     | Cloudy  | Automobile Right of Way   | Sideswipe          | 0        | 1         | 0          |
| 1/15/2016      | Intersection of E. Gobbi St   | 11:46 PM    | Raining | Traffic Signals and Signs | Broadside          | 0        | 0         | 1          |
| 4/18/2016      | Intersection of E. Gobbi St   | 11:47 AM    | Clear   | Other Hazard              | Hit Object         | 0        | 0         | 1          |
| 4/19/2016      | Intersection of E. Gobbi St   | 4:46 PM     | Clear   | Unsafe Speeds             | Rear End           | 0        | 0         | 1          |
| 8/12/2016      | 29' S of Kings Ct.            | 8:29 PM     | Clear   | Improper Turning          | Head-On            | 0        | 0         | 1          |
| 8/17/2016      | At 200 N. Orchard Ave         | 6:23 PM     | Clear   | Automobile Right of Way   | Head-On            | 0        | 1         | 0          |
| 8/17/2016      | At North Orchard Ave          | 3:25 PM     | Clear   | Automobile Right of Way   | Broadside          | 0        | 1         | 0          |
| 10/12/2016     | 285' N of E. Gobbi St         | 10:37 AM    | Clear   | Improper Turning          | Sideswipe          | 0        | 0         | 1          |
| 12/3/2016      | 95' S of Stella Dr.           | 2:15 AM     | Clear   | DUI                       | Rear End           | 0        | 0         | 1          |
| 12/12/2016     | 192' S of Clara Ave           | 2:40 PM     | Clear   | Automobile Right of Way   | Head-On            | 0        | 1         | 0          |
| <b>TOTALS:</b> |                               |             |         |                           |                    | <b>0</b> | <b>11</b> | <b>16</b>  |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Perkins Street (State Street to Highway 101)



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Perkins Street  
Limits: State Street to Highway 101

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/26/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |           |  |
|--------------------|--|-----------|--|
| Location of Survey |  | Mid-block |  |
| Direction          |  | COMBINED  |  |
| 85th Percentile    |  | 34 MPH    |  |
| 10 mph Pace        |  | 26-35MPH  |  |
| Percent in Pace    |  | 89%       |  |
| Posted Speed Limit |  | 30 MPH    |  |

**B. COLLISION HISTORY**

|                    |                       |                     |                                  |
|--------------------|-----------------------|---------------------|----------------------------------|
| Date Range Covered | <i>From</i><br>Jan-13 | <i>To</i><br>Dec-16 | <i>Duration/Years</i><br>3 years |
| Total Collisions   | <b>Fatal</b><br>0     | <b>Injury</b><br>19 | <b>Non-Injury</b><br>24          |

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 7,040 |
| Length of Segment      | 3,000 |
| Width of Segment       | 40    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Perkins Street, between State Street and Highway 101, is a 4-lane undivided city arterial roadway.

Roadway Geometrics Roadway changes from 4-Lane to 2-Lane east of Orchard Avenue.

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Commercial and Residential

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 30 MPH        |
| Critical Speed*                                                         | 35 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>30 MPH</b> |

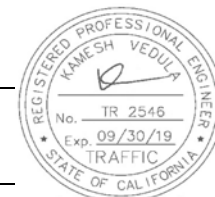
\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018  
**Date**

Project Manager  
**Title**



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/26/2017      **DAY:** TUESDAY      **TIME:** 10:20-11:25AM

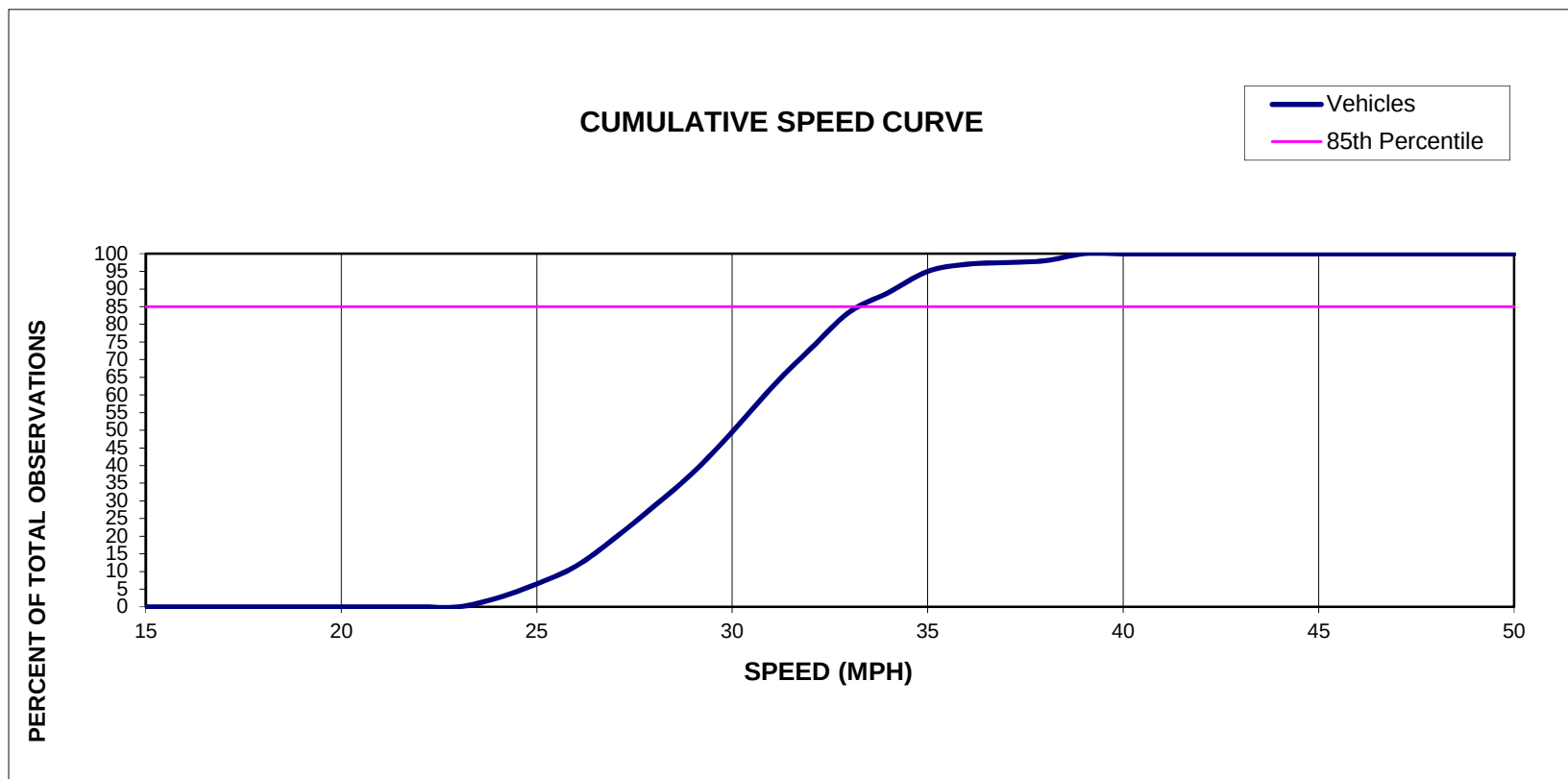
### 43. PERKINS STREET BETWEEN STATE STREET TO HIGHWAY 101

| DIRECTION: |   |   |        | EAST BOUND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |  | DIRECTION: |  |  |  | WEST BOUND |  |  |  | DIRECTION: |  |  |  | COMBINED |  |  |  |  |  |
|------------|---|---|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------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| SPEED      | # | % | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></di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|  |  |  |            |  |  |  |            |  |  |  |            |  |  |  |          |  |  |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: Perkins Street  
SEGMENT: State Street to Highway 101  
RADAR LOCATION: Mid-block  
DATE: 9/26/2017  
TIME: 10:20-11:25AM  
DIRECTION OF TRAVEL: COMBINED



# Accident Report

## Accident Dates

ROADWAY: Perkins Street  
SEGMENT: State Street to Highway 101

From: Jan-13  
To: Dec-16

| Date       | Location                       | Time of Day | Weather | Collision Factor          | Collision Type     | Fatal | Injury | Non-Injury |
|------------|--------------------------------|-------------|---------|---------------------------|--------------------|-------|--------|------------|
| 3/19/2013  | Intersection of US 101         | 11:08 AM    | Cloudy  | Improper Turning          | Broadside          | 0     | 0      | 1          |
| 4/3/2013   | Intersection of N. Orchard Ave | 10:03 AM    | Clear   | Improper Turning          | Hit Object         | 0     | 0      | 1          |
| 4/19/2013  | Intersection of Orchard Ave    | 3:32 PM     | Clear   | Improper Turning          | Sideswipe          | 0     | 0      | 1          |
| 4/25/2013  | Intersection of N. Orchard Ave | 11:32 AM    | Clear   | Improper Turning          | Hit Object         | 0     | 0      | 1          |
| 5/4/2013   | Intersection of US 101         | 11:41 AM    | Clear   | Automobile Right of Way   | Broadside          | 0     | 2      | 0          |
| 5/10/2013  | Intersection of Pomeroy St     | 12:11 PM    | Clear   | Automobile Right of Way   | Broadside          | 0     | 1      | 0          |
| 6/28/2013  | Intersection of State St       | 7:29 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 8/30/2013  | Intersection of US 101         | 2:07 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 2      | 0          |
| 10/13/2013 | Intersection of S. Main St     | 4:44 PM     | Clear   | Traffic Signals and Signs | Sideswipe          | 0     | 0      | 1          |
| 10/17/2013 | Intersection of Pomeroy St     | 3:25 AM     | Clear   | Unsafe Speed              | Hit Object         | 0     | 1      | 0          |
| 5/1/2014   | Intersection of N. Orchard Ave | 12:03 PM    | Clear   | Wrong Side of Road        | Head-On            | 0     | 1      | 0          |
| 5/5/2014   | Intersection of S. State St    | 7:47 AM     | Clear   | Traffic Signals and Signs | Other              | 0     | 1      | 0          |
| 6/24/2014  | Intersection of N. State St    | 5:42 PM     | Clear   | Improper Turning          | Hit Object         | 0     | 0      | 1          |
| 7/7/2014   | 110' W of S. Orchard Ave       | 2:27 PM     | Clear   | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 9/17/2014  | Intersection of Hospital Dr    | 3:13 PM     | Cloudy  | Improper Turning          | Sideswipe          | 0     | 1      | 0          |
| 10/5/2014  | 19' E of Pomeroy St            | 3:37 PM     | Clear   | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 10/14/2014 | 4' W of US 101 Interchange     | 2:27 PM     | Cloudy  | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 11/6/2014  | Intersection of Leslie St      | 5:20 PM     | Clear   | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 11/19/2014 | 53' E of US 101                | 12:28 PM    | Raining | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 12/5/2014  | Intersection of Leslie St      | 9:15 AM     | Raining | Automobile Right of Way   | Broadside          | 0     | 1      | 0          |
| 12/23/2014 | 107' E of Mason St             | 1:39 PM     | Clear   | Improper Turning          | Sideswipe          | 0     | 0      | 1          |
| 1/20/2015  | Intersection of Hospital Dr    | 3:43 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 2/5/2015   | Intersection of US 101         | 12:50 PM    | Clear   | Automobile Right of Way   | Broadside          | 0     | 1      | 0          |
| 5/5/2015   | Intersection of S. Main St     | 11:10 AM    | Clear   | Pedestrian Right of Way   | Vehicle/Pedestrian | 0     | 1      | 0          |
| 5/16/2015  | Intersection of US 101         | 12:50 PM    | Clear   | Automobile Right of Way   | Broadside          | 0     | 1      | 0          |
| 7/5/2015   | Intersection of Pomeroy St     | 10:17 AM    | Clear   | Automobile Right of Way   | Broadside          | 0     | 1      | 0          |
| 7/21/2015  | Intersection of S. Orchard Ave | 10:04 AM    | Clear   | Not Stated                | Pedestrian/Vehicle | 0     | 1      | 0          |
| 9/19/2015  | At #400 E. Perkins St          | 3:20 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 9/23/2015  | Intersection of US 101         | 8:20 AM     | Clear   | Automobile Right of Way   | Broadside          | 0     | 2      | 0          |
| 2/10/2016  | Intersection of Main St        | 4:49 PM     | Clear   | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 3/7/2016   | Intersection of N. State Dr    | 9:42 AM     | Clear   | Other Hazard              | Hit Object         | 0     | 0      | 1          |
| 3/8/2016   | Intersection of Main St        | 4:49 PM     | Clear   | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 3/9/2016   | 31' E of Warren Dr             | 7:25 PM     | Cloudy  | Unsafe Speed              | Rear End           | 0     | 1      | 0          |
| 6/16/2016  | Intersection of Main St        | 10:26 AM    | Cloudy  | DUI                       | Sideswipe          | 0     | 0      | 1          |
| 7/21/2016  | Intersection of Pomeroy St     | 5:47 PM     | Clear   | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 7/22/2016  | Intersection of US 101         | 6:35 PM     | Clear   | Improper Turning          | Broadside          | 0     | 0      | 1          |
| 7/26/2016  | 7' E of US 101 Interchange     | 4:02 PM     | Clear   | Other Improper Driving    | Sideswipe          | 0     | 0      | 1          |
| 9/27/2016  | 5' E of US 101 Interchange     | 5:18 PM     | Clear   | Improper Turning          | Broadside          | 0     | 0      | 1          |
| 11/19/2016 | Intersection of US 101         | 4:59 PM     | Raining | Improper Turning          | Head-On            | 0     | 0      | 1          |
| 12/25/2016 | 206' E of Mason St             | 6:55 PM     | Clear   | Pedestrian Violation      | Vehicle/Pedestrian | 0     | 1      | 0          |
| TOTALS:    |                                |             |         |                           |                    | 0     | 19     | 24         |

NOTE: Collision data obtained from the CHP SWTRS program.

## State Street (North City Limits to Norton Street)

**City of Ukiah Public Works Department**  
**Speed Limit**  
**Engineering and Traffic Survey (E&TS)**

Street: State Street Prepared By: GHD  
 Limits: North City Limits to Norton Street Field Observer: Baymetrics  
 Date: 9/27/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |           |  |
|--------------------|--|-----------|--|
| Location of Survey |  | Mid-block |  |
| Direction          |  | COMBINED  |  |
| 85th Percentile    |  | 36 MPH    |  |
| 10 mph Pace        |  | 28-37 MPH |  |
| Percent in Pace    |  | 84%       |  |
| Posted Speed Limit |  | 30 MPH    |  |

**B. COLLISION HISTORY**

Date Range Covered

| From   | To     | Duration/Years |
|--------|--------|----------------|
| Jan-13 | Dec-16 | 3 years        |
| Fatal  | Injury | Non-Injury     |
| 0      | 28     | 34             |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |        |
|------------------------|--------|
| Average Daily Traffic  | 10,481 |
| Length of Segment      | 4,250  |
| Width of Segment       | 60     |
| Number of Travel Lanes | 4      |

**D. CONDITIONS NOT READILY APPARENT**

Conditions State Street, between the North City Limits and Norton Street, is a 4-Lane undivided city arterial roadway. There are several School crossings along this section of the roadway.

Roadway Geometrics None

Comments Based on the land use, street classification, collision rate, school crossings, and MUTCD section 12a, it is appropriate to maintain the existing speed limit of 30 MPH on State Street between the Northern City Limits and Norton Street.

E. ADJACENT LAND USE Commercial

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 30 MPH        |
| Critical Speed*                                                   | 35 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>30 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
 Name

3/1/2018  
 Date

Project Manager  
 Title



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/27/2017      **DAY:** WEDNESDAY      **TIME:** 8:05-9:00AM

### 44. STATE STREET BETWEEN NORTH CITY LIMITS TO NORTON STREET

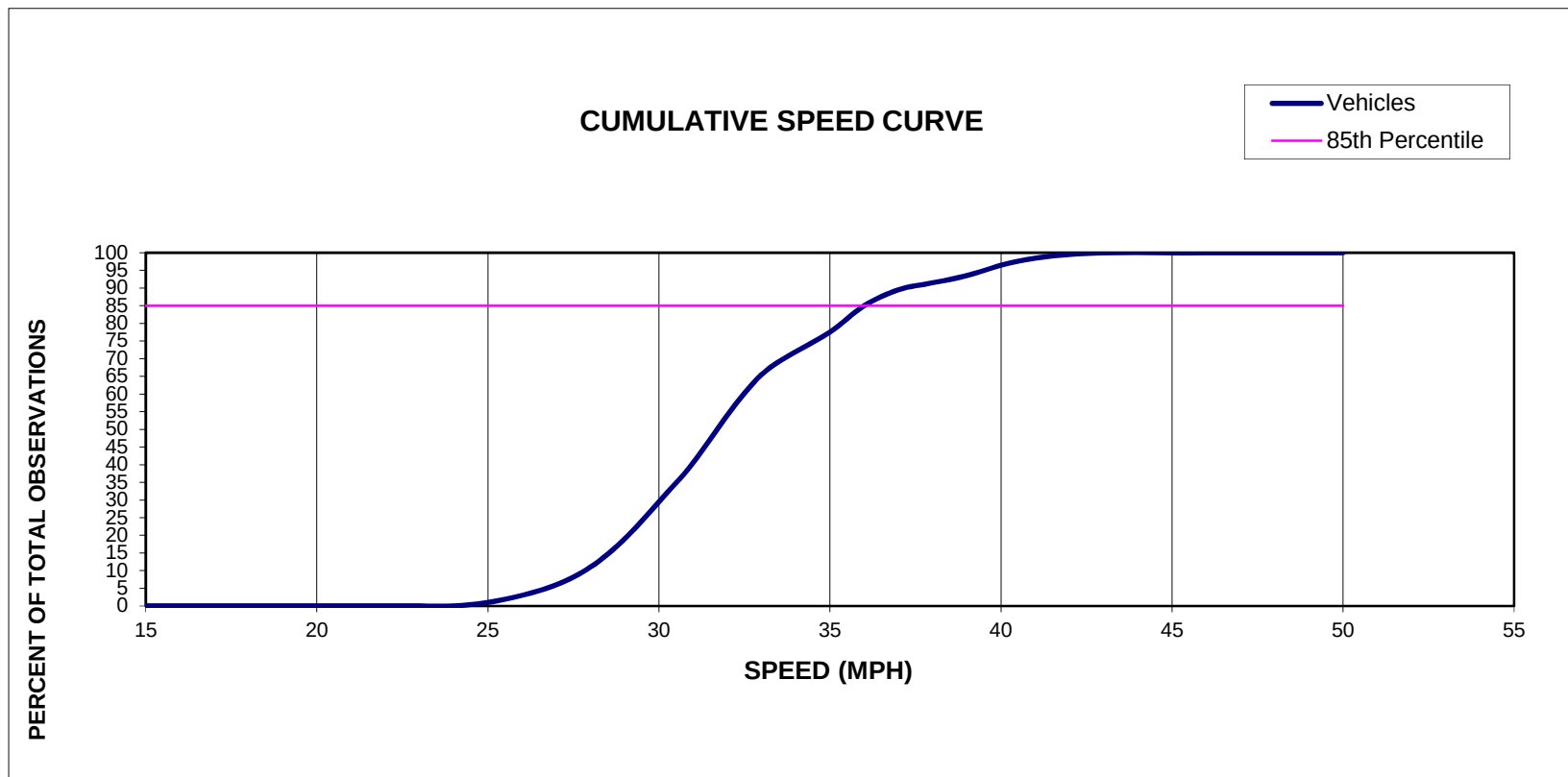
| DIRECTION:         |        |                   |                | NORTH BOUND              |        |          | DIRECTION:      |                    |        |                   | SOUTH BOUND              |        |        | DIRECTION:      |        |                    |                | COMBINED                 |        |        |  |          |       |
|--------------------|--------|-------------------|----------------|--------------------------|--------|----------|-----------------|--------------------|--------|-------------------|--------------------------|--------|--------|-----------------|--------|--------------------|----------------|--------------------------|--------|--------|--|----------|-------|
| SPEED              | #      | %                 | CUM. %         | SPEED DISTRIBUTION CHART |        |          | SPEED           | #                  | %      | CUM. %            | SPEED DISTRIBUTION CHART |        |        | SPEED           | #      | %                  | CUM. %         | SPEED DISTRIBUTION CHART |        |        |  |          |       |
| 15 mph             | 0      | 0.0%              | 0.0%           |                          |        |          | 15 mph          | 0                  | 0.0%   | 0.0%              |                          |        |        | 15 mph          | 0      | 0.0%               | 0.0%           |                          |        |        |  |          |       |
| 16 mph             | 0      | 0.0%              | 0.0%           |                          |        |          | 16 mph          | 0                  | 0.0%   | 0.0%              |                          |        |        | 16 mph          | 0      | 0.0%               | 0.0%           |                          |        |        |  |          |       |
| 17 mph             | 0      | 0.0%              | 0.0%           |                          |        |          | 17 mph          | 0                  | 0.0%   | 0.0%              |                          |        |        | 17 mph          | 0      | 0.0%               | 0.0%           |                          |        |        |  |          |       |
| 18 mph             | 0      | 0.0%              | 0.0%           |                          |        |          | 18 mph          | 0                  | 0.0%   | 0.0%              |                          |        |        | 18 mph          | 0      | 0.0%               | 0.0%           |                          |        |        |  |          |       |
| 19 mph             | 0      | 0.0%              | 0.0%           |                          |        |          | 19 mph          | 0                  | 0.0%   | 0.0%              |                          |        |        | 19 mph          | 0      | 0.0%               | 0.0%           |                          |        |        |  |          |       |
| 20 mph             | 0      | 0.0%              | 0.0%           |                          |        |          | 20 mph          | 0                  | 0.0%   | 0.0%              |                          |        |        | 20 mph          | 0      | 0.0%               | 0.0%           |                          |        |        |  |          |       |
| 21 mph             | 0      | 0.0%              | 0.0%           |                          |        |          | 21 mph          | 0                  | 0.0%   | 0.0%              |                          |        |        | 21 mph          | 0      | 0.0%               | 0.0%           |                          |        |        |  |          |       |
| 22 mph             | 0      | 0.0%              | 0.0%           |                          |        |          | 22 mph          | 0                  | 0.0%   | 0.0%              |                          |        |        | 22 mph          | 0      | 0.0%               | 0.0%           |                          |        |        |  |          |       |
| 23 mph             | 0      | 0.0%              | 0.0%           |                          |        |          | 23 mph          | 0                  | 0.0%   | 0.0%              |                          |        |        | 23 mph          | 0      | 0.0%               | 0.0%           |                          |        |        |  |          |       |
| 24 mph             | 0      | 0.0%              | 0.0%           |                          |        |          | 24 mph          | 0                  | 0.0%   | 0.0%              |                          |        |        | 24 mph          | 0      | 0.0%               | 0.0%           |                          |        |        |  |          |       |
| 25 mph             | 0      | 0.0%              | 0.0%           |                          |        |          | 25 mph          | 2                  | 2.0%   | 2.0%              |                          |        |        | 25 mph          | 2      | 1.0%               | 1.0%           |                          |        |        |  |          |       |
| 26 mph             | 3      | 3.0%              | 3.0%           |                          |        |          | 26 mph          | 1                  | 1.0%   | 3.0%              |                          |        |        | 26 mph          | 4      | 2.0%               | 3.0%           |                          |        |        |  |          |       |
| 27 mph             | 4      | 4.0%              | 7.0%           |                          |        |          | 27 mph          | 2                  | 2.0%   | 5.0%              |                          |        |        | 27 mph          | 6      | 3.0%               | 6.0%           |                          |        |        |  |          |       |
| 28 mph             | 4      | 4.0%              | 11.0%          |                          |        |          | 28 mph          | 6                  | 6.0%   | 11.0%             |                          |        |        | 28 mph          | 10     | 5.0%               | 11.0%          |                          |        |        |  |          |       |
| 29 mph             | 3      | 3.0%              | 14.0%          |                          |        |          | 29 mph          | 13                 | 13.0%  | 24.0%             |                          |        |        | 29 mph          | 16     | 8.0%               | 19.0%          |                          |        |        |  |          |       |
| 30 mph             | 6      | 6.0%              | 20.0%          |                          |        |          | 30 mph          | 15                 | 15.0%  | 39.0%             |                          |        |        | 30 mph          | 21     | 10.5%              | 29.5%          |                          |        |        |  |          |       |
| 31 mph             | 12     | 12.0%             | 32.0%          |                          |        |          | 31 mph          | 10                 | 10.0%  | 49.0%             |                          |        |        | 31 mph          | 22     | 11.0%              | 40.5%          |                          |        |        |  |          |       |
| 32 mph             | 17     | 17.0%             | 49.0%          |                          |        |          | 32 mph          | 10                 | 10.0%  | 59.0%             |                          |        |        | 32 mph          | 27     | 13.5%              | 54.0%          |                          |        |        |  |          |       |
| 33 mph             | 13     | 13.0%             | 62.0%          |                          |        |          | 33 mph          | 10                 | 10.0%  | 69.0%             |                          |        |        | 33 mph          | 23     | 11.5%              | 65.5%          |                          |        |        |  |          |       |
| 34 mph             | 10     | 10.0%             | 72.0%          |                          |        |          | 34 mph          | 3                  | 3.0%   | 72.0%             |                          |        |        | 34 mph          | 13     | 6.5%               | 72.0%          |                          |        |        |  |          |       |
| 35 mph             | 7      | 7.0%              | 79.0%          | 35 mph                   | 4      | 4.0%     | 76.0%           | 35 mph             | 11     | 5.5%              | 77.5%                    |        |        |                 |        |                    |                |                          |        |        |  |          |       |
| 36 mph             | 6      | 6.0%              | 85.0%          | 36 mph                   | 9      | 9.0%     | 85.0%           | 36 mph             | 15     | 7.5%              | 85.0%                    |        |        |                 |        |                    |                |                          |        |        |  |          |       |
| 37 mph             | 5      | 5.0%              | 90.0%          | 37 mph                   | 4      | 4.0%     | 89.0%           | 37 mph             | 9      | 4.5%              | 89.5%                    |        |        |                 |        |                    |                |                          |        |        |  |          |       |
| 38 mph             | 3      | 3.0%              | 93.0%          | 38 mph                   | 1      | 1.0%     | 90.0%           | 38 mph             | 4      | 2.0%              | 91.5%                    |        |        |                 |        |                    |                |                          |        |        |  |          |       |
| 39 mph             | 1      | 1.0%              | 94.0%          | 39 mph                   | 3      | 3.0%     | 93.0%           | 39 mph             | 4      | 2.0%              | 93.5%                    |        |        |                 |        |                    |                |                          |        |        |  |          |       |
| 40 mph             | 2      | 2.0%              | 96.0%          | 40 mph                   | 4      | 4.0%     | 97.0%           | 40 mph             | 6      | 3.0%              | 96.5%                    |        |        |                 |        |                    |                |                          |        |        |  |          |       |
| 41 mph             | 2      | 2.0%              | 98.0%          | 41 mph                   | 2      | 2.0%     | 99.0%           | 41 mph             | 4      | 2.0%              | 98.5%                    |        |        |                 |        |                    |                |                          |        |        |  |          |       |
| 42 mph             | 1      | 1.0%              | 99.0%          | 42 mph                   | 1      | 1.0%     | 100.0%          | 42 mph             | 2      | 1.0%              | 99.5%                    |        |        |                 |        |                    |                |                          |        |        |  |          |       |
| 43 mph             | 1      | 1.0%              | 100.0%         | 43 mph                   | 0      | 0.0%     | 100.0%          | 43 mph             | 1      | 0.5%              | 100.0%                   |        |        |                 |        |                    |                |                          |        |        |  |          |       |
| 44 mph             | 0      | 0.0%              | 100.0%         | 44 mph                   | 0      | 0.0%     | 100.0%          | 44 mph             | 0      | 0.0%              | 100.0%                   |        |        |                 |        |                    |                |                          |        |        |  |          |       |
| 45 mph             | 0      | 0.0%              | 100.0%         | 45 mph                   | 0      | 0.0%     | 100.0%          | 45 mph             | 0      | 0.0%              | 100.0%                   |        |        |                 |        |                    |                |                          |        |        |  |          |       |
| 46 mph             | 0      | 0.0%              | 100.0%         | 46 mph                   | 0      | 0.0%     | 100.0%          | 46 mph             | 0      | 0.0%              | 100.0%                   |        |        |                 |        |                    |                |                          |        |        |  |          |       |
| 47 mph             | 0      | 0.0%              | 100.0%         | 47 mph                   | 0      | 0.0%     | 100.0%          | 47 mph             | 0      | 0.0%              | 100.0%                   |        |        |                 |        |                    |                |                          |        |        |  |          |       |
| 48 mph             | 0      | 0.0%              | 100.0%         | 48 mph                   | 0      | 0.0%     | 100.0%          | 48 mph             | 0      | 0.0%              | 100.0%                   |        |        |                 |        |                    |                |                          |        |        |  |          |       |
| 49 mph             | 0      | 0.0%              | 100.0%         | 49 mph                   | 0      | 0.0%     | 100.0%          | 49 mph             | 0      | 0.0%              | 100.0%                   |        |        |                 |        |                    |                |                          |        |        |  |          |       |
| 50 mph             | 0      | 0.0%              | 100.0%         | 50 mph                   | 0      | 0.0%     | 100.0%          | 50 mph             | 0      | 0.0%              | 100.0%                   |        |        |                 |        |                    |                |                          |        |        |  |          |       |
| TOTAL:             | 100    | 100.0%            | AVERAGE SPEED: |                          | 33.0   |          | TOTAL:          | 100                | 100.0% | AVERAGE SPEED:    |                          | 32.4   |        | TOTAL:          | 200    | 100.0%             | AVERAGE SPEED: |                          | 32.7   |        |  |          |       |
| PERCENTILE:        | 10%    | 15%               | 25%            | 50%                      | 85%    | 90%      | PERCENTILE:     | 10%                | 15%    | 25%               | 50%                      | 85%    | 90%    | PERCENTILE:     | 10%    | 15%                | 25%            | 50%                      | 85%    | 90%    |  |          |       |
| SPEEDS:            | 28.0   | 30.0              | 31.0           | 33.0                     | 36.2   | 37.1     | SPEEDS:         | 28.0               | 29.0   | 30.0              | 32.0                     | 36.2   | 38.1   | SPEEDS:         | 28.0   | 29.0               | 30.0           | 32.0                     | 36.2   | 38.0   |  |          |       |
| 10 MPH PACE SPEED: | 28-37  | NUMBER IN PACE:   |                | 83                       |        | PERCENT: | 83.0%           | 10 MPH PACE SPEED: | 28-37  | NUMBER IN PACE:   |                          | 84     |        | PERCENT:        | 84.0%  | 10 MPH PACE SPEED: | 28-37          | NUMBER IN PACE:          |        | 167    |  | PERCENT: | 83.5% |
|                    |        | NUMBER BELOW PACE |                | 7                        |        | PERCENT: | 7.0%            |                    |        | NUMBER BELOW PACE |                          | 5      |        | PERCENT:        | 5.0%   |                    |                | NUMBER BELOW PACE        |        | 12     |  | PERCENT: | 6.0%  |
|                    |        | NUMBER ABOVE PACE |                | 10                       |        | PERCENT: | 10.0%           |                    |        | NUMBER ABOVE PACE |                          | 11     |        | PERCENT:        | 11.0%  |                    |                | NUMBER ABOVE PACE        |        | 21     |  | PERCENT: | 10.5% |
| SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH         | 20 MPH                   | 20 MPH | 20 MPH   | SPEED EXCEEDED: | 20 MPH             | 20 MPH | 20 MPH            | 20 MPH                   | 20 MPH | 20 MPH | SPEED EXCEEDED: | 20 MPH | 20 MPH             | 20 MPH         | 20 MPH                   | 20 MPH | 20 MPH |  |          |       |
| TOTAL:             | 100    | 100               | 80             | 21                       | 4      | 0        | TOTAL:          | 100                | 98     | 61                | 24                       | 3      | 0      | TOTAL:          | 200    | 198                | 141            | 45                       | 7      | 0      |  |          |       |
| PERCENTAGE:        | 100.0% | 100.0%            | 80.0%          | 21.0%                    | 4.0%   | 0.0%     | PERCENTAGE:     | 100.0%             | 98.0%  | 61.0%             | 24.0%                    | 3.0%   | 0.0%   | PERCENTAGE:     | 100.0% | 99.0%              | 70.5%          | 22.5%                    | 3.5%   | 0.0%   |  |          |       |

Tel: (510) 232-1271

Fax: (510) 232-1272



ROADWAY: State Street  
SEGMENT: North City Limits to Norton Street  
RADAR LOCATION: Mid-block  
DATE: 9/27/2017  
TIME: 8:05-9:00AM  
DIRECTION OF TRAVEL: COMBINED



# Accident Report

## Accident Dates

ROADWAY: State Street

From: Jan-13

SEGMENT: North City Limits to Norton Street

To: Dec-16

| Date       | Location                      | Time of Day | Weather    | Collision Factor          | Collision Type     | Fatal | Injury | Non-Injury |
|------------|-------------------------------|-------------|------------|---------------------------|--------------------|-------|--------|------------|
| 1/11/2013  | 93' S of Clara Ave            | 10:09 PM    | Clear      | Unsafe Speed              | Overtuned          | 0     | 0      | 1          |
| 3/24/2013  | Intersection of Low Gap Rd    | 6:54 PM     | Cloudy     | Automobile Right of Way   | Broadside          | 0     | 1      | 0          |
| 3/24/2013  | Intersection of Brush St      | 12:19 PM    | Clear      | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 4/8/2013   | Intersection of Magnolia St   | 1:12 PM     | Clear      | Unsafe Speed              | Rear End           | 0     | 1      | 0          |
| 4/19/2013  | 10' S of Norton St            | 7:07 PM     | Clear      | Unsafe Speed              | Rear End           | 0     | 2      | 0          |
| 6/28/2013  | Intersection of Low Gap Rd    | 12:00 PM    | Clear      | Improper Turning          | Sideswipe          | 0     | 1      | 0          |
| 6/28/2013  | 132' S of Brush St            | 10:53 AM    | Clear      | Improper Turning          | Hit Object         | 0     | 1      | 0          |
| 8/4/2013   | 25' N of Gibson St            | 11:18 PM    | Clear      | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 9/13/2013  | Intersection of Brush St      | 4:42 PM     | Clear      | Traffic Signals and Signs | Broadside          | 0     | 1      | 0          |
| 9/25/2013  | Intersection of Magnolia St   | 3:25 PM     | Clear      | Unsafe Speed              | Rear End           | 0     | 1      | 0          |
| 11/6/2013  | Intersection of Brush St      | 1:40 PM     | Clear      | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 11/8/2013  | 260' S of Ford St             | 11:43 AM    | Clear      | Unsafe Lane Change        | Broadside          | 0     | 0      | 1          |
| 11/17/2013 | Intersection of Magnolia St   | 1:30 PM     | Clear      | Improper Turning          | Head-On            | 0     | 0      | 1          |
| 11/21/2013 | 27' N of Orr Spring Rd        | 12:14 AM    | Clear      | DUI                       | Head-On            | 0     | 0      | 1          |
| 1/29/2014  | 28' N of Clara Av             | 6:33 PM     | Clear      | Pedestrian Violation      | Pedestrian/Vehicle | 0     | 1      | 0          |
| 2/7/2014   | Intersection of E. Perkins St | 12:33 PM    | Raining    | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 2/14/2014  | 222' N of Gibson St           | 2:47 PM     | Clear      | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 2/25/2014  | 25' N of Norton Av            | 7:22 PM     | Clear      | Unsafe Speed              | Rear End           | 0     | 1      | 0          |
| 3/6/2014   | Intersection of Low Gap Rd    | 8:37 PM     | Clear      | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 3/11/2014  | Intersection of Clara Ave     | 6:35 PM     | Clear      | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 3/26/2014  | 25' E of Magnolia St          | 11:15 AM    | Raining    | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 3/31/2014  | Intersection of Ford St       | 12:07 PM    | Raining    | Pedestrian Right of Way   | Pedestrian/Vehicle | 0     | 1      | 0          |
| 4/8/2014   | Intersection of Low Gap Rd    | 1:45 PM     | Clear      | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 4/9/2014   | Intersection of Ford St       | 1:38 PM     | Clear      | Unknown                   | Pedestrian/Vehicle | 0     | 1      | 0          |
| 4/16/2014  | Intersection of Bricarelli Dr | 9:53 PM     | Clear      | Improper Turning          | Hit Object         | 0     | 0      | 1          |
| 5/16/2014  | Intersection of Norton St     | 10:19 AM    | Clear      | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 6/12/2014  | 40' S of E. Smith St          | 2:58 PM     | Clear      | Improper Turning          | Sideswipe          | 0     | 0      | 1          |
| 6/24/2014  | Intersection of Low Gap Rd    | 11:17 AM    | Clear      | Automobile Right of Way   | Head-On            | 0     | 0      | 1          |
| 8/30/2014  | 40' S of E. Smith St          | 1:18 PM     | Clear      | Improper Turning          | Sideswipe          | 0     | 0      | 1          |
| 9/11/2014  | 156' N of E. Smith St         | 11:51 AM    | Clear      | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 10/30/2014 | 29' S of Gibson St            | 6:30 AM     | Clear      | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 1/27/2015  | 122' S of Evans St            | 12:39 PM    | Cloudy     | Improper Turning          | Broadside          | 0     | 1      | 0          |
| 1/27/2015  | 71' N of Brush St             | 7:41 PM     | Not Stated | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 2/2/2015   | 251' N of Clara Ave           | 4:57 AM     | Clear      | DUI                       | Sideswipe          | 0     | 0      | 1          |
| 3/31/2015  | Intersection of Magnolia St   | 4:59 PM     | Clear      | Unsafe Speed              | Rear End           | 0     | 1      | 0          |
| 4/2/2015   | Intersection of Brush St      | 1:28 PM     | Clear      | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 4/7/2015   | 245' S of Garrett Dr          | 7:40 AM     | Cloudy     | Unsafe Speed              | Pedestrian/Vehicle | 0     | 1      | 0          |
| 4/10/2015  | Intersection of Low Gap Rd    | 4:25 PM     | Clear      | Unsafe Speed              | Head-On            | 0     | 2      | 0          |
| 4/15/2015  | At #720 N. State St           | 5:49 AM     | Clear      | Automobile Right of Way   | Head-On            | 0     | 0      | 1          |
| 4/17/2015  | Intersection of Ford St       | 3:57 PM     | Clear      | Improper Turning          | Hit Object         | 0     | 0      | 1          |
| 5/14/2015  | 25' N of Norton Ave           | 10:47 AM    | Clear      | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 5/28/2015  | Intersection of Empire St     | 12:20 AM    | Clear      | Improper Turning          | Hit Object         | 0     | 0      | 1          |
| 8/18/2015  | In the vicinity of Evans St   | 2:30 PM     | Clear      | Improper Turning          | Rear End           | 0     | 2      | 0          |
| 8/20/2015  | 24' S of Clara Ave            | 5:39 PM     | Clear      | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 10/18/2015 | Intersection of Magnolia St   | 1:28 PM     | Clear      | Unsafe Speed              | Rear End           | 0     | 2      | 0          |
| 12/14/2015 | Intersection of Brush St      | 8:38 PM     | Clear      | Automobile Right of Way   | Broadside          | 0     | 2      | 0          |
| 12/27/2015 | 7' N of Brush St              | 10:13 AM    | Clear      | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 1/5/2016   | 270' S of Ford St             | 4:05 PM     | Cloudy     | Pedestrian Violation      | Pedestrian/Vehicle | 0     | 1      | 0          |
| 1/11/2016  | 102' S of Evans St            | 11:50 AM    | Cloudy     | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 2/24/2016  | Intersection of Brush St      | 7:06 AM     | Clear      | Traffic Signals and Signs | Broadside          | 0     | 0      | 1          |
| 2/26/2016  | 184' N of Magnolia St         | 1:20 PM     | Cloudy     | Unsafe Speed              | Rear End           | 0     | 1      | 0          |
| 3/7/2016   | Intersection of E. Perkins St | 9:42 AM     | Clear      | Other Hazard              | Hit Object         | 0     | 0      | 1          |
| 4/4/2016   | Intersection of Norton St     | 4:15 PM     | Clear      | Pedestrian Violation      | Broadside          | 0     | 1      | 0          |
| 4/15/2016  | 427' S of Garrett Dr          | 7:29 PM     | Clear      | DUI                       | Rear End           | 0     | 0      | 1          |
| 6/25/2016  | Intersection of Garrett Dr    | 7:30 PM     | Clear      | Wrong side of Road        | Hit Object         | 0     | 0      | 1          |
| 12/5/2016  | Intersection of Gibson St     | 4:49 AM     | Clear      | Wrong side of Road        | Sideswipe          | 0     | 2      | 0          |
| TOTALS:    |                               |             |            |                           |                    | 0     | 28     | 34         |

NOTE: Collision data obtained from the CHP SWTRS program.

## State Street (Gobbi Street to Talmage Road)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: State Street  
Limits: Gobbi Street to Talmage Road

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/25/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |           |
|--------------------|-----------|
| Location of Survey | Mid-block |
| Direction          | COMBINED  |
| 85th Percentile    | 34 MPH    |
| 10 mph Pace        | 25-34 MPH |
| Percent in Pace    | 80%       |
| Posted Speed Limit | 30 MPH    |

**B. COLLISION HISTORY**

Date Range Covered

| From   | To     | Duration/Years |
|--------|--------|----------------|
| Jan-13 | Dec-16 | 3 years        |
| Fatal  | Injury | Non-Injury     |
| 0      | 15     | 17             |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |        |
|------------------------|--------|
| Average Daily Traffic  | 16,452 |
| Length of Segment      | 2,450  |
| Width of Segment       | 60     |
| Number of Travel Lanes | 4      |

**D. CONDITIONS NOT READILY APPARENT**

Conditions State Street, between Gobbi Street and Talmage Road is a 4-Lane, undivided city arterial road-way.

Roadway Geometrics None

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Residential

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 30 MPH        |
| Critical Speed*                                                         | 35 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>30 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.

Name

3/1/2018

Date

Project Manager

Title



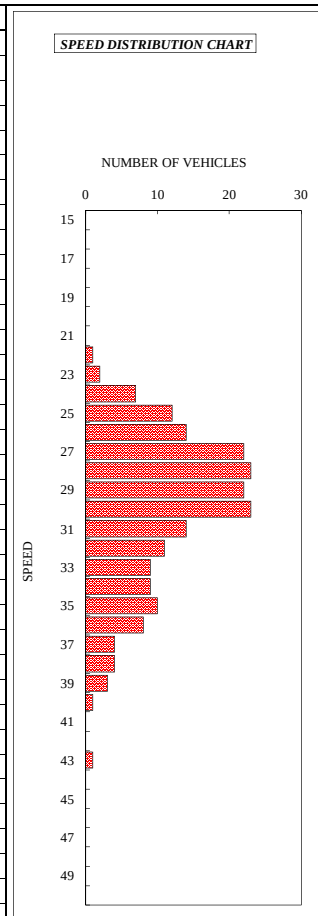
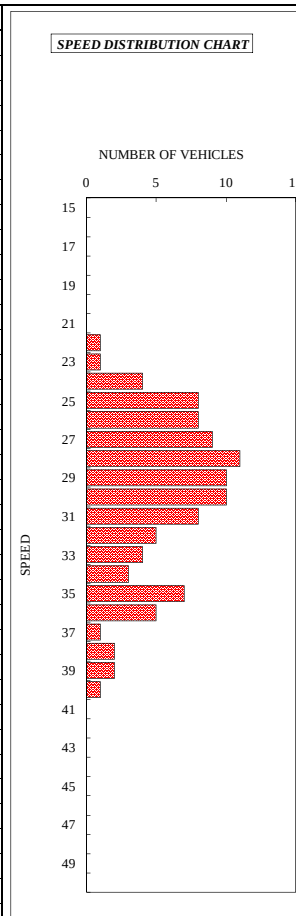
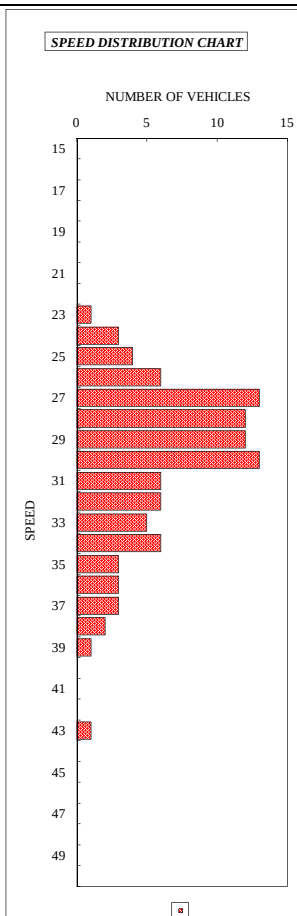
# B A Y M E T R I C S

## RADAR SPEED SURVEY

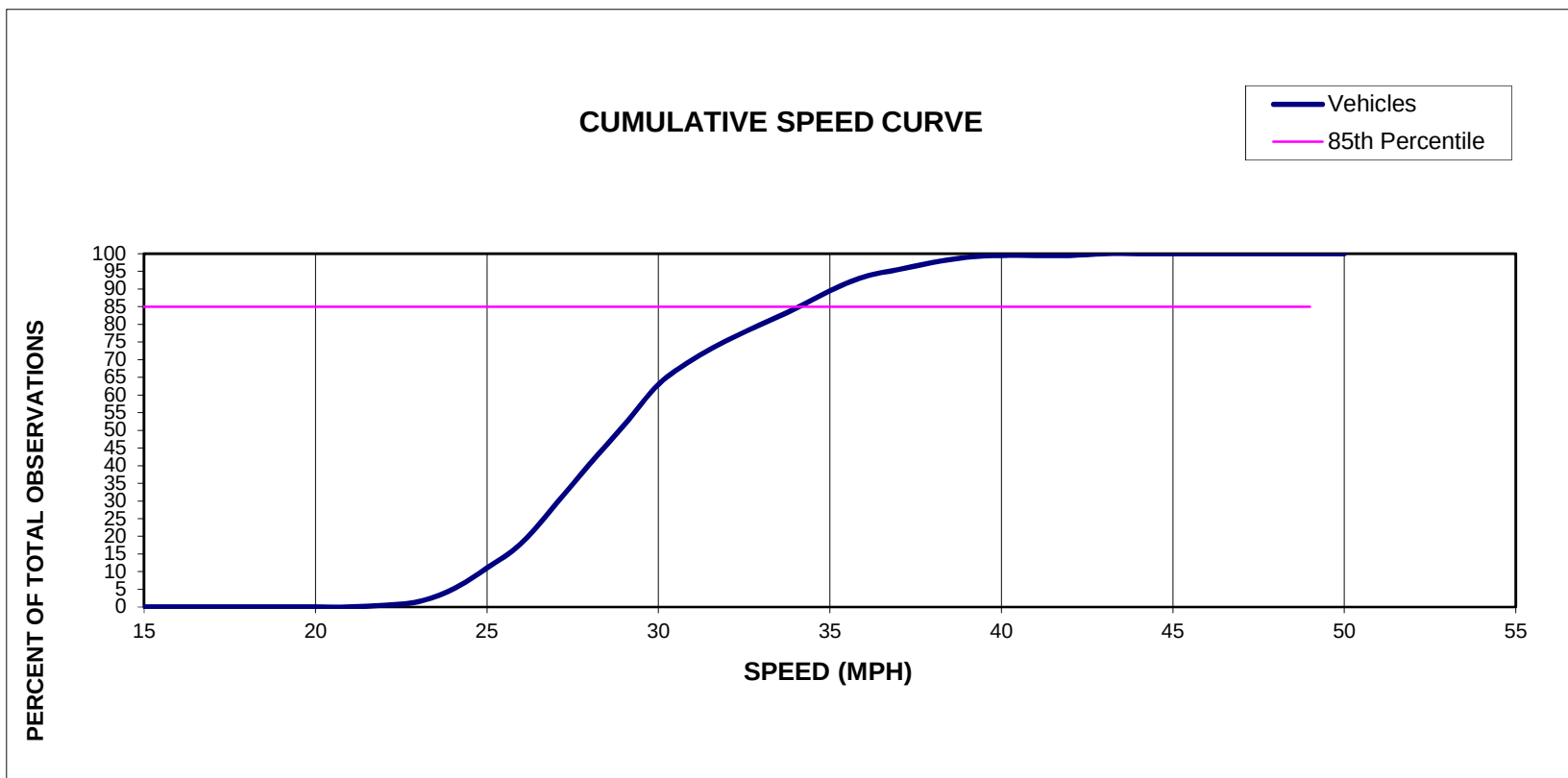
**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/25/2017      **DAY:** MONDAY      **TIME:** 6:10-7:00AM

### 45. STATE STREET BETWEEN GOBBI STREET TO TALMAGE ROAD

| DIRECTION: |   |   |        | NORTH BOUND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |  |  | DIRECTION: |  |  |  | SOUTH BOUND |  |  |  | DIRECTION: |  |  |  | COMBINED |  |  |  |
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| SPEED      | # | % | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></di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|  |  |  |            |  |  |  |             |  |  |  |            |  |  |  |          |  |  |  |



ROADWAY: **State Street**  
SEGMENT: **Gobbi Street to Talmage Road**  
RADAR LOCATION: **Mid-block**  
DATE: **9/25/2017**  
TIME: **6:10-7:00AM**  
DIRECTION OF TRAVEL: **COMBINED**



# Accident Report

## Accident Dates

ROADWAY: State Street  
 SEGMENT: Gobbi Street to Talmage Road

From: Jan-13  
 To: Dec-16

| Date       | Location                      | Time of Day | Weather | Collision Factor          | Collision Type     | Fatal | Injury | Non-Injury |
|------------|-------------------------------|-------------|---------|---------------------------|--------------------|-------|--------|------------|
| 1/25/2013  | Intersection of Luce Ave      | 3:32 PM     | Cloudy  | Automobile Right of Way   | Sideswipe          | 0     | 0      | 1          |
| 2/10/2013  | Intersection of Talmage Rd    | 9:11 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 1      | 0          |
| 2/10/2013  | 107' N of Gobbi St            | 6:14 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 7/8/2013   | Intersection of Cherry St     | 8:28 AM     | Clear   | Pedestrian Right of Way   | Pedestrian/Vehicle | 0     | 1      | 0          |
| 8/22/2013  | Intersection of Cherry St     | 7:46 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 9/3/2013   | Intersection of Talmage Rd    | 3:06 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 2      | 0          |
| 9/12/2013  | Intersection of Cherry St     | 7:56 PM     | Clear   | Not Stated                | Head-On            | 0     | 1      | 0          |
| 10/31/2013 | Intersection of Cherry St     | 11:13 PM    | Clear   | Unknown                   | Pedestrian/Vehicle | 0     | 1      | 0          |
| 11/15/2013 | 337' S of E. Gobbi St         | 5:06 PM     | Clear   | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 12/19/2013 | 116' N of Freitas Ave         | 12:06 PM    | Clear   | Unsafe Speed              | Rear End           | 0     | 1      | 0          |
| 3/2/2014   | 19' N of Talmage Rd           | 4:37 PM     | Cloudy  | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 3/31/2014  | 7' S of Freitas Ave           | 5:08 PM     | Clear   | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 5/5/2014   | Intersection of E. Perkins St | 7:47 AM     | Clear   | Traffic Signals and Signs | Unknown            | 0     | 1      | 0          |
| 5/22/2014  | Intersection of Freitas Ave   | 5:57 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 7/2/2014   | 123' N of Observatory Ave     | 12:19 PM    | Clear   | Wrong Side of Road        | Unknown            | 0     | 1      | 0          |
| 9/1/2014   | 74' N of Gobbi St             | 11:17 PM    | Clear   | DUI                       | Head-On            | 0     | 0      | 1          |
| 9/26/2014  | At 600 S. State St            | 7:11 PM     | Cloudy  | Unsafe Speed              | Rear End           | 0     | 1      | 0          |
| 10/2/2014  | 18' N of Thomas St            | 2:47 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 10/6/2014  | 55' S of Talmage Rd           | 7:31 AM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 10/18/2014 | Intersection of Talmage Rd    | 8:35 PM     | Clear   | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 1/24/2015  | Intersection of Freitas Ave   | 4:21 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 3/25/2015  | Intersection of Freitas Ave   | 5:09 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 9/17/2015  | Intersection of Cherry St     | 2:41 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 1      | 0          |
| 12/22/2015 | Intersection of E. Gobbi St   | 5:00 PM     | Cloudy  | Pedestrian Violation      | Pedestrian/Vehicle | 0     | 1      | 0          |
| 12/29/2015 | 32' S of Freitas Ave          | 1:31 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 2/11/2016  | 19' S of Freitas Ave          | 4:21 PM     | Clear   | Improper Passing          | Pedestrian/Vehicle | 0     | 1      | 0          |
| 7/6/2016   | Intersection of Freitas Ave   | 12:43 PM    | Clear   | Unsafe Speed              | Rear End           | 0     | 1      | 0          |
| 7/22/2016  | 16' S of Freitas Ave          | 8:15 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 1      | 0          |
| 7/30/2016  | 148' N of Talmage Rd          | 3:07 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 9/27/2016  | Intersection of Cherry St     | 8:18 AM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 10/20/2016 | 73' N of Cherry St            | 1:57 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |

TOTALS: 0 15 17

NOTE: Collision data obtained from the CHP SWTRS program.



## **Wabash Avenue (State Street to Dora Street)**

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Wabash Avenue  
Limits: State Street to Dora Street

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/25/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |           |  |
|--------------------|--|-----------|--|
| Location of Survey |  | Mid-block |  |
| Direction          |  | COMBINED  |  |
| 85th Percentile    |  | 33 MPH    |  |
| 10 mph Pace        |  | 23-32 MPH |  |
| Percent in Pace    |  | 78%       |  |
| Posted Speed Limit |  | 30 MPH    |  |

**B. COLLISION HISTORY**

Date Range Covered

| From   | To     | Duration/Years |
|--------|--------|----------------|
| Jan-13 | Dec-16 | 3 years        |
| Fatal  | Injury | Non-Injury     |
| 0      | 1      | 1              |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 1,366 |
| Length of Segment      | 1,140 |
| Width of Segment       | 35    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Wabash Avenue, between State Street and Dora Street, is a residential road.

Roadway Geometrics None

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Residential

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 30 MPH        |
| Critical Speed*                                                         | 35 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>30 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.

Name

3/1/2018

Date

Project Manager

Title



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/25/2017      **DAY:** MONDAY      **TIME:** 7:50-9:05AM

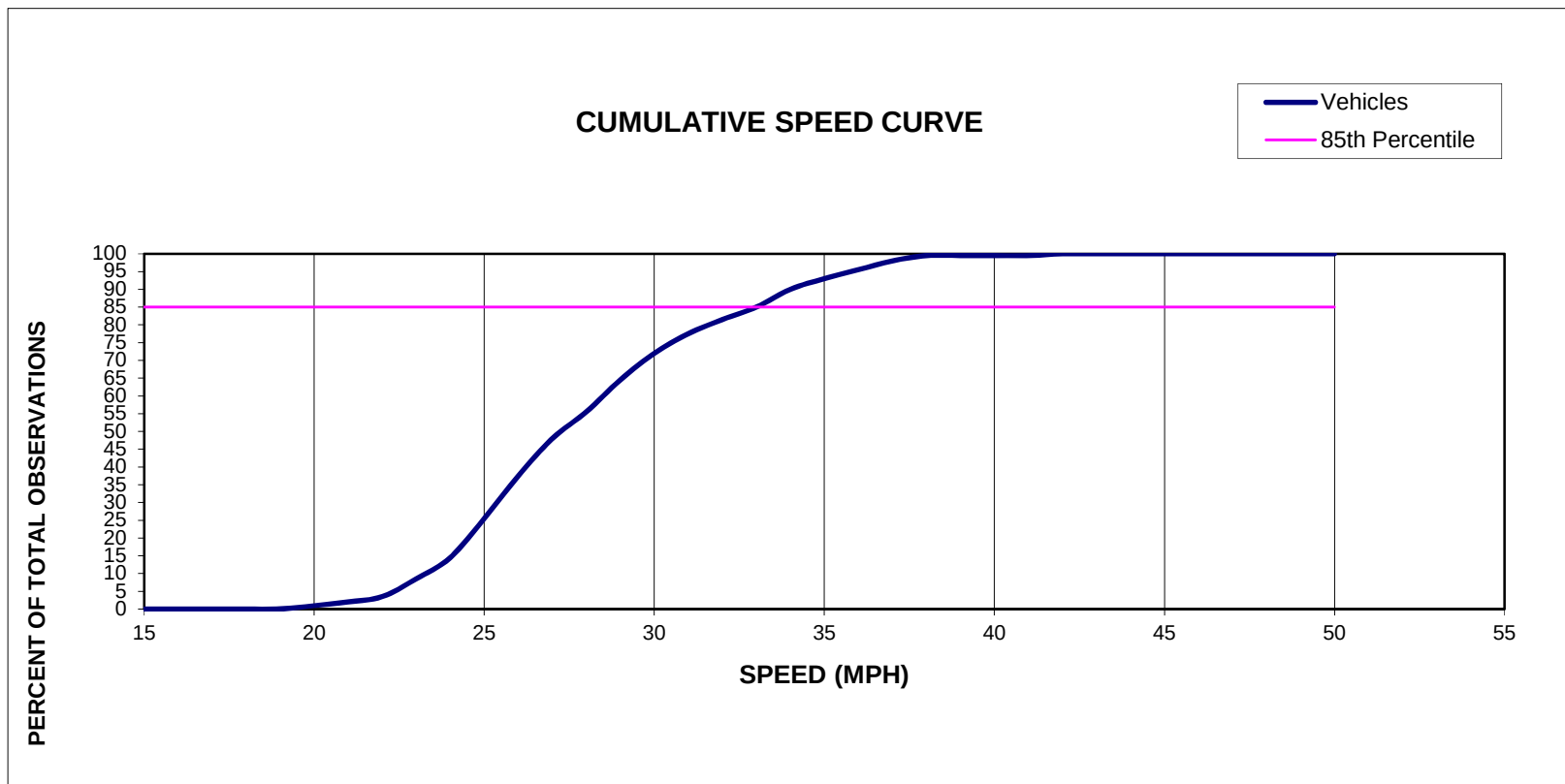
### 46. WABASH AVENUE BETWEEN STATE STREET TO DORA STREET

| DIRECTION:         |        |                   |        | EAST BOUND               |          |        |                    | DIRECTION: |                   |        |                | WEST BOUND               |        |                    |        | DIRECTION:        |        |                |          | COMBINED                 |  |  |  |
|--------------------|--------|-------------------|--------|--------------------------|----------|--------|--------------------|------------|-------------------|--------|----------------|--------------------------|--------|--------------------|--------|-------------------|--------|----------------|----------|--------------------------|--|--|--|
| SPEED              | #      | %                 | CUM. % | SPEED DISTRIBUTION CHART |          |        |                    | SPEED      | #                 | %      | CUM. %         | SPEED DISTRIBUTION CHART |        |                    |        | SPEED             | #      | %              | CUM. %   | SPEED DISTRIBUTION CHART |  |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 15 mph     | 0                 | 0.0%   | 0.0%           |                          |        |                    |        | 15 mph            | 0      | 0.0%           | 0.0%     |                          |  |  |  |
| 16 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 16 mph     | 0                 | 0.0%   | 0.0%           |                          |        |                    |        | 16 mph            | 0      | 0.0%           | 0.0%     |                          |  |  |  |
| 17 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 17 mph     | 0                 | 0.0%   | 0.0%           |                          |        |                    |        | 17 mph            | 0      | 0.0%           | 0.0%     |                          |  |  |  |
| 18 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 18 mph     | 0                 | 0.0%   | 0.0%           |                          |        |                    |        | 18 mph            | 0      | 0.0%           | 0.0%     |                          |  |  |  |
| 19 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 19 mph     | 0                 | 0.0%   | 0.0%           |                          |        |                    |        | 19 mph            | 0      | 0.0%           | 0.0%     |                          |  |  |  |
| 20 mph             | 1      | 1.0%              | 1.0%   |                          |          |        |                    | 20 mph     | 1                 | 1.0%   | 1.0%           |                          |        |                    |        | 20 mph            | 2      | 1.0%           | 1.0%     |                          |  |  |  |
| 21 mph             | 2      | 2.0%              | 3.0%   |                          |          |        |                    | 21 mph     | 0                 | 0.0%   | 1.0%           |                          |        |                    |        | 21 mph            | 2      | 1.0%           | 2.0%     |                          |  |  |  |
| 22 mph             | 2      | 2.0%              | 5.0%   |                          |          |        |                    | 22 mph     | 1                 | 1.0%   | 2.0%           |                          |        |                    |        | 22 mph            | 3      | 1.5%           | 3.5%     |                          |  |  |  |
| 23 mph             | 5      | 5.0%              | 10.0%  |                          |          |        |                    | 23 mph     | 5                 | 5.0%   | 7.0%           |                          |        |                    |        | 23 mph            | 10     | 5.0%           | 8.5%     |                          |  |  |  |
| 24 mph             | 7      | 7.0%              | 17.0%  |                          |          |        |                    | 24 mph     | 5                 | 5.0%   | 12.0%          |                          |        |                    |        | 24 mph            | 12     | 6.0%           | 14.5%    |                          |  |  |  |
| 25 mph             | 8      | 8.0%              | 25.0%  |                          |          |        |                    | 25 mph     | 14                | 14.0%  | 26.0%          |                          |        |                    |        | 25 mph            | 22     | 11.0%          | 25.5%    |                          |  |  |  |
| 26 mph             | 10     | 10.0%             | 35.0%  |                          |          |        |                    | 26 mph     | 14                | 14.0%  | 40.0%          |                          |        |                    |        | 26 mph            | 24     | 12.0%          | 37.5%    |                          |  |  |  |
| 27 mph             | 10     | 10.0%             | 45.0%  |                          |          |        |                    | 27 mph     | 11                | 11.0%  | 51.0%          |                          |        |                    |        | 27 mph            | 21     | 10.5%          | 48.0%    |                          |  |  |  |
| 28 mph             | 8      | 8.0%              | 53.0%  |                          |          |        |                    | 28 mph     | 7                 | 7.0%   | 58.0%          |                          |        |                    |        | 28 mph            | 15     | 7.5%           | 55.5%    |                          |  |  |  |
| 29 mph             | 7      | 7.0%              | 60.0%  |                          |          |        |                    | 29 mph     | 11                | 11.0%  | 69.0%          |                          |        |                    |        | 29 mph            | 18     | 9.0%           | 64.5%    |                          |  |  |  |
| 30 mph             | 10     | 10.0%             | 70.0%  |                          |          |        |                    | 30 mph     | 5                 | 5.0%   | 74.0%          |                          |        |                    |        | 30 mph            | 15     | 7.5%           | 72.0%    |                          |  |  |  |
| 31 mph             | 9      | 9.0%              | 79.0%  |                          |          |        |                    | 31 mph     | 2                 | 2.0%   | 76.0%          |                          |        |                    |        | 31 mph            | 11     | 5.5%           | 77.5%    |                          |  |  |  |
| 32 mph             | 3      | 3.0%              | 82.0%  |                          |          |        |                    | 32 mph     | 5                 | 5.0%   | 81.0%          |                          |        |                    |        | 32 mph            | 8      | 4.0%           | 81.5%    |                          |  |  |  |
| 33 mph             | 4      | 4.0%              | 86.0%  |                          |          |        |                    | 33 mph     | 3                 | 3.0%   | 84.0%          |                          |        |                    |        | 33 mph            | 7      | 3.5%           | 85.0%    |                          |  |  |  |
| 34 mph             | 6      | 6.0%              | 92.0%  |                          |          |        |                    | 34 mph     | 4                 | 4.0%   | 88.0%          |                          |        |                    |        | 34 mph            | 10     | 5.0%           | 90.0%    |                          |  |  |  |
| 35 mph             | 3      | 3.0%              | 95.0%  | 35 mph                   | 3        | 3.0%   | 91.0%              | 35 mph     | 6                 | 3.0%   | 93.0%          |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 36 mph             | 2      | 2.0%              | 97.0%  | 36 mph                   | 3        | 3.0%   | 94.0%              | 36 mph     | 5                 | 2.5%   | 95.5%          |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 37 mph             | 2      | 2.0%              | 99.0%  | 37 mph                   | 3        | 3.0%   | 97.0%              | 37 mph     | 5                 | 2.5%   | 98.0%          |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 38 mph             | 1      | 1.0%              | 100.0% | 38 mph                   | 2        | 2.0%   | 99.0%              | 38 mph     | 3                 | 1.5%   | 99.5%          |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 39 mph             | 0      | 0.0%              | 100.0% | 39 mph                   | 0        | 0.0%   | 99.0%              | 39 mph     | 0                 | 0.0%   | 99.5%          |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 40 mph             | 0      | 0.0%              | 100.0% | 40 mph                   | 0        | 0.0%   | 99.0%              | 40 mph     | 0                 | 0.0%   | 99.5%          |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 41 mph             | 0      | 0.0%              | 100.0% | 41 mph                   | 0        | 0.0%   | 99.0%              | 41 mph     | 0                 | 0.0%   | 99.5%          |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 42 mph             | 0      | 0.0%              | 100.0% | 42 mph                   | 1        | 1.0%   | 100.0%             | 42 mph     | 1                 | 0.5%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 43 mph             | 0      | 0.0%              | 100.0% | 43 mph                   | 0        | 0.0%   | 100.0%             | 43 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 44 mph             | 0      | 0.0%              | 100.0% | 44 mph                   | 0        | 0.0%   | 100.0%             | 44 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                   | 0        | 0.0%   | 100.0%             | 45 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 46 mph             | 0      | 0.0%              | 100.0% | 46 mph                   | 0        | 0.0%   | 100.0%             | 46 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 47 mph             | 0      | 0.0%              | 100.0% | 47 mph                   | 0        | 0.0%   | 100.0%             | 47 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 48 mph             | 0      | 0.0%              | 100.0% | 48 mph                   | 0        | 0.0%   | 100.0%             | 48 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 49 mph             | 0      | 0.0%              | 100.0% | 49 mph                   | 0        | 0.0%   | 100.0%             | 49 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| 50 mph             | 0      | 0.0%              | 100.0% | 50 mph                   | 0        | 0.0%   | 100.0%             | 50 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:           |          | 28.5   | TOTAL:             | 100        | 100.0%            |        | AVERAGE SPEED: |                          | 28.5   | TOTAL:             | 200    | 100.0%            |        | AVERAGE SPEED: |          | 28.5                     |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                      | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%    | 50%            | 85%                      | 90%    | PERCENTILE:        | 10%    | 15%               | 25%    | 50%            | 85%      | 90%                      |  |  |  |
| SPEEDS:            | 23.9   | 24.0              | 25.8   | 28.0                     | 33.0     | 34.0   | SPEEDS:            | 24.0       | 25.0              | 25.0   | 27.0           | 34.0                     | 35.0   | SPEEDS:            | 24.0   | 25.0              | 25.0   | 28.0           | 33.2     | 34.1                     |  |  |  |
| 10 MPH PACE SPEED: | 23-32  | NUMBER IN PACE:   |        | 77                       | PERCENT: | 77.0%  | 10 MPH PACE SPEED: | 23-32      | NUMBER IN PACE:   |        | 79             | PERCENT:                 | 79.0%  | 10 MPH PACE SPEED: | 23-32  | NUMBER IN PACE:   |        | 156            | PERCENT: | 78.0%                    |  |  |  |
|                    |        | NUMBER BELOW PACE |        | 5                        | PERCENT: | 5.0%   |                    |            | NUMBER BELOW PACE |        | 2              | PERCENT:                 | 2.0%   |                    |        | NUMBER BELOW PACE |        | 7              | PERCENT: | 3.5%                     |  |  |  |
|                    |        | NUMBER ABOVE PACE |        | 18                       | PERCENT: | 18.0%  |                    |            | NUMBER ABOVE PACE |        | 19             | PERCENT:                 | 19.0%  |                    |        | NUMBER ABOVE PACE |        | 37             | PERCENT: | 18.5%                    |  |  |  |
| SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH | 20 MPH                   | 20 MPH   | 20 MPH | SPEED EXCEEDED:    | 20 MPH     | 20 MPH            | 20 MPH | 20 MPH         | 20 MPH                   | 20 MPH | SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH | 20 MPH         | 20 MPH   | 20 MPH                   |  |  |  |
| TOTAL:             | 99     | 75                | 30     | 5                        | 0        | 0      | TOTAL:             | 99         | 74                | 26     | 9              | 1                        | 0      | TOTAL:             | 198    | 149               | 56     | 14             | 1        | 0                        |  |  |  |
| PERCENTAGE:        | 99.0%  | 75.0%             | 30.0%  | 5.0%                     | 0.0%     | 0.0%   | PERCENTAGE:        | 99.0%      | 74.0%             | 26.0%  | 9.0%           | 1.0%                     | 0.0%   | PERCENTAGE:        | 99.0%  | 74.5%             | 28.0%  | 7.0%           | 0.5%     | 0.0%                     |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Wabash Avenue**  
SEGMENT: **State Street to Dora Street**  
RADAR LOCATION: **Mid-block**  
DATE: **9/25/2017**  
TIME: **7:50-9:05AM**  
DIRECTION OF TRAVEL: **COMBINED**



## Accident Report

### Accident Dates

**ROADWAY:** Wabash Avenue  
**SEGMENT:** State Street to Dora Street

**From:** Jan-13  
**To:** Dec-16

| Date       | Location                    | Time of Day | Weather | Collision Factor        | Collision Type | Fatal | Injury | Non-Injury |
|------------|-----------------------------|-------------|---------|-------------------------|----------------|-------|--------|------------|
| 6/17/2016  | Intersection of S. State St | 3:42 PM     | Cloudy  | Automobile Right of Way | Broadside      | 0     | 1      | 0          |
| 12/15/2014 | 39' W of S. State St        | 1:55 PM     | Cloudy  | DUI                     | Hit Object     | 0     | 0      | 1          |
| TOTALS:    |                             |             |         |                         |                | 0     | 1      | 1          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Washington Avenue (State Street to Helen Avenue)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Washington Avenue  
Limits: State Street to Helen Avenue

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/25/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |           |  |
|--------------------|--|-----------|--|
| Location of Survey |  | Mid-block |  |
| Direction          |  | COMBINED  |  |
| 85th Percentile    |  | 32 MPH    |  |
| 10 mph Pace        |  | 23-32 MPH |  |
| Percent in Pace    |  | 87.5%     |  |
| Posted Speed Limit |  | 30 MPH    |  |

**B. COLLISION HISTORY**

Date Range Covered

|        |        |                |
|--------|--------|----------------|
| From   | To     | Duration/Years |
| Jan-13 | Dec-16 | 3 years        |
| Fatal  | Injury | Non-Injury     |
| 0      | 5      | 4              |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 2,248 |
| Length of Segment      | 2,460 |
| Width of Segment       | 36    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Washington Avenue, between State Street and Helen Avenue, is a 2-lane, undivided residential roadway. Washington Avenue is a designated school route to Nokomis Elementary School.

Roadway Geometrics This road contains a midblock crosswalk in the immediate vicinity of Nokomis Elementary School.

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential and Public Institutional Developments

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 30 MPH        |
| Critical Speed*                                                         | 30 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>30 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018  
Date

Project Manager  
Title





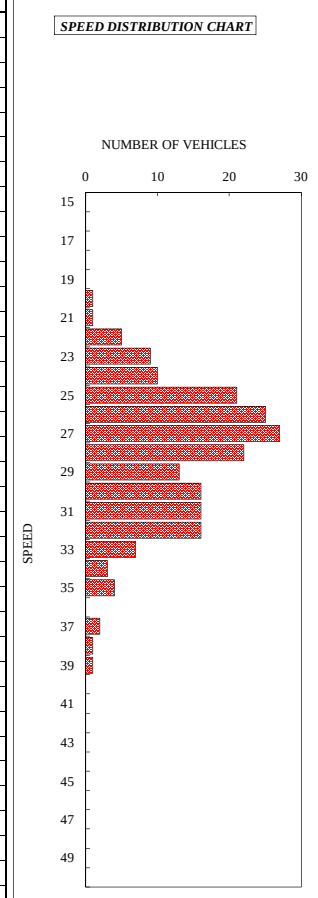
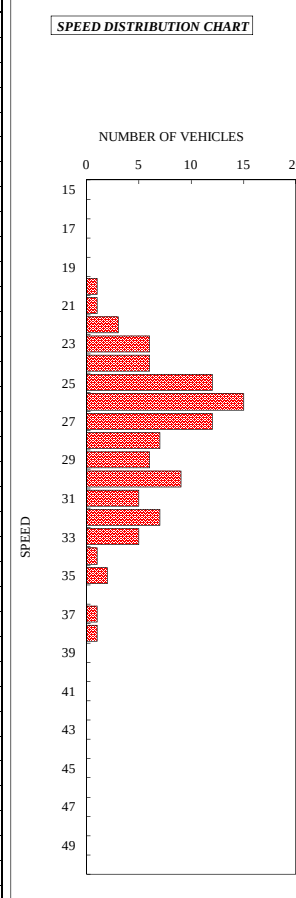
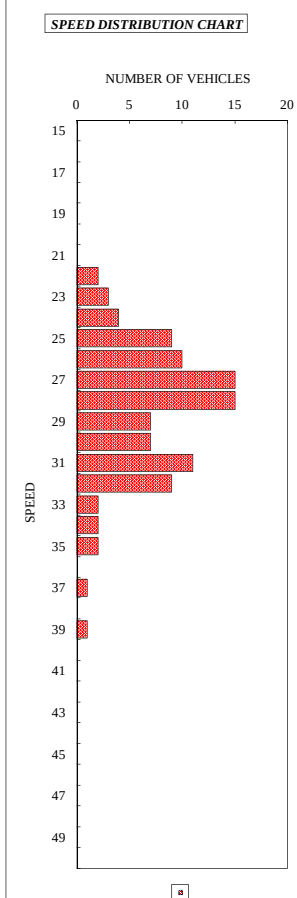
# B A Y M E T R I C S

## RADAR SPEED SURVEY

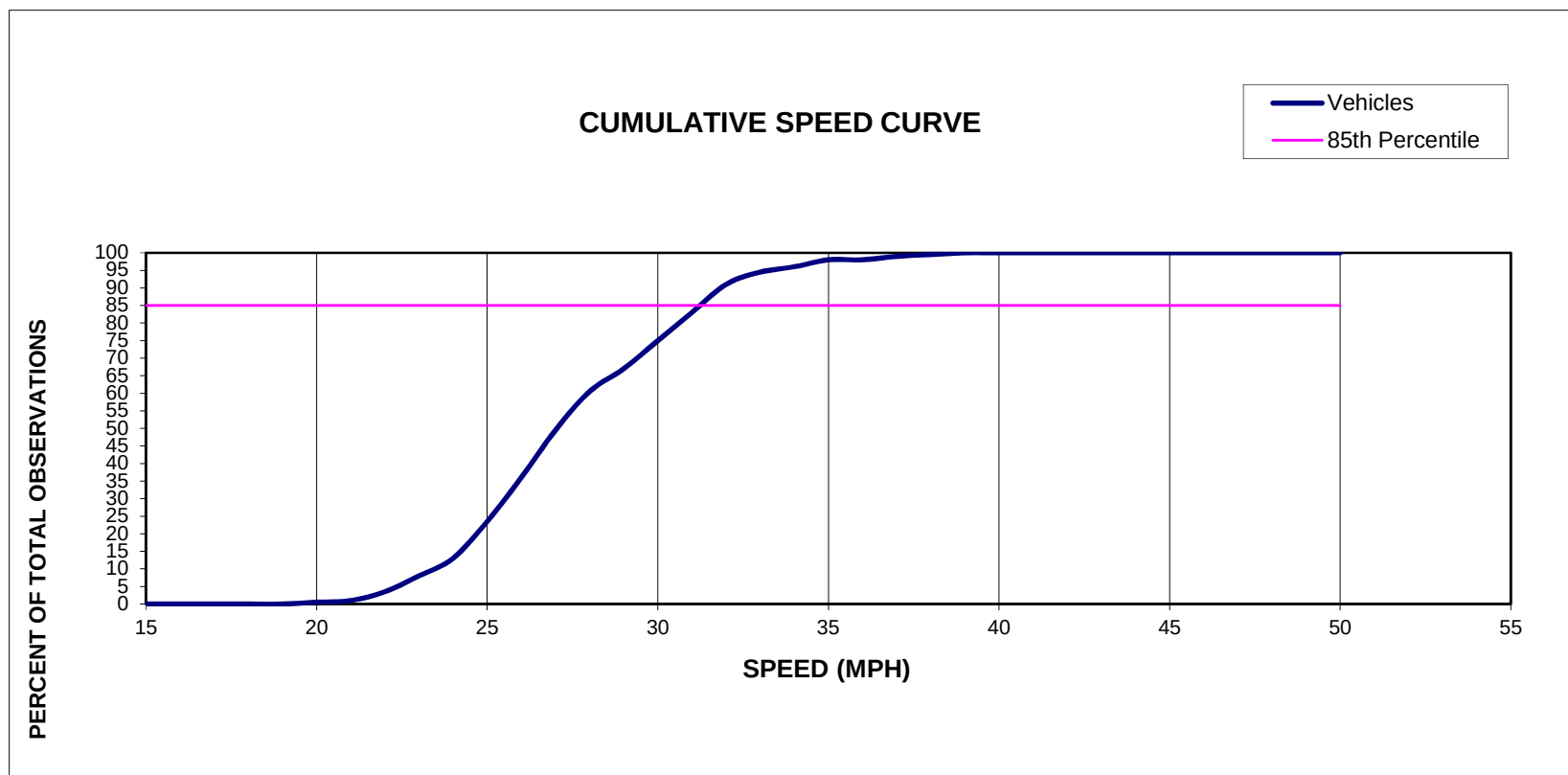
**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/25/2017      **DAY:** MONDAY      **TIME:** 9:10-10:15AM

**47. WASHINGTON AVENUE BETWEEN STATE STREET TO HELEN AVENUE**

| DIRECTION:         |        |                   |        | EAST BOUND               |          |        |                    | DIRECTION: |                   |        |                | WEST BOUND               |        |                    |        | DIRECTION:        |        |                |          | COMBINED                 |  |  |  |  |  |
|--------------------|--------|-------------------|--------|--------------------------|----------|--------|--------------------|------------|-------------------|--------|----------------|--------------------------|--------|--------------------|--------|-------------------|--------|----------------|----------|--------------------------|--|--|--|--|--|
| SPEED              | #      | %                 | CUM. % | SPEED DISTRIBUTION CHART |          |        |                    | SPEED      | #                 | %      | CUM. %         | SPEED DISTRIBUTION CHART |        |                    |        | SPEED             | #      | %              | CUM. %   | SPEED DISTRIBUTION CHART |  |  |  |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 15 mph     | 0                 | 0.0%   | 0.0%           |                          |        |                    |        | 15 mph            | 0      | 0.0%           | 0.0%     |                          |  |  |  |  |  |
| 16 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 16 mph     | 0                 | 0.0%   | 0.0%           |                          |        |                    |        | 16 mph            | 0      | 0.0%           | 0.0%     |                          |  |  |  |  |  |
| 17 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 17 mph     | 0                 | 0.0%   | 0.0%           |                          |        |                    |        | 17 mph            | 0      | 0.0%           | 0.0%     |                          |  |  |  |  |  |
| 18 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 18 mph     | 0                 | 0.0%   | 0.0%           |                          |        |                    |        | 18 mph            | 0      | 0.0%           | 0.0%     |                          |  |  |  |  |  |
| 19 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 19 mph     | 0                 | 0.0%   | 0.0%           |                          |        |                    |        | 19 mph            | 0      | 0.0%           | 0.0%     |                          |  |  |  |  |  |
| 20 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 20 mph     | 1                 | 1.0%   | 1.0%           |                          |        |                    |        | 20 mph            | 1      | 0.5%           | 0.5%     |                          |  |  |  |  |  |
| 21 mph             | 0      | 0.0%              | 0.0%   |                          |          |        |                    | 21 mph     | 1                 | 1.0%   | 2.0%           |                          |        |                    |        | 21 mph            | 1      | 0.5%           | 1.0%     |                          |  |  |  |  |  |
| 22 mph             | 2      | 2.0%              | 2.0%   |                          |          |        |                    | 22 mph     | 3                 | 3.0%   | 5.0%           |                          |        |                    |        | 22 mph            | 5      | 2.5%           | 3.5%     |                          |  |  |  |  |  |
| 23 mph             | 3      | 3.0%              | 5.0%   |                          |          |        |                    | 23 mph     | 6                 | 6.0%   | 11.0%          |                          |        |                    |        | 23 mph            | 9      | 4.5%           | 8.0%     |                          |  |  |  |  |  |
| 24 mph             | 4      | 4.0%              | 9.0%   |                          |          |        |                    | 24 mph     | 6                 | 6.0%   | 17.0%          |                          |        |                    |        | 24 mph            | 10     | 5.0%           | 13.0%    |                          |  |  |  |  |  |
| 25 mph             | 9      | 9.0%              | 18.0%  |                          |          |        |                    | 25 mph     | 12                | 12.0%  | 29.0%          |                          |        |                    |        | 25 mph            | 21     | 10.5%          | 23.5%    |                          |  |  |  |  |  |
| 26 mph             | 10     | 10.0%             | 28.0%  |                          |          |        |                    | 26 mph     | 15                | 15.0%  | 44.0%          |                          |        |                    |        | 26 mph            | 25     | 12.5%          | 36.0%    |                          |  |  |  |  |  |
| 27 mph             | 15     | 15.0%             | 43.0%  |                          |          |        |                    | 27 mph     | 12                | 12.0%  | 56.0%          |                          |        |                    |        | 27 mph            | 27     | 13.5%          | 49.5%    |                          |  |  |  |  |  |
| 28 mph             | 15     | 15.0%             | 58.0%  |                          |          |        |                    | 28 mph     | 7                 | 7.0%   | 63.0%          |                          |        |                    |        | 28 mph            | 22     | 11.0%          | 60.5%    |                          |  |  |  |  |  |
| 29 mph             | 7      | 7.0%              | 65.0%  |                          |          |        |                    | 29 mph     | 6                 | 6.0%   | 69.0%          |                          |        |                    |        | 29 mph            | 13     | 6.5%           | 67.0%    |                          |  |  |  |  |  |
| 30 mph             | 7      | 7.0%              | 72.0%  |                          |          |        |                    | 30 mph     | 9                 | 9.0%   | 78.0%          |                          |        |                    |        | 30 mph            | 16     | 8.0%           | 75.0%    |                          |  |  |  |  |  |
| 31 mph             | 11     | 11.0%             | 83.0%  |                          |          |        |                    | 31 mph     | 5                 | 5.0%   | 83.0%          |                          |        |                    |        | 31 mph            | 16     | 8.0%           | 83.0%    |                          |  |  |  |  |  |
| 32 mph             | 9      | 9.0%              | 92.0%  |                          |          |        |                    | 32 mph     | 7                 | 7.0%   | 90.0%          |                          |        |                    |        | 32 mph            | 16     | 8.0%           | 91.0%    |                          |  |  |  |  |  |
| 33 mph             | 2      | 2.0%              | 94.0%  |                          |          |        |                    | 33 mph     | 5                 | 5.0%   | 95.0%          |                          |        |                    |        | 33 mph            | 7      | 3.5%           | 94.5%    |                          |  |  |  |  |  |
| 34 mph             | 2      | 2.0%              | 96.0%  |                          |          |        |                    | 34 mph     | 1                 | 1.0%   | 96.0%          |                          |        |                    |        | 34 mph            | 3      | 1.5%           | 96.0%    |                          |  |  |  |  |  |
| 35 mph             | 2      | 2.0%              | 98.0%  |                          |          |        |                    | 35 mph     | 2                 | 2.0%   | 98.0%          |                          |        |                    |        | 35 mph            | 4      | 2.0%           | 98.0%    |                          |  |  |  |  |  |
| 36 mph             | 0      | 0.0%              | 98.0%  |                          |          |        |                    | 36 mph     | 0                 | 0.0%   | 98.0%          |                          |        |                    |        | 36 mph            | 0      | 0.0%           | 98.0%    |                          |  |  |  |  |  |
| 37 mph             | 1      | 1.0%              | 99.0%  |                          |          |        |                    | 37 mph     | 1                 | 1.0%   | 99.0%          |                          |        |                    |        | 37 mph            | 2      | 1.0%           | 99.0%    |                          |  |  |  |  |  |
| 38 mph             | 0      | 0.0%              | 99.0%  |                          |          |        |                    | 38 mph     | 1                 | 1.0%   | 100.0%         |                          |        |                    |        | 38 mph            | 1      | 0.5%           | 99.5%    |                          |  |  |  |  |  |
| 39 mph             | 1      | 1.0%              | 100.0% |                          |          |        |                    | 39 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        | 39 mph            | 1      | 0.5%           | 100.0%   |                          |  |  |  |  |  |
| 40 mph             | 0      | 0.0%              | 100.0% | 40 mph                   | 0        | 0.0%   | 100.0%             | 40 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |  |  |
| 41 mph             | 0      | 0.0%              | 100.0% | 41 mph                   | 0        | 0.0%   | 100.0%             | 41 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |  |  |
| 42 mph             | 0      | 0.0%              | 100.0% | 42 mph                   | 0        | 0.0%   | 100.0%             | 42 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |  |  |
| 43 mph             | 0      | 0.0%              | 100.0% | 43 mph                   | 0        | 0.0%   | 100.0%             | 43 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |  |  |
| 44 mph             | 0      | 0.0%              | 100.0% | 44 mph                   | 0        | 0.0%   | 100.0%             | 44 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |  |  |
| 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                   | 0        | 0.0%   | 100.0%             | 45 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |  |  |
| 46 mph             | 0      | 0.0%              | 100.0% | 46 mph                   | 0        | 0.0%   | 100.0%             | 46 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |  |  |
| 47 mph             | 0      | 0.0%              | 100.0% | 47 mph                   | 0        | 0.0%   | 100.0%             | 47 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |  |  |
| 48 mph             | 0      | 0.0%              | 100.0% | 48 mph                   | 0        | 0.0%   | 100.0%             | 48 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |  |  |
| 49 mph             | 0      | 0.0%              | 100.0% | 49 mph                   | 0        | 0.0%   | 100.0%             | 49 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |  |  |
| 50 mph             | 0      | 0.0%              | 100.0% | 50 mph                   | 0        | 0.0%   | 100.0%             | 50 mph     | 0                 | 0.0%   | 100.0%         |                          |        |                    |        |                   |        |                |          |                          |  |  |  |  |  |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:           |          | 28.4   | TOTAL:             | 100        | 100.0%            |        | AVERAGE SPEED: |                          | 27.7   | TOTAL:             | 200    | 100.0%            |        | AVERAGE SPEED: |          | 28.0                     |  |  |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                      | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%    | 50%            | 85%                      | 90%    | PERCENTILE:        | 10%    | 15%               | 25%    | 50%            | 85%      | 90%                      |  |  |  |  |  |
| SPEEDS:            | 25.0   | 25.0              | 26.0   | 28.0                     | 32.0     | 32.0   | SPEEDS:            | 23.0       | 24.0              | 25.0   | 27.0           | 32.0                     | 32.1   | SPEEDS:            | 24.0   | 25.0              | 26.0   | 28.0           | 32.0     | 32.0                     |  |  |  |  |  |
| 10 MPH PACE SPEED: | 23-32  | NUMBER IN PACE:   |        | 90                       | PERCENT: | 90.0%  | 10 MPH PACE SPEED: | 23-32      | NUMBER IN PACE:   |        | 85             | PERCENT:                 | 85.0%  | 10 MPH PACE SPEED: | 23-32  | NUMBER IN PACE:   |        | 175            | PERCENT: | 87.5%                    |  |  |  |  |  |
|                    |        | NUMBER BELOW PACE |        | 2                        | PERCENT: | 2.0%   |                    |            | NUMBER BELOW PACE |        | 5              | PERCENT:                 | 5.0%   |                    |        | NUMBER BELOW PACE |        | 7              | PERCENT: | 3.5%                     |  |  |  |  |  |
|                    |        | NUMBER ABOVE PACE |        | 8                        | PERCENT: | 8.0%   |                    |            | NUMBER ABOVE PACE |        | 10             | PERCENT:                 | 10.0%  |                    |        | NUMBER ABOVE PACE |        | 18             | PERCENT: | 9.0%                     |  |  |  |  |  |
| SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH | 20 MPH                   | 20 MPH   | 20 MPH | SPEED EXCEEDED:    | 20 MPH     | 20 MPH            | 20 MPH | 20 MPH         | 20 MPH                   | 20 MPH | SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH | 20 MPH         | 20 MPH   | 20 MPH                   |  |  |  |  |  |
| TOTAL:             | 100    | 82                | 28     | 2                        | 0        | 0      | TOTAL:             | 99         | 71                | 22     | 2              | 0                        | 0      | TOTAL:             | 199    | 153               | 50     | 4              | 0        | 0                        |  |  |  |  |  |
| PERCENTAGE:        | 100.0% | 82.0%             | 28.0%  | 2.0%                     | 0.0%     | 0.0%   | PERCENTAGE:        | 99.0%      | 71.0%             | 22.0%  | 2.0%           | 0.0%                     | 0.0%   | PERCENTAGE:        | 99.5%  | 76.5%             | 25.0%  | 2.0%           | 0.0%     | 0.0%                     |  |  |  |  |  |



ROADWAY: **Washington Avenue**  
SEGMENT: **State Street to Helen Avenue**  
RADAR LOCATION: **Mid-block**  
DATE: **9/25/2017**  
TIME: **9:10-10:15AM**  
DIRECTION OF TRAVEL: **COMBINED**



## Accident Report

### Accident Dates

**ROADWAY:** Washington Avenue  
**SEGMENT:** State Street to Helen Avenue

**From:** Jan-13  
**To:** Dec-16

| Date           | Location                    | Time of Day | Weather | Collision Factor         | Collision Type     | Fatal | Injury | Non-Injury |
|----------------|-----------------------------|-------------|---------|--------------------------|--------------------|-------|--------|------------|
| 7/4/2014       | Intersection of S. State St | 2:30PM      | Clear   | Traffic Signals and Sign | Broadside          | 0     | 2      | 0          |
| 1/13/2015      | Intersection of S. State St | 3:32PM      | Clear   | Pedestrian Right of Way  | Pedestrian/Vehicle | 0     | 1      | 0          |
| 1/4/2016       | Intersection of S. State St | 1:55PM      | Cloudy  | Unsafe Speed             | Broadside          | 0     | 1      | 0          |
| 9/3/2013       | Intersection of S. State St | 4:03 PM     | Clear   | Automobile Right of Way  | Broadside          | 0     | 0      | 1          |
| 9/12/2014      | Intersection of S. Dora St  | 11:47 AM    | Clear   | Improper Turning         | Sideswipe          | 0     | 0      | 1          |
| 9/11/2014      | Intersection of S. State St | 1:36 PM     | Clear   | Improper Turning         | Sideswipe          | 0     | 0      | 1          |
| 9/5/2015       | Intersection of S. State St | 8:13 PM     | Clear   | Other Hazard             | Sideswipe          | 0     | 0      | 1          |
| 9/2/2016       | 141' W of S. State St       | 10:17 AM    | Clear   | Unsafe Speed             | Rear End           | 0     | 1      | 0          |
| <b>TOTALS:</b> |                             |             |         |                          |                    | 0     | 5      | 4          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## Perkins Street (Highway 101 to Oak Manor Drive)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Perkins Street  
Limits: Highway 101 to Oak Manor Drive

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/26/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | COMBINED         |  |
| 85th Percentile    |  | 36 MPH           |  |
| 10 mph Pace        |  | 28-37 MPH        |  |
| Percent in Pace    |  | 86.5%            |  |
| Posted Speed Limit |  | 35 MPH           |  |

**B. COLLISION HISTORY**

Date Range Covered

| From   | To     | Duration/Years |
|--------|--------|----------------|
| Jan-13 | Dec-16 | 3 years        |
| Fatal  | Injury | Non-Injury     |
| 0      | 8      | 11             |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 8,327 |
| Length of Segment      | 1,100 |
| Width of Segment       | 35    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions

Perkins Street, between US 101 and Oak Manor Drive, is a 2-lane, undivided city arterial.  
This arterial roadway serves traffic to Oak Manor Elementary School..

Roadway Geometrics

None

Comments

There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE**

Residential

**SURVEY RESULTS**

|                                                                         |  |               |
|-------------------------------------------------------------------------|--|---------------|
| Posted Speed Limit                                                      |  | 35 MPH        |
| Critical Speed*                                                         |  | 35 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? |  | No            |
| Speed Limit Change?                                                     |  | No            |
| <b>Recommended<br/>Speed Limit</b>                                      |  | <b>35 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.

Name

3/1/2018

Date

Project Manager

Title



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/26/2017      **DAY:** TUESDAY      **TIME:** 1:40-2:50PM

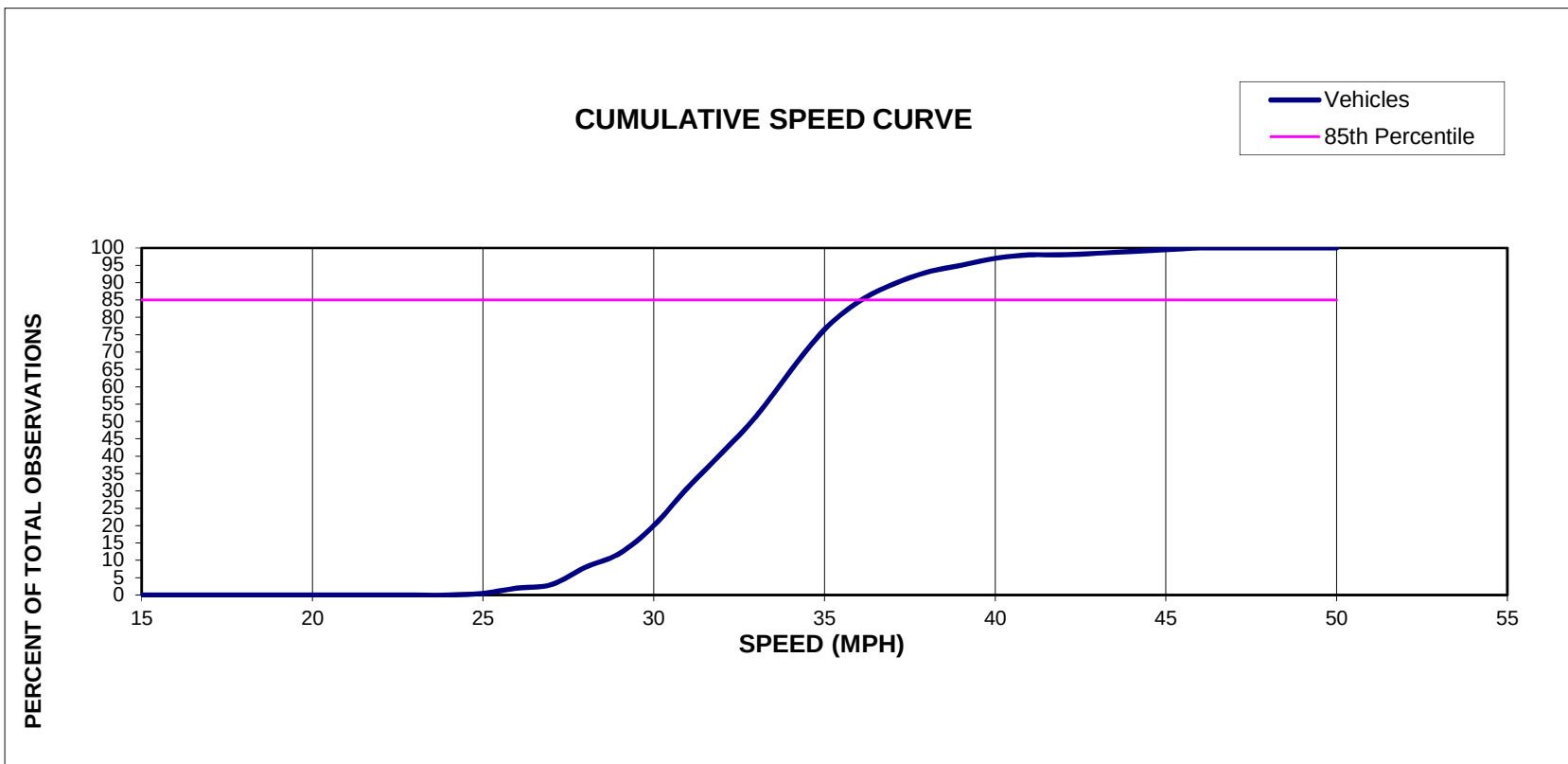
### 48. PERKINS STREET BETWEEN HIGHWAY 101 TO OAK MANOR DRIVE

| DIRECTION:         |        |                      |                     | EAST BOUND                          |        |        |                 | DIRECTION: |                    |                     |                     | WEST BOUND                          |        |                 |        | DIRECTION: |                     |                    |        | COMBINED                            |  |  |  |  |          |       |
|--------------------|--------|----------------------|---------------------|-------------------------------------|--------|--------|-----------------|------------|--------------------|---------------------|---------------------|-------------------------------------|--------|-----------------|--------|------------|---------------------|--------------------|--------|-------------------------------------|--|--|--|--|----------|-------|
| SPEED              | #      | %                    | CUM. %              | <div>SPEED DISTRIBUTION CHART</div> |        |        |                 | SPEED      | #                  | %                   | CUM. %              | <div>SPEED DISTRIBUTION CHART</div> |        |                 |        | SPEED      | #                   | %                  | CUM. % | <div>SPEED DISTRIBUTION CHART</div> |  |  |  |  |          |       |
| 15 mph             | 0      | 0.0%                 | 0.0%                |                                     |        |        |                 | 15 mph     | 0                  | 0.0%                | 0.0%                |                                     |        |                 |        | 15 mph     | 0                   | 0.0%               | 0.0%   |                                     |  |  |  |  |          |       |
| 16 mph             | 0      | 0.0%                 | 0.0%                |                                     |        |        |                 | 16 mph     | 0                  | 0.0%                | 0.0%                |                                     |        |                 |        | 16 mph     | 0                   | 0.0%               | 0.0%   |                                     |  |  |  |  |          |       |
| 17 mph             | 0      | 0.0%                 | 0.0%                |                                     |        |        |                 | 17 mph     | 0                  | 0.0%                | 0.0%                |                                     |        |                 |        | 17 mph     | 0                   | 0.0%               | 0.0%   |                                     |  |  |  |  |          |       |
| 18 mph             | 0      | 0.0%                 | 0.0%                |                                     |        |        |                 | 18 mph     | 0                  | 0.0%                | 0.0%                |                                     |        |                 |        | 18 mph     | 0                   | 0.0%               | 0.0%   |                                     |  |  |  |  |          |       |
| 19 mph             | 0      | 0.0%                 | 0.0%                |                                     |        |        |                 | 19 mph     | 0                  | 0.0%                | 0.0%                |                                     |        |                 |        | 19 mph     | 0                   | 0.0%               | 0.0%   |                                     |  |  |  |  |          |       |
| 20 mph             | 0      | 0.0%                 | 0.0%                |                                     |        |        |                 | 20 mph     | 0                  | 0.0%                | 0.0%                |                                     |        |                 |        | 20 mph     | 0                   | 0.0%               | 0.0%   |                                     |  |  |  |  |          |       |
| 21 mph             | 0      | 0.0%                 | 0.0%                |                                     |        |        |                 | 21 mph     | 0                  | 0.0%                | 0.0%                |                                     |        |                 |        | 21 mph     | 0                   | 0.0%               | 0.0%   |                                     |  |  |  |  |          |       |
| 22 mph             | 0      | 0.0%                 | 0.0%                |                                     |        |        |                 | 22 mph     | 0                  | 0.0%                | 0.0%                |                                     |        |                 |        | 22 mph     | 0                   | 0.0%               | 0.0%   |                                     |  |  |  |  |          |       |
| 23 mph             | 0      | 0.0%                 | 0.0%                |                                     |        |        |                 | 23 mph     | 0                  | 0.0%                | 0.0%                |                                     |        |                 |        | 23 mph     | 0                   | 0.0%               | 0.0%   |                                     |  |  |  |  |          |       |
| 24 mph             | 0      | 0.0%                 | 0.0%                |                                     |        |        |                 | 24 mph     | 0                  | 0.0%                | 0.0%                |                                     |        |                 |        | 24 mph     | 0                   | 0.0%               | 0.0%   |                                     |  |  |  |  |          |       |
| 25 mph             | 0      | 0.0%                 | 0.0%                |                                     |        |        |                 | 25 mph     | 1                  | 1.0%                | 1.0%                |                                     |        |                 |        | 25 mph     | 1                   | 0.5%               | 0.5%   |                                     |  |  |  |  |          |       |
| 26 mph             | 1      | 1.0%                 | 1.0%                |                                     |        |        |                 | 26 mph     | 2                  | 2.0%                | 3.0%                |                                     |        |                 |        | 26 mph     | 3                   | 1.5%               | 2.0%   |                                     |  |  |  |  |          |       |
| 27 mph             | 2      | 2.0%                 | 3.0%                |                                     |        |        |                 | 27 mph     | 0                  | 0.0%                | 3.0%                |                                     |        |                 |        | 27 mph     | 2                   | 1.0%               | 3.0%   |                                     |  |  |  |  |          |       |
| 28 mph             | 6      | 6.0%                 | 9.0%                |                                     |        |        |                 | 28 mph     | 4                  | 4.0%                | 7.0%                |                                     |        |                 |        | 28 mph     | 10                  | 5.0%               | 8.0%   |                                     |  |  |  |  |          |       |
| 29 mph             | 5      | 5.0%                 | 14.0%               |                                     |        |        |                 | 29 mph     | 3                  | 3.0%                | 10.0%               |                                     |        |                 |        | 29 mph     | 8                   | 4.0%               | 12.0%  |                                     |  |  |  |  |          |       |
| 30 mph             | 7      | 7.0%                 | 21.0%               |                                     |        |        |                 | 30 mph     | 9                  | 9.0%                | 19.0%               |                                     |        |                 |        | 30 mph     | 16                  | 8.0%               | 20.0%  |                                     |  |  |  |  |          |       |
| 31 mph             | 9      | 9.0%                 | 30.0%               |                                     |        |        |                 | 31 mph     | 13                 | 13.0%               | 32.0%               |                                     |        |                 |        | 31 mph     | 22                  | 11.0%              | 31.0%  |                                     |  |  |  |  |          |       |
| 32 mph             | 8      | 8.0%                 | 38.0%               |                                     |        |        |                 | 32 mph     | 12                 | 12.0%               | 44.0%               |                                     |        |                 |        | 32 mph     | 20                  | 10.0%              | 41.0%  |                                     |  |  |  |  |          |       |
| 33 mph             | 9      | 9.0%                 | 47.0%               |                                     |        |        |                 | 33 mph     | 12                 | 12.0%               | 56.0%               |                                     |        |                 |        | 33 mph     | 21                  | 10.5%              | 51.5%  |                                     |  |  |  |  |          |       |
| 34 mph             | 13     | 13.0%                | 60.0%               |                                     |        |        |                 | 34 mph     | 13                 | 13.0%               | 69.0%               |                                     |        |                 |        | 34 mph     | 26                  | 13.0%              | 64.5%  |                                     |  |  |  |  |          |       |
| 35 mph             | 13     | 13.0%                | 73.0%               |                                     |        |        |                 | 35 mph     | 11                 | 11.0%               | 80.0%               |                                     |        |                 |        | 35 mph     | 24                  | 12.0%              | 76.5%  |                                     |  |  |  |  |          |       |
| 36 mph             | 8      | 8.0%                 | 81.0%               |                                     |        |        |                 | 36 mph     | 8                  | 8.0%                | 88.0%               |                                     |        |                 |        | 36 mph     | 16                  | 8.0%               | 84.5%  |                                     |  |  |  |  |          |       |
| 37 mph             | 6      | 6.0%                 | 87.0%               |                                     |        |        |                 | 37 mph     | 4                  | 4.0%                | 92.0%               |                                     |        |                 |        | 37 mph     | 10                  | 5.0%               | 89.5%  |                                     |  |  |  |  |          |       |
| 38 mph             | 5      | 5.0%                 | 92.0%               |                                     |        |        |                 | 38 mph     | 2                  | 2.0%                | 94.0%               |                                     |        |                 |        | 38 mph     | 7                   | 3.5%               | 93.0%  |                                     |  |  |  |  |          |       |
| 39 mph             | 1      | 1.0%                 | 93.0%               |                                     |        |        |                 | 39 mph     | 3                  | 3.0%                | 97.0%               |                                     |        |                 |        | 39 mph     | 4                   | 2.0%               | 95.0%  |                                     |  |  |  |  |          |       |
| 40 mph             | 2      | 2.0%                 | 95.0%               |                                     |        |        |                 | 40 mph     | 2                  | 2.0%                | 99.0%               |                                     |        |                 |        | 40 mph     | 4                   | 2.0%               | 97.0%  |                                     |  |  |  |  |          |       |
| 41 mph             | 2      | 2.0%                 | 97.0%               | 41 mph                              | 0      | 0.0%   | 99.0%           | 41 mph     | 2                  | 1.0%                | 98.0%               |                                     |        |                 |        |            |                     |                    |        |                                     |  |  |  |  |          |       |
| 42 mph             | 0      | 0.0%                 | 97.0%               | 42 mph                              | 0      | 0.0%   | 99.0%           | 42 mph     | 0                  | 0.0%                | 98.0%               |                                     |        |                 |        |            |                     |                    |        |                                     |  |  |  |  |          |       |
| 43 mph             | 1      | 1.0%                 | 98.0%               | 43 mph                              | 0      | 0.0%   | 99.0%           | 43 mph     | 1                  | 0.5%                | 98.5%               |                                     |        |                 |        |            |                     |                    |        |                                     |  |  |  |  |          |       |
| 44 mph             | 1      | 1.0%                 | 99.0%               | 44 mph                              | 0      | 0.0%   | 99.0%           | 44 mph     | 1                  | 0.5%                | 99.0%               |                                     |        |                 |        |            |                     |                    |        |                                     |  |  |  |  |          |       |
| 45 mph             | 1      | 1.0%                 | 100.0%              | 45 mph                              | 0      | 0.0%   | 99.0%           | 45 mph     | 1                  | 0.5%                | 99.5%               |                                     |        |                 |        |            |                     |                    |        |                                     |  |  |  |  |          |       |
| 46 mph             | 0      | 0.0%                 | 100.0%              | 46 mph                              | 1      | 1.0%   | 100.0%          | 46 mph     | 1                  | 0.5%                | 100.0%              |                                     |        |                 |        |            |                     |                    |        |                                     |  |  |  |  |          |       |
| 47 mph             | 0      | 0.0%                 | 100.0%              | 47 mph                              | 0      | 0.0%   | 100.0%          | 47 mph     | 0                  | 0.0%                | 100.0%              |                                     |        |                 |        |            |                     |                    |        |                                     |  |  |  |  |          |       |
| 48 mph             | 0      | 0.0%                 | 100.0%              | 48 mph                              | 0      | 0.0%   | 100.0%          | 48 mph     | 0                  | 0.0%                | 100.0%              |                                     |        |                 |        |            |                     |                    |        |                                     |  |  |  |  |          |       |
| 49 mph             | 0      | 0.0%                 | 100.0%              | 49 mph                              | 0      | 0.0%   | 100.0%          | 49 mph     | 0                  | 0.0%                | 100.0%              |                                     |        |                 |        |            |                     |                    |        |                                     |  |  |  |  |          |       |
| 50 mph             | 0      | 0.0%                 | 100.0%              | 50 mph                              | 0      | 0.0%   | 100.0%          | 50 mph     | 0                  | 0.0%                | 100.0%              |                                     |        |                 |        |            |                     |                    |        |                                     |  |  |  |  |          |       |
| TOTAL:             | 100    | 100.0%               | AVERAGE SPEED: 33.7 |                                     |        |        | TOTAL:          | 100        | 100.0%             | AVERAGE SPEED: 33.1 |                     |                                     |        | TOTAL:          | 200    | 100.0%     | AVERAGE SPEED: 33.4 |                    |        |                                     |  |  |  |  |          |       |
| PERCENTILE:        | 10%    | 15%                  | 25%                 | 50%                                 | 85%    | 90%    | PERCENTILE:     | 10%        | 15%                | 25%                 | 50%                 | 85%                                 | 90%    | PERCENTILE:     | 10%    | 15%        | 25%                 | 50%                | 85%    | 90%                                 |  |  |  |  |          |       |
| SPEEDS:            | 29.0   | 30.0                 | 31.0                | 34.0                                | 37.0   | 38.0   | SPEEDS:         | 29.9       | 30.0               | 31.0                | 33.0                | 36.0                                | 37.0   | SPEEDS:         | 29.0   | 30.0       | 31.0                | 33.0               | 36.0   | 38.0                                |  |  |  |  |          |       |
| 10 MPH PACE SPEED: | 28-37  | NUMBER IN PACE: 84   |                     |                                     |        |        | PERCENT:        | 84.0%      | 10 MPH PACE SPEED: | 28-37               | NUMBER IN PACE: 89  |                                     |        |                 |        | PERCENT:   | 89.0%               | 10 MPH PACE SPEED: | 28-37  | NUMBER IN PACE: 173                 |  |  |  |  | PERCENT: | 86.5% |
|                    |        | NUMBER BELOW PACE 3  |                     |                                     |        |        | PERCENT:        | 3.0%       |                    |                     | NUMBER BELOW PACE 3 |                                     |        |                 |        | PERCENT:   | 3.0%                |                    |        | NUMBER BELOW PACE 6                 |  |  |  |  | PERCENT: | 3.0%  |
|                    |        | NUMBER ABOVE PACE 13 |                     |                                     |        |        | PERCENT:        | 13.0%      |                    |                     | NUMBER ABOVE PACE 8 |                                     |        |                 |        | PERCENT:   | 8.0%                |                    |        | NUMBER ABOVE PACE 21                |  |  |  |  | PERCENT: | 10.5% |
| SPEED EXCEEDED:    | 20 MPH | 20 MPH               | 20 MPH              | 20 MPH                              | 20 MPH | 20 MPH | SPEED EXCEEDED: | 20 MPH     | 20 MPH             | 20 MPH              | 20 MPH              | 20 MPH                              | 20 MPH | SPEED EXCEEDED: | 20 MPH | 20 MPH     | 20 MPH              | 20 MPH             | 20 MPH | 20 MPH                              |  |  |  |  |          |       |
| TOTAL:             | 100    | 100                  | 79                  | 27                                  | 5      | 0      | TOTAL:          | 100        | 99                 | 81                  | 20                  | 1                                   | 1      | TOTAL:          | 200    | 199        | 160                 | 47                 | 6      | 1                                   |  |  |  |  |          |       |
| PERCENTAGE:        | 100.0% | 100.0%               | 79.0%               | 27.0%                               | 5.0%   | 0.0%   | PERCENTAGE:     | 100.0%     | 99.0%              | 81.0%               | 20.0%               | 1.0%                                | 1.0%   | PERCENTAGE:     | 100.0% | 99.5%      | 80.0%               | 23.5%              | 3.0%   | 0.5%                                |  |  |  |  |          |       |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: Perkins Street  
SEGMENT: Highway 101 to Oak Manor Drive  
RADAR LOCATION: Mid-Block  
DATE: 9/26/2017  
TIME: 1:40-2:50PM  
DIRECTION OF TRAVEL: COMBINED





## Accident Report

### Accident Dates

**ROADWAY:** Perkins Street

**From:** Jan-13

**SEGMENT:** Highway 101 to Oak Manor Drive

**To:** Dec-16

| Date           | Location                     | Time of Day | Weather | Collision Factor        | Collision Type | Fatal | Injury | Non-Injury |
|----------------|------------------------------|-------------|---------|-------------------------|----------------|-------|--------|------------|
| 5/4/2013       | Intersection of US 101       | 11:41 AM    | Clear   | Automobile Right of Way | Broadside      | 0     | 2      | 0          |
| 8/30/2013      | Intersection of US 101       | 2:07 PM     | Clear   | Unsafe Speed            | Rear End       | 0     | 2      | 0          |
| 2/5/2015       | Intersection of US 101       | 12:50 PM    | Clear   | Automobile Right of Way | Broadside      | 0     | 1      | 0          |
| 9/23/2015      | Intersection of US 101       | 8:20 AM     | Clear   | Automobile Right of Way | Broadside      | 0     | 2      | 0          |
| 3/19/2016      | 335' W of Oak Manor Dr       | 4:26 PM     | Cloudy  | Unsafe Speed            | Rear End       | 0     | 1      | 0          |
| 2/23/2013      | 568' W of Oak Manor Dr       | 12:22 PM    | Clear   | Unknown                 | Sideswipe      | 0     | 0      | 1          |
| 3/19/2013      | Intersection of US 101       | 11:08 AM    | Cloudy  | Improper Turning        | Broadside      | 0     | 0      | 1          |
| 6/13/2014      | 4' W of US 101 Interchange   | 2:27 PM     | Cloudy  | Unsafe Speed            | Rear End       | 0     | 0      | 1          |
| 11/19/2014     | 53' E of US 101 Interchange  | 12:28 PM    | Raining | Unsafe Speed            | Rear End       | 0     | 0      | 1          |
| 2/12/2014      | Intersection of Oak Manor Dr | 5:51 PM     | Cloudy  | Automobile Right of Way | Broadside      | 0     | 0      | 1          |
| 10/20/2014     | 495' W of Oak Manor Dr       | 9:14 AM     | Raining | Unsafe Speed            | Broadside      | 0     | 0      | 1          |
| 5/16/2015      | Intersection of US 101       | 4:11 PM     | Clear   | Automobile Right of Way | Broadside      | 0     | 0      | 1          |
| 7/22/2016      | Intersection of US 101       | 6:35 PM     | Clear   | Improper Turning        | Broadside      | 0     | 0      | 1          |
| 7/26/2016      | 7' E of US 101               | 4:02 PM     | Clear   | Other Improper Driving  | Sideswipe      | 0     | 0      | 1          |
| 11/19/2016     | Intersection of US 101       | 4:59 PM     | Raining | Improper Turning        | Head-On        | 0     | 0      | 1          |
| 9/27/2016      | 5' E of US 101               | 5:18 PM     | Clear   | Improper Turning        | Broadside      | 0     | 0      | 1          |
| <b>TOTALS:</b> |                              |             |         |                         |                | 0     | 8      | 11         |

**NOTE:** Collision data obtained from the CHP SWTRS program.

## State Street (Talmage Road to Beacon Lane)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: State Street  
Limits: Talmage Road to Beacon Lane

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/25/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |           |  |
|--------------------|--|-----------|--|
| Location of Survey |  | Mid-block |  |
| Direction          |  | COMBINED  |  |
| 85th Percentile    |  | 40 MPH    |  |
| 10 mph Pace        |  | 31-40 MPH |  |
| Percent in Pace    |  | 80%       |  |
| Posted Speed Limit |  | 35 MPH    |  |

**B. COLLISION HISTORY**

Date Range Covered

|                |              |                           |
|----------------|--------------|---------------------------|
| From<br>Jan-13 | To<br>Dec-16 | Duration/Years<br>3 years |
| Fatal          | Injury       | Non-Injury                |
| 1              | 9            | 15                        |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 9,525 |
| Length of Segment      | 2,670 |
| Width of Segment       | 60    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions

State Street, between Talmage Road and Beacon Lane, is a 2-lane, city arterial roadway.  
There is a center two-way-left-turn lane (TWLTL) on State Street between Washington  
Avenue/Hastings Avenue and Beacon Lane.

Roadway Geometrics

None

Comments

Based on the land use, street classification, on-street parking, and pedestrian crossings and  
MUTCD Standard 12a, it is appropriate to maintain the existing speed limit of 30 MPH on State  
Street between Talmage Road and Beacon Lane.

**E. ADJACENT LAND USE**

Light industrial, commercial and employment-based land-use types and developments

**SURVEY RESULTS**

|                                                                         |               |
|-------------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                      | 35 MPH        |
| Critical Speed*                                                         | 40 MPH        |
| Reduction In Speed For<br>Conditions Not Readily<br>Apparent To Driver? | No            |
| Speed Limit Change?                                                     | No            |
| <b>Recommended<br/>Speed Limit</b>                                      | <b>35 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018  
Date

Project Manager  
Title



# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/25/2017      **DAY:** MONDAY      **TIME:** 7:05-7:45AM

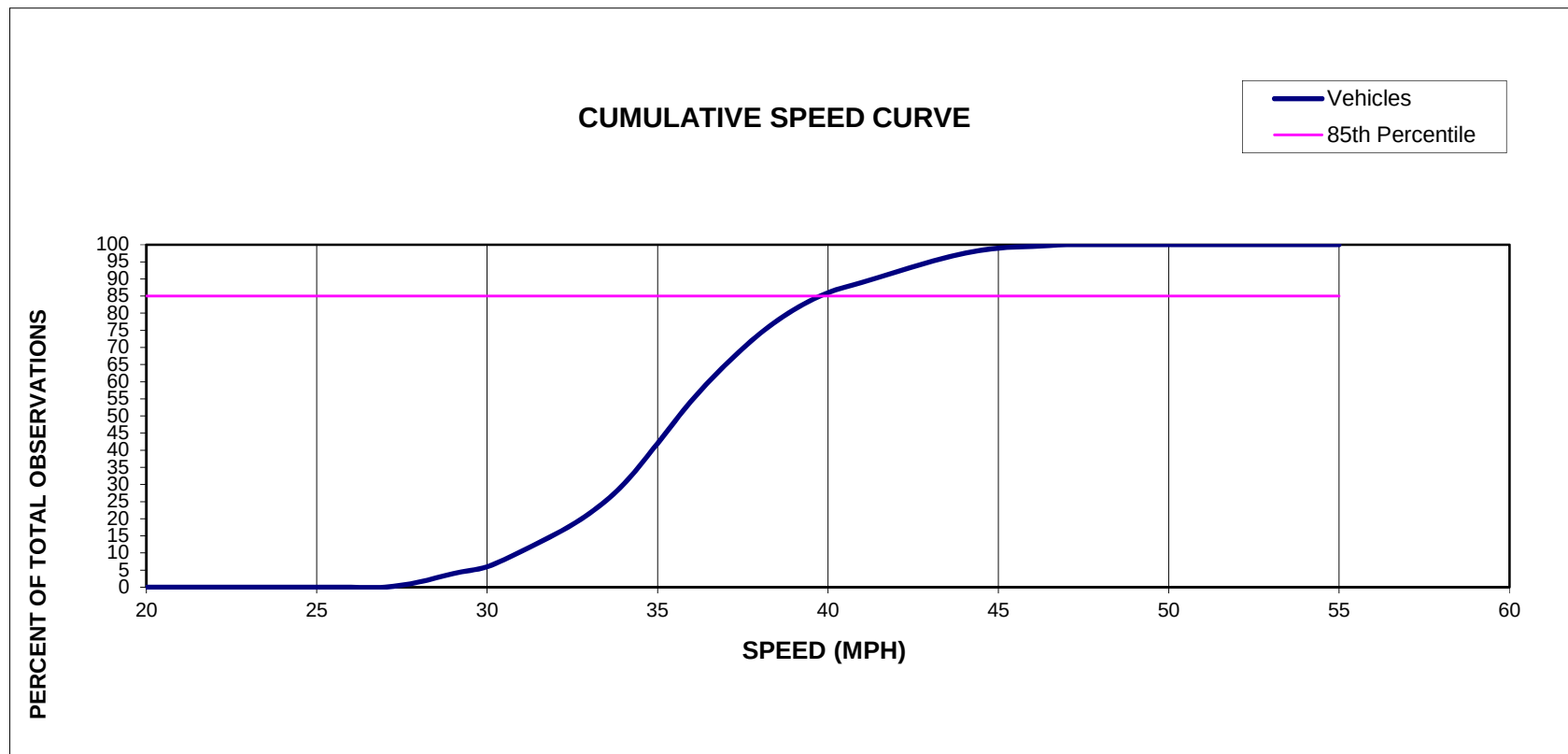
### 49. STATE STREET BETWEEN TALMAGE ROAD TO BEACON LANE

| DIRECTION:         |        |                   |        | NORTH BOUND              |          |       |                    | DIRECTION: |                   |       |                | SOUTH BOUND              |       |                    |        | DIRECTION:        |       |                |          | COMBINED                 |  |  |  |
|--------------------|--------|-------------------|--------|--------------------------|----------|-------|--------------------|------------|-------------------|-------|----------------|--------------------------|-------|--------------------|--------|-------------------|-------|----------------|----------|--------------------------|--|--|--|
| SPEED              | #      | %                 | CUM. % | SPEED DISTRIBUTION CHART |          |       |                    | SPEED      | #                 | %     | CUM. %         | SPEED DISTRIBUTION CHART |       |                    |        | SPEED             | #     | %              | CUM. %   | SPEED DISTRIBUTION CHART |  |  |  |
| 20 mph             | 0      | 0.0%              | 0.0%   |                          |          |       |                    | 20 mph     | 0                 | 0.0%  | 0.0%           |                          |       |                    |        | 20 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |
| 21 mph             | 0      | 0.0%              | 0.0%   |                          |          |       |                    | 21 mph     | 0                 | 0.0%  | 0.0%           |                          |       |                    |        | 21 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |
| 22 mph             | 0      | 0.0%              | 0.0%   |                          |          |       |                    | 22 mph     | 0                 | 0.0%  | 0.0%           |                          |       |                    |        | 22 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |
| 23 mph             | 0      | 0.0%              | 0.0%   |                          |          |       |                    | 23 mph     | 0                 | 0.0%  | 0.0%           |                          |       |                    |        | 23 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |
| 24 mph             | 0      | 0.0%              | 0.0%   |                          |          |       |                    | 24 mph     | 0                 | 0.0%  | 0.0%           |                          |       |                    |        | 24 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |
| 25 mph             | 0      | 0.0%              | 0.0%   |                          |          |       |                    | 25 mph     | 0                 | 0.0%  | 0.0%           |                          |       |                    |        | 25 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |
| 26 mph             | 0      | 0.0%              | 0.0%   |                          |          |       |                    | 26 mph     | 0                 | 0.0%  | 0.0%           |                          |       |                    |        | 26 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |
| 27 mph             | 0      | 0.0%              | 0.0%   |                          |          |       |                    | 27 mph     | 0                 | 0.0%  | 0.0%           |                          |       |                    |        | 27 mph            | 0     | 0.0%           | 0.0%     |                          |  |  |  |
| 28 mph             | 1      | 1.0%              | 1.0%   |                          |          |       |                    | 28 mph     | 2                 | 2.0%  | 2.0%           |                          |       |                    |        | 28 mph            | 3     | 1.5%           | 1.5%     |                          |  |  |  |
| 29 mph             | 2      | 2.0%              | 3.0%   |                          |          |       |                    | 29 mph     | 3                 | 3.0%  | 5.0%           |                          |       |                    |        | 29 mph            | 5     | 2.5%           | 4.0%     |                          |  |  |  |
| 30 mph             | 2      | 2.0%              | 5.0%   |                          |          |       |                    | 30 mph     | 2                 | 2.0%  | 7.0%           |                          |       |                    |        | 30 mph            | 4     | 2.0%           | 6.0%     |                          |  |  |  |
| 31 mph             | 4      | 4.0%              | 9.0%   |                          |          |       |                    | 31 mph     | 5                 | 5.0%  | 12.0%          |                          |       |                    |        | 31 mph            | 9     | 4.5%           | 10.5%    |                          |  |  |  |
| 32 mph             | 4      | 4.0%              | 13.0%  |                          |          |       |                    | 32 mph     | 6                 | 6.0%  | 18.0%          |                          |       |                    |        | 32 mph            | 10    | 5.0%           | 15.5%    |                          |  |  |  |
| 33 mph             | 5      | 5.0%              | 18.0%  |                          |          |       |                    | 33 mph     | 7                 | 7.0%  | 25.0%          |                          |       |                    |        | 33 mph            | 12    | 6.0%           | 21.5%    |                          |  |  |  |
| 34 mph             | 12     | 12.0%             | 30.0%  |                          |          |       |                    | 34 mph     | 5                 | 5.0%  | 30.0%          |                          |       |                    |        | 34 mph            | 17    | 8.5%           | 30.0%    |                          |  |  |  |
| 35 mph             | 15     | 15.0%             | 45.0%  |                          |          |       |                    | 35 mph     | 9                 | 9.0%  | 39.0%          |                          |       |                    |        | 35 mph            | 24    | 12.0%          | 42.0%    |                          |  |  |  |
| 36 mph             | 16     | 16.0%             | 61.0%  |                          |          |       |                    | 36 mph     | 9                 | 9.0%  | 48.0%          |                          |       |                    |        | 36 mph            | 25    | 12.5%          | 54.5%    |                          |  |  |  |
| 37 mph             | 12     | 12.0%             | 73.0%  |                          |          |       |                    | 37 mph     | 9                 | 9.0%  | 57.0%          |                          |       |                    |        | 37 mph            | 21    | 10.5%          | 65.0%    |                          |  |  |  |
| 38 mph             | 8      | 8.0%              | 81.0%  |                          |          |       |                    | 38 mph     | 10                | 10.0% | 67.0%          |                          |       |                    |        | 38 mph            | 18    | 9.0%           | 74.0%    |                          |  |  |  |
| 39 mph             | 5      | 5.0%              | 86.0%  |                          |          |       |                    | 39 mph     | 9                 | 9.0%  | 76.0%          |                          |       |                    |        | 39 mph            | 14    | 7.0%           | 81.0%    |                          |  |  |  |
| 40 mph             | 3      | 3.0%              | 89.0%  |                          |          |       |                    | 40 mph     | 7                 | 7.0%  | 83.0%          |                          |       |                    |        | 40 mph            | 10    | 5.0%           | 86.0%    |                          |  |  |  |
| 41 mph             | 2      | 2.0%              | 91.0%  |                          |          |       |                    | 41 mph     | 4                 | 4.0%  | 87.0%          |                          |       |                    |        | 41 mph            | 6     | 3.0%           | 89.0%    |                          |  |  |  |
| 42 mph             | 3      | 3.0%              | 94.0%  |                          |          |       |                    | 42 mph     | 3                 | 3.0%  | 90.0%          |                          |       |                    |        | 42 mph            | 6     | 3.0%           | 92.0%    |                          |  |  |  |
| 43 mph             | 3      | 3.0%              | 97.0%  |                          |          |       |                    | 43 mph     | 3                 | 3.0%  | 93.0%          |                          |       |                    |        | 43 mph            | 6     | 3.0%           | 95.0%    |                          |  |  |  |
| 44 mph             | 2      | 2.0%              | 99.0%  |                          |          |       |                    | 44 mph     | 3                 | 3.0%  | 96.0%          |                          |       |                    |        | 44 mph            | 5     | 2.5%           | 97.5%    |                          |  |  |  |
| 45 mph             | 0      | 0.0%              | 99.0%  | 45 mph                   | 3        | 3.0%  | 99.0%              | 45 mph     | 3                 | 1.5%  | 99.0%          |                          |       |                    |        |                   |       |                |          |                          |  |  |  |
| 46 mph             | 0      | 0.0%              | 99.0%  | 46 mph                   | 1        | 1.0%  | 100.0%             | 46 mph     | 1                 | 0.5%  | 99.5%          |                          |       |                    |        |                   |       |                |          |                          |  |  |  |
| 47 mph             | 1      | 1.0%              | 100.0% | 47 mph                   | 0        | 0.0%  | 100.0%             | 47 mph     | 1                 | 0.5%  | 100.0%         |                          |       |                    |        |                   |       |                |          |                          |  |  |  |
| 48 mph             | 0      | 0.0%              | 100.0% | 48 mph                   | 0        | 0.0%  | 100.0%             | 48 mph     | 0                 | 0.0%  | 100.0%         |                          |       |                    |        |                   |       |                |          |                          |  |  |  |
| 49 mph             | 0      | 0.0%              | 100.0% | 49 mph                   | 0        | 0.0%  | 100.0%             | 49 mph     | 0                 | 0.0%  | 100.0%         |                          |       |                    |        |                   |       |                |          |                          |  |  |  |
| 50 mph             | 0      | 0.0%              | 100.0% | 50 mph                   | 0        | 0.0%  | 100.0%             | 50 mph     | 0                 | 0.0%  | 100.0%         |                          |       |                    |        |                   |       |                |          |                          |  |  |  |
| 51 mph             | 0      | 0.0%              | 100.0% | 51 mph                   | 0        | 0.0%  | 100.0%             | 51 mph     | 0                 | 0.0%  | 100.0%         |                          |       |                    |        |                   |       |                |          |                          |  |  |  |
| 52 mph             | 0      | 0.0%              | 100.0% | 52 mph                   | 0        | 0.0%  | 100.0%             | 52 mph     | 0                 | 0.0%  | 100.0%         |                          |       |                    |        |                   |       |                |          |                          |  |  |  |
| 53 mph             | 0      | 0.0%              | 100.0% | 53 mph                   | 0        | 0.0%  | 100.0%             | 53 mph     | 0                 | 0.0%  | 100.0%         |                          |       |                    |        |                   |       |                |          |                          |  |  |  |
| 54 mph             | 0      | 0.0%              | 100.0% | 54 mph                   | 0        | 0.0%  | 100.0%             | 54 mph     | 0                 | 0.0%  | 100.0%         |                          |       |                    |        |                   |       |                |          |                          |  |  |  |
| 55 mph             | 0      | 0.0%              | 100.0% | 55 mph                   | 0        | 0.0%  | 100.0%             | 55 mph     | 0                 | 0.0%  | 100.0%         |                          |       |                    |        |                   |       |                |          |                          |  |  |  |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:           |          | 36.1  | TOTAL:             | 100        | 100.0%            |       | AVERAGE SPEED: |                          | 36.7  | TOTAL:             | 200    | 100.0%            |       | AVERAGE SPEED: |          | 36.4                     |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                      | 85%      | 90%   | PERCENTILE:        | 10%        | 15%               | 25%   | 50%            | 85%                      | 90%   | PERCENTILE:        | 10%    | 15%               | 25%   | 50%            | 85%      | 90%                      |  |  |  |
| SPEEDS:            | 32.0   | 33.0              | 34.0   | 36.0                     | 39.0     | 41.0  | SPEEDS:            | 31.0       | 32.0              | 33.8  | 37.0           | 41.0                     | 42.1  | SPEEDS:            | 31.0   | 32.0              | 34.0  | 36.0           | 40.0     | 42.0                     |  |  |  |
| 10 MPH PACE SPEED: | 31-40  | NUMBER IN PACE:   |        | 84                       | PERCENT: | 84.0% | 10 MPH PACE SPEED: | 31-40      | NUMBER IN PACE:   |       | 76             | PERCENT:                 | 76.0% | 10 MPH PACE SPEED: | 31-40  | NUMBER IN PACE:   |       | 160            | PERCENT: | 80.0%                    |  |  |  |
|                    |        | NUMBER BELOW PACE |        | 5                        | PERCENT: | 5.0%  |                    |            | NUMBER BELOW PACE |       | 7              | PERCENT:                 | 7.0%  |                    |        | NUMBER BELOW PACE |       | 12             | PERCENT: | 6.0%                     |  |  |  |
|                    |        | NUMBER ABOVE PACE |        | 11                       | PERCENT: | 11.0% |                    |            | NUMBER ABOVE PACE |       | 17             | PERCENT:                 | 17.0% |                    |        | NUMBER ABOVE PACE |       | 28             | PERCENT: | 14.0%                    |  |  |  |
| SPEED EXCEEDED:    | 25MPH  | 25MPH             | 25MPH  | 25MPH                    | 25MPH    | 25MPH | SPEED EXCEEDED:    | 25MPH      | 25MPH             | 25MPH | 25MPH          | 25MPH                    | 25MPH | SPEED EXCEEDED:    | 25MPH  | 25MPH             | 25MPH | 25MPH          | 25MPH    | 25MPH                    |  |  |  |
| TOTAL:             | 100    | 95                | 55     | 11                       | 1        | 0     | TOTAL:             | 100        | 93                | 61    | 17             | 1                        | 0     | TOTAL:             | 200    | 188               | 116   | 28             | 2        | 0                        |  |  |  |
| PERCENTAGE:        | 100.0% | 95.0%             | 55.0%  | 11.0%                    | 1.0%     | 0.0%  | PERCENTAGE:        | 100.0%     | 93.0%             | 61.0% | 17.0%          | 1.0%                     | 0.0%  | PERCENTAGE:        | 100.0% | 94.0%             | 58.0% | 14.0%          | 1.0%     | 0.0%                     |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **State Street**  
SEGMENT: **Talmage Road to Beacon Lane**  
RADAR LOCATION: **Mid-block**  
DATE: **9/25/2017**  
TIME: **1:40-2:50PM**  
DIRECTION OF TRAVEL: **COMBINED**



## Accident Report

### Accident Dates

ROADWAY: State Street

From: Jan-13

SEGMENT: Talmage Road to Beacon Lane

To: Dec-16

| Date       | Location                              | Time of Day | Weather | Collision Factor          | Collision Type     | Fatal | Injury | Non-Injury |
|------------|---------------------------------------|-------------|---------|---------------------------|--------------------|-------|--------|------------|
| 1/1/2013   | Intersection of Talmage Rd            | 11:13 AM    | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 1/2/2013   | 347' N of Wabash Ave                  | 4:32 PM     | Clear   | Improper Turning          | Hit Object         | 0     | 0      | 1          |
| 2/10/2013  | Intersection of Talmage Rd            | 9:11 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 1      | 0          |
| 9/3/2013   | Intersection of Talmage Rd            | 3:06 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 2      | 0          |
| 9/3/2013   | Intersection of Washington Ave        | 4:03 PM     | Clear   | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 9/23/2013  | Intersection of Talmage Rd            | 10:35 AM    | Clear   | Not Stated                | Sideswipe          | 0     | 0      | 1          |
| 3/2/2014   | 19' N of Talmage Rd                   | 4:37 PM     | Cloudy  | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 3/26/2014  | 167' S of Washington Ave              | 11:53 AM    | Cloudy  | Unsafe Lane Change        | Broadside          | 0     | 1      | 0          |
| 4/9/2014   | Intersection of Lewis Ln              | 12:30 PM    | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 6/16/2014  | 34' in the vicinity of Washington Ave | 11:30 PM    | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 7/2/2014   | 123' N of Observatory Ave             | 12:19 PM    | Clear   | Wrong Side of Road        | Other              | 0     | 1      | 0          |
| 7/4/2014   | Intersection of Washington Ave        | 2:30 PM     | Clear   | Traffic Signals and Signs | Broadside          | 0     | 2      | 0          |
| 9/5/2014   | 113' N of Wabash Ave                  | 2:18 AM     | Clear   | DUI                       | Rear End           | 1     | 0      | 0          |
| 9/11/2014  | Intersection of Washington Ave        | 1:36 PM     | Clear   | Improper Turning          | Sideswipe          | 0     | 0      | 1          |
| 10/2/2014  | 18' N of Thomas St                    | 2:47 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 10/6/2014  | 55' S of Talmage Rd                   | 7:31 AM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 10/18/2014 | Intersection of Talmage Rd            | 8:35 PM     | Clear   | Automobile Right of Way   | Broadside          | 0     | 0      | 1          |
| 1/13/2015  | Intersection of Washington Ave        | 3:32 PM     | Clear   | Pedestrian Right of Way   | Pedestrian/Vehicle | 0     | 1      | 0          |
| 5/15/2015  | 80' N of Talmage Rd                   | 2:42 PM     | Cloudy  | Other Improper Driving    | Rear End           | 0     | 0      | 1          |
| 8/7/2015   | 27' N of Washington Ave               | 5:19 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 9/5/2015   | Intersection of Washington Ave        | 8:13 PM     | Clear   | Other Hazard              | Sideswipe          | 0     | 0      | 1          |
| 11/15/2015 | 405' S of Talmage Rd                  | 8:26 PM     | Clear   | Wrong Side of Road        | Sideswipe          | 0     | 0      | 1          |
| 1/4/2016   | Intersection of Washington Ave        | 1:55 PM     | Cloudy  | Unsafe Speed              | Broadside          | 0     | 1      | 0          |
| 6/7/2016   | 165' N of Wabash Ave                  | 4:37 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 1      | 0          |
| 6/17/2016  | Intersection of Wabash Ave            | 3:42 PM     | Cloudy  | Automobile Right of Way   | Broadside          | 0     | 1      | 0          |
| 11/23/2016 | 85' N of Wabash Ave                   | 1:29 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 2      | 0          |
| 12/21/2016 | 292' N of Beacon Ln                   | 4:36 PM     | Cloudy  | Improper Turning          | Broadside          | 0     | 2      | 0          |
| 6/14/2016  | 2' N of Wabash Ave                    | 2:03 PM     | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| 5/29/2016  | 230' S of Washington Ave              | 1:52 AM     | Clear   | DUI                       | Hit Object         | 0     | 0      | 1          |
| 1/4/2016   | Intersection of Washington Ave        | 1:55 PM     | Cloudy  | Unsafe Speed              | Broadside          | 0     | 1      | 0          |
| 5/17/2016  | 48' N of Washington Ave               | 11:46 AM    | Clear   | Unsafe Speed              | Rear End           | 0     | 0      | 1          |
| TOTALS:    |                                       |             |         |                           |                    | 1     | 9      | 15         |

NOTE: Collision data obtained from the CHP SWTRS program.

## Talmage Road (State Street to Airport Park Boulevard)



**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Talmage Road  
Limits: State Street to Airport Park Blvd

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/25/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |           |  |
|--------------------|--|-----------|--|
| Location of Survey |  | Mid-block |  |
| Direction          |  | COMBINED  |  |
| 85th Percentile    |  | 35 MPH    |  |
| 10 mph Pace        |  | 27-36 MPH |  |
| Percent in Pace    |  | 87%       |  |
| Posted Speed Limit |  | 35 MPH    |  |

**B. COLLISION HISTORY**

|                    |                       |                     |                                  |
|--------------------|-----------------------|---------------------|----------------------------------|
| Date Range Covered | <i>From</i><br>Jan-13 | <i>To</i><br>Dec-16 | <i>Duration/Years</i><br>3 years |
| Total Collisions   | Fatal<br>0            | Injury<br>11        | Non-Injury<br>11                 |

**C. TRAFFIC FACTORS**

|                        |        |
|------------------------|--------|
| Average Daily Traffic  | 13,055 |
| Length of Segment      | 1,230  |
| Width of Segment       | 25     |
| Number of Travel Lanes | 2      |

**D. CONDITIONS NOT READILY APPARENT**

|                    |                                                                                                                                                                                                                            |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Conditions         | <u>Talmage Road, between State Street and Airport Park Boulevard, is a 2-lane city arterial roadway.</u>                                                                                                                   |
| Roadway Geometrics | <u>A railroad crossing is present at Talmage Road, within the vicinity of Waugh Lane and Cunningham Street.</u>                                                                                                            |
| Comments           | <u>Based on the land use, street classification, and railroad crossing and MUTCD Standard 12a, it is appropriate to maintain the existing speed limit of 35 MPH on Talmage Road between State Street and Airport Road.</u> |

**E. ADJACENT LAND USE** Light Industrial and Commercial/Retail Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 35 MPH        |
| Critical Speed*                                                   | 35 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>35 MPH</b> |

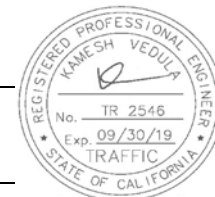
\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018  
Date

Project Manager  
Title

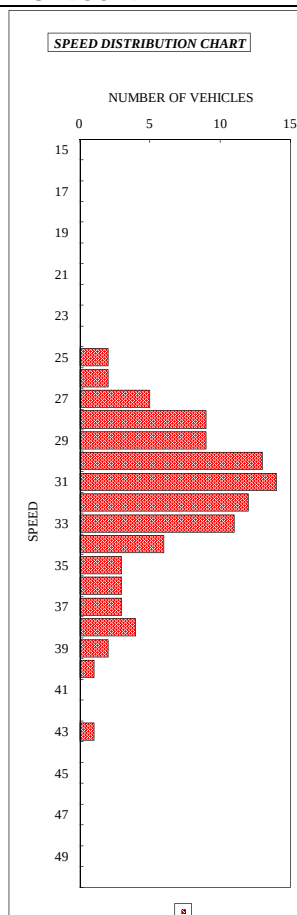
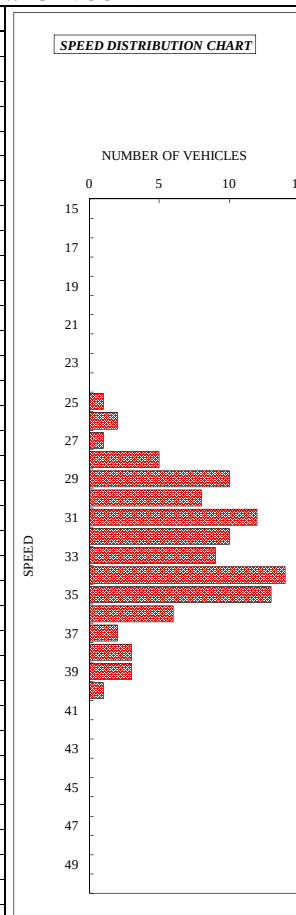
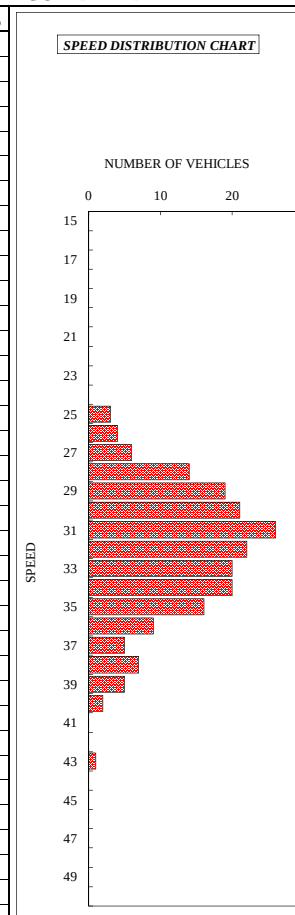


# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/25/2017      **DAY:** MONDAY      **TIME:** 6:05-7:35AM

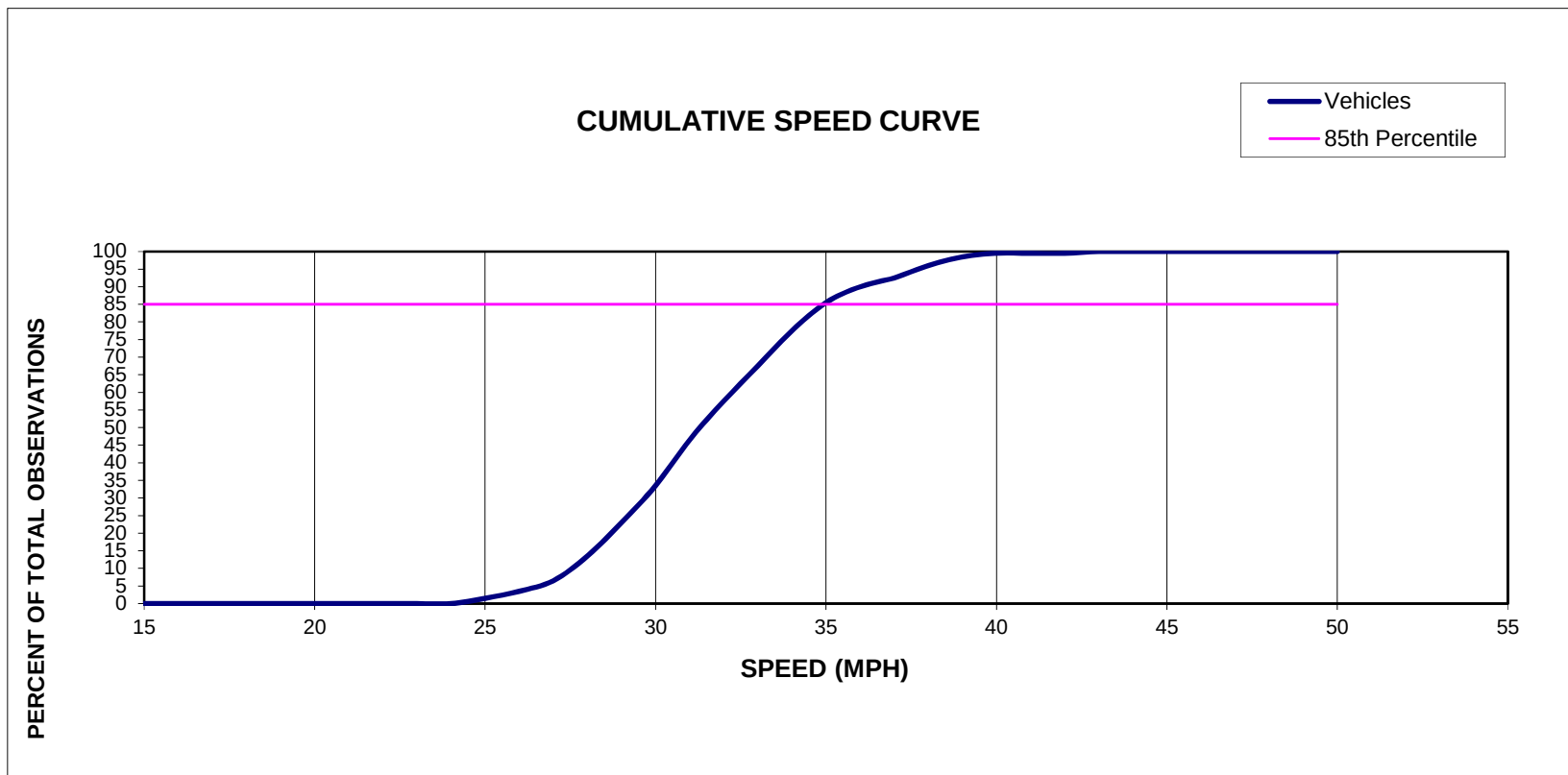
**50. TALMAGE ROAD BETWEEN STATE STREET TO AIRPORT PARK BOULEVARD**

| DIRECTION:         |        |                   |        | EAST BOUND                                                                                                                       |          |        |                    | DIRECTION: |                   |        |                | WEST BOUND                                                                                                                         |        |                    |        | DIRECTION:        |        |                |          | COMBINED                                                                                                                           |  |  |  |
|--------------------|--------|-------------------|--------|----------------------------------------------------------------------------------------------------------------------------------|----------|--------|--------------------|------------|-------------------|--------|----------------|------------------------------------------------------------------------------------------------------------------------------------|--------|--------------------|--------|-------------------|--------|----------------|----------|------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| SPEED              | #      | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div></div> |          |        |                    | SPEED      | #                 | %      | CUM. %         | <div><div>SPEED DISTRIBUTION CHART</div></div> |        |                    |        | SPEED             | #      | %              | CUM. %   | <div><div>SPEED DISTRIBUTION CHART</div></div> |  |  |  |
| 15 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                  |          |        |                    | 15 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                    |        |                    |        | 15 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                    |  |  |  |
| 16 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                  |          |        |                    | 16 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                    |        |                    |        | 16 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                    |  |  |  |
| 17 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                  |          |        |                    | 17 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                    |        |                    |        | 17 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                    |  |  |  |
| 18 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                  |          |        |                    | 18 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                    |        |                    |        | 18 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                    |  |  |  |
| 19 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                  |          |        |                    | 19 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                    |        |                    |        | 19 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                    |  |  |  |
| 20 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                  |          |        |                    | 20 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                    |        |                    |        | 20 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                    |  |  |  |
| 21 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                  |          |        |                    | 21 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                    |        |                    |        | 21 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                    |  |  |  |
| 22 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                  |          |        |                    | 22 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                    |        |                    |        | 22 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                    |  |  |  |
| 23 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                  |          |        |                    | 23 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                    |        |                    |        | 23 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                    |  |  |  |
| 24 mph             | 0      | 0.0%              | 0.0%   |                                                                                                                                  |          |        |                    | 24 mph     | 0                 | 0.0%   | 0.0%           |                                                                                                                                    |        |                    |        | 24 mph            | 0      | 0.0%           | 0.0%     |                                                                                                                                    |  |  |  |
| 25 mph             | 2      | 2.0%              | 2.0%   |                                                                                                                                  |          |        |                    | 25 mph     | 1                 | 1.0%   | 1.0%           |                                                                                                                                    |        |                    |        | 25 mph            | 3      | 1.5%           | 1.5%     |                                                                                                                                    |  |  |  |
| 26 mph             | 2      | 2.0%              | 4.0%   |                                                                                                                                  |          |        |                    | 26 mph     | 2                 | 2.0%   | 3.0%           |                                                                                                                                    |        |                    |        | 26 mph            | 4      | 2.0%           | 3.5%     |                                                                                                                                    |  |  |  |
| 27 mph             | 5      | 5.0%              | 9.0%   |                                                                                                                                  |          |        |                    | 27 mph     | 1                 | 1.0%   | 4.0%           |                                                                                                                                    |        |                    |        | 27 mph            | 6      | 3.0%           | 6.5%     |                                                                                                                                    |  |  |  |
| 28 mph             | 9      | 9.0%              | 18.0%  |                                                                                                                                  |          |        |                    | 28 mph     | 5                 | 5.0%   | 9.0%           |                                                                                                                                    |        |                    |        | 28 mph            | 14     | 7.0%           | 13.5%    |                                                                                                                                    |  |  |  |
| 29 mph             | 9      | 9.0%              | 27.0%  |                                                                                                                                  |          |        |                    | 29 mph     | 10                | 10.0%  | 19.0%          |                                                                                                                                    |        |                    |        | 29 mph            | 19     | 9.5%           | 23.0%    |                                                                                                                                    |  |  |  |
| 30 mph             | 13     | 13.0%             | 40.0%  |                                                                                                                                  |          |        |                    | 30 mph     | 8                 | 8.0%   | 27.0%          |                                                                                                                                    |        |                    |        | 30 mph            | 21     | 10.5%          | 33.5%    |                                                                                                                                    |  |  |  |
| 31 mph             | 14     | 14.0%             | 54.0%  |                                                                                                                                  |          |        |                    | 31 mph     | 12                | 12.0%  | 39.0%          |                                                                                                                                    |        |                    |        | 31 mph            | 26     | 13.0%          | 46.5%    |                                                                                                                                    |  |  |  |
| 32 mph             | 12     | 12.0%             | 66.0%  |                                                                                                                                  |          |        |                    | 32 mph     | 10                | 10.0%  | 49.0%          |                                                                                                                                    |        |                    |        | 32 mph            | 22     | 11.0%          | 57.5%    |                                                                                                                                    |  |  |  |
| 33 mph             | 11     | 11.0%             | 77.0%  |                                                                                                                                  |          |        |                    | 33 mph     | 9                 | 9.0%   | 58.0%          |                                                                                                                                    |        |                    |        | 33 mph            | 20     | 10.0%          | 67.5%    |                                                                                                                                    |  |  |  |
| 34 mph             | 6      | 6.0%              | 83.0%  |                                                                                                                                  |          |        |                    | 34 mph     | 14                | 14.0%  | 72.0%          |                                                                                                                                    |        |                    |        | 34 mph            | 20     | 10.0%          | 77.5%    |                                                                                                                                    |  |  |  |
| 35 mph             | 3      | 3.0%              | 86.0%  |                                                                                                                                  |          |        |                    | 35 mph     | 13                | 13.0%  | 85.0%          |                                                                                                                                    |        |                    |        | 35 mph            | 16     | 8.0%           | 85.5%    |                                                                                                                                    |  |  |  |
| 36 mph             | 3      | 3.0%              | 89.0%  |                                                                                                                                  |          |        |                    | 36 mph     | 6                 | 6.0%   | 91.0%          |                                                                                                                                    |        |                    |        | 36 mph            | 9      | 4.5%           | 90.0%    |                                                                                                                                    |  |  |  |
| 37 mph             | 3      | 3.0%              | 92.0%  |                                                                                                                                  |          |        |                    | 37 mph     | 2                 | 2.0%   | 93.0%          |                                                                                                                                    |        |                    |        | 37 mph            | 5      | 2.5%           | 92.5%    |                                                                                                                                    |  |  |  |
| 38 mph             | 4      | 4.0%              | 96.0%  |                                                                                                                                  |          |        |                    | 38 mph     | 3                 | 3.0%   | 96.0%          |                                                                                                                                    |        |                    |        | 38 mph            | 7      | 3.5%           | 96.0%    |                                                                                                                                    |  |  |  |
| 39 mph             | 2      | 2.0%              | 98.0%  |                                                                                                                                  |          |        |                    | 39 mph     | 3                 | 3.0%   | 99.0%          |                                                                                                                                    |        |                    |        | 39 mph            | 5      | 2.5%           | 98.5%    |                                                                                                                                    |  |  |  |
| 40 mph             | 1      | 1.0%              | 99.0%  |                                                                                                                                  |          |        |                    | 40 mph     | 1                 | 1.0%   | 100.0%         |                                                                                                                                    |        |                    |        | 40 mph            | 2      | 1.0%           | 99.5%    |                                                                                                                                    |  |  |  |
| 41 mph             | 0      | 0.0%              | 99.0%  | 41 mph                                                                                                                           | 0        | 0.0%   | 100.0%             | 41 mph     | 0                 | 0.0%   | 99.5%          |                                                                                                                                    |        |                    |        |                   |        |                |          |                                                                                                                                    |  |  |  |
| 42 mph             | 0      | 0.0%              | 99.0%  | 42 mph                                                                                                                           | 0        | 0.0%   | 100.0%             | 42 mph     | 0                 | 0.0%   | 99.5%          |                                                                                                                                    |        |                    |        |                   |        |                |          |                                                                                                                                    |  |  |  |
| 43 mph             | 1      | 1.0%              | 100.0% | 43 mph                                                                                                                           | 0        | 0.0%   | 100.0%             | 43 mph     | 1                 | 0.5%   | 100.0%         |                                                                                                                                    |        |                    |        |                   |        |                |          |                                                                                                                                    |  |  |  |
| 44 mph             | 0      | 0.0%              | 100.0% | 44 mph                                                                                                                           | 0        | 0.0%   | 100.0%             | 44 mph     | 0                 | 0.0%   | 100.0%         |                                                                                                                                    |        |                    |        |                   |        |                |          |                                                                                                                                    |  |  |  |
| 45 mph             | 0      | 0.0%              | 100.0% | 45 mph                                                                                                                           | 0        | 0.0%   | 100.0%             | 45 mph     | 0                 | 0.0%   | 100.0%         |                                                                                                                                    |        |                    |        |                   |        |                |          |                                                                                                                                    |  |  |  |
| 46 mph             | 0      | 0.0%              | 100.0% | 46 mph                                                                                                                           | 0        | 0.0%   | 100.0%             | 46 mph     | 0                 | 0.0%   | 100.0%         |                                                                                                                                    |        |                    |        |                   |        |                |          |                                                                                                                                    |  |  |  |
| 47 mph             | 0      | 0.0%              | 100.0% | 47 mph                                                                                                                           | 0        | 0.0%   | 100.0%             | 47 mph     | 0                 | 0.0%   | 100.0%         |                                                                                                                                    |        |                    |        |                   |        |                |          |                                                                                                                                    |  |  |  |
| 48 mph             | 0      | 0.0%              | 100.0% | 48 mph                                                                                                                           | 0        | 0.0%   | 100.0%             | 48 mph     | 0                 | 0.0%   | 100.0%         |                                                                                                                                    |        |                    |        |                   |        |                |          |                                                                                                                                    |  |  |  |
| 49 mph             | 0      | 0.0%              | 100.0% | 49 mph                                                                                                                           | 0        | 0.0%   | 100.0%             | 49 mph     | 0                 | 0.0%   | 100.0%         |                                                                                                                                    |        |                    |        |                   |        |                |          |                                                                                                                                    |  |  |  |
| 50 mph             | 0      | 0.0%              | 100.0% | 50 mph                                                                                                                           | 0        | 0.0%   | 100.0%             | 50 mph     | 0                 | 0.0%   | 100.0%         |                                                                                                                                    |        |                    |        |                   |        |                |          |                                                                                                                                    |  |  |  |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:                                                                                                                   |          | 31.6   | TOTAL:             | 100        | 100.0%            |        | AVERAGE SPEED: |                                                                                                                                    | 32.6   | TOTAL:             | 200    | 100.0%            |        | AVERAGE SPEED: |          | 32.1                                                                                                                               |  |  |  |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                                                                                                                              | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%    | 50%            | 85%                                                                                                                                | 90%    | PERCENTILE:        | 10%    | 15%               | 25%    | 50%            | 85%      | 90%                                                                                                                                |  |  |  |
| SPEEDS:            | 28.0   | 28.0              | 29.0   | 31.0                                                                                                                             | 35.0     | 37.0   | SPEEDS:            | 29.0       | 29.0              | 30.0   | 33.0           | 35.2                                                                                                                               | 36.0   | SPEEDS:            | 28.0   | 29.0              | 30.0   | 32.0           | 35.0     | 36.1                                                                                                                               |  |  |  |
| 10 MPH PACE SPEED: | 27-36  | NUMBER IN PACE:   |        | 85                                                                                                                               | PERCENT: | 85.0%  | 10 MPH PACE SPEED: | 28-37      | NUMBER IN PACE:   |        | 89             | PERCENT:                                                                                                                           | 89.0%  | 10 MPH PACE SPEED: | 27-36  | NUMBER IN PACE:   |        | 173            | PERCENT: | 86.5%                                                                                                                              |  |  |  |
|                    |        | NUMBER BELOW PACE |        | 4                                                                                                                                | PERCENT: | 4.0%   |                    |            | NUMBER BELOW PACE |        | 4              | PERCENT:                                                                                                                           | 4.0%   |                    |        | NUMBER BELOW PACE |        | 7              | PERCENT: | 3.5%                                                                                                                               |  |  |  |
|                    |        | NUMBER ABOVE PACE |        | 11                                                                                                                               | PERCENT: | 11.0%  |                    |            | NUMBER ABOVE PACE |        | 7              | PERCENT:                                                                                                                           | 7.0%   |                    |        | NUMBER ABOVE PACE |        | 20             | PERCENT: | 10.0%                                                                                                                              |  |  |  |
| SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH | 20 MPH                                                                                                                           | 20 MPH   | 20 MPH | SPEED EXCEEDED:    | 20 MPH     | 20 MPH            | 20 MPH | 20 MPH         | 20 MPH                                                                                                                             | 20 MPH | SPEED EXCEEDED:    | 20 MPH | 20 MPH            | 20 MPH | 20 MPH         | 20 MPH   | 20 MPH                                                                                                                             |  |  |  |
| TOTAL:             | 100    | 98                | 60     | 14                                                                                                                               | 1        | 0      | TOTAL:             | 100        | 99                | 73     | 15             | 0                                                                                                                                  | 0      | TOTAL:             | 200    | 197               | 133    | 29             | 1        | 0                                                                                                                                  |  |  |  |
| PERCENTAGE:        | 100.0% | 98.0%             | 60.0%  | 14.0%                                                                                                                            | 1.0%     | 0.0%   | PERCENTAGE:        | 100.0%     | 99.0%             | 73.0%  | 15.0%          | 0.0%                                                                                                                               | 0.0%   | PERCENTAGE:        | 100.0% | 98.5%             | 66.5%  | 14.5%          | 0.5%     | 0.0%                                                                                                                               |  |  |  |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Talmage Road**  
SEGMENT: **State Street to Airport Park Blvd**  
RADAR LOCATION: **Mid-block**  
DATE: **9/25/2017**  
TIME: **6:05-7:35AM**  
DIRECTION OF TRAVEL: **COMBINED**



## Accident Report

### Accident Dates

ROADWAY: Talmage Road

From: Jan-13

SEGMENT: State Street to Airport Park Blvd

To: Dec-16

| Date       | Location                          | Time of Day | Weather | Collision Factor          | Collision Type | Fatal | Injury | Non-Injury |
|------------|-----------------------------------|-------------|---------|---------------------------|----------------|-------|--------|------------|
| 2/10/2013  | Intersection of S. State St       | 9:11 PM     | Clear   | Unsafe Speed              | Rear End       | 0     | 1      | 0          |
| 9/3/2013   | Intersection of S. State St       | 3:06 PM     | Clear   | Unsafe Speed              | Rear End       | 0     | 2      | 0          |
| 11/29/2014 | Intersection of Airport Park Blvd | 3:24 PM     | Raining | Traffic Signals and Signs | Broadside      | 0     | 1      | 0          |
| 11/8/2013  | Intersection of Airport Park Blvd | 12:40 PM    | Clear   | Automobile Right of Way   | Broadside      | 0     | 1      | 0          |
| 7/29/2015  | 69' W of Airport Blvd             | 2:06 PM     | Clear   | Unsafe Speed              | Rear End       | 0     | 5      | 0          |
| 1/1/2013   | Intersection of S. State St       | 11:13 AM    | Clear   | Unsafe Speed              | Rear End       | 0     | 0      | 1          |
| 4/26/2013  | At 417 Talmage Rd                 | 4:30 PM     | Clear   | Unknown                   | Hit Object     | 0     | 0      | 1          |
| 5/30/2014  | 282' S of Airport Park Blvd       | 4:39 PM     | Clear   | Automobile Right of Way   | Broadside      | 0     | 0      | 1          |
| 2/13/2015  | 13' S of Airport Park Blvd        | 12:10 PM    | Clear   | Unsafe Speed              | Rear End       | 0     | 0      | 1          |
| 9/23/2013  | Intersection of S. State St       | 10:35 AM    | Clear   | Not Stated                | Sideswipe      | 0     | 0      | 1          |
| 10/18/2014 | Intersection of S. State St       | 8:35 PM     | Clear   | Automobile Right of Way   | Broadside      | 0     | 0      | 1          |
| 5/6/2014   | 21' W of Airport Park Blvd        | 12:24 PM    | Clear   | Unsafe Speed              | Rear End       | 0     | 0      | 1          |
| 11/8/2013  | Intersection of Airport Park Blvd | 12:40 PM    | Clear   | Automobile Right of Way   | Broadside      | 0     | 1      | 0          |
| 11/7/2014  | Intersection of Airport Park Blvd | 9:42 AM     | Clear   | Improper Turning          | Hit Object     | 0     | 0      | 1          |
| 2/13/2015  | 391' E of S. State St             | 2:05 PM     | Clear   | Unsafe Speed              | Rear End       | 0     | 0      | 1          |
| 2/28/2015  | Intersection of Airport Park Blvd | 11:46 AM    | Clear   | Traffic Signals and Signs | Sideswipe      | 0     | 0      | 1          |
| 2/7/2016   | 25' E of S. State St              | 8:25 PM     | Clear   | DUI                       | Rear End       | 0     | 0      | 1          |
| 5/7/2016   | 36' E of S. State St              | 2:55 PM     | Cloudy  | DUI                       | Rear End       | 0     | 0      | 1          |
| 9/25/2016  | 54' E of S. State St              | 9:59 AM     | Clear   | Improper Turning          | Sideswipe      | 0     | 1      | 0          |
| 10/15/2016 | 118' W of Airport Park Blvd       | 6:51 PM     | Cloudy  | Unsafe Speed              | Hit Object     | 0     | 0      | 1          |
| 2/10/2016  | Intersection of Airport Park Blvd | 4:35 PM     | Clear   | Unsafe Speed              | Rear End       | 0     | 0      | 1          |
| TOTALS:    |                                   |             |         |                           |                | 0     | 11     | 11         |

NOTE: Collision data obtained from the CHP SWTRS program.

## **Babcock Lane (South City Limits to Gobbi Street)**

It is recommended to allow the current E&TS to expire and not renew it as the speed zone segment is too short for effective enforcement.

## **Gibson Street (State Street to Oak Street)**

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: Gibson Street  
Limits: State Street to Oak Street

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 9/28/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |            |  |
|--------------------|--|------------|--|
| Location of Survey |  | Mid-block  |  |
| Direction          |  | COMBINED   |  |
| 85th Percentile    |  | 27 MPH     |  |
| 10 mph Pace        |  | 20-29 MPH  |  |
| Percent in Pace    |  | 85%        |  |
| Posted Speed Limit |  | Not Posted |  |

**B. COLLISION HISTORY**

Date Range Covered

| From   | To     | Duration/Years |
|--------|--------|----------------|
| Jan-13 | Dec-16 | 3 years        |
| Fatal  | Injury | Non-Injury     |
| 0      | 2      | 0              |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |     |
|------------------------|-----|
| Average Daily Traffic  | 664 |
| Length of Segment      | 758 |
| Width of Segment       | 30  |
| Number of Travel Lanes | 2   |

**D. CONDITIONS NOT READILY APPARENT**

Conditions Gibson Street, between State Street and Oak Street, is a 2-lane, undivided residential roadway.

Roadway Geometrics None

Comments There are no conditions that are not readily apparent to the driver.

**E. ADJACENT LAND USE** Single-Family Residential Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | Not Posted    |
| Critical Speed*                                                   | 25 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>25 MPH</b> |

\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
Name

3/1/2018  
Date

Project Manager  
Title



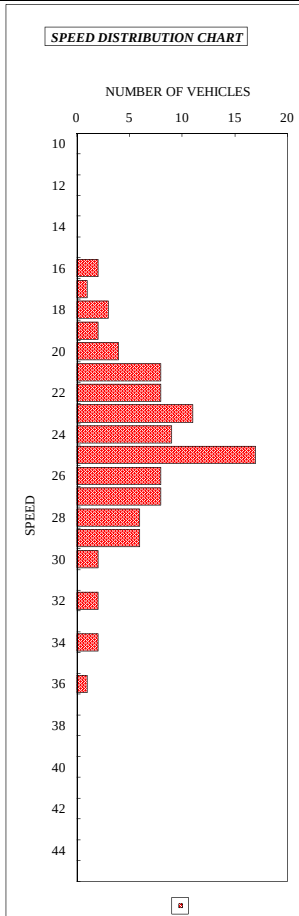
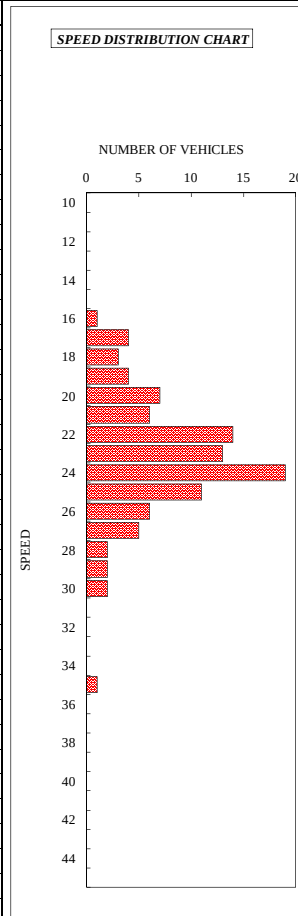
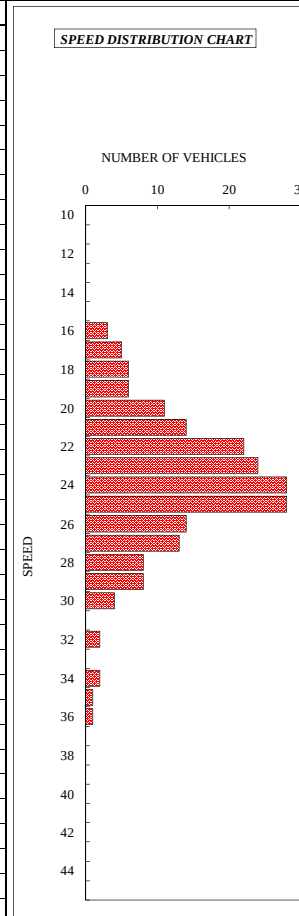


# B A Y M E T R I C S

## RADAR SPEED SURVEY

**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/28/2017      **DAY:** THURSDAY      **TIME:** 4:15-6:25PM

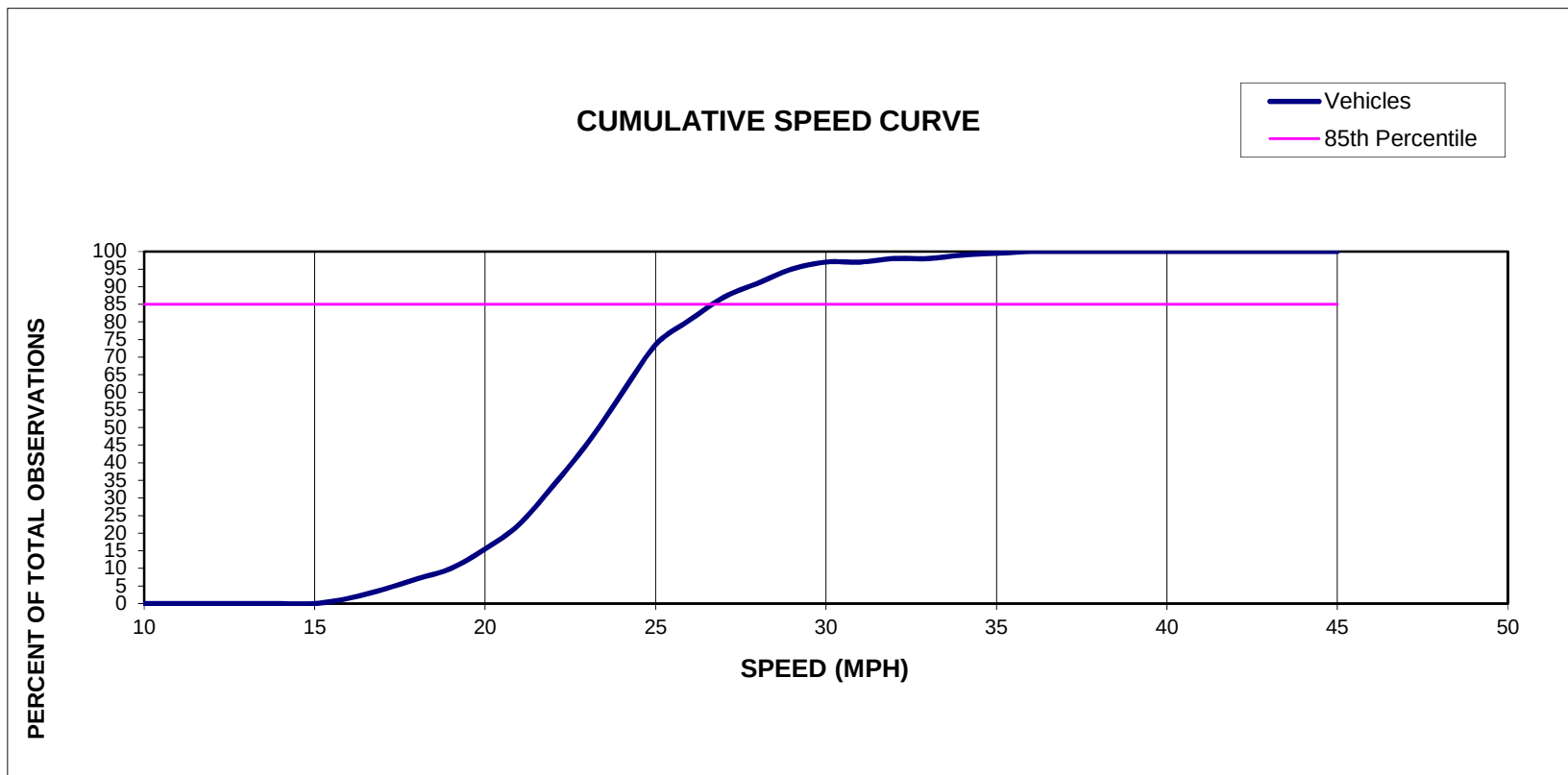
**52. GIBSON STREET BETWEEN NORTH STATE STREET TO NORTH OAK STREET**

| DIRECTION:         |        |                   |                | EAST BOUND                                                                         |  |  |  | DIRECTION: |        |          |                 | WEST BOUND                                                                           |  |  |  | DIRECTION:         |                |                   |        | COMBINED                                                                             |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
|--------------------|--------|-------------------|----------------|------------------------------------------------------------------------------------|--|--|--|------------|--------|----------|-----------------|--------------------------------------------------------------------------------------|--|--|--|--------------------|----------------|-------------------|--------|--------------------------------------------------------------------------------------|--|--|--|--------|--------|-----------------|----------------|--------------------|-------|-------------------|--------|--------|--|----------|-------|
| SPEED              | #      | %                 | CUM. %         | SPEED DISTRIBUTION CHART                                                           |  |  |  | SPEED      | #      | %        | CUM. %          | SPEED DISTRIBUTION CHART                                                             |  |  |  | SPEED              | #              | %                 | CUM. % | SPEED DISTRIBUTION CHART                                                             |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 10 mph             | 0      | 0.0%              | 0.0%           |  |  |  |  | 10 mph     | 0      | 0.0%     | 0.0%            |  |  |  |  | 10 mph             | 0              | 0.0%              | 0.0%   |  |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 11 mph             | 0      | 0.0%              | 0.0%           |                                                                                    |  |  |  | 11 mph     | 0      | 0.0%     | 0.0%            |                                                                                      |  |  |  | 11 mph             | 0              | 0.0%              | 0.0%   |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 12 mph             | 0      | 0.0%              | 0.0%           |                                                                                    |  |  |  | 12 mph     | 0      | 0.0%     | 0.0%            |                                                                                      |  |  |  | 12 mph             | 0              | 0.0%              | 0.0%   |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 13 mph             | 0      | 0.0%              | 0.0%           |                                                                                    |  |  |  | 13 mph     | 0      | 0.0%     | 0.0%            |                                                                                      |  |  |  | 13 mph             | 0              | 0.0%              | 0.0%   |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 14 mph             | 0      | 0.0%              | 0.0%           |                                                                                    |  |  |  | 14 mph     | 0      | 0.0%     | 0.0%            |                                                                                      |  |  |  | 14 mph             | 0              | 0.0%              | 0.0%   |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 15 mph             | 0      | 0.0%              | 0.0%           |                                                                                    |  |  |  | 15 mph     | 0      | 0.0%     | 0.0%            |                                                                                      |  |  |  | 15 mph             | 0              | 0.0%              | 0.0%   |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 16 mph             | 2      | 2.0%              | 2.0%           |                                                                                    |  |  |  | 16 mph     | 1      | 1.0%     | 1.0%            |                                                                                      |  |  |  | 16 mph             | 3              | 1.5%              | 1.5%   |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 17 mph             | 1      | 1.0%              | 3.0%           |                                                                                    |  |  |  | 17 mph     | 4      | 4.0%     | 5.0%            |                                                                                      |  |  |  | 17 mph             | 5              | 2.5%              | 4.0%   |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 18 mph             | 3      | 3.0%              | 6.0%           |                                                                                    |  |  |  | 18 mph     | 3      | 3.0%     | 8.0%            |                                                                                      |  |  |  | 18 mph             | 6              | 3.0%              | 7.0%   |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 19 mph             | 2      | 2.0%              | 8.0%           |                                                                                    |  |  |  | 19 mph     | 4      | 4.0%     | 12.0%           |                                                                                      |  |  |  | 19 mph             | 6              | 3.0%              | 10.0%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 20 mph             | 4      | 4.0%              | 12.0%          |                                                                                    |  |  |  | 20 mph     | 7      | 7.0%     | 19.0%           |                                                                                      |  |  |  | 20 mph             | 11             | 5.5%              | 15.5%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 21 mph             | 8      | 8.0%              | 20.0%          |                                                                                    |  |  |  | 21 mph     | 6      | 6.0%     | 25.0%           |                                                                                      |  |  |  | 21 mph             | 14             | 7.0%              | 22.5%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 22 mph             | 8      | 8.0%              | 28.0%          |                                                                                    |  |  |  | 22 mph     | 14     | 14.0%    | 39.0%           |                                                                                      |  |  |  | 22 mph             | 22             | 11.0%             | 33.5%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 23 mph             | 11     | 11.0%             | 39.0%          |                                                                                    |  |  |  | 23 mph     | 13     | 13.0%    | 52.0%           |                                                                                      |  |  |  | 23 mph             | 24             | 12.0%             | 45.5%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 24 mph             | 9      | 9.0%              | 48.0%          |                                                                                    |  |  |  | 24 mph     | 19     | 19.0%    | 71.0%           |                                                                                      |  |  |  | 24 mph             | 28             | 14.0%             | 59.5%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 25 mph             | 17     | 17.0%             | 65.0%          |                                                                                    |  |  |  | 25 mph     | 11     | 11.0%    | 82.0%           |                                                                                      |  |  |  | 25 mph             | 28             | 14.0%             | 73.5%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 26 mph             | 8      | 8.0%              | 73.0%          |                                                                                    |  |  |  | 26 mph     | 6      | 6.0%     | 88.0%           |                                                                                      |  |  |  | 26 mph             | 14             | 7.0%              | 80.5%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 27 mph             | 8      | 8.0%              | 81.0%          |                                                                                    |  |  |  | 27 mph     | 5      | 5.0%     | 93.0%           |                                                                                      |  |  |  | 27 mph             | 13             | 6.5%              | 87.0%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 28 mph             | 6      | 6.0%              | 87.0%          |                                                                                    |  |  |  | 28 mph     | 2      | 2.0%     | 95.0%           |                                                                                      |  |  |  | 28 mph             | 8              | 4.0%              | 91.0%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 29 mph             | 6      | 6.0%              | 93.0%          |                                                                                    |  |  |  | 29 mph     | 2      | 2.0%     | 97.0%           |                                                                                      |  |  |  | 29 mph             | 8              | 4.0%              | 95.0%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 30 mph             | 2      | 2.0%              | 95.0%          |                                                                                    |  |  |  | 30 mph     | 2      | 2.0%     | 99.0%           |                                                                                      |  |  |  | 30 mph             | 4              | 2.0%              | 97.0%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 31 mph             | 0      | 0.0%              | 95.0%          |                                                                                    |  |  |  | 31 mph     | 0      | 0.0%     | 99.0%           |                                                                                      |  |  |  | 31 mph             | 0              | 0.0%              | 97.0%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 32 mph             | 2      | 2.0%              | 97.0%          |                                                                                    |  |  |  | 32 mph     | 0      | 0.0%     | 99.0%           |                                                                                      |  |  |  | 32 mph             | 2              | 1.0%              | 98.0%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 33 mph             | 0      | 0.0%              | 97.0%          |                                                                                    |  |  |  | 33 mph     | 0      | 0.0%     | 99.0%           |                                                                                      |  |  |  | 33 mph             | 0              | 0.0%              | 98.0%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 34 mph             | 2      | 2.0%              | 99.0%          |                                                                                    |  |  |  | 34 mph     | 0      | 0.0%     | 99.0%           |                                                                                      |  |  |  | 34 mph             | 2              | 1.0%              | 99.0%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 35 mph             | 0      | 0.0%              | 99.0%          |                                                                                    |  |  |  | 35 mph     | 1      | 1.0%     | 100.0%          |                                                                                      |  |  |  | 35 mph             | 1              | 0.5%              | 99.5%  |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 36 mph             | 1      | 1.0%              | 100.0%         |                                                                                    |  |  |  | 36 mph     | 0      | 0.0%     | 100.0%          |                                                                                      |  |  |  | 36 mph             | 1              | 0.5%              | 100.0% |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 37 mph             | 0      | 0.0%              | 100.0%         |                                                                                    |  |  |  | 37 mph     | 0      | 0.0%     | 100.0%          |                                                                                      |  |  |  | 37 mph             | 0              | 0.0%              | 100.0% |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 38 mph             | 0      | 0.0%              | 100.0%         |                                                                                    |  |  |  | 38 mph     | 0      | 0.0%     | 100.0%          |                                                                                      |  |  |  | 38 mph             | 0              | 0.0%              | 100.0% |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 39 mph             | 0      | 0.0%              | 100.0%         |                                                                                    |  |  |  | 39 mph     | 0      | 0.0%     | 100.0%          |                                                                                      |  |  |  | 39 mph             | 0              | 0.0%              | 100.0% |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 40 mph             | 0      | 0.0%              | 100.0%         |                                                                                    |  |  |  | 40 mph     | 0      | 0.0%     | 100.0%          |                                                                                      |  |  |  | 40 mph             | 0              | 0.0%              | 100.0% |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 41 mph             | 0      | 0.0%              | 100.0%         |                                                                                    |  |  |  | 41 mph     | 0      | 0.0%     | 100.0%          |                                                                                      |  |  |  | 41 mph             | 0              | 0.0%              | 100.0% |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 42 mph             | 0      | 0.0%              | 100.0%         |                                                                                    |  |  |  | 42 mph     | 0      | 0.0%     | 100.0%          |                                                                                      |  |  |  | 42 mph             | 0              | 0.0%              | 100.0% |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 43 mph             | 0      | 0.0%              | 100.0%         |                                                                                    |  |  |  | 43 mph     | 0      | 0.0%     | 100.0%          |                                                                                      |  |  |  | 43 mph             | 0              | 0.0%              | 100.0% |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 44 mph             | 0      | 0.0%              | 100.0%         |                                                                                    |  |  |  | 44 mph     | 0      | 0.0%     | 100.0%          |                                                                                      |  |  |  | 44 mph             | 0              | 0.0%              | 100.0% |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| 45 mph             | 0      | 0.0%              | 100.0%         |                                                                                    |  |  |  | 45 mph     | 0      | 0.0%     | 100.0%          |                                                                                      |  |  |  | 45 mph             | 0              | 0.0%              | 100.0% |                                                                                      |  |  |  |        |        |                 |                |                    |       |                   |        |        |  |          |       |
| TOTAL:             | 100    | 100.0%            | AVERAGE SPEED: |                                                                                    |  |  |  | 24.5       |        | TOTAL:   | 100             |                                                                                      |  |  |  | 100.0%             | AVERAGE SPEED: |                   | 23.2   |                                                                                      |  |  |  | TOTAL: | 200    | 100.0%          | AVERAGE SPEED: |                    | 23.9  |                   |        |        |  |          |       |
| PERCENTILE:        | 10%    | 15%               | 25%            |                                                                                    |  |  |  | 50%        | 85%    | 90%      | PERCENTILE:     |                                                                                      |  |  |  | 10%                | 15%            | 25%               | 50%    |                                                                                      |  |  |  | 85%    | 90%    | PERCENTILE:     | 10%            | 15%                | 25%   | 50%               | 85%    | 90%    |  |          |       |
| SPEEDS:            | 20.0   | 21.0              | 22.0           |                                                                                    |  |  |  | 25.0       | 28.0   | 29.0     | SPEEDS:         |                                                                                      |  |  |  | 19.0               | 20.0           | 21.8              | 23.0   |                                                                                      |  |  |  | 26.0   | 27.0   | SPEEDS:         | 19.9           | 20.0               | 22.0  | 24.0              | 27.0   | 28.0   |  |          |       |
| 10 MPH PACE SPEED: | 20-29  | NUMBER IN PACE:   |                |                                                                                    |  |  |  | 85         |        | PERCENT: | 85.0%           |                                                                                      |  |  |  | 10 MPH PACE SPEED: | 18-27          | NUMBER IN PACE:   |        |                                                                                      |  |  |  | 88     |        | PERCENT:        | 88.0%          | 10 MPH PACE SPEED: | 20-29 | NUMBER IN PACE:   |        | 170    |  | PERCENT: | 85.0% |
|                    |        | NUMBER BELOW PACE |                |                                                                                    |  |  |  | 8          |        | PERCENT: | 8.0%            |                                                                                      |  |  |  |                    |                | NUMBER BELOW PACE |        |                                                                                      |  |  |  | 5      |        | PERCENT:        | 5.0%           |                    |       | NUMBER BELOW PACE |        | 20     |  | PERCENT: | 10.0% |
|                    |        | NUMBER ABOVE PACE |                |                                                                                    |  |  |  | 7          |        | PERCENT: | 7.0%            |                                                                                      |  |  |  |                    |                | NUMBER ABOVE PACE |        |                                                                                      |  |  |  | 7      |        | PERCENT:        | 7.0%           |                    |       | NUMBER ABOVE PACE |        | 10     |  | PERCENT: | 5.0%  |
| SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH          |                                                                                    |  |  |  | 30 MPH     | 35 MPH | 40 MPH   | SPEED EXCEEDED: |                                                                                      |  |  |  | 15 MPH             | 20 MPH         | 25MPH             | 30 MPH |                                                                                      |  |  |  | 35 MPH | 40 MPH | SPEED EXCEEDED: | 15 MPH         | 20 MPH             | 25MPH | 30 MPH            | 35 MPH | 40 MPH |  |          |       |
| TOTAL:             | 100    | 88                | 35             |                                                                                    |  |  |  | 5          | 1      | 0        | TOTAL:          |                                                                                      |  |  |  | 100                | 81             | 18                | 1      |                                                                                      |  |  |  | 0      | 0      | TOTAL:          | 200            | 169                | 53    | 6                 | 1      | 0      |  |          |       |
| PERCENTAGE:        | 100.0% | 88.0%             | 35.0%          |                                                                                    |  |  |  | 5.0%       | 1.0%   | 0.0%     | PERCENTAGE:     |                                                                                      |  |  |  | 100.0%             | 81.0%          | 18.0%             | 1.0%   |                                                                                      |  |  |  | 0.0%   | 0.0%   | PERCENTAGE:     | 100.0%         | 84.5%              | 26.5% | 3.0%              | 0.5%   | 0.0%   |  |          |       |

Tel: (510) 232-1271

Fax: (510) 232-1272

ROADWAY: **Gibson Street**  
SEGMENT: **State Street to Oak Street**  
RADAR LOCATION: **Mid-block**  
DATE: **9/28/2017**  
TIME: **4:15-6:25PM**  
DIRECTION OF TRAVEL: **COMBINED**



Accident Report

Accident Dates

ROADWAY: Gibson Street  
SEGMENT: State Street to Oak Street

From: Jan-13  
To: Dec-16

| Date      | Location                    | Time of Day | Weather | Collision Factor   | Collision Type | Fatal | Injury | Non-Injury |
|-----------|-----------------------------|-------------|---------|--------------------|----------------|-------|--------|------------|
| 12/5/2016 | Intersection of N. State St | 4:49 AM     | Clear   | Wrong Side of Road | Sideswipe      | 0     | 2      | 0          |
| TOTALS:   |                             |             |         |                    |                | 0     | 2      | 0          |

NOTE: Collision data obtained from the CHP SWTRS program.

## South Orchard Avenue (Gobbi Street to Marlene Street)

**City of Ukiah Public Works Department  
Speed Limit  
Engineering and Traffic Survey (E&TS)**

Street: South Orchard Avenue  
Limits: Gobbi Street to Marlene Street

Prepared By: GHD  
Field Observer: Baymetrics  
Date: 10/3/2017

**Factors**

**A. PREVAILING SPEED DATA**

|                    |  |                  |  |
|--------------------|--|------------------|--|
| Location of Survey |  | <b>Mid-Block</b> |  |
| Direction          |  | COMBINED         |  |
| 85th Percentile    |  | 30 MPH           |  |
| 10 mph Pace        |  | 22-31 MPH        |  |
| Percent in Pace    |  | 90.5%            |  |
| Posted Speed Limit |  | 25 MPH           |  |

**B. COLLISION HISTORY**

Date Range Covered

| From         | To            | Duration/Years    |
|--------------|---------------|-------------------|
| Jan-13       | Dec-16        | 3 years           |
| <b>Fatal</b> | <b>Injury</b> | <b>Non-Injury</b> |
| 0            | 6             | 5                 |

Total Collisions

**C. TRAFFIC FACTORS**

|                        |       |
|------------------------|-------|
| Average Daily Traffic  | 2,557 |
| Length of Segment      | 1,818 |
| Width of Segment       | 44    |
| Number of Travel Lanes | 2     |

**D. CONDITIONS NOT READILY APPARENT**

Conditions South Orchard Avenue, between Gobbi Street and Marlene Street, is a 2-lane undivided residential roadway.

Roadway Geometrics None

Comments Based on the residential land use, street classification, and on-street parking and California Vehicle Code 22352 (2-A), it is appropriate to maintain the Prima Facie speed limit of 25 MPH on South Orchard Avenue between Gobbi Street to Marlene Street.

**E. ADJACENT LAND USE** Single-Family Residential Developments

**SURVEY RESULTS**

|                                                                   |               |
|-------------------------------------------------------------------|---------------|
| Posted Speed Limit                                                | 25 MPH        |
| Critical Speed*                                                   | 30 MPH        |
| Reduction In Speed For Conditions Not Readily Apparent To Driver? | No            |
| Speed Limit Change?                                               | No            |
| <b>Recommended Speed Limit</b>                                    | <b>25 MPH</b> |

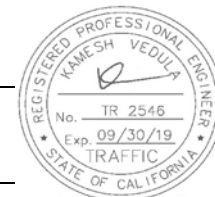
\* Nearest 5 MPH

Approved and Authorized for release:

Kamesh Vedula P.E., T.E.  
**Name**

3/1/2018  
**Date**

Project Manager  
**Title**



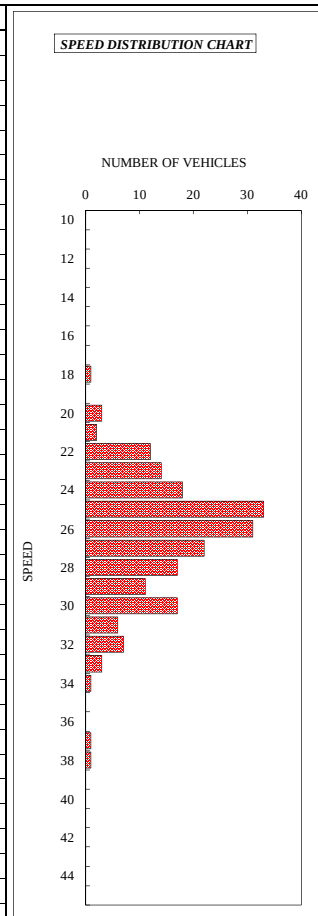
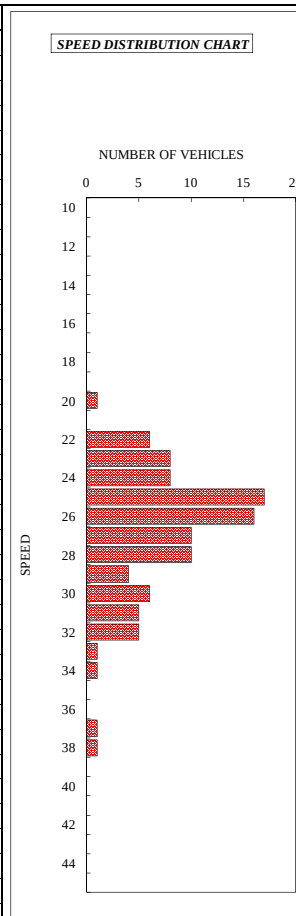
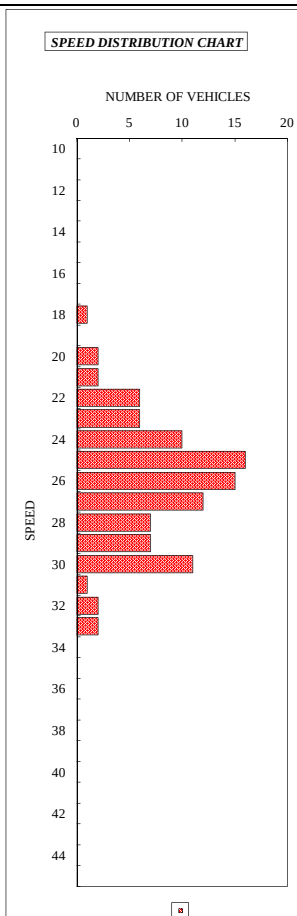
# B A Y M E T R I C S

## RADAR SPEED SURVEY

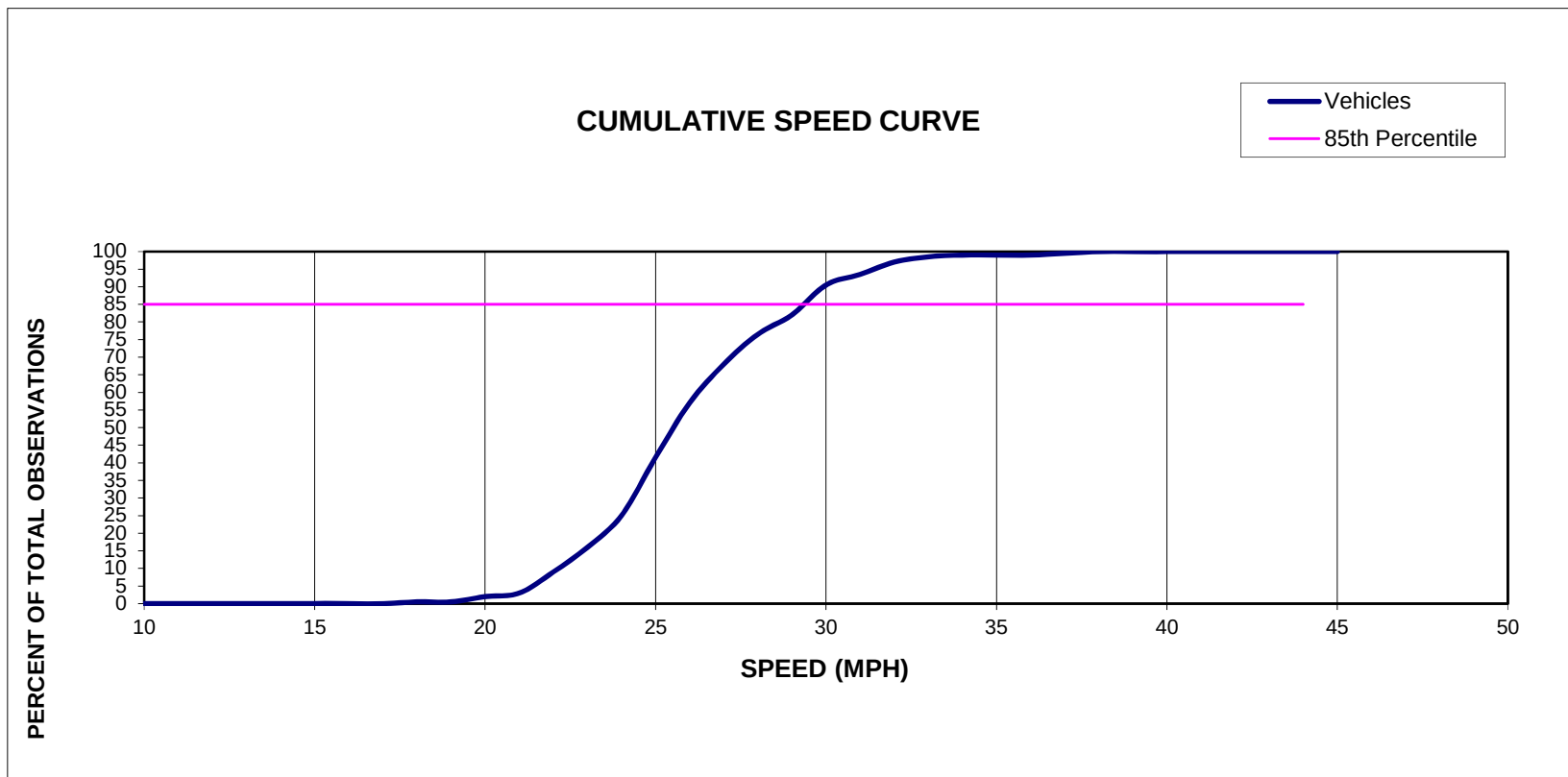
**PROJECT:** RADAR SPEED SURVEY IN UKIAH      **DATE:** 9/26/2017      **DAY:** TUESDAY      **TIME:** 2:00-3:25PM

**53. SOUTH ORCHARD AVENUE BETWEEN GOBBI STREET TO MARLENE STREET**

| DIRECTION:         |        |                   |        | NORTH BOUND                                                                                                  |          |        |                    | DIRECTION: |                   |        |        | SOUTH BOUND                                                                                                  |        |                    |        | DIRECTION:        |       |        |          | COMBINED                                                                                                     |                    |        |                   |        |        |          |        |
|--------------------|--------|-------------------|--------|--------------------------------------------------------------------------------------------------------------|----------|--------|--------------------|------------|-------------------|--------|--------|--------------------------------------------------------------------------------------------------------------|--------|--------------------|--------|-------------------|-------|--------|----------|--------------------------------------------------------------------------------------------------------------|--------------------|--------|-------------------|--------|--------|----------|--------|
| SPEED              | #      | %                 | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |          |        |                    | SPEED      | #                 | %      | CUM. % | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |        |                    |        | SPEED             | #     | %      | CUM. %   | <div><div>SPEED DISTRIBUTION CHART</div><div><div>NUMBER OF VEHICLES</div><div><div></div></div></div></div> |                    |        |                   |        |        |          |        |
| 10 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |                    | 10 mph     | 0                 | 0.0%   | 0.0%   |                                                                                                              |        |                    |        | 10 mph            | 0     | 0.0%   | 0.0%     |                                                                                                              |                    |        |                   | 10 mph | 0      | 0.0%     | 0.0%   |
| 11 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |                    | 11 mph     | 0                 | 0.0%   | 0.0%   |                                                                                                              |        |                    |        | 11 mph            | 0     | 0.0%   | 0.0%     |                                                                                                              |                    |        |                   |        |        |          |        |
| 12 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |                    | 12 mph     | 0                 | 0.0%   | 0.0%   |                                                                                                              |        |                    |        | 12 mph            | 0     | 0.0%   | 0.0%     |                                                                                                              |                    |        |                   |        |        |          |        |
| 13 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |                    | 13 mph     | 0                 | 0.0%   | 0.0%   |                                                                                                              |        |                    |        | 13 mph            | 0     | 0.0%   | 0.0%     |                                                                                                              |                    |        |                   |        |        |          |        |
| 14 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |                    | 14 mph     | 0                 | 0.0%   | 0.0%   |                                                                                                              |        |                    |        | 14 mph            | 0     | 0.0%   | 0.0%     |                                                                                                              |                    |        |                   |        |        |          |        |
| 15 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |                    | 15 mph     | 0                 | 0.0%   | 0.0%   |                                                                                                              |        |                    |        | 15 mph            | 0     | 0.0%   | 0.0%     |                                                                                                              |                    |        |                   |        |        |          |        |
| 16 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |                    | 16 mph     | 0                 | 0.0%   | 0.0%   |                                                                                                              |        |                    |        | 16 mph            | 0     | 0.0%   | 0.0%     |                                                                                                              |                    |        |                   |        |        |          |        |
| 17 mph             | 0      | 0.0%              | 0.0%   |                                                                                                              |          |        |                    | 17 mph     | 0                 | 0.0%   | 0.0%   |                                                                                                              |        |                    |        | 17 mph            | 0     | 0.0%   | 0.0%     |                                                                                                              |                    |        |                   |        |        |          |        |
| 18 mph             | 1      | 1.0%              | 1.0%   |                                                                                                              |          |        |                    | 18 mph     | 0                 | 0.0%   | 0.0%   |                                                                                                              |        |                    |        | 18 mph            | 1     | 0.5%   | 0.5%     |                                                                                                              |                    |        |                   |        |        |          |        |
| 19 mph             | 0      | 0.0%              | 1.0%   |                                                                                                              |          |        |                    | 19 mph     | 0                 | 0.0%   | 0.0%   |                                                                                                              |        |                    |        | 19 mph            | 0     | 0.0%   | 0.5%     |                                                                                                              |                    |        |                   |        |        |          |        |
| 20 mph             | 2      | 2.0%              | 3.0%   |                                                                                                              |          |        |                    | 20 mph     | 1                 | 1.0%   | 1.0%   |                                                                                                              |        |                    |        | 20 mph            | 3     | 1.5%   | 2.0%     |                                                                                                              |                    |        |                   |        |        |          |        |
| 21 mph             | 2      | 2.0%              | 5.0%   |                                                                                                              |          |        |                    | 21 mph     | 0                 | 0.0%   | 1.0%   |                                                                                                              |        |                    |        | 21 mph            | 2     | 1.0%   | 3.0%     |                                                                                                              |                    |        |                   |        |        |          |        |
| 22 mph             | 6      | 6.0%              | 11.0%  |                                                                                                              |          |        |                    | 22 mph     | 6                 | 6.0%   | 7.0%   |                                                                                                              |        |                    |        | 22 mph            | 12    | 6.0%   | 9.0%     |                                                                                                              |                    |        |                   |        |        |          |        |
| 23 mph             | 6      | 6.0%              | 17.0%  |                                                                                                              |          |        |                    | 23 mph     | 8                 | 8.0%   | 15.0%  |                                                                                                              |        |                    |        | 23 mph            | 14    | 7.0%   | 16.0%    |                                                                                                              |                    |        |                   |        |        |          |        |
| 24 mph             | 10     | 10.0%             | 27.0%  |                                                                                                              |          |        |                    | 24 mph     | 8                 | 8.0%   | 23.0%  |                                                                                                              |        |                    |        | 24 mph            | 18    | 9.0%   | 25.0%    |                                                                                                              |                    |        |                   |        |        |          |        |
| 25 mph             | 16     | 16.0%             | 43.0%  |                                                                                                              |          |        |                    | 25 mph     | 17                | 17.0%  | 40.0%  |                                                                                                              |        |                    |        | 25 mph            | 33    | 16.5%  | 41.5%    |                                                                                                              |                    |        |                   |        |        |          |        |
| 26 mph             | 15     | 15.0%             | 58.0%  |                                                                                                              |          |        |                    | 26 mph     | 16                | 16.0%  | 56.0%  |                                                                                                              |        |                    |        | 26 mph            | 31    | 15.5%  | 57.0%    |                                                                                                              |                    |        |                   |        |        |          |        |
| 27 mph             | 12     | 12.0%             | 70.0%  |                                                                                                              |          |        |                    | 27 mph     | 10                | 10.0%  | 66.0%  |                                                                                                              |        |                    |        | 27 mph            | 22    | 11.0%  | 68.0%    |                                                                                                              |                    |        |                   |        |        |          |        |
| 28 mph             | 7      | 7.0%              | 77.0%  |                                                                                                              |          |        |                    | 28 mph     | 10                | 10.0%  | 76.0%  |                                                                                                              |        |                    |        | 28 mph            | 17    | 8.5%   | 76.5%    |                                                                                                              |                    |        |                   |        |        |          |        |
| 29 mph             | 7      | 7.0%              | 84.0%  |                                                                                                              |          |        |                    | 29 mph     | 4                 | 4.0%   | 80.0%  |                                                                                                              |        |                    |        | 29 mph            | 11    | 5.5%   | 82.0%    |                                                                                                              |                    |        |                   |        |        |          |        |
| 30 mph             | 11     | 11.0%             | 95.0%  |                                                                                                              |          |        |                    | 30 mph     | 6                 | 6.0%   | 86.0%  |                                                                                                              |        |                    |        | 30 mph            | 17    | 8.5%   | 90.5%    |                                                                                                              |                    |        |                   |        |        |          |        |
| 31 mph             | 1      | 1.0%              | 96.0%  |                                                                                                              |          |        |                    | 31 mph     | 5                 | 5.0%   | 91.0%  |                                                                                                              |        |                    |        | 31 mph            | 6     | 3.0%   | 93.5%    |                                                                                                              |                    |        |                   |        |        |          |        |
| 32 mph             | 2      | 2.0%              | 98.0%  |                                                                                                              |          |        |                    | 32 mph     | 5                 | 5.0%   | 96.0%  |                                                                                                              |        |                    |        | 32 mph            | 7     | 3.5%   | 97.0%    |                                                                                                              |                    |        |                   |        |        |          |        |
| 33 mph             | 2      | 2.0%              | 100.0% |                                                                                                              |          |        |                    | 33 mph     | 1                 | 1.0%   | 97.0%  |                                                                                                              |        |                    |        | 33 mph            | 3     | 1.5%   | 98.5%    |                                                                                                              |                    |        |                   |        |        |          |        |
| 34 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |                    | 34 mph     | 1                 | 1.0%   | 98.0%  |                                                                                                              |        |                    |        | 34 mph            | 1     | 0.5%   | 99.0%    |                                                                                                              |                    |        |                   |        |        |          |        |
| 35 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |                    | 35 mph     | 0                 | 0.0%   | 98.0%  |                                                                                                              |        |                    |        | 35 mph            | 0     | 0.0%   | 99.0%    |                                                                                                              |                    |        |                   |        |        |          |        |
| 36 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |                    | 36 mph     | 0                 | 0.0%   | 98.0%  |                                                                                                              |        |                    |        | 36 mph            | 0     | 0.0%   | 99.0%    |                                                                                                              |                    |        |                   |        |        |          |        |
| 37 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |                    | 37 mph     | 1                 | 1.0%   | 99.0%  |                                                                                                              |        |                    |        | 37 mph            | 1     | 0.5%   | 99.5%    |                                                                                                              |                    |        |                   |        |        |          |        |
| 38 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |                    | 38 mph     | 1                 | 1.0%   | 100.0% |                                                                                                              |        |                    |        | 38 mph            | 1     | 0.5%   | 100.0%   |                                                                                                              |                    |        |                   |        |        |          |        |
| 39 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |                    | 39 mph     | 0                 | 0.0%   | 100.0% |                                                                                                              |        |                    |        | 39 mph            | 0     | 0.0%   | 100.0%   |                                                                                                              |                    |        |                   |        |        |          |        |
| 40 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |                    | 40 mph     | 0                 | 0.0%   | 100.0% |                                                                                                              |        |                    |        | 40 mph            | 0     | 0.0%   | 100.0%   |                                                                                                              |                    |        |                   |        |        |          |        |
| 41 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |                    | 41 mph     | 0                 | 0.0%   | 100.0% |                                                                                                              |        |                    |        | 41 mph            | 0     | 0.0%   | 100.0%   |                                                                                                              |                    |        |                   |        |        |          |        |
| 42 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |                    | 42 mph     | 0                 | 0.0%   | 100.0% |                                                                                                              |        |                    |        | 42 mph            | 0     | 0.0%   | 100.0%   |                                                                                                              |                    |        |                   |        |        |          |        |
| 43 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |                    | 43 mph     | 0                 | 0.0%   | 100.0% |                                                                                                              |        |                    |        | 43 mph            | 0     | 0.0%   | 100.0%   |                                                                                                              |                    |        |                   |        |        |          |        |
| 44 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |                    | 44 mph     | 0                 | 0.0%   | 100.0% |                                                                                                              |        |                    |        | 44 mph            | 0     | 0.0%   | 100.0%   |                                                                                                              |                    |        |                   |        |        |          |        |
| 45 mph             | 0      | 0.0%              | 100.0% |                                                                                                              |          |        |                    | 45 mph     | 0                 | 0.0%   | 100.0% |                                                                                                              |        |                    |        | 45 mph            | 0     | 0.0%   | 100.0%   |                                                                                                              |                    |        |                   |        |        |          |        |
| TOTAL:             | 100    | 100.0%            |        | AVERAGE SPEED:                                                                                               |          |        | 26.1               | TOTAL:     | 100               | 100.0% |        | AVERAGE SPEED:                                                                                               |        |                    | 26.7   | TOTAL:            | 200   | 100.0% |          | AVERAGE SPEED:                                                                                               |                    |        | 26.4              |        |        |          |        |
| PERCENTILE:        | 10%    | 15%               | 25%    | 50%                                                                                                          | 85%      | 90%    | PERCENTILE:        | 10%        | 15%               | 25%    | 50%    | 85%                                                                                                          | 90%    | PERCENTILE:        | 10%    | 15%               | 25%   | 50%    | 85%      | 90%                                                                                                          | PERCENTILE:        | 10%    | 15%               | 25%    | 50%    | 85%      | 90%    |
| SPEEDS:            | 22.0   | 23.0              | 24.0   | 26.0                                                                                                         | 30.0     | 30.0   | SPEEDS:            | 23.0       | 23.9              | 25.0   | 26.0   | 30.0                                                                                                         | 31.0   | SPEEDS:            | 23.0   | 23.0              | 24.8  | 26.0   | 30.0     | 30.0                                                                                                         | SPEEDS:            | 23.0   | 23.0              | 24.8   | 26.0   | 30.0     | 30.0   |
| 10 MPH PACE SPEED: | 21-30  | NUMBER IN PACE:   |        | 92                                                                                                           | PERCENT: | 92.0%  | 10 MPH PACE SPEED: | 22-31      | NUMBER IN PACE:   |        | 90     | PERCENT:                                                                                                     | 90.0%  | 10 MPH PACE SPEED: | 22-31  | NUMBER IN PACE:   |       | 181    | PERCENT: | 90.5%                                                                                                        | 10 MPH PACE SPEED: | 22-31  | NUMBER IN PACE:   |        | 181    | PERCENT: | 90.5%  |
|                    |        | NUMBER BELOW PACE |        | 3                                                                                                            | PERCENT: | 3.0%   |                    |            | NUMBER BELOW PACE |        | 1      | PERCENT:                                                                                                     | 1.0%   |                    |        | NUMBER BELOW PACE |       | 6      | PERCENT: | 3.0%                                                                                                         |                    |        | NUMBER BELOW PACE |        | 6      | PERCENT: | 3.0%   |
|                    |        | NUMBER ABOVE PACE |        | 5                                                                                                            | PERCENT: | 5.0%   |                    |            | NUMBER ABOVE PACE |        | 9      | PERCENT:                                                                                                     | 9.0%   |                    |        | NUMBER ABOVE PACE |       | 13     | PERCENT: | 6.5%                                                                                                         |                    |        | NUMBER ABOVE PACE |        | 13     | PERCENT: | 6.5%   |
| SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH  | 30 MPH                                                                                                       | 35 MPH   | 40 MPH | SPEED EXCEEDED:    | 15 MPH     | 20 MPH            | 25MPH  | 30 MPH | 35 MPH                                                                                                       | 40 MPH | SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH | 30 MPH | 35 MPH   | 40 MPH                                                                                                       | SPEED EXCEEDED:    | 15 MPH | 20 MPH            | 25MPH  | 30 MPH | 35 MPH   | 40 MPH |
| TOTAL:             | 100    | 97                | 57     | 5                                                                                                            | 0        | 0      | TOTAL:             | 100        | 99                | 60     | 14     | 2                                                                                                            | 0      | TOTAL:             | 200    | 196               | 117   | 19     | 2        | 0                                                                                                            | TOTAL:             | 200    | 196               | 117    | 19     | 2        | 0      |
| PERCENTAGE:        | 100.0% | 97.0%             | 57.0%  | 5.0%                                                                                                         | 0.0%     | 0.0%   | PERCENTAGE:        | 100.0%     | 99.0%             | 60.0%  | 14.0%  | 2.0%                                                                                                         | 0.0%   | PERCENTAGE:        | 100.0% | 98.0%             | 58.5% | 9.5%   | 1.0%     | 0.0%                                                                                                         | PERCENTAGE:        | 100.0% | 98.0%             | 58.5%  | 9.5%   | 1.0%     | 0.0%   |



ROADWAY: **South Orchard Avenue**  
SEGMENT: **Gobbi Street to Marlene Street**  
RADAR LOCATION: **Mid-Block**  
DATE: **10/3/2017**  
TIME: **2:00-3:25PM**  
DIRECTION OF TRAVEL: **COMBINED**





## Accident Report

### Accident Dates

**ROADWAY:** South Orchard Avenue

**From:** Jan-13

**SEGMENT:** Gobbi Street to Marlene Street

**To:** Dec-16

| Date           | Location                    | Time of Day | Weather | Collision Factor          | Collision Type | Fatal | Injury | Non-Injury |
|----------------|-----------------------------|-------------|---------|---------------------------|----------------|-------|--------|------------|
| 1/1/2014       | Intersection of E. Gobbi St | 11:31 AM    | Clear   | Traffic Signals and Signs | Broadside      | 0     | 1      | 0          |
| 8/29/2015      | Intersection of Cindee Dr   | 12:12 PM    | Clear   | Unsafe Speeds             | Broadside      | 0     | 2      | 0          |
| 4/15/2015      | Intersection of E. Gobbi St | 3:07 PM     | Cloudy  | Traffic Signals and Signs | Broadside      | 0     | 1      | 0          |
| 11/25/2015     | Intersection of E. Gobbi St | 11:04 AM    | Clear   | Not State                 | Broadside      | 0     | 1      | 0          |
| 8/23/2014      | 246' S of Cindee St         | 12:27 PM    | Clear   | Automobile Right of Way   | Broadside      | 0     | 0      | 1          |
| 12/3/2014      | Intersection of E. Gobbi St | 5:17 PM     | Raining | Automobile Right of Way   | Broadside      | 0     | 0      | 1          |
| 4/11/2015      | Intersection of E. Gobbi St | 5:54 PM     | Clear   | Traffic Signals and Signs | Broadside      | 0     | 1      | 0          |
| 1/15/2016      | Intersection of E. Gobbi St | 9:46 PM     | Cloudy  | Traffic Signals and Signs | Broadside      | 0     | 0      | 1          |
| 4/19/2016      | Intersection of E. Gobbi St | 4:46 PM     | Clear   | Unsafe Speeds             | Rear End       | 0     | 0      | 1          |
| 4/18/2016      | Intersection of E. Gobbi St | 11:47 AM    | Clear   | Other Hazard              | Hit Object     | 0     | 0      | 1          |
| <b>TOTALS:</b> |                             |             |         |                           |                | 0     | 6      | 5          |

**NOTE:** Collision data obtained from the CHP SWTRS program.

# Appendices

## Appendix 1: Daily Traffic Counts

## VOLUME

Lorraine St Bet. Marlene St & Talmage Rd

Day: Tuesday  
Date: 11/7/2017

City: Ukiah  
Project #: CA17\_7722\_001

| DAILY TOTALS |       |       |    |    | NB    | SB        |       |       |    |    | Total |
|--------------|-------|-------|----|----|-------|-----------|-------|-------|----|----|-------|
|              |       |       |    |    | 261   | 733       |       |       |    |    | 994   |
| AM Period    | NB    | SB    | EB | WB | TOTAL | PM Period | NB    | SB    | EB | WB | TOTAL |
| 0:00         | 1     | 0     | 0  | 0  | 1     | 12:00     | 5     | 14    | 0  | 0  | 19    |
| 0:15         | 1     | 0     | 0  | 0  | 1     | 12:15     | 6     | 19    | 0  | 0  | 25    |
| 0:30         | 0     | 0     | 0  | 0  |       | 12:30     | 7     | 20    | 0  | 0  | 27    |
| 0:45         | 0     | 2     | 0  | 0  | 2     | 12:45     | 7     | 25    | 19 | 72 | 26    |
| 1:00         | 0     | 0     | 0  | 0  |       | 13:00     | 5     | 16    | 0  | 0  | 21    |
| 1:15         | 0     | 0     | 0  | 0  |       | 13:15     | 5     | 10    | 0  | 0  | 15    |
| 1:30         | 0     | 0     | 0  | 0  |       | 13:30     | 7     | 23    | 0  | 0  | 30    |
| 1:45         | 0     | 0     | 0  | 0  |       | 13:45     | 9     | 26    | 17 | 66 | 26    |
| 2:00         | 0     | 0     | 0  | 0  |       | 14:00     | 2     | 22    | 0  | 0  | 24    |
| 2:15         | 0     | 0     | 0  | 0  |       | 14:15     | 10    | 23    | 0  | 0  | 33    |
| 2:30         | 0     | 1     | 0  | 0  | 1     | 14:30     | 6     | 22    | 0  | 0  | 28    |
| 2:45         | 0     | 1     | 2  | 0  | 1     | 14:45     | 7     | 25    | 15 | 82 | 22    |
| 3:00         | 0     | 0     | 0  | 0  |       | 15:00     | 7     | 16    | 0  | 0  | 23    |
| 3:15         | 0     | 0     | 0  | 0  |       | 15:15     | 5     | 16    | 0  | 0  | 21    |
| 3:30         | 1     | 1     | 0  | 0  | 2     | 15:30     | 3     | 11    | 0  | 0  | 14    |
| 3:45         | 1     | 2     | 1  | 2  | 2     | 15:45     | 2     | 17    | 13 | 56 | 15    |
| 4:00         | 0     | 1     | 0  | 0  | 1     | 16:00     | 4     | 12    | 0  | 0  | 16    |
| 4:15         | 0     | 1     | 0  | 0  | 1     | 16:15     | 7     | 18    | 0  | 0  | 25    |
| 4:30         | 0     | 0     | 0  | 0  |       | 16:30     | 6     | 13    | 0  | 0  | 19    |
| 4:45         | 0     | 3     | 5  | 0  | 3     | 16:45     | 6     | 23    | 11 | 54 | 17    |
| 5:00         | 1     | 1     | 0  | 0  | 2     | 17:00     | 4     | 15    | 0  | 0  | 19    |
| 5:15         | 1     | 1     | 0  | 0  | 2     | 17:15     | 6     | 6     | 0  | 0  | 12    |
| 5:30         | 0     | 3     | 0  | 0  | 3     | 17:30     | 1     | 6     | 0  | 0  | 7     |
| 5:45         | 2     | 4     | 5  | 10 | 7     | 17:45     | 0     | 11    | 1  | 28 | 1     |
| 6:00         | 0     | 4     | 0  | 0  | 4     | 18:00     | 6     | 7     | 0  | 0  | 13    |
| 6:15         | 1     | 5     | 0  | 0  | 6     | 18:15     | 2     | 7     | 0  | 0  | 9     |
| 6:30         | 6     | 5     | 0  | 0  | 11    | 18:30     | 4     | 6     | 0  | 0  | 10    |
| 6:45         | 5     | 12    | 5  | 19 | 10    | 18:45     | 3     | 15    | 5  | 25 | 8     |
| 7:00         | 2     | 4     | 0  | 0  | 6     | 19:00     | 8     | 8     | 0  | 0  | 16    |
| 7:15         | 3     | 4     | 0  | 0  | 7     | 19:15     | 3     | 5     | 0  | 0  | 8     |
| 7:30         | 2     | 10    | 0  | 0  | 12    | 19:30     | 2     | 2     | 0  | 0  | 4     |
| 7:45         | 1     | 8     | 13 | 31 | 14    | 19:45     | 2     | 15    | 5  | 20 | 7     |
| 8:00         | 3     | 8     | 0  | 0  | 11    | 20:00     | 0     | 4     | 0  | 0  | 4     |
| 8:15         | 3     | 9     | 0  | 0  | 12    | 20:15     | 4     | 4     | 0  | 0  | 8     |
| 8:30         | 6     | 13    | 0  | 0  | 19    | 20:30     | 2     | 1     | 0  | 0  | 3     |
| 8:45         | 9     | 21    | 14 | 44 | 23    | 20:45     | 1     | 7     | 0  | 9  | 1     |
| 9:00         | 0     | 12    | 0  | 0  | 12    | 21:00     | 0     | 0     | 0  | 0  |       |
| 9:15         | 2     | 15    | 0  | 0  | 17    | 21:15     | 1     | 2     | 0  | 0  | 3     |
| 9:30         | 3     | 14    | 0  | 0  | 17    | 21:30     | 0     | 1     | 0  | 0  | 1     |
| 9:45         | 2     | 7     | 17 | 58 | 19    | 21:45     | 1     | 2     | 3  | 6  | 4     |
| 10:00        | 4     | 16    | 0  | 0  | 20    | 22:00     | 1     | 1     | 0  | 0  | 2     |
| 10:15        | 4     | 16    | 0  | 0  | 20    | 22:15     | 1     | 1     | 0  | 0  | 2     |
| 10:30        | 5     | 17    | 0  | 0  | 22    | 22:30     | 0     | 0     | 0  | 0  |       |
| 10:45        | 2     | 15    | 16 | 65 | 18    | 22:45     | 0     | 2     | 1  | 3  | 1     |
| 11:00        | 5     | 25    | 0  | 0  | 30    | 23:00     | 0     | 0     | 0  | 0  |       |
| 11:15        | 4     | 13    | 0  | 0  | 17    | 23:15     | 0     | 0     | 0  | 0  |       |
| 11:30        | 5     | 23    | 0  | 0  | 28    | 23:30     | 0     | 0     | 0  | 0  |       |
| 11:45        | 7     | 21    | 15 | 76 | 22    | 23:45     | 1     | 1     | 0  | 0  | 1     |
| TOTALS       | 92    | 312   |    |    | 404   | TOTALS    | 169   | 421   |    |    | 590   |
| SPLIT %      | 22.8% | 77.2% |    |    | 40.6% | SPLIT %   | 28.6% | 71.4% |    |    | 59.4% |

| DAILY TOTALS    |       |       |       |       | NB              | SB              |       |       |       |       | Total |
|-----------------|-------|-------|-------|-------|-----------------|-----------------|-------|-------|-------|-------|-------|
|                 |       |       |       |       | 261             | 733             |       |       |       |       | 994   |
| AM Peak Hour    | 11:45 | 10:45 |       | 11:00 | PM Peak Hour    | 14:15           | 13:30 |       |       |       | 13:30 |
| AM Pk Volume    | 25    | 77    |       | 97    | PM Pk Volume    | 30              | 85    |       |       |       | 113   |
| Pk Hr Factor    | 0.893 | 0.770 |       | 0.808 | Pk Hr Factor    | 0.750           | 0.924 |       |       |       | 0.856 |
| 7 - 9 Volume    | 29    | 75    | 0     | 0     | 104             | 4 - 6 Volume    | 34    | 82    | 0     | 0     | 116   |
| 7 - 9 Peak Hour | 8:00  | 8:00  |       | 8:00  | 4 - 6 Peak Hour | 16:00           | 16:15 |       |       |       | 16:15 |
| 7 - 9 Pk Volume | 21    | 44    | 0     | 0     | 65              | 4 - 6 Pk Volume | 23    | 57    | 0     | 0     | 80    |
| Pk Hr Factor    | 0.583 | 0.786 | 0.000 | 0.000 | 0.707           | Pk Hr Factor    | 0.821 | 0.792 | 0.000 | 0.000 | 0.800 |

# VOLUME

Betty St Bet. Cooper Ln & Talmage Rd

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_002

| DAILY TOTALS |       |    |       |    | NB    | SB  |           |       |    |       |    | EB    | WB |  |  |  |  |  | Total |
|--------------|-------|----|-------|----|-------|-----|-----------|-------|----|-------|----|-------|----|--|--|--|--|--|-------|
|              |       |    |       |    | 597   | 373 |           |       |    |       |    | 0     | 0  |  |  |  |  |  | 970   |
| AM Period    | NB    | SB | EB    | WB | TOTAL |     | PM Period | NB    | SB | EB    | WB | TOTAL |    |  |  |  |  |  |       |
| 0:00         | 1     | 1  | 0     | 0  | 2     |     | 12:00     | 18    | 12 | 0     | 0  | 30    |    |  |  |  |  |  |       |
| 0:15         | 0     | 0  | 0     | 0  |       |     | 12:15     | 13    | 11 | 0     | 0  | 24    |    |  |  |  |  |  |       |
| 0:30         | 1     | 1  | 0     | 0  | 2     |     | 12:30     | 13    | 5  | 0     | 0  | 18    |    |  |  |  |  |  |       |
| 0:45         | 1     | 3  | 0     | 2  | 1 5   |     | 12:45     | 13    | 57 | 6     | 34 | 19 91 |    |  |  |  |  |  |       |
| 1:00         | 2     | 0  | 0     | 0  | 2     |     | 13:00     | 11    | 7  | 0     | 0  | 18    |    |  |  |  |  |  |       |
| 1:15         | 0     | 0  | 0     | 0  |       |     | 13:15     | 11    | 4  | 0     | 0  | 15    |    |  |  |  |  |  |       |
| 1:30         | 0     | 0  | 0     | 0  |       |     | 13:30     | 10    | 4  | 0     | 0  | 14    |    |  |  |  |  |  |       |
| 1:45         | 0     | 2  | 0     | 0  | 2     |     | 13:45     | 11    | 43 | 8     | 23 | 19 66 |    |  |  |  |  |  |       |
| 2:00         | 1     | 0  | 0     | 0  | 1     |     | 14:00     | 11    | 4  | 0     | 0  | 15    |    |  |  |  |  |  |       |
| 2:15         | 0     | 0  | 0     | 0  |       |     | 14:15     | 10    | 9  | 0     | 0  | 19    |    |  |  |  |  |  |       |
| 2:30         | 0     | 1  | 0     | 0  | 1     |     | 14:30     | 13    | 6  | 0     | 0  | 19    |    |  |  |  |  |  |       |
| 2:45         | 0     | 1  | 0     | 1  | 2     |     | 14:45     | 12    | 46 | 8     | 27 | 20 73 |    |  |  |  |  |  |       |
| 3:00         | 0     | 0  | 0     | 0  |       |     | 15:00     | 14    | 5  | 0     | 0  | 19    |    |  |  |  |  |  |       |
| 3:15         | 2     | 0  | 0     | 0  | 2     |     | 15:15     | 15    | 9  | 0     | 0  | 24    |    |  |  |  |  |  |       |
| 3:30         | 0     | 0  | 0     | 0  |       |     | 15:30     | 14    | 3  | 0     | 0  | 17    |    |  |  |  |  |  |       |
| 3:45         | 1     | 3  | 2     | 0  | 3 5   |     | 15:45     | 13    | 56 | 8     | 25 | 21 81 |    |  |  |  |  |  |       |
| 4:00         | 1     | 0  | 0     | 0  | 1     |     | 16:00     | 10    | 4  | 0     | 0  | 14    |    |  |  |  |  |  |       |
| 4:15         | 1     | 2  | 0     | 0  | 3     |     | 16:15     | 11    | 8  | 0     | 0  | 19    |    |  |  |  |  |  |       |
| 4:30         | 1     | 0  | 0     | 0  | 1     |     | 16:30     | 21    | 9  | 0     | 0  | 30    |    |  |  |  |  |  |       |
| 4:45         | 0     | 3  | 0     | 2  | 5     |     | 16:45     | 15    | 57 | 4     | 25 | 19 82 |    |  |  |  |  |  |       |
| 5:00         | 1     | 0  | 0     | 0  | 1     |     | 17:00     | 16    | 14 | 0     | 0  | 30    |    |  |  |  |  |  |       |
| 5:15         | 0     | 2  | 0     | 0  | 2     |     | 17:15     | 17    | 6  | 0     | 0  | 23    |    |  |  |  |  |  |       |
| 5:30         | 0     | 3  | 0     | 0  | 3     |     | 17:30     | 13    | 11 | 0     | 0  | 24    |    |  |  |  |  |  |       |
| 5:45         | 2     | 3  | 1     | 6  | 3 9   |     | 17:45     | 14    | 60 | 5     | 36 | 19 96 |    |  |  |  |  |  |       |
| 6:00         | 3     | 2  | 0     | 0  | 5     |     | 18:00     | 8     | 11 | 0     | 0  | 19    |    |  |  |  |  |  |       |
| 6:15         | 1     | 1  | 0     | 0  | 2     |     | 18:15     | 9     | 2  | 0     | 0  | 11    |    |  |  |  |  |  |       |
| 6:30         | 2     | 1  | 0     | 0  | 3     |     | 18:30     | 6     | 3  | 0     | 0  | 9     |    |  |  |  |  |  |       |
| 6:45         | 4     | 10 | 4     | 8  | 8 18  |     | 18:45     | 10    | 33 | 3     | 19 | 13 52 |    |  |  |  |  |  |       |
| 7:00         | 2     | 1  | 0     | 0  | 3     |     | 19:00     | 13    | 3  | 0     | 0  | 16    |    |  |  |  |  |  |       |
| 7:15         | 2     | 7  | 0     | 0  | 9     |     | 19:15     | 5     | 3  | 0     | 0  | 8     |    |  |  |  |  |  |       |
| 7:30         | 4     | 6  | 0     | 0  | 10    |     | 19:30     | 6     | 4  | 0     | 0  | 10    |    |  |  |  |  |  |       |
| 7:45         | 10    | 18 | 18    | 32 | 28 50 |     | 19:45     | 7     | 31 | 8     | 18 | 15 49 |    |  |  |  |  |  |       |
| 8:00         | 11    | 6  | 0     | 0  | 17    |     | 20:00     | 7     | 3  | 0     | 0  | 10    |    |  |  |  |  |  |       |
| 8:15         | 6     | 3  | 0     | 0  | 9     |     | 20:15     | 6     | 2  | 0     | 0  | 8     |    |  |  |  |  |  |       |
| 8:30         | 8     | 8  | 0     | 0  | 16    |     | 20:30     | 6     | 2  | 0     | 0  | 8     |    |  |  |  |  |  |       |
| 8:45         | 6     | 31 | 4     | 21 | 10 52 |     | 20:45     | 7     | 26 | 6     | 13 | 13 39 |    |  |  |  |  |  |       |
| 9:00         | 4     | 4  | 0     | 0  | 8     |     | 21:00     | 8     | 4  | 0     | 0  | 12    |    |  |  |  |  |  |       |
| 9:15         | 3     | 3  | 0     | 0  | 6     |     | 21:15     | 4     | 3  | 0     | 0  | 7     |    |  |  |  |  |  |       |
| 9:30         | 6     | 4  | 0     | 0  | 10    |     | 21:30     | 6     | 1  | 0     | 0  | 7     |    |  |  |  |  |  |       |
| 9:45         | 4     | 17 | 3     | 14 | 7 31  |     | 21:45     | 2     | 20 | 2     | 10 | 4 30  |    |  |  |  |  |  |       |
| 10:00        | 6     | 6  | 0     | 0  | 12    |     | 22:00     | 2     | 2  | 0     | 0  | 4     |    |  |  |  |  |  |       |
| 10:15        | 3     | 7  | 0     | 0  | 10    |     | 22:15     | 2     | 2  | 0     | 0  | 4     |    |  |  |  |  |  |       |
| 10:30        | 9     | 1  | 0     | 0  | 10    |     | 22:30     | 2     | 0  | 0     | 0  | 2     |    |  |  |  |  |  |       |
| 10:45        | 9     | 27 | 6     | 20 | 15 47 |     | 22:45     | 0     | 6  | 2     | 6  | 2 12  |    |  |  |  |  |  |       |
| 11:00        | 10    | 6  | 0     | 0  | 16    |     | 23:00     | 5     | 2  | 0     | 0  | 7     |    |  |  |  |  |  |       |
| 11:15        | 8     | 6  | 0     | 0  | 14    |     | 23:15     | 1     | 2  | 0     | 0  | 3     |    |  |  |  |  |  |       |
| 11:30        | 10    | 2  | 0     | 0  | 12    |     | 23:30     | 1     | 2  | 0     | 0  | 3     |    |  |  |  |  |  |       |
| 11:45        | 7     | 35 | 8     | 22 | 15 57 |     | 23:45     | 2     | 9  | 1     | 7  | 3 16  |    |  |  |  |  |  |       |
| TOTALS       | 153   |    | 130   |    | 283   |     | TOTALS    | 444   |    | 243   |    | 687   |    |  |  |  |  |  |       |
| SPLIT %      | 54.1% |    | 45.9% |    | 29.2% |     | SPLIT %   | 64.6% |    | 35.4% |    | 70.8% |    |  |  |  |  |  |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB  |                 |       |       |       |       | EB    | WB |  |  |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-----|-----------------|-------|-------|-------|-------|-------|----|--|--|--|--|--|-------|
|                 |       |       |       |       | 597   | 373 |                 |       |       |       |       | 0     | 0  |  |  |  |  |  | 970   |
| AM Peak Hour    | 11:45 | 7:15  |       |       | 11:45 |     | PM Peak Hour    | 16:30 | 17:00 |       |       | 16:30 |    |  |  |  |  |  |       |
| AM Pk Volume    | 51    | 37    |       |       | 87    |     | PM Pk Volume    | 69    | 36    |       |       | 102   |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.708 | 0.514 |       |       | 0.725 |     | Pk Hr Factor    | 0.821 | 0.643 |       |       | 0.850 |    |  |  |  |  |  |       |
| 7 - 9 Volume    | 49    | 53    | 0     | 0     | 102   |     | 4 - 6 Volume    | 117   | 61    | 0     | 0     | 178   |    |  |  |  |  |  |       |
| 7 - 9 Peak Hour | 7:45  | 7:15  |       |       | 7:45  |     | 4 - 6 Peak Hour | 16:30 | 17:00 |       |       | 16:30 |    |  |  |  |  |  |       |
| 7 - 9 Pk Volume | 35    | 37    | 0     | 0     | 70    |     | 4 - 6 Pk Volume | 69    | 36    | 0     | 0     | 102   |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.795 | 0.514 | 0.000 | 0.000 | 0.625 |     | Pk Hr Factor    | 0.821 | 0.643 | 0.000 | 0.000 | 0.850 |    |  |  |  |  |  |       |

# VOLUME

Church St Bet. State St & Highland Ave

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_003

| DAILY TOTALS |        |    |    |    | NB    | SB        | EB     |    |    |    |       | WB | Total |
|--------------|--------|----|----|----|-------|-----------|--------|----|----|----|-------|----|-------|
|              |        |    |    |    | 0     | 0         | 199    |    |    |    |       | 0  | 199   |
| AM Period    | NB     | SB | EB | WB | TOTAL | PM Period | NB     | SB | EB | WB | TOTAL |    |       |
| 0:00         | 0      | 0  | 0  | 0  |       | 12:00     | 0      | 0  | 1  | 0  | 1     |    |       |
| 0:15         | 0      | 0  | 0  | 0  |       | 12:15     | 0      | 0  | 3  | 0  | 3     |    |       |
| 0:30         | 0      | 0  | 0  | 0  |       | 12:30     | 0      | 0  | 5  | 0  | 5     |    |       |
| 0:45         | 0      | 0  | 0  | 0  |       | 12:45     | 0      | 0  | 2  | 11 | 0     | 2  | 11    |
| 1:00         | 0      | 0  | 0  | 0  |       | 13:00     | 0      | 0  | 6  | 0  | 6     |    |       |
| 1:15         | 0      | 0  | 0  | 0  |       | 13:15     | 0      | 0  | 1  | 0  | 1     |    |       |
| 1:30         | 0      | 0  | 0  | 0  |       | 13:30     | 0      | 0  | 1  | 0  | 1     |    |       |
| 1:45         | 0      | 0  | 0  | 0  |       | 13:45     | 0      | 0  | 6  | 14 | 0     | 6  | 14    |
| 2:00         | 0      | 0  | 0  | 0  |       | 14:00     | 0      | 0  | 3  | 0  | 3     |    |       |
| 2:15         | 0      | 0  | 0  | 0  |       | 14:15     | 0      | 0  | 3  | 0  | 3     |    |       |
| 2:30         | 0      | 0  | 0  | 0  |       | 14:30     | 0      | 0  | 3  | 0  | 3     |    |       |
| 2:45         | 0      | 0  | 0  | 0  |       | 14:45     | 0      | 0  | 5  | 14 | 0     | 5  | 14    |
| 3:00         | 0      | 0  | 0  | 0  |       | 15:00     | 0      | 0  | 6  | 0  | 6     |    |       |
| 3:15         | 0      | 0  | 0  | 0  |       | 15:15     | 0      | 0  | 4  | 0  | 4     |    |       |
| 3:30         | 0      | 0  | 0  | 0  |       | 15:30     | 0      | 0  | 5  | 0  | 5     |    |       |
| 3:45         | 0      | 0  | 0  | 0  |       | 15:45     | 0      | 0  | 1  | 16 | 0     | 1  | 16    |
| 4:00         | 0      | 0  | 0  | 0  | 1     | 16:00     | 0      | 0  | 4  | 0  | 4     |    |       |
| 4:15         | 0      | 0  | 0  | 0  |       | 16:15     | 0      | 0  | 4  | 0  | 4     |    |       |
| 4:30         | 0      | 0  | 1  | 0  |       | 16:30     | 0      | 0  | 2  | 0  | 2     |    |       |
| 4:45         | 0      | 0  | 1  | 2  |       | 0         | 16:45  | 0  | 0  | 3  | 13    | 0  | 3     |
| 5:00         | 0      | 0  | 0  | 0  | 2     | 17:00     | 0      | 0  | 1  | 0  | 1     |    |       |
| 5:15         | 0      | 0  | 2  | 0  |       | 17:15     | 0      | 0  | 4  | 0  | 4     |    |       |
| 5:30         | 0      | 0  | 1  | 0  |       | 17:30     | 0      | 0  | 3  | 0  | 3     |    |       |
| 5:45         | 0      | 0  | 1  | 4  |       | 0         | 17:45  | 0  | 0  | 2  | 10    | 0  | 2     |
| 6:00         | 0      | 0  | 0  | 0  | 1     | 18:00     | 0      | 0  | 2  | 0  | 2     |    |       |
| 6:15         | 0      | 0  | 1  | 0  |       | 18:15     | 0      | 0  | 3  | 0  | 3     |    |       |
| 6:30         | 0      | 0  | 2  | 0  |       | 18:30     | 0      | 0  | 3  | 0  | 3     |    |       |
| 6:45         | 0      | 0  | 5  | 8  |       | 0         | 18:45  | 0  | 0  | 2  | 10    | 0  | 2     |
| 7:00         | 0      | 0  | 2  | 0  | 2     | 19:00     | 0      | 0  | 2  | 0  | 2     |    |       |
| 7:15         | 0      | 0  | 7  | 0  |       | 19:15     | 0      | 0  | 1  | 0  | 1     |    |       |
| 7:30         | 0      | 0  | 6  | 0  |       | 19:30     | 0      | 0  | 0  | 0  | 0     |    |       |
| 7:45         | 0      | 0  | 9  | 24 |       | 0         | 19:45  | 0  | 0  | 3  | 6     | 0  | 3     |
| 8:00         | 0      | 0  | 5  | 0  | 5     | 20:00     | 0      | 0  | 2  | 0  | 2     |    |       |
| 8:15         | 0      | 0  | 3  | 0  |       | 20:15     | 0      | 0  | 2  | 0  | 2     |    |       |
| 8:30         | 0      | 0  | 4  | 0  |       | 20:30     | 0      | 0  | 0  | 0  | 0     |    |       |
| 8:45         | 0      | 0  | 3  | 15 |       | 0         | 20:45  | 0  | 0  | 1  | 5     | 0  | 1     |
| 9:00         | 0      | 0  | 10 | 0  | 10    | 21:00     | 0      | 0  | 0  | 0  | 0     |    |       |
| 9:15         | 0      | 0  | 2  | 0  |       | 21:15     | 0      | 0  | 0  | 0  | 0     |    |       |
| 9:30         | 0      | 0  | 2  | 0  |       | 21:30     | 0      | 0  | 0  | 0  | 0     |    |       |
| 9:45         | 0      | 0  | 3  | 17 |       | 0         | 21:45  | 0  | 0  | 0  | 0     | 0  |       |
| 10:00        | 0      | 0  | 4  | 0  | 4     | 22:00     | 0      | 0  | 0  | 0  | 0     |    |       |
| 10:15        | 0      | 0  | 6  | 0  |       | 22:15     | 0      | 0  | 0  | 0  | 0     |    |       |
| 10:30        | 0      | 0  | 8  | 0  |       | 22:30     | 0      | 0  | 0  | 0  | 0     |    |       |
| 10:45        | 0      | 0  | 3  | 21 |       | 0         | 22:45  | 0  | 0  | 0  | 0     | 0  |       |
| 11:00        | 0      | 0  | 1  | 0  | 1     | 23:00     | 0      | 0  | 0  | 0  | 0     |    |       |
| 11:15        | 0      | 0  | 2  | 0  |       | 23:15     | 0      | 0  | 0  | 0  | 0     |    |       |
| 11:30        | 0      | 0  | 1  | 0  |       | 23:30     | 0      | 0  | 0  | 0  | 0     |    |       |
| 11:45        | 0      | 0  | 4  | 8  |       | 0         | 23:45  | 0  | 0  | 1  | 1     | 0  | 1     |
| TOTALS       | 99     |    |    |    | 99    | TOTALS    | 100    |    |    |    | 100   |    |       |
| SPLIT %      | 100.0% |    |    |    | 49.7% | SPLIT %   | 100.0% |    |    |    | 50.3% |    |       |

| DAILY TOTALS    |       |       |       |       | NB              | SB    | EB    | WB    | Total |
|-----------------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|
|                 |       |       |       |       | 0               | 0     | 199   | 0     | 199   |
| AM Peak Hour    |       |       | 7:15  | 7:15  | PM Peak Hour    |       |       | 14:45 | 14:45 |
| AM Pk Volume    |       |       | 27    | 27    | PM Pk Volume    |       |       | 20    | 20    |
| Pk Hr Factor    |       |       | 0.750 | 0.750 | Pk Hr Factor    |       |       | 0.833 | 0.833 |
| 7 - 9 Volume    | 0     | 0     | 39    | 39    | 4 - 6 Volume    | 0     | 0     | 23    | 23    |
| 7 - 9 Peak Hour |       |       | 7:15  | 7:15  | 4 - 6 Peak Hour |       |       | 16:00 | 16:00 |
| 7 - 9 Pk Volume | 0     | 0     | 27    | 27    | 4 - 6 Pk Volume | 0     | 0     | 13    | 13    |
| Pk Hr Factor    | 0.000 | 0.000 | 0.750 | 0.750 | Pk Hr Factor    | 0.000 | 0.000 | 0.813 | 0.813 |

# VOLUME

Clara Ave Bet. State St & Orchard Ave

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_004

| DAILY TOTALS |    |    |    |    | NB    | SB    | EB        |    |    |    |     | WB    | Total |       |
|--------------|----|----|----|----|-------|-------|-----------|----|----|----|-----|-------|-------|-------|
|              |    |    |    |    | 0     | 0     | 1,279     |    |    |    |     | 1,476 | 2,755 |       |
| AM Period    | NB | SB | EB | WB | TOTAL |       | PM Period | NB | SB | EB | WB  | TOTAL |       |       |
| 0:00         | 0  | 0  | 1  | 2  | 3     |       | 12:00     | 0  | 0  | 31 | 20  | 51    |       |       |
| 0:15         | 0  | 0  | 0  | 0  |       |       | 12:15     | 0  | 0  | 21 | 33  | 54    |       |       |
| 0:30         | 0  | 0  | 1  | 0  | 1     |       | 12:30     | 0  | 0  | 21 | 40  | 61    |       |       |
| 0:45         | 0  | 0  | 1  | 3  | 2     | 4     | 12:45     | 0  | 0  | 23 | 96  | 35    | 128   |       |
| 1:00         | 0  | 0  | 1  | 1  | 2     |       | 13:00     | 0  | 0  | 19 | 31  | 50    |       |       |
| 1:15         | 0  | 0  | 1  | 1  | 2     |       | 13:15     | 0  | 0  | 27 | 25  | 52    |       |       |
| 1:30         | 0  | 0  | 0  | 2  | 2     |       | 13:30     | 0  | 0  | 14 | 29  | 43    |       |       |
| 1:45         | 0  | 0  | 0  | 2  | 1     | 5     | 13:45     | 0  | 0  | 16 | 76  | 21    | 106   |       |
| 2:00         | 0  | 0  | 0  | 0  |       |       | 14:00     | 0  | 0  | 24 | 25  | 49    |       |       |
| 2:15         | 0  | 0  | 0  | 1  | 1     |       | 14:15     | 0  | 0  | 21 | 23  | 44    |       |       |
| 2:30         | 0  | 0  | 0  | 0  |       |       | 14:30     | 0  | 0  | 33 | 35  | 68    |       |       |
| 2:45         | 0  | 0  | 1  | 1  | 0     | 1     | 14:45     | 0  | 0  | 25 | 103 | 27    | 110   |       |
| 3:00         | 0  | 0  | 0  | 0  |       |       | 15:00     | 0  | 0  | 28 | 26  | 54    |       |       |
| 3:15         | 0  | 0  | 0  | 0  |       |       | 15:15     | 0  | 0  | 39 | 39  | 78    |       |       |
| 3:30         | 0  | 0  | 0  | 1  | 1     |       | 15:30     | 0  | 0  | 33 | 43  | 76    |       |       |
| 3:45         | 0  | 0  | 1  | 1  | 0     | 1     | 15:45     | 0  | 0  | 32 | 132 | 30    | 138   |       |
| 4:00         | 0  | 0  | 3  | 2  | 5     |       | 16:00     | 0  | 0  | 27 | 27  | 54    |       |       |
| 4:15         | 0  | 0  | 0  | 1  | 1     |       | 16:15     | 0  | 0  | 31 | 16  | 47    |       |       |
| 4:30         | 0  | 0  | 0  | 1  | 1     |       | 16:30     | 0  | 0  | 35 | 38  | 73    |       |       |
| 4:45         | 0  | 0  | 2  | 5  | 5     | 9     | 16:45     | 0  | 0  | 25 | 118 | 26    | 107   |       |
| 5:00         | 0  | 0  | 1  | 2  | 3     |       | 17:00     | 0  | 0  | 41 | 42  | 83    |       |       |
| 5:15         | 0  | 0  | 2  | 3  | 5     |       | 17:15     | 0  | 0  | 36 | 28  | 64    |       |       |
| 5:30         | 0  | 0  | 2  | 2  | 4     |       | 17:30     | 0  | 0  | 24 | 38  | 62    |       |       |
| 5:45         | 0  | 0  | 5  | 10 | 5     | 12    | 17:45     | 0  | 0  | 22 | 123 | 27    | 135   |       |
| 6:00         | 0  | 0  | 3  | 7  | 10    |       | 18:00     | 0  | 0  | 21 | 13  | 34    |       |       |
| 6:15         | 0  | 0  | 3  | 7  | 10    |       | 18:15     | 0  | 0  | 23 | 17  | 40    |       |       |
| 6:30         | 0  | 0  | 7  | 5  | 12    |       | 18:30     | 0  | 0  | 14 | 16  | 30    |       |       |
| 6:45         | 0  | 0  | 12 | 25 | 15    | 34    | 18:45     | 0  | 0  | 17 | 75  | 17    | 63    |       |
| 7:00         | 0  | 0  | 10 | 14 | 24    |       | 19:00     | 0  | 0  | 18 | 17  | 35    |       |       |
| 7:15         | 0  | 0  | 12 | 12 | 24    |       | 19:15     | 0  | 0  | 11 | 17  | 28    |       |       |
| 7:30         | 0  | 0  | 23 | 28 | 51    |       | 19:30     | 0  | 0  | 12 | 22  | 34    |       |       |
| 7:45         | 0  | 0  | 34 | 79 | 42    | 96    | 19:45     | 0  | 0  | 11 | 52  | 13    | 69    |       |
| 8:00         | 0  | 0  | 17 | 25 | 42    |       | 20:00     | 0  | 0  | 14 | 15  | 29    |       |       |
| 8:15         | 0  | 0  | 19 | 35 | 54    |       | 20:15     | 0  | 0  | 7  | 17  | 24    |       |       |
| 8:30         | 0  | 0  | 21 | 19 | 40    |       | 20:30     | 0  | 0  | 9  | 14  | 23    |       |       |
| 8:45         | 0  | 0  | 16 | 73 | 16    | 95    | 20:45     | 0  | 0  | 8  | 38  | 9     | 55    |       |
| 9:00         | 0  | 0  | 14 | 14 | 28    |       | 21:00     | 0  | 0  | 7  | 11  | 18    |       |       |
| 9:15         | 0  | 0  | 20 | 16 | 36    |       | 21:15     | 0  | 0  | 7  | 11  | 18    |       |       |
| 9:30         | 0  | 0  | 11 | 10 | 21    |       | 21:30     | 0  | 0  | 6  | 6   | 12    |       |       |
| 9:45         | 0  | 0  | 13 | 58 | 18    | 58    | 21:45     | 0  | 0  | 8  | 28  | 8     | 36    |       |
| 10:00        | 0  | 0  | 14 | 21 | 35    |       | 22:00     | 0  | 0  | 2  | 5   | 7     |       |       |
| 10:15        | 0  | 0  | 25 | 24 | 49    |       | 22:15     | 0  | 0  | 6  | 5   | 11    |       |       |
| 10:30        | 0  | 0  | 17 | 14 | 31    |       | 22:30     | 0  | 0  | 5  | 2   | 7     |       |       |
| 10:45        | 0  | 0  | 21 | 77 | 27    | 86    | 22:45     | 0  | 0  | 3  | 16  | 3     | 15    |       |
| 11:00        | 0  | 0  | 14 | 18 | 32    |       | 23:00     | 0  | 0  | 3  | 5   | 8     |       |       |
| 11:15        | 0  | 0  | 22 | 23 | 45    |       | 23:15     | 0  | 0  | 2  | 3   | 5     |       |       |
| 11:30        | 0  | 0  | 18 | 29 | 47    |       | 23:30     | 0  | 0  | 2  | 3   | 5     |       |       |
| 11:45        | 0  | 0  | 26 | 80 | 30    | 100   | 23:45     | 0  | 0  | 1  | 8   | 2     | 13    |       |
| TOTALS       |    |    |    |    | 414   | 501   | TOTALS    |    |    |    |     | 865   | 975   | 1840  |
| SPLIT %      |    |    |    |    | 45.2% | 54.8% | SPLIT %   |    |    |    |     | 47.0% | 53.0% | 66.8% |

| DAILY TOTALS    |  |  |  | NB    | SB    | EB    |              |                 |                 | WB |       |       |       | Total |       |       |       |
|-----------------|--|--|--|-------|-------|-------|--------------|-----------------|-----------------|----|-------|-------|-------|-------|-------|-------|-------|
|                 |  |  |  | 0     | 0     |       |              |                 |                 |    |       |       |       | 1,279 | 1,476 | 2,755 |       |
| AM Peak Hour    |  |  |  | 11:45 | 7:30  | 7:30  | PM Peak Hour |                 |                 |    | 16:30 | 12:15 | 16:30 |       |       |       |       |
| AM Pk Volume    |  |  |  | 99    | 130   | 223   | PM Pk Volume |                 |                 |    | 137   | 139   | 271   |       |       |       |       |
| Pk Hr Factor    |  |  |  | 0.798 | 0.774 | 0.734 | Pk Hr Factor |                 |                 |    | 0.835 | 0.869 | 0.816 |       |       |       |       |
| 7 - 9 Volume    |  |  |  | 0     | 0     | 152   | 191          | 343             | 4 - 6 Volume    |    |       |       | 0     | 0     | 241   | 242   | 483   |
| 7 - 9 Peak Hour |  |  |  |       | 7:30  | 7:30  | 7:30         | 4 - 6 Peak Hour |                 |    |       | 16:30 | 17:00 | 16:30 |       |       |       |
| 7 - 9 Pk Volume |  |  |  | 0     | 0     | 93    | 130          | 223             | 4 - 6 Pk Volume |    |       |       | 0     | 0     | 137   | 135   | 271   |
| Pk Hr Factor    |  |  |  | 0.000 | 0.000 | 0.684 | 0.774        | 0.734           | Pk Hr Factor    |    |       |       | 0.000 | 0.000 | 0.835 | 0.804 | 0.816 |



Prepared by National Data &amp; Surveying Services

**VOLUME**

Clay St Bet. State St &amp; Dora St

Day: Tuesday  
Date: 10/3/2017City: Ukiah  
Project #: CA17\_7722\_005

| DAILY TOTALS |    |    |    |    | NB    | SB    | EB        |         |    |    |    | WB    | Total |       |       |  |  |
|--------------|----|----|----|----|-------|-------|-----------|---------|----|----|----|-------|-------|-------|-------|--|--|
|              |    |    |    |    | 0     | 0     | 828       |         |    |    |    | 544   | 1,372 |       |       |  |  |
| AM Period    | NB | SB | EB | WB | TOTAL |       | PM Period | NB      | SB | EB | WB | TOTAL |       |       |       |  |  |
| 0:00         | 0  | 0  | 0  | 0  |       |       | 12:00     | 0       | 0  | 20 | 11 | 31    |       |       |       |  |  |
| 0:15         | 0  | 0  | 0  | 0  |       |       | 12:15     | 0       | 0  | 23 | 17 | 40    |       |       |       |  |  |
| 0:30         | 0  | 0  | 0  | 0  |       |       | 12:30     | 0       | 0  | 19 | 11 | 30    |       |       |       |  |  |
| 0:45         | 0  | 0  | 1  | 1  | 1     | 2     | 12:45     | 0       | 0  | 20 | 82 | 13    | 52    | 33    | 134   |  |  |
| 1:00         | 0  | 0  | 1  | 0  | 1     |       | 13:00     | 0       | 0  | 17 | 12 | 29    |       |       |       |  |  |
| 1:15         | 0  | 0  | 1  | 0  | 1     |       | 13:15     | 0       | 0  | 11 | 10 | 21    |       |       |       |  |  |
| 1:30         | 0  | 0  | 0  | 0  |       |       | 13:30     | 0       | 0  | 23 | 9  | 32    |       |       |       |  |  |
| 1:45         | 0  | 0  | 0  | 2  | 0     | 2     | 13:45     | 0       | 0  | 18 | 69 | 11    | 42    | 29    | 111   |  |  |
| 2:00         | 0  | 0  | 1  | 0  | 1     |       | 14:00     | 0       | 0  | 11 | 16 | 27    |       |       |       |  |  |
| 2:15         | 0  | 0  | 0  | 0  |       |       | 14:15     | 0       | 0  | 12 | 15 | 27    |       |       |       |  |  |
| 2:30         | 0  | 0  | 0  | 0  |       |       | 14:30     | 0       | 0  | 15 | 15 | 30    |       |       |       |  |  |
| 2:45         | 0  | 0  | 0  | 1  | 0     | 1     | 14:45     | 0       | 0  | 27 | 65 | 9     | 55    | 36    | 120   |  |  |
| 3:00         | 0  | 0  | 0  | 0  |       |       | 15:00     | 0       | 0  | 18 | 10 | 28    |       |       |       |  |  |
| 3:15         | 0  | 0  | 1  | 1  | 2     |       | 15:15     | 0       | 0  | 18 | 15 | 33    |       |       |       |  |  |
| 3:30         | 0  | 0  | 1  | 0  | 1     |       | 15:30     | 0       | 0  | 20 | 10 | 30    |       |       |       |  |  |
| 3:45         | 0  | 0  | 0  | 2  | 0     | 3     | 15:45     | 0       | 0  | 19 | 75 | 16    | 51    | 35    | 126   |  |  |
| 4:00         | 0  | 0  | 1  | 0  | 1     |       | 16:00     | 0       | 0  | 14 | 13 | 27    |       |       |       |  |  |
| 4:15         | 0  | 0  | 0  | 0  |       |       | 16:15     | 0       | 0  | 12 | 12 | 24    |       |       |       |  |  |
| 4:30         | 0  | 0  | 0  | 0  |       |       | 16:30     | 0       | 0  | 17 | 9  | 26    |       |       |       |  |  |
| 4:45         | 0  | 0  | 0  | 1  | 0     | 1     | 16:45     | 0       | 0  | 13 | 56 | 7     | 41    | 20    | 97    |  |  |
| 5:00         | 0  | 0  | 0  | 0  |       |       | 17:00     | 0       | 0  | 16 | 10 | 26    |       |       |       |  |  |
| 5:15         | 0  | 0  | 5  | 0  | 5     |       | 17:15     | 0       | 0  | 19 | 8  | 27    |       |       |       |  |  |
| 5:30         | 0  | 0  | 2  | 1  | 3     |       | 17:30     | 0       | 0  | 11 | 12 | 23    |       |       |       |  |  |
| 5:45         | 0  | 0  | 2  | 9  | 1     | 2     | 17:45     | 0       | 0  | 10 | 56 | 4     | 34    | 14    | 90    |  |  |
| 6:00         | 0  | 0  | 7  | 3  | 10    |       | 18:00     | 0       | 0  | 14 | 4  | 18    |       |       |       |  |  |
| 6:15         | 0  | 0  | 4  | 1  | 5     |       | 18:15     | 0       | 0  | 10 | 8  | 18    |       |       |       |  |  |
| 6:30         | 0  | 0  | 6  | 6  | 12    |       | 18:30     | 0       | 0  | 14 | 5  | 19    |       |       |       |  |  |
| 6:45         | 0  | 0  | 7  | 24 | 8     | 18    | 18:45     | 0       | 0  | 8  | 46 | 8     | 25    | 16    | 71    |  |  |
| 7:00         | 0  | 0  | 6  | 4  | 10    |       | 19:00     | 0       | 0  | 10 | 5  | 15    |       |       |       |  |  |
| 7:15         | 0  | 0  | 8  | 5  | 13    |       | 19:15     | 0       | 0  | 8  | 3  | 11    |       |       |       |  |  |
| 7:30         | 0  | 0  | 7  | 8  | 15    |       | 19:30     | 0       | 0  | 5  | 7  | 12    |       |       |       |  |  |
| 7:45         | 0  | 0  | 13 | 34 | 12    | 29    | 19:45     | 0       | 0  | 5  | 28 | 9     | 24    | 14    | 52    |  |  |
| 8:00         | 0  | 0  | 10 | 10 | 20    |       | 20:00     | 0       | 0  | 9  | 5  | 14    |       |       |       |  |  |
| 8:15         | 0  | 0  | 26 | 11 | 37    |       | 20:15     | 0       | 0  | 6  | 2  | 8     |       |       |       |  |  |
| 8:30         | 0  | 0  | 20 | 10 | 30    |       | 20:30     | 0       | 0  | 3  | 2  | 5     |       |       |       |  |  |
| 8:45         | 0  | 0  | 12 | 68 | 10    | 41    | 20:45     | 0       | 0  | 4  | 22 | 2     | 11    | 6     | 33    |  |  |
| 9:00         | 0  | 0  | 17 | 8  | 25    |       | 21:00     | 0       | 0  | 1  | 1  | 2     |       |       |       |  |  |
| 9:15         | 0  | 0  | 12 | 14 | 26    |       | 21:15     | 0       | 0  | 3  | 3  | 6     |       |       |       |  |  |
| 9:30         | 0  | 0  | 14 | 8  | 22    |       | 21:30     | 0       | 0  | 2  | 3  | 5     |       |       |       |  |  |
| 9:45         | 0  | 0  | 10 | 53 | 8     | 38    | 21:45     | 0       | 0  | 1  | 7  | 2     | 9     | 3     | 16    |  |  |
| 10:00        | 0  | 0  | 14 | 5  | 19    |       | 22:00     | 0       | 0  | 1  | 1  | 2     |       |       |       |  |  |
| 10:15        | 0  | 0  | 13 | 7  | 20    |       | 22:15     | 0       | 0  | 0  | 0  | 3     |       |       |       |  |  |
| 10:30        | 0  | 0  | 14 | 10 | 24    |       | 22:30     | 0       | 0  | 2  | 1  | 3     |       |       |       |  |  |
| 10:45        | 0  | 0  | 15 | 56 | 6     | 28    | 22:45     | 0       | 0  | 0  | 3  | 2     | 4     | 2     | 7     |  |  |
| 11:00        | 0  | 0  | 14 | 12 | 26    |       | 23:00     | 0       | 0  | 1  | 1  | 2     |       |       |       |  |  |
| 11:15        | 0  | 0  | 16 | 9  | 25    |       | 23:15     | 0       | 0  | 0  | 0  | 1     |       |       |       |  |  |
| 11:30        | 0  | 0  | 13 | 7  | 20    |       | 23:30     | 0       | 0  | 0  | 1  | 1     |       |       |       |  |  |
| 11:45        | 0  | 0  | 22 | 65 | 6     | 34    | 23:45     | 0       | 0  | 2  | 3  | 2     | 4     | 4     | 7     |  |  |
| TOTALS       |    |    |    |    | 316   | 192   | 508       | TOTALS  |    |    |    |       | 512   | 352   | 864   |  |  |
| SPLIT %      |    |    |    |    | 62.2% | 37.8% | 37.0%     | SPLIT % |    |    |    |       | 59.3% | 40.7% | 63.0% |  |  |

| DAILY TOTALS    |  |  |  | NB    | SB    | EB    |                 |       |                 | WB  | Total |       |       |       |       |       |       |
|-----------------|--|--|--|-------|-------|-------|-----------------|-------|-----------------|-----|-------|-------|-------|-------|-------|-------|-------|
|                 |  |  |  | 0     | 0     | 828   |                 |       |                 | 544 | 1,372 |       |       |       |       |       |       |
| AM Peak Hour    |  |  |  | 11:45 | 11:45 | 11:45 | PM Peak Hour    |       |                 |     | 14:45 | 13:45 | 12:00 |       |       |       |       |
| AM Pk Volume    |  |  |  | 84    | 45    | 129   | PM Pk Volume    |       |                 |     | 83    | 57    | 134   |       |       |       |       |
| Pk Hr Factor    |  |  |  | 0.913 | 0.662 | 0.806 | Pk Hr Factor    |       |                 |     | 0.769 | 0.891 | 0.838 |       |       |       |       |
| 7 - 9 Volume    |  |  |  | 0     | 0     | 102   | 70              | 172   | 4 - 6 Volume    |     |       |       | 0     | 0     | 112   | 75    | 187   |
| 7 - 9 Peak Hour |  |  |  | 7:45  | 7:45  | 7:45  | 4 - 6 Peak Hour |       |                 |     | 16:30 | 16:00 | 16:30 |       |       |       |       |
| 7 - 9 Pk Volume |  |  |  | 0     | 0     | 69    | 43              | 112   | 4 - 6 Pk Volume |     |       |       | 0     | 0     | 65    | 41    | 99    |
| Pk Hr Factor    |  |  |  | 0.000 | 0.000 | 0.663 | 0.896           | 0.757 | Pk Hr Factor    |     |       |       | 0.000 | 0.000 | 0.855 | 0.788 | 0.917 |

# VOLUME

Despina Ln Bet. Low Gap Rd & N City Limits

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_006

| DAILY TOTALS |       |       |     |     | NB    | SB    | EB        |       |       |    |     | WB | Total |
|--------------|-------|-------|-----|-----|-------|-------|-----------|-------|-------|----|-----|----|-------|
|              |       |       |     |     | 1,243 | 1,310 | 0         |       |       |    |     | 0  | 2,553 |
| AM Period    | NB    | SB    |     | EB  | WB    | TOTAL | PM Period | NB    | SB    |    | EB  | WB | TOTAL |
| 0:00         | 1     | 0     |     | 0   | 0     | 1     | 12:00     | 13    | 11    |    | 0   | 0  | 24    |
| 0:15         | 0     | 0     |     | 0   | 0     |       | 12:15     | 20    | 20    |    | 0   | 0  | 40    |
| 0:30         | 1     | 0     |     | 0   | 0     | 1     | 12:30     | 13    | 12    |    | 0   | 0  | 25    |
| 0:45         | 0     | 2     | 1   | 1   | 0     | 1     | 12:45     | 45    | 91    | 24 | 67  | 0  | 69    |
| 1:00         | 0     | 0     |     | 0   | 0     |       | 13:00     | 17    | 51    |    | 0   | 0  | 68    |
| 1:15         | 1     | 0     |     | 0   | 0     | 1     | 13:15     | 15    | 11    |    | 0   | 0  | 26    |
| 1:30         | 0     | 0     |     | 0   | 0     |       | 13:30     | 13    | 18    |    | 0   | 0  | 31    |
| 1:45         | 0     | 1     | 1   | 1   | 0     | 1     | 13:45     | 11    | 56    | 12 | 92  | 0  | 23    |
| 2:00         | 0     | 0     |     | 0   | 0     |       | 14:00     | 12    | 15    |    | 0   | 0  | 27    |
| 2:15         | 1     | 0     |     | 0   | 0     | 1     | 14:15     | 50    | 10    |    | 0   | 0  | 60    |
| 2:30         | 0     | 0     |     | 0   | 0     |       | 14:30     | 17    | 13    |    | 0   | 0  | 30    |
| 2:45         | 0     | 1     | 0   | 0   | 0     | 1     | 14:45     | 14    | 93    | 28 | 66  | 0  | 42    |
| 3:00         | 0     | 0     |     | 0   | 0     |       | 15:00     | 17    | 38    |    | 0   | 0  | 55    |
| 3:15         | 0     | 0     |     | 0   | 0     |       | 15:15     | 92    | 49    |    | 0   | 0  | 141   |
| 3:30         | 0     | 0     |     | 0   | 0     |       | 15:30     | 89    | 25    |    | 0   | 0  | 114   |
| 3:45         | 0     | 0     |     | 0   | 0     |       | 15:45     | 20    | 218   | 20 | 132 | 0  | 40    |
| 4:00         | 1     | 0     |     | 0   | 0     | 1     | 16:00     | 21    | 15    |    | 0   | 0  | 36    |
| 4:15         | 0     | 0     |     | 0   | 0     |       | 16:15     | 22    | 15    |    | 0   | 0  | 37    |
| 4:30         | 0     | 0     |     | 0   | 0     |       | 16:30     | 30    | 10    |    | 0   | 0  | 40    |
| 4:45         | 0     | 1     | 0   | 0   | 0     | 1     | 16:45     | 17    | 90    | 15 | 55  | 0  | 32    |
| 5:00         | 0     | 5     |     | 0   | 0     | 5     | 17:00     | 24    | 13    |    | 0   | 0  | 37    |
| 5:15         | 0     | 2     |     | 0   | 0     | 2     | 17:15     | 30    | 24    |    | 0   | 0  | 54    |
| 5:30         | 2     | 1     |     | 0   | 0     | 3     | 17:30     | 30    | 17    |    | 0   | 0  | 47    |
| 5:45         | 1     | 3     | 5   | 13  | 0     | 6     | 17:45     | 26    | 110   | 20 | 74  | 0  | 46    |
| 6:00         | 1     | 4     |     | 0   | 0     | 5     | 18:00     | 22    | 14    |    | 0   | 0  | 36    |
| 6:15         | 1     | 2     |     | 0   | 0     | 3     | 18:15     | 19    | 19    |    | 0   | 0  | 38    |
| 6:30         | 2     | 4     |     | 0   | 0     | 6     | 18:30     | 17    | 12    |    | 0   | 0  | 29    |
| 6:45         | 5     | 9     | 13  | 23  | 0     | 18    | 18:45     | 15    | 73    | 16 | 61  | 0  | 31    |
| 7:00         | 6     | 13    |     | 0   | 0     | 19    | 19:00     | 13    | 12    |    | 0   | 0  | 25    |
| 7:15         | 5     | 33    |     | 0   | 0     | 38    | 19:15     | 23    | 11    |    | 0   | 0  | 34    |
| 7:30         | 32    | 95    |     | 0   | 0     | 127   | 19:30     | 23    | 12    |    | 0   | 0  | 35    |
| 7:45         | 50    | 93    | 160 | 301 | 0     | 210   | 19:45     | 14    | 73    | 6  | 41  | 0  | 20    |
| 8:00         | 75    | 151   |     | 0   | 0     | 226   | 20:00     | 22    | 4     |    | 0   | 0  | 26    |
| 8:15         | 28    | 26    |     | 0   | 0     | 54    | 20:15     | 28    | 7     |    | 0   | 0  | 35    |
| 8:30         | 11    | 12    |     | 0   | 0     | 23    | 20:30     | 12    | 10    |    | 0   | 0  | 22    |
| 8:45         | 9     | 123   | 11  | 200 | 0     | 20    | 20:45     | 11    | 73    | 5  | 26  | 0  | 16    |
| 9:00         | 8     | 12    |     | 0   | 0     | 20    | 21:00     | 4     | 3     |    | 0   | 0  | 7     |
| 9:15         | 13    | 12    |     | 0   | 0     | 25    | 21:15     | 6     | 4     |    | 0   | 0  | 10    |
| 9:30         | 4     | 10    |     | 0   | 0     | 14    | 21:30     | 1     | 2     |    | 0   | 0  | 3     |
| 9:45         | 7     | 32    | 16  | 50  | 0     | 23    | 21:45     | 3     | 14    | 3  | 12  | 0  | 6     |
| 10:00        | 6     | 11    |     | 0   | 0     | 17    | 22:00     | 1     | 3     |    | 0   | 0  | 4     |
| 10:15        | 11    | 9     |     | 0   | 0     | 20    | 22:15     | 2     | 2     |    | 0   | 0  | 4     |
| 10:30        | 10    | 17    |     | 0   | 0     | 27    | 22:30     | 1     | 1     |    | 0   | 0  | 2     |
| 10:45        | 6     | 33    | 8   | 45  | 0     | 14    | 22:45     | 4     | 8     | 2  | 8   | 0  | 6     |
| 11:00        | 12    | 7     |     | 0   | 0     | 19    | 23:00     | 2     | 0     |    | 0   | 0  | 2     |
| 11:15        | 8     | 9     |     | 0   | 0     | 17    | 23:15     | 2     | 0     |    | 0   | 0  | 2     |
| 11:30        | 5     | 13    |     | 0   | 0     | 18    | 23:30     | 1     | 2     |    | 0   | 0  | 3     |
| 11:45        | 14    | 39    | 10  | 39  | 0     | 24    | 23:45     | 2     | 7     | 1  | 3   | 0  | 3     |
| TOTALS       | 337   | 673   |     |     |       | 1010  | TOTALS    | 906   | 637   |    |     |    | 1543  |
| SPLIT %      | 33.4% | 66.6% |     |     |       | 39.6% | SPLIT %   | 58.7% | 41.3% |    |     |    | 60.4% |

| DAILY TOTALS    |       |       |       | NB    | SB    | EB              |       |       |       | WB    | Total |  |       |  |
|-----------------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|--|-------|--|
|                 |       |       |       | 1,243 | 1,310 |                 |       |       |       | 0     |       |  |       |  |
| AM Peak Hour    | 7:30  | 7:15  |       |       | 7:30  | PM Peak Hour    | 15:15 | 14:45 |       |       |       |  | 14:45 |  |
| AM Pk Volume    | 185   | 439   |       |       | 617   | PM Pk Volume    | 222   | 140   |       |       |       |  | 352   |  |
| Pk Hr Factor    | 0.617 | 0.686 |       |       | 0.683 | Pk Hr Factor    | 0.603 | 0.714 |       |       |       |  | 0.624 |  |
| 7 - 9 Volume    | 216   | 501   | 0     | 0     | 717   | 4 - 6 Volume    | 200   | 129   | 0     | 0     |       |  | 329   |  |
| 7 - 9 Peak Hour | 7:30  | 7:15  |       |       | 7:30  | 4 - 6 Peak Hour | 17:00 | 17:00 |       |       |       |  | 17:00 |  |
| 7 - 9 Pk Volume | 185   | 439   | 0     | 0     | 617   | 4 - 6 Pk Volume | 110   | 74    | 0     | 0     |       |  | 184   |  |
| Pk Hr Factor    | 0.617 | 0.686 | 0.000 | 0.000 | 0.683 | Pk Hr Factor    | 0.917 | 0.771 | 0.000 | 0.000 |       |  | 0.852 |  |

# VOLUME

Elm St Bet. Empire Dr & Magnolia St

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_007

| DAILY TOTALS |       |       |    |    | NB    | SB  |           |       |       |    |    | EB    | WB |  |  |  |  |  | Total |
|--------------|-------|-------|----|----|-------|-----|-----------|-------|-------|----|----|-------|----|--|--|--|--|--|-------|
|              |       |       |    |    | 544   | 425 |           |       |       |    |    | 0     | 0  |  |  |  |  |  | 969   |
| AM Period    | NB    | SB    | EB | WB | TOTAL |     | PM Period | NB    | SB    | EB | WB | TOTAL |    |  |  |  |  |  |       |
| 0:00         | 0     | 0     | 0  | 0  |       |     | 12:00     | 11    | 6     | 0  | 0  |       |    |  |  |  |  |  |       |
| 0:15         | 0     | 0     | 0  | 0  |       |     | 12:15     | 9     | 7     | 0  | 0  |       |    |  |  |  |  |  |       |
| 0:30         | 0     | 1     | 0  | 0  | 1     |     | 12:30     | 8     | 8     | 0  | 0  |       |    |  |  |  |  |  |       |
| 0:45         | 0     | 2     | 3  | 0  | 2 3   |     | 12:45     | 16    | 44    | 9  | 30 |       |    |  |  |  |  |  |       |
| 1:00         | 0     | 0     | 0  | 0  |       |     | 13:00     | 9     | 14    | 0  | 0  |       |    |  |  |  |  |  |       |
| 1:15         | 1     | 0     | 0  | 0  | 1     |     | 13:15     | 6     | 8     | 0  | 0  |       |    |  |  |  |  |  |       |
| 1:30         | 0     | 0     | 0  | 0  |       |     | 13:30     | 10    | 5     | 0  | 0  |       |    |  |  |  |  |  |       |
| 1:45         | 0     | 1     | 0  | 0  | 1     |     | 13:45     | 9     | 34    | 9  | 36 |       |    |  |  |  |  |  |       |
| 2:00         | 0     | 0     | 0  | 0  |       |     | 14:00     | 12    | 11    | 0  | 0  |       |    |  |  |  |  |  |       |
| 2:15         | 1     | 2     | 0  | 0  | 3     |     | 14:15     | 7     | 11    | 0  | 0  |       |    |  |  |  |  |  |       |
| 2:30         | 0     | 0     | 0  | 0  |       |     | 14:30     | 11    | 4     | 0  | 0  |       |    |  |  |  |  |  |       |
| 2:45         | 1     | 2     | 0  | 2  | 1 4   |     | 14:45     | 7     | 37    | 8  | 34 |       |    |  |  |  |  |  |       |
| 3:00         | 1     | 1     | 0  | 0  | 2     |     | 15:00     | 9     | 10    | 0  | 0  |       |    |  |  |  |  |  |       |
| 3:15         | 0     | 0     | 0  | 0  |       |     | 15:15     | 11    | 6     | 0  | 0  |       |    |  |  |  |  |  |       |
| 3:30         | 0     | 0     | 0  | 0  |       |     | 15:30     | 14    | 16    | 0  | 0  |       |    |  |  |  |  |  |       |
| 3:45         | 1     | 2     | 0  | 1  | 1 3   |     | 15:45     | 10    | 44    | 6  | 38 |       |    |  |  |  |  |  |       |
| 4:00         | 0     | 0     | 0  | 0  |       |     | 16:00     | 11    | 8     | 0  | 0  |       |    |  |  |  |  |  |       |
| 4:15         | 0     | 0     | 0  | 0  |       |     | 16:15     | 14    | 9     | 0  | 0  |       |    |  |  |  |  |  |       |
| 4:30         | 5     | 0     | 0  | 0  | 5     |     | 16:30     | 14    | 12    | 0  | 0  |       |    |  |  |  |  |  |       |
| 4:45         | 2     | 7     | 0  | 0  | 2 7   |     | 16:45     | 12    | 51    | 8  | 37 |       |    |  |  |  |  |  |       |
| 5:00         | 6     | 1     | 0  | 0  | 7     |     | 17:00     | 15    | 6     | 0  | 0  |       |    |  |  |  |  |  |       |
| 5:15         | 2     | 0     | 0  | 0  | 2     |     | 17:15     | 14    | 7     | 0  | 0  |       |    |  |  |  |  |  |       |
| 5:30         | 3     | 0     | 0  | 0  | 3     |     | 17:30     | 11    | 6     | 0  | 0  |       |    |  |  |  |  |  |       |
| 5:45         | 2     | 13    | 1  | 2  | 3 15  |     | 17:45     | 13    | 53    | 6  | 25 |       |    |  |  |  |  |  |       |
| 6:00         | 4     | 2     | 0  | 0  | 6     |     | 18:00     | 12    | 7     | 0  | 0  |       |    |  |  |  |  |  |       |
| 6:15         | 2     | 1     | 0  | 0  | 3     |     | 18:15     | 7     | 13    | 0  | 0  |       |    |  |  |  |  |  |       |
| 6:30         | 5     | 1     | 0  | 0  | 6     |     | 18:30     | 6     | 7     | 0  | 0  |       |    |  |  |  |  |  |       |
| 6:45         | 8     | 19    | 2  | 6  | 10 25 |     | 18:45     | 8     | 33    | 6  | 33 |       |    |  |  |  |  |  |       |
| 7:00         | 3     | 0     | 0  | 0  | 3     |     | 19:00     | 11    | 5     | 0  | 0  |       |    |  |  |  |  |  |       |
| 7:15         | 4     | 5     | 0  | 0  | 9     |     | 19:15     | 5     | 7     | 0  | 0  |       |    |  |  |  |  |  |       |
| 7:30         | 5     | 6     | 0  | 0  | 11    |     | 19:30     | 7     | 11    | 0  | 0  |       |    |  |  |  |  |  |       |
| 7:45         | 19    | 31    | 17 | 28 | 36 59 |     | 19:45     | 2     | 25    | 3  | 26 |       |    |  |  |  |  |  |       |
| 8:00         | 18    | 12    | 0  | 0  | 30    |     | 20:00     | 5     | 4     | 0  | 0  |       |    |  |  |  |  |  |       |
| 8:15         | 10    | 4     | 0  | 0  | 14    |     | 20:15     | 5     | 5     | 0  | 0  |       |    |  |  |  |  |  |       |
| 8:30         | 8     | 4     | 0  | 0  | 12    |     | 20:30     | 7     | 5     | 0  | 0  |       |    |  |  |  |  |  |       |
| 8:45         | 8     | 44    | 3  | 23 | 11 67 |     | 20:45     | 2     | 19    | 2  | 16 |       |    |  |  |  |  |  |       |
| 9:00         | 4     | 5     | 0  | 0  | 9     |     | 21:00     | 4     | 4     | 0  | 0  |       |    |  |  |  |  |  |       |
| 9:15         | 4     | 3     | 0  | 0  | 7     |     | 21:15     | 1     | 3     | 0  | 0  |       |    |  |  |  |  |  |       |
| 9:30         | 7     | 4     | 0  | 0  | 11    |     | 21:30     | 1     | 4     | 0  | 0  |       |    |  |  |  |  |  |       |
| 9:45         | 3     | 18    | 2  | 14 | 5 32  |     | 21:45     | 1     | 7     | 1  | 12 |       |    |  |  |  |  |  |       |
| 10:00        | 4     | 8     | 0  | 0  | 12    |     | 22:00     | 1     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 10:15        | 7     | 5     | 0  | 0  | 12    |     | 22:15     | 2     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 10:30        | 6     | 6     | 0  | 0  | 12    |     | 22:30     | 2     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 10:45        | 8     | 25    | 4  | 23 | 12 48 |     | 22:45     | 1     | 6     | 1  | 5  |       |    |  |  |  |  |  |       |
| 11:00        | 5     | 3     | 0  | 0  | 8     |     | 23:00     | 0     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 11:15        | 9     | 4     | 0  | 0  | 13    |     | 23:15     | 1     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 11:30        | 4     | 11    | 0  | 0  | 15    |     | 23:30     | 0     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 11:45        | 9     | 27    | 7  | 25 | 16 52 |     | 23:45     | 1     | 2     | 2  | 6  |       |    |  |  |  |  |  |       |
| TOTALS       | 189   | 127   |    |    | 316   |     | TOTALS    | 355   | 298   |    |    |       |    |  |  |  |  |  |       |
| SPLIT %      | 59.8% | 40.2% |    |    | 32.6% |     | SPLIT %   | 54.4% | 45.6% |    |    |       |    |  |  |  |  |  |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB  |                 |       |       |       |       | EB    | WB |  |  |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-----|-----------------|-------|-------|-------|-------|-------|----|--|--|--|--|--|-------|
|                 |       |       |       |       | 544   | 425 |                 |       |       |       |       | 0     | 0  |  |  |  |  |  | 969   |
| AM Peak Hour    | 7:45  | 7:15  |       |       | 7:45  |     | PM Peak Hour    | 16:15 | 14:45 |       |       | 16:15 |    |  |  |  |  |  |       |
| AM Pk Volume    | 55    | 40    |       |       | 92    |     | PM Pk Volume    | 55    | 40    |       |       | 90    |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.724 | 0.588 |       |       | 0.639 |     | Pk Hr Factor    | 0.917 | 0.625 |       |       | 0.865 |    |  |  |  |  |  |       |
| 7 - 9 Volume    | 75    | 51    | 0     | 0     | 126   |     | 4 - 6 Volume    | 104   | 62    | 0     | 0     | 166   |    |  |  |  |  |  |       |
| 7 - 9 Peak Hour | 7:45  | 7:15  |       |       | 7:45  |     | 4 - 6 Peak Hour | 16:15 | 16:00 |       |       | 16:15 |    |  |  |  |  |  |       |
| 7 - 9 Pk Volume | 55    | 40    | 0     | 0     | 92    |     | 4 - 6 Pk Volume | 55    | 37    | 0     | 0     | 90    |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.724 | 0.588 | 0.000 | 0.000 | 0.639 |     | Pk Hr Factor    | 0.917 | 0.771 | 0.000 | 0.000 | 0.865 |    |  |  |  |  |  |       |

# VOLUME

Ford St Bet. State St & Orchard Ave

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_008

| DAILY TOTALS |    |    |    |    | NB    | SB    | EB        |    |    |    |    | WB    | Total |       |  |  |  |
|--------------|----|----|----|----|-------|-------|-----------|----|----|----|----|-------|-------|-------|--|--|--|
|              |    |    |    |    | 0     | 0     | 688       |    |    |    |    | 845   | 1,533 |       |  |  |  |
| AM Period    | NB | SB | EB | WB | TOTAL |       | PM Period | NB | SB | EB | WB | TOTAL |       |       |  |  |  |
| 0:00         | 0  | 0  | 0  | 1  | 1     |       | 12:00     | 0  | 0  | 9  | 20 | 29    |       |       |  |  |  |
| 0:15         | 0  | 0  | 3  | 0  | 3     |       | 12:15     | 0  | 0  | 13 | 17 | 30    |       |       |  |  |  |
| 0:30         | 0  | 0  | 0  | 1  | 1     |       | 12:30     | 0  | 0  | 10 | 11 | 21    |       |       |  |  |  |
| 0:45         | 0  | 0  | 1  | 4  | 0     | 2     | 12:45     | 0  | 0  | 9  | 41 | 12    | 60    |       |  |  |  |
| 1:00         | 0  | 0  | 1  | 0  | 1     |       | 13:00     | 0  | 0  | 10 | 11 | 21    |       |       |  |  |  |
| 1:15         | 0  | 0  | 0  | 0  |       |       | 13:15     | 0  | 0  | 14 | 17 | 31    |       |       |  |  |  |
| 1:30         | 0  | 0  | 0  | 1  | 1     |       | 13:30     | 0  | 0  | 12 | 14 | 26    |       |       |  |  |  |
| 1:45         | 0  | 0  | 0  | 1  | 1     | 2     | 13:45     | 0  | 0  | 11 | 47 | 15    | 57    |       |  |  |  |
| 2:00         | 0  | 0  | 0  | 0  |       |       | 14:00     | 0  | 0  | 13 | 12 | 25    |       |       |  |  |  |
| 2:15         | 0  | 0  | 0  | 0  |       |       | 14:15     | 0  | 0  | 12 | 20 | 32    |       |       |  |  |  |
| 2:30         | 0  | 0  | 2  | 1  | 3     |       | 14:30     | 0  | 0  | 15 | 21 | 36    |       |       |  |  |  |
| 2:45         | 0  | 0  | 0  | 2  | 2     | 3     | 14:45     | 0  | 0  | 13 | 53 | 17    | 70    |       |  |  |  |
| 3:00         | 0  | 0  | 0  | 0  |       |       | 15:00     | 0  | 0  | 11 | 17 | 28    |       |       |  |  |  |
| 3:15         | 0  | 0  | 1  | 1  | 2     |       | 15:15     | 0  | 0  | 17 | 16 | 33    |       |       |  |  |  |
| 3:30         | 0  | 0  | 0  | 0  |       |       | 15:30     | 0  | 0  | 11 | 29 | 40    |       |       |  |  |  |
| 3:45         | 0  | 0  | 1  | 2  | 1     | 2     | 15:45     | 0  | 0  | 15 | 54 | 16    | 78    |       |  |  |  |
| 4:00         | 0  | 0  | 0  | 2  | 2     |       | 16:00     | 0  | 0  | 18 | 17 | 35    |       |       |  |  |  |
| 4:15         | 0  | 0  | 2  | 2  | 4     |       | 16:15     | 0  | 0  | 12 | 23 | 35    |       |       |  |  |  |
| 4:30         | 0  | 0  | 0  | 2  | 2     |       | 16:30     | 0  | 0  | 20 | 12 | 32    |       |       |  |  |  |
| 4:45         | 0  | 0  | 2  | 4  | 1     | 7     | 16:45     | 0  | 0  | 11 | 61 | 20    | 72    |       |  |  |  |
| 5:00         | 0  | 0  | 0  | 3  | 3     |       | 17:00     | 0  | 0  | 19 | 18 | 37    |       |       |  |  |  |
| 5:15         | 0  | 0  | 2  | 4  | 6     |       | 17:15     | 0  | 0  | 11 | 19 | 30    |       |       |  |  |  |
| 5:30         | 0  | 0  | 2  | 2  | 4     |       | 17:30     | 0  | 0  | 18 | 16 | 34    |       |       |  |  |  |
| 5:45         | 0  | 0  | 2  | 6  | 3     | 12    | 17:45     | 0  | 0  | 9  | 57 | 16    | 69    |       |  |  |  |
| 6:00         | 0  | 0  | 1  | 1  | 2     |       | 18:00     | 0  | 0  | 6  | 13 | 19    |       |       |  |  |  |
| 6:15         | 0  | 0  | 4  | 2  | 6     |       | 18:15     | 0  | 0  | 9  | 14 | 23    |       |       |  |  |  |
| 6:30         | 0  | 0  | 4  | 6  | 10    |       | 18:30     | 0  | 0  | 8  | 11 | 19    |       |       |  |  |  |
| 6:45         | 0  | 0  | 3  | 12 | 7     | 16    | 18:45     | 0  | 0  | 4  | 27 | 12    | 50    |       |  |  |  |
| 7:00         | 0  | 0  | 4  | 6  | 10    |       | 19:00     | 0  | 0  | 7  | 13 | 20    |       |       |  |  |  |
| 7:15         | 0  | 0  | 6  | 4  | 10    |       | 19:15     | 0  | 0  | 6  | 14 | 20    |       |       |  |  |  |
| 7:30         | 0  | 0  | 14 | 13 | 27    |       | 19:30     | 0  | 0  | 10 | 10 | 20    |       |       |  |  |  |
| 7:45         | 0  | 0  | 23 | 47 | 17    | 40    | 19:45     | 0  | 0  | 11 | 34 | 11    | 48    |       |  |  |  |
| 8:00         | 0  | 0  | 13 | 16 | 29    |       | 20:00     | 0  | 0  | 10 | 16 | 26    |       |       |  |  |  |
| 8:15         | 0  | 0  | 9  | 20 | 29    |       | 20:15     | 0  | 0  | 5  | 5  | 10    |       |       |  |  |  |
| 8:30         | 0  | 0  | 8  | 12 | 20    |       | 20:30     | 0  | 0  | 8  | 6  | 14    |       |       |  |  |  |
| 8:45         | 0  | 0  | 10 | 40 | 11    | 59    | 20:45     | 0  | 0  | 7  | 30 | 2     | 29    |       |  |  |  |
| 9:00         | 0  | 0  | 8  | 12 | 20    |       | 21:00     | 0  | 0  | 6  | 6  | 12    |       |       |  |  |  |
| 9:15         | 0  | 0  | 14 | 7  | 21    |       | 21:15     | 0  | 0  | 4  | 6  | 10    |       |       |  |  |  |
| 9:30         | 0  | 0  | 9  | 11 | 20    |       | 21:30     | 0  | 0  | 1  | 6  | 7     |       |       |  |  |  |
| 9:45         | 0  | 0  | 14 | 45 | 11    | 41    | 21:45     | 0  | 0  | 1  | 12 | 5     | 23    |       |  |  |  |
| 10:00        | 0  | 0  | 10 | 10 | 20    |       | 22:00     | 0  | 0  | 1  | 3  | 4     |       |       |  |  |  |
| 10:15        | 0  | 0  | 14 | 8  | 22    |       | 22:15     | 0  | 0  | 4  | 2  | 6     |       |       |  |  |  |
| 10:30        | 0  | 0  | 12 | 11 | 23    |       | 22:30     | 0  | 0  | 2  | 3  | 5     |       |       |  |  |  |
| 10:45        | 0  | 0  | 13 | 49 | 14    | 43    | 22:45     | 0  | 0  | 1  | 8  | 2     | 10    |       |  |  |  |
| 11:00        | 0  | 0  | 13 | 10 | 23    |       | 23:00     | 0  | 0  | 4  | 2  | 6     |       |       |  |  |  |
| 11:15        | 0  | 0  | 8  | 14 | 22    |       | 23:15     | 0  | 0  | 3  | 1  | 4     |       |       |  |  |  |
| 11:30        | 0  | 0  | 9  | 10 | 19    |       | 23:30     | 0  | 0  | 3  | 1  | 4     |       |       |  |  |  |
| 11:45        | 0  | 0  | 11 | 41 | 12    | 46    | 23:45     | 0  | 0  | 1  | 11 | 2     | 6     |       |  |  |  |
| TOTALS       |    |    |    |    | 253   | 273   | TOTALS    |    |    |    |    | 435   | 572   | 1007  |  |  |  |
| SPLIT %      |    |    |    |    | 48.1% | 51.9% | SPLIT %   |    |    |    |    | 43.2% | 56.8% | 65.7% |  |  |  |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |       |                 |  |                 |       | EB    | WB    |       |       |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-------|-------|-----------------|--|-----------------|-------|-------|-------|-------|-------|--|--|--|-------|
|                 |       |       |       |       | 0     | 0     |       |                 |  |                 |       | 688   | 845   |       |       |  |  |  | 1,533 |
| AM Peak Hour    |       |       |       |       | 7:30  | 7:30  | 7:30  | PM Peak Hour    |  |                 |       |       | 15:45 | 15:30 | 15:30 |  |  |  |       |
| AM Pk Volume    |       |       |       |       | 59    | 66    | 125   | PM Pk Volume    |  |                 |       |       | 65    | 85    | 141   |  |  |  |       |
| Pk Hr Factor    |       |       |       |       | 0.641 | 0.825 | 0.781 | Pk Hr Factor    |  |                 |       |       | 0.813 | 0.733 | 0.881 |  |  |  |       |
| 7 - 9 Volume    | 0     | 0     | 87    | 99    | 186   |       |       |                 |  | 4 - 6 Volume    | 0     | 0     | 118   | 141   | 259   |  |  |  |       |
| 7 - 9 Peak Hour |       |       |       |       | 7:30  | 7:30  | 7:30  | 4 - 6 Peak Hour |  |                 |       |       | 16:15 | 16:15 | 16:15 |  |  |  |       |
| 7 - 9 Pk Volume | 0     | 0     | 59    | 66    | 125   |       |       |                 |  | 4 - 6 Pk Volume | 0     | 0     | 62    | 73    | 135   |  |  |  |       |
| Pk Hr Factor    | 0.000 | 0.000 | 0.641 | 0.825 | 0.781 |       |       |                 |  | Pk Hr Factor    | 0.000 | 0.000 | 0.775 | 0.793 | 0.912 |  |  |  |       |

# VOLUME

Gobbi St Bet. Dora St & Leslie St

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_009

| DAILY TOTALS |       |    |    |     | NB    | SB    | EB        |       |    |    |     | WB    | Total |  |  |  |  |
|--------------|-------|----|----|-----|-------|-------|-----------|-------|----|----|-----|-------|-------|--|--|--|--|
|              |       |    |    |     | 0     | 0     |           |       |    |    |     | 2,670 |       |  |  |  |  |
| AM Period    | NB    | SB | EB | WB  | TOTAL |       | PM Period | NB    | SB | EB | WB  | TOTAL |       |  |  |  |  |
| 0:00         | 0     | 0  | 2  | 1   | 3     |       | 12:00     | 0     | 0  | 53 | 46  | 99    |       |  |  |  |  |
| 0:15         | 0     | 0  | 2  | 3   | 5     |       | 12:15     | 0     | 0  | 46 | 43  | 89    |       |  |  |  |  |
| 0:30         | 0     | 0  | 1  | 1   | 2     |       | 12:30     | 0     | 0  | 58 | 41  | 99    |       |  |  |  |  |
| 0:45         | 0     | 0  | 1  | 6   | 4     | 9     | 12:45     | 0     | 0  | 67 | 224 | 43    | 173   |  |  |  |  |
| 1:00         | 0     | 0  | 1  | 1   | 2     |       | 13:00     | 0     | 0  | 57 | 43  | 100   |       |  |  |  |  |
| 1:15         | 0     | 0  | 2  | 3   | 5     |       | 13:15     | 0     | 0  | 56 | 39  | 95    |       |  |  |  |  |
| 1:30         | 0     | 0  | 1  | 3   | 4     |       | 13:30     | 0     | 0  | 53 | 56  | 109   |       |  |  |  |  |
| 1:45         | 0     | 0  | 0  | 4   | 1     | 8     | 13:45     | 0     | 0  | 39 | 205 | 63    | 201   |  |  |  |  |
| 2:00         | 0     | 0  | 3  | 1   | 4     |       | 14:00     | 0     | 0  | 41 | 72  | 113   |       |  |  |  |  |
| 2:15         | 0     | 0  | 0  | 0   | 0     |       | 14:15     | 0     | 0  | 87 | 50  | 137   |       |  |  |  |  |
| 2:30         | 0     | 0  | 1  | 1   | 2     |       | 14:30     | 0     | 0  | 76 | 33  | 109   |       |  |  |  |  |
| 2:45         | 0     | 0  | 2  | 6   | 1     | 3     | 14:45     | 0     | 0  | 59 | 263 | 44    | 199   |  |  |  |  |
| 3:00         | 0     | 0  | 2  | 0   | 2     |       | 15:00     | 0     | 0  | 69 | 45  | 114   |       |  |  |  |  |
| 3:15         | 0     | 0  | 0  | 0   | 0     |       | 15:15     | 0     | 0  | 64 | 45  | 109   |       |  |  |  |  |
| 3:30         | 0     | 0  | 3  | 0   | 3     |       | 15:30     | 0     | 0  | 58 | 42  | 100   |       |  |  |  |  |
| 3:45         | 0     | 0  | 2  | 7   | 0     | 2     | 15:45     | 0     | 0  | 52 | 243 | 51    | 183   |  |  |  |  |
| 4:00         | 0     | 0  | 1  | 0   | 1     |       | 16:00     | 0     | 0  | 65 | 58  | 123   |       |  |  |  |  |
| 4:15         | 0     | 0  | 4  | 0   | 4     |       | 16:15     | 0     | 0  | 39 | 45  | 84    |       |  |  |  |  |
| 4:30         | 0     | 0  | 6  | 3   | 9     |       | 16:30     | 0     | 0  | 47 | 47  | 94    |       |  |  |  |  |
| 4:45         | 0     | 0  | 5  | 16  | 0     | 3     | 16:45     | 0     | 0  | 46 | 197 | 65    | 215   |  |  |  |  |
| 5:00         | 0     | 0  | 6  | 3   | 9     |       | 17:00     | 0     | 0  | 60 | 50  | 110   |       |  |  |  |  |
| 5:15         | 0     | 0  | 6  | 3   | 9     |       | 17:15     | 0     | 0  | 45 | 60  | 105   |       |  |  |  |  |
| 5:30         | 0     | 0  | 9  | 2   | 11    |       | 17:30     | 0     | 0  | 48 | 54  | 102   |       |  |  |  |  |
| 5:45         | 0     | 0  | 7  | 28  | 2     | 10    | 17:45     | 0     | 0  | 46 | 199 | 47    | 211   |  |  |  |  |
| 6:00         | 0     | 0  | 8  | 7   | 15    |       | 18:00     | 0     | 0  | 41 | 45  | 86    |       |  |  |  |  |
| 6:15         | 0     | 0  | 8  | 12  | 20    |       | 18:15     | 0     | 0  | 28 | 44  | 72    |       |  |  |  |  |
| 6:30         | 0     | 0  | 10 | 8   | 18    |       | 18:30     | 0     | 0  | 20 | 39  | 59    |       |  |  |  |  |
| 6:45         | 0     | 0  | 13 | 39  | 11    | 38    | 18:45     | 0     | 0  | 35 | 124 | 25    | 153   |  |  |  |  |
| 7:00         | 0     | 0  | 27 | 15  | 42    |       | 19:00     | 0     | 0  | 30 | 41  | 71    |       |  |  |  |  |
| 7:15         | 0     | 0  | 27 | 29  | 56    |       | 19:15     | 0     | 0  | 19 | 34  | 53    |       |  |  |  |  |
| 7:30         | 0     | 0  | 52 | 74  | 126   |       | 19:30     | 0     | 0  | 17 | 26  | 43    |       |  |  |  |  |
| 7:45         | 0     | 0  | 60 | 166 | 99    | 217   | 19:45     | 0     | 0  | 14 | 80  | 23    | 124   |  |  |  |  |
| 8:00         | 0     | 0  | 72 | 55  | 127   |       | 20:00     | 0     | 0  | 16 | 18  | 34    |       |  |  |  |  |
| 8:15         | 0     | 0  | 41 | 43  | 84    |       | 20:15     | 0     | 0  | 12 | 20  | 32    |       |  |  |  |  |
| 8:30         | 0     | 0  | 41 | 37  | 78    |       | 20:30     | 0     | 0  | 10 | 15  | 25    |       |  |  |  |  |
| 8:45         | 0     | 0  | 42 | 196 | 44    | 179   | 20:45     | 0     | 0  | 11 | 49  | 13    | 66    |  |  |  |  |
| 9:00         | 0     | 0  | 40 | 34  | 74    |       | 21:00     | 0     | 0  | 15 | 16  | 31    |       |  |  |  |  |
| 9:15         | 0     | 0  | 34 | 31  | 65    |       | 21:15     | 0     | 0  | 9  | 17  | 26    |       |  |  |  |  |
| 9:30         | 0     | 0  | 43 | 38  | 81    |       | 21:30     | 0     | 0  | 10 | 11  | 21    |       |  |  |  |  |
| 9:45         | 0     | 0  | 44 | 161 | 36    | 139   | 21:45     | 0     | 0  | 9  | 43  | 9     | 53    |  |  |  |  |
| 10:00        | 0     | 0  | 43 | 33  | 76    |       | 22:00     | 0     | 0  | 7  | 12  | 19    |       |  |  |  |  |
| 10:15        | 0     | 0  | 40 | 29  | 69    |       | 22:15     | 0     | 0  | 4  | 8   | 12    |       |  |  |  |  |
| 10:30        | 0     | 0  | 61 | 47  | 108   |       | 22:30     | 0     | 0  | 5  | 6   | 11    |       |  |  |  |  |
| 10:45        | 0     | 0  | 47 | 191 | 51    | 160   | 22:45     | 0     | 0  | 2  | 18  | 4     | 30    |  |  |  |  |
| 11:00        | 0     | 0  | 47 | 41  | 88    |       | 23:00     | 0     | 0  | 4  | 6   | 10    |       |  |  |  |  |
| 11:15        | 0     | 0  | 47 | 43  | 90    |       | 23:15     | 0     | 0  | 3  | 3   | 6     |       |  |  |  |  |
| 11:30        | 0     | 0  | 44 | 29  | 73    |       | 23:30     | 0     | 0  | 2  | 7   | 9     |       |  |  |  |  |
| 11:45        | 0     | 0  | 57 | 195 | 47    | 160   | 23:45     | 0     | 0  | 1  | 10  | 5     | 21    |  |  |  |  |
| TOTALS       | 1015  |    |    |     | 926   | 1941  | TOTALS    | 1655  |    |    |     | 1629  | 3284  |  |  |  |  |
| SPLIT %      | 52.3% |    |    |     | 47.7% | 37.1% | SPLIT %   | 50.4% |    |    |     | 49.6% | 62.9% |  |  |  |  |

| DAILY TOTALS    |  |  |  | NB    | SB    | EB    |                 |  |       | WB    |       | Total |       |
|-----------------|--|--|--|-------|-------|-------|-----------------|--|-------|-------|-------|-------|-------|
|                 |  |  |  | 0     | 0     |       |                 |  |       |       |       |       |       |
| AM Peak Hour    |  |  |  | 7:30  | 7:30  | 7:30  | PM Peak Hour    |  |       |       | 14:15 | 13:30 | 14:15 |
| AM Pk Volume    |  |  |  | 225   | 271   | 496   | PM Pk Volume    |  |       |       | 291   | 241   | 463   |
| Pk Hr Factor    |  |  |  | 0.781 | 0.684 | 0.780 | Pk Hr Factor    |  |       |       | 0.836 | 0.837 | 0.845 |
| 7 - 9 Volume    |  |  |  | 0     | 0     | 362   | 4 - 6 Volume    |  | 0     | 0     | 396   | 426   | 822   |
| 7 - 9 Peak Hour |  |  |  | 7:30  | 7:30  | 7:30  | 4 - 6 Peak Hour |  |       |       | 16:45 | 16:45 | 16:45 |
| 7 - 9 Pk Volume |  |  |  | 0     | 0     | 225   | 4 - 6 Pk Volume |  | 0     | 0     | 199   | 229   | 428   |
| Pk Hr Factor    |  |  |  | 0.000 | 0.000 | 0.781 | Pk Hr Factor    |  | 0.000 | 0.000 | 0.829 | 0.881 | 0.964 |

# VOLUME

Jones St Bet. Dora St & McPeak St

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_010

| DAILY TOTALS |       |    |    |    | NB    | SB    | EB        |       |       |    |    | WB    | Total |
|--------------|-------|----|----|----|-------|-------|-----------|-------|-------|----|----|-------|-------|
|              |       |    |    |    | 0     | 0     | 158       |       |       |    |    | 153   | 311   |
| AM Period    | NB    | SB | EB | WB | TOTAL |       | PM Period | NB    | SB    | EB | WB | TOTAL |       |
| 0:00         | 0     | 0  | 0  | 0  |       |       | 12:00     | 0     | 0     | 0  | 2  | 2     |       |
| 0:15         | 0     | 0  | 0  | 0  |       |       | 12:15     | 0     | 0     | 4  | 3  |       |       |
| 0:30         | 0     | 0  | 0  | 0  |       |       | 12:30     | 0     | 0     | 5  | 2  |       |       |
| 0:45         | 0     | 0  | 0  | 0  |       |       | 12:45     | 0     | 0     | 1  | 10 |       |       |
| 1:00         | 0     | 0  | 0  | 0  |       |       | 13:00     | 0     | 0     | 2  | 1  | 3     |       |
| 1:15         | 0     | 0  | 0  | 0  |       |       | 13:15     | 0     | 0     | 2  | 3  |       |       |
| 1:30         | 0     | 0  | 0  | 0  |       |       | 13:30     | 0     | 0     | 1  | 4  |       |       |
| 1:45         | 0     | 0  | 0  | 0  |       |       | 13:45     | 0     | 0     | 2  | 7  |       |       |
| 2:00         | 0     | 0  | 0  | 0  |       |       | 14:00     | 0     | 0     | 3  | 4  | 7     |       |
| 2:15         | 0     | 0  | 0  | 0  |       |       | 14:15     | 0     | 0     | 3  | 2  |       |       |
| 2:30         | 0     | 0  | 0  | 0  |       |       | 14:30     | 0     | 0     | 5  | 4  |       |       |
| 2:45         | 0     | 0  | 0  | 0  |       |       | 14:45     | 0     | 0     | 1  | 12 |       |       |
| 3:00         | 0     | 0  | 0  | 0  |       |       | 15:00     | 0     | 0     | 7  | 2  | 9     |       |
| 3:15         | 0     | 0  | 0  | 0  |       |       | 15:15     | 0     | 0     | 2  | 4  |       |       |
| 3:30         | 0     | 0  | 0  | 0  |       |       | 15:30     | 0     | 0     | 4  | 3  |       |       |
| 3:45         | 0     | 0  | 0  | 0  |       |       | 15:45     | 0     | 0     | 5  | 18 |       |       |
| 4:00         | 0     | 0  | 0  | 0  | 1     |       | 16:00     | 0     | 0     | 6  | 4  | 10    |       |
| 4:15         | 0     | 0  | 0  | 0  |       |       | 16:15     | 0     | 0     | 4  | 1  |       |       |
| 4:30         | 0     | 0  | 1  | 0  |       |       | 16:30     | 0     | 0     | 1  | 5  |       |       |
| 4:45         | 0     | 0  | 0  | 1  |       |       | 0         | 16:45 | 0     | 0  | 3  |       |       |
| 5:00         | 0     | 0  | 0  | 0  | 1     |       | 17:00     | 0     | 0     | 5  | 3  | 8     |       |
| 5:15         | 0     | 0  | 1  | 0  |       |       | 17:15     | 0     | 0     | 4  | 7  |       |       |
| 5:30         | 0     | 0  | 0  | 0  |       |       | 17:30     | 0     | 0     | 2  | 3  |       |       |
| 5:45         | 0     | 0  | 0  | 1  |       |       | 0         | 17:45 | 0     | 0  | 3  |       |       |
| 6:00         | 0     | 0  | 2  | 0  | 2     |       | 18:00     | 0     | 0     | 1  | 1  | 2     |       |
| 6:15         | 0     | 0  | 3  | 0  | 3     |       | 18:15     | 0     | 0     | 0  | 2  | 2     |       |
| 6:30         | 0     | 0  | 0  | 0  | 1     |       | 18:30     | 0     | 0     | 1  | 4  | 5     |       |
| 6:45         | 0     | 0  | 0  | 5  |       |       | 1         | 1     | 18:45 | 0  | 0  | 1     | 3     |
| 7:00         | 0     | 0  | 1  | 1  | 2     |       | 19:00     | 0     | 0     | 2  | 2  | 4     |       |
| 7:15         | 0     | 0  | 5  | 0  | 5     |       | 19:15     | 0     | 0     | 1  | 3  | 4     |       |
| 7:30         | 0     | 0  | 5  | 1  | 6     |       | 19:30     | 0     | 0     | 1  | 6  | 7     |       |
| 7:45         | 0     | 0  | 6  | 17 | 2     | 4     | 19:45     | 0     | 0     | 2  | 6  | 2     | 13    |
| 8:00         | 0     | 0  | 3  | 3  | 6     |       | 20:00     | 0     | 0     | 2  | 2  | 4     |       |
| 8:15         | 0     | 0  | 0  | 0  | 10    |       | 20:15     | 0     | 0     | 0  | 0  | 1     |       |
| 8:30         | 0     | 0  | 0  | 0  |       |       | 20:30     | 0     | 0     | 0  | 1  |       |       |
| 8:45         | 0     | 0  | 7  | 10 |       |       | 3         | 6     | 20:45 | 0  | 0  |       |       |
| 9:00         | 0     | 0  | 0  | 2  | 2     |       | 21:00     | 0     | 0     | 0  | 4  | 4     |       |
| 9:15         | 0     | 0  | 2  | 1  | 3     |       | 21:15     | 0     | 0     | 0  | 0  | 1     |       |
| 9:30         | 0     | 0  | 2  | 1  | 3     |       | 21:30     | 0     | 0     | 0  | 1  |       |       |
| 9:45         | 0     | 0  | 6  | 10 | 2     | 6     | 21:45     | 0     | 0     | 0  | 1  |       |       |
| 10:00        | 0     | 0  | 3  | 3  | 6     |       | 22:00     | 0     | 0     | 0  | 0  |       |       |
| 10:15        | 0     | 0  | 3  | 4  | 7     |       | 22:15     | 0     | 0     | 0  | 0  |       |       |
| 10:30        | 0     | 0  | 1  | 3  | 4     |       | 22:30     | 0     | 0     | 0  | 0  |       |       |
| 10:45        | 0     | 0  | 3  | 10 | 3     | 13    | 22:45     | 0     | 0     | 0  | 0  |       |       |
| 11:00        | 0     | 0  | 2  | 3  | 5     |       | 23:00     | 0     | 0     | 0  | 0  |       |       |
| 11:15        | 0     | 0  | 4  | 4  | 8     |       | 23:15     | 0     | 0     | 0  | 0  |       |       |
| 11:30        | 0     | 0  | 4  | 5  | 9     |       | 23:30     | 0     | 0     | 0  | 0  |       |       |
| 11:45        | 0     | 0  | 5  | 15 | 1     | 13    | 23:45     | 0     | 0     | 1  | 1  |       |       |
| TOTALS       | 69    |    |    |    | 43    | 112   | TOTALS    | 89    |       |    |    | 110   | 199   |
| SPLIT %      | 61.6% |    |    |    | 38.4% | 36.0% | SPLIT %   | 44.7% |       |    |    | 55.3% | 64.0% |

| DAILY TOTALS    |  |  |  |  | NB    | SB    |       |  |  |  |  | EB    | WB  |  |  |  |       |  | Total |
|-----------------|--|--|--|--|-------|-------|-------|--|--|--|--|-------|-----|--|--|--|-------|--|-------|
|                 |  |  |  |  | 0     | 0     |       |  |  |  |  | 158   | 153 |  |  |  |       |  | 311   |
| AM Peak Hour    |  |  |  |  | 7:15  | 10:45 | 10:45 |  |  |  |  | 15:30 |     |  |  |  | 15:15 |  |       |
| AM Pk Volume    |  |  |  |  | 19    | 15    | 28    |  |  |  |  | 19    |     |  |  |  | 34    |  |       |
| Pk Hr Factor    |  |  |  |  | 0.792 | 0.750 | 0.778 |  |  |  |  | 0.792 |     |  |  |  | 0.773 |  |       |
| 7 - 9 Volume    |  |  |  |  | 0     | 0     | 27    |  |  |  |  | 0     |     |  |  |  | 54    |  |       |
| 7 - 9 Peak Hour |  |  |  |  | 7:15  | 7:15  | 7:15  |  |  |  |  | 16:00 |     |  |  |  | 16:30 |  |       |
| 7 - 9 Pk Volume |  |  |  |  | 0     | 0     | 19    |  |  |  |  | 0     |     |  |  |  | 30    |  |       |
| Pk Hr Factor    |  |  |  |  | 0.000 | 0.000 | 0.792 |  |  |  |  | 0.583 |     |  |  |  | 0.607 |  |       |

# VOLUME

Leslie St Bet. Gobbi St & Perkins St

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_011

| DAILY TOTALS |       |       |    |    |       | NB        | SB    |       |    |     |       |     |  | EB | WB | Total |  |
|--------------|-------|-------|----|----|-------|-----------|-------|-------|----|-----|-------|-----|--|----|----|-------|--|
|              |       |       |    |    |       | 1,070     | 945   |       |    |     |       |     |  | 0  | 0  | 2,015 |  |
| AM Period    | NB    | SB    | EB | WB | TOTAL | PM Period | NB    | SB    | EB | WB  | TOTAL |     |  |    |    |       |  |
| 0:00         | 0     | 0     | 0  | 0  |       | 12:00     | 22    | 24    | 0  | 0   | 46    |     |  |    |    |       |  |
| 0:15         | 4     | 0     | 0  | 0  | 4     | 12:15     | 21    | 19    | 0  | 0   | 40    |     |  |    |    |       |  |
| 0:30         | 3     | 3     | 0  | 0  | 6     | 12:30     | 20    | 14    | 0  | 0   | 34    |     |  |    |    |       |  |
| 0:45         | 2     | 9     | 0  | 3  | 12    | 12:45     | 33    | 96    | 27 | 84  | 60    | 180 |  |    |    |       |  |
| 1:00         | 1     | 0     | 0  | 0  | 1     | 13:00     | 17    | 20    | 0  | 0   | 37    |     |  |    |    |       |  |
| 1:15         | 0     | 0     | 0  | 0  |       | 13:15     | 14    | 26    | 0  | 0   | 40    |     |  |    |    |       |  |
| 1:30         | 1     | 0     | 0  | 0  | 1     | 13:30     | 15    | 22    | 0  | 0   | 37    |     |  |    |    |       |  |
| 1:45         | 0     | 2     | 0  | 0  | 2     | 13:45     | 13    | 59    | 12 | 80  | 25    | 139 |  |    |    |       |  |
| 2:00         | 1     | 1     | 0  | 0  | 2     | 14:00     | 16    | 14    | 0  | 0   | 30    |     |  |    |    |       |  |
| 2:15         | 1     | 0     | 0  | 0  | 1     | 14:15     | 14    | 21    | 0  | 0   | 35    |     |  |    |    |       |  |
| 2:30         | 1     | 1     | 0  | 0  | 2     | 14:30     | 16    | 13    | 0  | 0   | 29    |     |  |    |    |       |  |
| 2:45         | 1     | 4     | 0  | 2  | 6     | 14:45     | 31    | 77    | 17 | 65  | 48    | 142 |  |    |    |       |  |
| 3:00         | 1     | 0     | 0  | 0  | 1     | 15:00     | 32    | 39    | 0  | 0   | 71    |     |  |    |    |       |  |
| 3:15         | 0     | 1     | 0  | 0  | 1     | 15:15     | 26    | 32    | 0  | 0   | 58    |     |  |    |    |       |  |
| 3:30         | 0     | 0     | 0  | 0  |       | 15:30     | 24    | 18    | 0  | 0   | 42    |     |  |    |    |       |  |
| 3:45         | 0     | 1     | 0  | 1  | 2     | 15:45     | 30    | 112   | 21 | 110 | 51    | 222 |  |    |    |       |  |
| 4:00         | 1     | 0     | 0  | 0  | 1     | 16:00     | 16    | 16    | 0  | 0   | 32    |     |  |    |    |       |  |
| 4:15         | 0     | 1     | 0  | 0  | 1     | 16:15     | 21    | 14    | 0  | 0   | 35    |     |  |    |    |       |  |
| 4:30         | 0     | 1     | 0  | 0  | 1     | 16:30     | 22    | 17    | 0  | 0   | 39    |     |  |    |    |       |  |
| 4:45         | 0     | 1     | 0  | 2  | 3     | 16:45     | 22    | 81    | 22 | 69  | 44    | 150 |  |    |    |       |  |
| 5:00         | 1     | 0     | 0  | 0  | 1     | 17:00     | 28    | 19    | 0  | 0   | 47    |     |  |    |    |       |  |
| 5:15         | 1     | 1     | 0  | 0  | 2     | 17:15     | 23    | 22    | 0  | 0   | 45    |     |  |    |    |       |  |
| 5:30         | 1     | 0     | 0  | 0  | 1     | 17:30     | 20    | 12    | 0  | 0   | 32    |     |  |    |    |       |  |
| 5:45         | 2     | 5     | 2  | 3  | 8     | 17:45     | 13    | 84    | 13 | 66  | 26    | 150 |  |    |    |       |  |
| 6:00         | 4     | 6     | 0  | 0  | 10    | 18:00     | 12    | 8     | 0  | 0   | 20    |     |  |    |    |       |  |
| 6:15         | 3     | 2     | 0  | 0  | 5     | 18:15     | 11    | 10    | 0  | 0   | 21    |     |  |    |    |       |  |
| 6:30         | 6     | 4     | 0  | 0  | 10    | 18:30     | 15    | 9     | 0  | 0   | 24    |     |  |    |    |       |  |
| 6:45         | 7     | 20    | 3  | 15 | 35    | 18:45     | 17    | 55    | 14 | 41  | 31    | 96  |  |    |    |       |  |
| 7:00         | 6     | 5     | 0  | 0  | 11    | 19:00     | 14    | 13    | 0  | 0   | 27    |     |  |    |    |       |  |
| 7:15         | 11    | 5     | 0  | 0  | 16    | 19:15     | 12    | 7     | 0  | 0   | 19    |     |  |    |    |       |  |
| 7:30         | 11    | 14    | 0  | 0  | 25    | 19:30     | 10    | 12    | 0  | 0   | 22    |     |  |    |    |       |  |
| 7:45         | 27    | 55    | 16 | 40 | 95    | 19:45     | 13    | 49    | 7  | 39  | 20    | 88  |  |    |    |       |  |
| 8:00         | 48    | 18    | 0  | 0  | 66    | 20:00     | 7     | 7     | 0  | 0   | 14    |     |  |    |    |       |  |
| 8:15         | 29    | 34    | 0  | 0  | 63    | 20:15     | 3     | 8     | 0  | 0   | 11    |     |  |    |    |       |  |
| 8:30         | 10    | 14    | 0  | 0  | 24    | 20:30     | 8     | 9     | 0  | 0   | 17    |     |  |    |    |       |  |
| 8:45         | 9     | 96    | 11 | 77 | 20    | 20:45     | 9     | 27    | 6  | 30  | 15    | 57  |  |    |    |       |  |
| 9:00         | 13    | 9     | 0  | 0  | 22    | 21:00     | 7     | 5     | 0  | 0   | 12    |     |  |    |    |       |  |
| 9:15         | 10    | 17    | 0  | 0  | 27    | 21:15     | 7     | 6     | 0  | 0   | 13    |     |  |    |    |       |  |
| 9:30         | 15    | 11    | 0  | 0  | 26    | 21:30     | 3     | 4     | 0  | 0   | 7     |     |  |    |    |       |  |
| 9:45         | 13    | 51    | 13 | 50 | 26    | 21:45     | 6     | 23    | 5  | 20  | 11    | 43  |  |    |    |       |  |
| 10:00        | 10    | 9     | 0  | 0  | 19    | 22:00     | 3     | 4     | 0  | 0   | 7     |     |  |    |    |       |  |
| 10:15        | 19    | 11    | 0  | 0  | 30    | 22:15     | 5     | 5     | 0  | 0   | 10    |     |  |    |    |       |  |
| 10:30        | 13    | 15    | 0  | 0  | 28    | 22:30     | 7     | 5     | 0  | 0   | 12    |     |  |    |    |       |  |
| 10:45        | 17    | 59    | 16 | 51 | 33    | 22:45     | 4     | 19    | 6  | 20  | 10    | 39  |  |    |    |       |  |
| 11:00        | 10    | 15    | 0  | 0  | 25    | 23:00     | 5     | 3     | 0  | 0   | 8     |     |  |    |    |       |  |
| 11:15        | 24    | 16    | 0  | 0  | 40    | 23:15     | 10    | 4     | 0  | 0   | 14    |     |  |    |    |       |  |
| 11:30        | 19    | 15    | 0  | 0  | 34    | 23:30     | 3     | 2     | 0  | 0   | 5     |     |  |    |    |       |  |
| 11:45        | 12    | 65    | 21 | 67 | 33    | 23:45     | 2     | 20    | 1  | 10  | 3     | 30  |  |    |    |       |  |
| TOTALS       | 368   | 311   |    |    | 679   | TOTALS    | 702   | 634   |    |     | 1336  |     |  |    |    |       |  |
| SPLIT %      | 54.2% | 45.8% |    |    | 33.7% | SPLIT %   | 52.5% | 47.5% |    |     | 66.3% |     |  |    |    |       |  |

| DAILY TOTALS    |       |       |       | NB    | SB    | EB              |       |       |       | WB    | Total |  |  |  |
|-----------------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|--|--|--|
|                 |       |       |       | 1,070 | 945   |                 |       |       |       | 0     |       |  |  |  |
| AM Peak Hour    | 7:30  | 7:30  |       |       | 7:30  | PM Peak Hour    | 14:45 | 15:00 |       |       | 15:00 |  |  |  |
| AM Pk Volume    | 115   | 82    |       |       | 197   | PM Pk Volume    | 113   | 110   |       |       | 222   |  |  |  |
| Pk Hr Factor    | 0.599 | 0.603 |       |       | 0.746 | Pk Hr Factor    | 0.883 | 0.705 |       |       | 0.782 |  |  |  |
| 7 - 9 Volume    | 151   | 117   | 0     | 0     | 268   | 4 - 6 Volume    | 165   | 135   | 0     | 0     | 300   |  |  |  |
| 7 - 9 Peak Hour | 7:30  | 7:30  |       |       | 7:30  | 4 - 6 Peak Hour | 16:30 | 16:30 |       |       | 16:30 |  |  |  |
| 7 - 9 Pk Volume | 115   | 82    | 0     | 0     | 197   | 4 - 6 Pk Volume | 95    | 80    | 0     | 0     | 175   |  |  |  |
| Pk Hr Factor    | 0.599 | 0.603 | 0.000 | 0.000 | 0.746 | Pk Hr Factor    | 0.848 | 0.909 | 0.000 | 0.000 | 0.931 |  |  |  |



# VOLUME

Live Oak Dr Bet. Walnut Ave & Maple Ave

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_012

| DAILY TOTALS |       |       |    |    | NB    | SB  |           |       |       |    |    | EB    | WB |  |  |  |  |  | Total |
|--------------|-------|-------|----|----|-------|-----|-----------|-------|-------|----|----|-------|----|--|--|--|--|--|-------|
|              |       |       |    |    | 730   | 697 |           |       |       |    |    | 0     | 0  |  |  |  |  |  | 1,427 |
| AM Period    | NB    | SB    | EB | WB | TOTAL |     | PM Period | NB    | SB    | EB | WB | TOTAL |    |  |  |  |  |  |       |
| 0:00         | 0     | 0     | 0  | 0  |       |     | 12:00     | 10    | 10    | 0  | 0  |       |    |  |  |  |  |  |       |
| 0:15         | 0     | 0     | 0  | 0  |       |     | 12:15     | 14    | 18    | 0  | 0  |       |    |  |  |  |  |  |       |
| 0:30         | 1     | 0     | 0  | 0  | 1     |     | 12:30     | 14    | 11    | 0  | 0  |       |    |  |  |  |  |  |       |
| 0:45         | 0     | 1     | 0  | 0  | 1     |     | 12:45     | 8     | 46    | 16 | 55 | 0     |    |  |  |  |  |  |       |
| 1:00         | 1     | 2     | 0  | 0  | 3     |     | 13:00     | 13    | 11    | 0  | 0  |       |    |  |  |  |  |  |       |
| 1:15         | 1     | 0     | 0  | 0  | 1     |     | 13:15     | 14    | 12    | 0  | 0  |       |    |  |  |  |  |  |       |
| 1:30         | 0     | 0     | 0  | 0  |       |     | 13:30     | 15    | 11    | 0  | 0  |       |    |  |  |  |  |  |       |
| 1:45         | 0     | 2     | 1  | 3  | 1     |     | 13:45     | 12    | 54    | 17 | 51 | 0     |    |  |  |  |  |  |       |
| 2:00         | 1     | 0     | 0  | 0  | 1     |     | 14:00     | 10    | 19    | 0  | 0  |       |    |  |  |  |  |  |       |
| 2:15         | 0     | 0     | 0  | 0  |       |     | 14:15     | 15    | 11    | 0  | 0  |       |    |  |  |  |  |  |       |
| 2:30         | 0     | 1     | 0  | 0  | 1     |     | 14:30     | 18    | 16    | 0  | 0  |       |    |  |  |  |  |  |       |
| 2:45         | 0     | 1     | 0  | 1  | 2     |     | 14:45     | 11    | 54    | 19 | 65 | 0     |    |  |  |  |  |  |       |
| 3:00         | 1     | 0     | 0  | 0  | 1     |     | 15:00     | 9     | 15    | 0  | 0  |       |    |  |  |  |  |  |       |
| 3:15         | 0     | 1     | 0  | 0  | 1     |     | 15:15     | 11    | 20    | 0  | 0  |       |    |  |  |  |  |  |       |
| 3:30         | 1     | 0     | 0  | 0  | 1     |     | 15:30     | 10    | 11    | 0  | 0  |       |    |  |  |  |  |  |       |
| 3:45         | 0     | 2     | 0  | 1  | 3     |     | 15:45     | 10    | 40    | 11 | 57 | 0     |    |  |  |  |  |  |       |
| 4:00         | 0     | 1     | 0  | 0  | 1     |     | 16:00     | 17    | 14    | 0  | 0  |       |    |  |  |  |  |  |       |
| 4:15         | 0     | 1     | 0  | 0  | 1     |     | 16:15     | 21    | 12    | 0  | 0  |       |    |  |  |  |  |  |       |
| 4:30         | 1     | 1     | 0  | 0  | 2     |     | 16:30     | 15    | 11    | 0  | 0  |       |    |  |  |  |  |  |       |
| 4:45         | 1     | 2     | 2  | 5  | 3     |     | 16:45     | 21    | 74    | 9  | 46 | 0     |    |  |  |  |  |  |       |
| 5:00         | 2     | 3     | 0  | 0  | 5     |     | 17:00     | 29    | 12    | 0  | 0  |       |    |  |  |  |  |  |       |
| 5:15         | 2     | 3     | 0  | 0  | 5     |     | 17:15     | 32    | 19    | 0  | 0  |       |    |  |  |  |  |  |       |
| 5:30         | 0     | 4     | 0  | 0  | 4     |     | 17:30     | 20    | 14    | 0  | 0  |       |    |  |  |  |  |  |       |
| 5:45         | 1     | 5     | 5  | 15 | 6     |     | 17:45     | 16    | 97    | 13 | 58 | 0     |    |  |  |  |  |  |       |
| 6:00         | 1     | 2     | 0  | 0  | 3     |     | 18:00     | 13    | 10    | 0  | 0  |       |    |  |  |  |  |  |       |
| 6:15         | 1     | 4     | 0  | 0  | 5     |     | 18:15     | 17    | 11    | 0  | 0  |       |    |  |  |  |  |  |       |
| 6:30         | 4     | 2     | 0  | 0  | 6     |     | 18:30     | 11    | 9     | 0  | 0  |       |    |  |  |  |  |  |       |
| 6:45         | 6     | 12    | 5  | 13 | 11    |     | 18:45     | 12    | 53    | 10 | 40 | 0     |    |  |  |  |  |  |       |
| 7:00         | 1     | 5     | 0  | 0  | 6     |     | 19:00     | 9     | 11    | 0  | 0  |       |    |  |  |  |  |  |       |
| 7:15         | 6     | 5     | 0  | 0  | 11    |     | 19:15     | 17    | 11    | 0  | 0  |       |    |  |  |  |  |  |       |
| 7:30         | 5     | 17    | 0  | 0  | 22    |     | 19:30     | 10    | 15    | 0  | 0  |       |    |  |  |  |  |  |       |
| 7:45         | 12    | 24    | 23 | 50 | 35    |     | 19:45     | 13    | 49    | 19 | 56 | 0     |    |  |  |  |  |  |       |
| 8:00         | 13    | 14    | 0  | 0  | 27    |     | 20:00     | 11    | 8     | 0  | 0  |       |    |  |  |  |  |  |       |
| 8:15         | 11    | 15    | 0  | 0  | 26    |     | 20:15     | 3     | 3     | 0  | 0  |       |    |  |  |  |  |  |       |
| 8:30         | 9     | 7     | 0  | 0  | 16    |     | 20:30     | 6     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 8:45         | 13    | 46    | 10 | 46 | 23    |     | 20:45     | 4     | 24    | 1  | 14 | 0     |    |  |  |  |  |  |       |
| 9:00         | 4     | 7     | 0  | 0  | 11    |     | 21:00     | 3     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 9:15         | 8     | 12    | 0  | 0  | 20    |     | 21:15     | 6     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 9:30         | 8     | 8     | 0  | 0  | 16    |     | 21:30     | 4     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 9:45         | 7     | 27    | 11 | 38 | 18    |     | 21:45     | 1     | 14    | 1  | 6  | 0     |    |  |  |  |  |  |       |
| 10:00        | 8     | 10    | 0  | 0  | 18    |     | 22:00     | 0     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 10:15        | 12    | 8     | 0  | 0  | 20    |     | 22:15     | 0     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 10:30        | 12    | 9     | 0  | 0  | 21    |     | 22:30     | 0     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 10:45        | 9     | 41    | 10 | 37 | 19    |     | 22:45     | 3     | 3     | 0  | 2  | 0     |    |  |  |  |  |  |       |
| 11:00        | 15    | 9     | 0  | 0  | 24    |     | 23:00     | 1     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 11:15        | 11    | 10    | 0  | 0  | 21    |     | 23:15     | 0     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 11:30        | 12    | 8     | 0  | 0  | 20    |     | 23:30     | 0     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 11:45        | 18    | 56    | 8  | 35 | 26    |     | 23:45     | 2     | 3     | 0  | 3  | 0     |    |  |  |  |  |  |       |
| TOTALS       | 219   | 244   |    |    | 463   |     | TOTALS    | 511   | 453   |    |    |       |    |  |  |  |  |  |       |
| SPLIT %      | 47.3% | 52.7% |    |    | 32.4% |     | SPLIT %   | 53.0% | 47.0% |    |    |       |    |  |  |  |  |  |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB  |                 |       |       |       |       | EB    | WB |  |  |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-----|-----------------|-------|-------|-------|-------|-------|----|--|--|--|--|--|-------|
|                 |       |       |       |       | 730   | 697 |                 |       |       |       |       | 0     | 0  |  |  |  |  |  | 1,427 |
| AM Peak Hour    | 11:00 | 7:30  |       |       | 7:30  |     | PM Peak Hour    | 16:45 | 14:30 |       |       | 16:45 |    |  |  |  |  |  |       |
| AM Pk Volume    | 56    | 69    |       |       | 110   |     | PM Pk Volume    | 102   | 70    |       |       | 156   |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.778 | 0.750 |       |       | 0.786 |     | Pk Hr Factor    | 0.797 | 0.875 |       |       | 0.765 |    |  |  |  |  |  |       |
| 7 - 9 Volume    | 70    | 96    | 0     | 0     | 166   |     | 4 - 6 Volume    | 171   | 104   | 0     | 0     | 275   |    |  |  |  |  |  |       |
| 7 - 9 Peak Hour | 8:00  | 7:30  |       |       | 7:30  |     | 4 - 6 Peak Hour | 16:45 | 17:00 |       |       | 16:45 |    |  |  |  |  |  |       |
| 7 - 9 Pk Volume | 46    | 69    | 0     | 0     | 110   |     | 4 - 6 Pk Volume | 102   | 58    | 0     | 0     | 156   |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.885 | 0.750 | 0.000 | 0.000 | 0.786 |     | Pk Hr Factor    | 0.797 | 0.763 | 0.000 | 0.000 | 0.765 |    |  |  |  |  |  |       |

# VOLUME

Lockwood Dr Bet. Empire Dr & Arlington Dr

Day: Tuesday  
Date: 11/7/2017

City: Ukiah  
Project #: CA17\_7722\_013

| DAILY TOTALS |       |       |    |    | NB    | SB        | EB    |       |    |    | WB    | Total |    |    |
|--------------|-------|-------|----|----|-------|-----------|-------|-------|----|----|-------|-------|----|----|
|              |       |       |    |    | 180   | 235       | 0     |       |    |    | 0     | 415   |    |    |
| AM Period    | NB    | SB    | EB | WB | TOTAL | PM Period | NB    | SB    | EB | WB | TOTAL |       |    |    |
| 0:00         | 0     | 0     | 0  | 0  |       | 12:00     | 2     | 4     | 0  | 0  | 6     |       |    |    |
| 0:15         | 0     | 0     | 0  | 0  |       | 12:15     | 4     | 3     | 0  | 0  | 7     |       |    |    |
| 0:30         | 0     | 0     | 0  | 0  |       | 12:30     | 3     | 1     | 0  | 0  | 4     |       |    |    |
| 0:45         | 0     | 0     | 0  | 0  |       | 12:45     | 1     | 10    | 2  | 10 | 0     | 23    |    |    |
| 1:00         | 0     | 0     | 0  | 0  | 2     | 13:00     | 2     | 7     | 0  | 0  | 9     |       |    |    |
| 1:15         | 0     | 0     | 0  | 0  |       | 13:15     | 8     | 7     | 0  | 0  | 15    |       |    |    |
| 1:30         | 1     | 1     | 0  | 0  |       | 13:30     | 9     | 5     | 0  | 0  | 14    |       |    |    |
| 1:45         | 0     | 1     | 0  | 1  |       | 0         | 13:45 | 2     | 21 | 2  | 21    | 0     | 0  | 4  |
| 2:00         | 0     | 0     | 0  | 0  |       | 14:00     | 4     | 4     | 0  | 0  | 8     |       |    |    |
| 2:15         | 0     | 0     | 0  | 0  |       | 14:15     | 4     | 2     | 0  | 0  | 6     |       |    |    |
| 2:30         | 0     | 0     | 0  | 0  |       | 14:30     | 4     | 14    | 0  | 0  | 18    |       |    |    |
| 2:45         | 1     | 1     | 0  | 0  |       | 14:45     | 5     | 17    | 5  | 25 | 0     | 0     | 10 | 42 |
| 3:00         | 0     | 0     | 0  | 0  | 1     | 15:00     | 2     | 5     | 0  | 0  | 7     |       |    |    |
| 3:15         | 1     | 0     | 0  | 0  |       | 15:15     | 7     | 4     | 0  | 0  | 11    |       |    |    |
| 3:30         | 0     | 1     | 0  | 0  |       | 15:30     | 2     | 3     | 0  | 0  | 5     |       |    |    |
| 3:45         | 0     | 1     | 1  | 2  |       | 0         | 15:45 | 4     | 15 | 4  | 16    | 0     | 0  | 8  |
| 4:00         | 0     | 0     | 0  | 0  |       | 16:00     | 13    | 2     | 0  | 0  | 15    |       |    |    |
| 4:15         | 0     | 0     | 0  | 0  |       | 16:15     | 1     | 4     | 0  | 0  | 5     |       |    |    |
| 4:30         | 0     | 0     | 0  | 0  |       | 16:30     | 1     | 5     | 0  | 0  | 6     |       |    |    |
| 4:45         | 0     | 2     | 2  | 0  |       | 0         | 16:45 | 3     | 18 | 2  | 13    | 0     | 0  | 5  |
| 5:00         | 0     | 1     | 0  | 0  | 1     | 17:00     | 5     | 2     | 0  | 0  | 7     |       |    |    |
| 5:15         | 1     | 1     | 0  | 0  |       | 17:15     | 3     | 9     | 0  | 0  | 12    |       |    |    |
| 5:30         | 1     | 0     | 0  | 0  |       | 17:30     | 3     | 1     | 0  | 0  | 4     |       |    |    |
| 5:45         | 0     | 2     | 5  | 7  |       | 0         | 17:45 | 0     | 11 | 0  | 12    | 0     | 0  | 23 |
| 6:00         | 2     | 3     | 0  | 0  | 5     | 18:00     | 3     | 1     | 0  | 0  | 4     |       |    |    |
| 6:15         | 1     | 2     | 0  | 0  |       | 18:15     | 4     | 1     | 0  | 0  | 5     |       |    |    |
| 6:30         | 3     | 7     | 0  | 0  |       | 18:30     | 1     | 0     | 0  | 0  | 1     |       |    |    |
| 6:45         | 6     | 12    | 31 | 43 |       | 0         | 18:45 | 0     | 8  | 0  | 2     | 0     | 0  | 10 |
| 7:00         | 5     | 8     | 0  | 0  | 13    | 19:00     | 3     | 2     | 0  | 0  | 5     |       |    |    |
| 7:15         | 2     | 8     | 0  | 0  |       | 19:15     | 1     | 0     | 0  | 0  | 1     |       |    |    |
| 7:30         | 3     | 2     | 0  | 0  |       | 19:30     | 1     | 1     | 0  | 0  | 2     |       |    |    |
| 7:45         | 3     | 13    | 4  | 22 |       | 0         | 19:45 | 2     | 7  | 0  | 3     | 0     | 0  | 2  |
| 8:00         | 0     | 0     | 0  | 0  | 4     | 20:00     | 0     | 0     | 0  | 0  |       |       |    |    |
| 8:15         | 0     | 4     | 0  | 0  |       | 20:15     | 0     | 0     | 0  | 0  | 0     |       |    |    |
| 8:30         | 1     | 1     | 0  | 0  |       | 20:30     | 2     | 2     | 0  | 0  | 4     |       |    |    |
| 8:45         | 1     | 2     | 1  | 6  |       | 0         | 20:45 | 1     | 3  | 1  | 3     | 0     | 0  | 2  |
| 9:00         | 1     | 1     | 0  | 0  | 2     | 21:00     | 1     | 1     | 0  | 0  | 2     |       |    |    |
| 9:15         | 3     | 5     | 0  | 0  |       | 21:15     | 0     | 0     | 0  | 0  |       |       |    |    |
| 9:30         | 2     | 2     | 0  | 0  |       | 21:30     | 0     | 1     | 0  | 0  | 1     |       |    |    |
| 9:45         | 6     | 12    | 5  | 13 |       | 0         | 21:45 | 0     | 1  | 0  | 2     | 0     | 0  | 3  |
| 10:00        | 2     | 3     | 0  | 0  | 5     | 22:00     | 0     | 0     | 0  | 0  |       |       |    |    |
| 10:15        | 4     | 3     | 0  | 0  |       | 22:15     | 2     | 0     | 0  | 0  | 2     |       |    |    |
| 10:30        | 3     | 2     | 0  | 0  |       | 22:30     | 0     | 2     | 0  | 0  | 2     |       |    |    |
| 10:45        | 6     | 15    | 7  | 15 |       | 0         | 22:45 | 0     | 2  | 0  | 2     | 0     | 0  | 4  |
| 11:00        | 4     | 2     | 0  | 0  | 6     | 23:00     | 0     | 0     | 0  | 0  |       |       |    |    |
| 11:15        | 0     | 4     | 0  | 0  |       | 23:15     | 0     | 0     | 0  | 0  |       |       |    |    |
| 11:30        | 2     | 4     | 0  | 0  |       | 23:30     | 0     | 1     | 0  | 0  | 1     |       |    |    |
| 11:45        | 2     | 8     | 4  | 14 |       | 0         | 23:45 | 0     | 0  | 1  | 0     | 0     | 1  |    |
| TOTALS       | 67    | 125   |    |    | 192   | TOTALS    | 113   | 110   |    |    | 223   |       |    |    |
| SPLIT %      | 34.9% | 65.1% |    |    | 46.3% | SPLIT %   | 50.7% | 49.3% |    |    | 53.7% |       |    |    |

| DAILY TOTALS    |       |       | NB    | SB    | EB              |       |       | WB    | Total |  |       |
|-----------------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|--|-------|
|                 |       |       | 180   | 235   |                 |       |       | 0     |       |  |       |
| AM Peak Hour    | 10:15 | 6:30  |       | 6:30  | PM Peak Hour    | 15:15 | 14:30 |       |       |  | 14:30 |
| AM Pk Volume    | 17    | 54    |       | 70    | PM Pk Volume    | 26    | 28    |       |       |  | 46    |
| Pk Hr Factor    | 0.708 | 0.435 |       | 0.473 | Pk Hr Factor    | 0.500 | 0.500 |       |       |  | 0.639 |
| 7 - 9 Volume    | 15    | 28    | 0     | 0     | 4 - 6 Volume    | 29    | 25    | 0     | 0     |  | 54    |
| 7 - 9 Peak Hour | 7:00  | 7:00  |       | 7:00  | 4 - 6 Peak Hour | 16:00 | 16:30 |       |       |  | 16:00 |
| 7 - 9 Pk Volume | 13    | 22    | 0     | 0     | 4 - 6 Pk Volume | 18    | 18    | 0     | 0     |  | 31    |
| Pk Hr Factor    | 0.650 | 0.688 | 0.000 | 0.000 | Pk Hr Factor    | 0.346 | 0.500 | 0.000 | 0.000 |  | 0.517 |

# VOLUME

Lorraine St Bet. Betty St & Marlene St

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_014

| DAILY TOTALS |       |       |    |    | NB    | SB  |           |       |       |    |    | EB    | WB |  |  |  |  |  | Total |
|--------------|-------|-------|----|----|-------|-----|-----------|-------|-------|----|----|-------|----|--|--|--|--|--|-------|
|              |       |       |    |    | 174   | 170 |           |       |       |    |    | 0     | 0  |  |  |  |  |  | 344   |
| AM Period    | NB    | SB    | EB | WB | TOTAL |     | PM Period | NB    | SB    | EB | WB | TOTAL |    |  |  |  |  |  |       |
| 0:00         | 0     | 0     | 0  | 0  |       |     | 12:00     | 1     | 5     | 0  | 0  |       |    |  |  |  |  |  |       |
| 0:15         | 0     | 0     | 0  | 0  |       |     | 12:15     | 0     | 5     | 0  | 0  |       |    |  |  |  |  |  |       |
| 0:30         | 0     | 0     | 0  | 0  |       |     | 12:30     | 3     | 3     | 0  | 0  |       |    |  |  |  |  |  |       |
| 0:45         | 0     | 0     | 0  | 0  |       |     | 12:45     | 5     | 9     | 1  | 14 |       |    |  |  |  |  |  |       |
| 1:00         | 0     | 0     | 0  | 0  |       |     | 13:00     | 3     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 1:15         | 0     | 0     | 0  | 0  |       |     | 13:15     | 3     | 5     | 0  | 0  |       |    |  |  |  |  |  |       |
| 1:30         | 0     | 0     | 0  | 0  |       |     | 13:30     | 4     | 6     | 0  | 0  |       |    |  |  |  |  |  |       |
| 1:45         | 0     | 0     | 0  | 0  |       |     | 13:45     | 4     | 14    | 6  | 19 |       |    |  |  |  |  |  |       |
| 2:00         | 0     | 0     | 0  | 0  |       |     | 14:00     | 0     | 4     | 0  | 0  |       |    |  |  |  |  |  |       |
| 2:15         | 0     | 0     | 0  | 0  |       |     | 14:15     | 3     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 2:30         | 0     | 0     | 0  | 0  |       |     | 14:30     | 3     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 2:45         | 0     | 0     | 0  | 0  |       |     | 14:45     | 4     | 10    | 2  | 9  |       |    |  |  |  |  |  |       |
| 3:00         | 0     | 0     | 0  | 0  |       |     | 15:00     | 5     | 5     | 0  | 0  |       |    |  |  |  |  |  |       |
| 3:15         | 0     | 0     | 0  | 0  |       |     | 15:15     | 2     | 5     | 0  | 0  |       |    |  |  |  |  |  |       |
| 3:30         | 1     | 2     | 0  | 0  | 3     |     | 15:30     | 0     | 3     | 0  | 0  |       |    |  |  |  |  |  |       |
| 3:45         | 0     | 1     | 0  | 2  | 3     |     | 15:45     | 5     | 12    | 5  | 18 |       |    |  |  |  |  |  |       |
| 4:00         | 0     | 0     | 0  | 0  |       |     | 16:00     | 1     | 6     | 0  | 0  |       |    |  |  |  |  |  |       |
| 4:15         | 1     | 0     | 0  | 0  | 1     |     | 16:15     | 2     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 4:30         | 0     | 1     | 0  | 0  | 1     |     | 16:30     | 4     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 4:45         | 1     | 2     | 0  | 1  | 3     |     | 16:45     | 2     | 9     | 2  | 10 |       |    |  |  |  |  |  |       |
| 5:00         | 0     | 0     | 0  | 0  |       |     | 17:00     | 6     | 5     | 0  | 0  |       |    |  |  |  |  |  |       |
| 5:15         | 0     | 0     | 0  | 0  |       |     | 17:15     | 1     | 4     | 0  | 0  |       |    |  |  |  |  |  |       |
| 5:30         | 0     | 1     | 0  | 0  | 1     |     | 17:30     | 5     | 3     | 0  | 0  |       |    |  |  |  |  |  |       |
| 5:45         | 0     | 0     | 1  | 0  | 1     |     | 17:45     | 2     | 14    | 1  | 13 |       |    |  |  |  |  |  |       |
| 6:00         | 0     | 0     | 0  | 0  |       |     | 18:00     | 6     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 6:15         | 0     | 1     | 0  | 0  | 1     |     | 18:15     | 5     | 6     | 0  | 0  |       |    |  |  |  |  |  |       |
| 6:30         | 2     | 0     | 0  | 0  | 2     |     | 18:30     | 3     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 6:45         | 1     | 3     | 2  | 3  | 6     |     | 18:45     | 2     | 16    | 5  | 14 |       |    |  |  |  |  |  |       |
| 7:00         | 2     | 2     | 0  | 0  | 4     |     | 19:00     | 2     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 7:15         | 2     | 1     | 0  | 0  | 3     |     | 19:15     | 2     | 5     | 0  | 0  |       |    |  |  |  |  |  |       |
| 7:30         | 3     | 4     | 0  | 0  | 7     |     | 19:30     | 3     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 7:45         | 6     | 13    | 2  | 9  | 22    |     | 19:45     | 1     | 8     | 1  | 9  |       |    |  |  |  |  |  |       |
| 8:00         | 5     | 5     | 0  | 0  | 10    |     | 20:00     | 0     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 8:15         | 3     | 1     | 0  | 0  | 4     |     | 20:15     | 1     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 8:30         | 5     | 2     | 0  | 0  | 7     |     | 20:30     | 3     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 8:45         | 3     | 16    | 2  | 10 | 26    |     | 20:45     | 2     | 6     | 2  | 5  |       |    |  |  |  |  |  |       |
| 9:00         | 4     | 3     | 0  | 0  | 7     |     | 21:00     | 2     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 9:15         | 5     | 2     | 0  | 0  | 7     |     | 21:15     | 0     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 9:30         | 3     | 2     | 0  | 0  | 5     |     | 21:30     | 1     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 9:45         | 2     | 14    | 2  | 9  | 23    |     | 21:45     | 1     | 4     | 1  | 6  |       |    |  |  |  |  |  |       |
| 10:00        | 2     | 1     | 0  | 0  | 3     |     | 22:00     | 0     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 10:15        | 1     | 1     | 0  | 0  | 2     |     | 22:15     | 2     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 10:30        | 3     | 2     | 0  | 0  | 5     |     | 22:30     | 2     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 10:45        | 1     | 7     | 1  | 5  | 12    |     | 22:45     | 0     | 4     | 0  | 5  |       |    |  |  |  |  |  |       |
| 11:00        | 2     | 0     | 0  | 0  | 2     |     | 23:00     | 1     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 11:15        | 2     | 2     | 0  | 0  | 4     |     | 23:15     | 1     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 11:30        | 1     | 2     | 0  | 0  | 3     |     | 23:30     | 1     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 11:45        | 3     | 8     | 2  | 6  | 14    |     | 23:45     | 1     | 4     | 0  | 2  |       |    |  |  |  |  |  |       |
| TOTALS       | 64    | 46    |    |    | 110   |     | TOTALS    | 110   | 124   |    |    |       |    |  |  |  |  |  |       |
| SPLIT %      | 58.2% | 41.8% |    |    | 32.0% |     | SPLIT %   | 47.0% | 53.0% |    |    |       |    |  |  |  |  |  |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB  |                 |       |       |       |       | EB    | WB |  |  |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-----|-----------------|-------|-------|-------|-------|-------|----|--|--|--|--|--|-------|
|                 |       |       |       |       | 174   | 170 |                 |       |       |       |       | 0     | 0  |  |  |  |  |  | 344   |
| AM Peak Hour    | 7:45  | 11:45 |       |       | 7:30  |     | PM Peak Hour    | 17:30 | 13:15 |       |       | 13:00 |    |  |  |  |  |  |       |
| AM Pk Volume    | 19    | 15    |       |       | 29    |     | PM Pk Volume    | 18    | 21    |       |       | 33    |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.792 | 0.750 |       |       | 0.725 |     | Pk Hr Factor    | 0.750 | 0.875 |       |       | 0.825 |    |  |  |  |  |  |       |
| 7 - 9 Volume    | 29    | 19    | 0     | 0     | 48    |     | 4 - 6 Volume    | 23    | 23    | 0     | 0     | 46    |    |  |  |  |  |  |       |
| 7 - 9 Peak Hour | 7:45  | 7:15  |       |       | 7:30  |     | 4 - 6 Peak Hour | 16:15 | 16:45 |       |       | 16:45 |    |  |  |  |  |  |       |
| 7 - 9 Pk Volume | 19    | 12    | 0     | 0     | 29    |     | 4 - 6 Pk Volume | 14    | 14    | 0     | 0     | 28    |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.792 | 0.600 | 0.000 | 0.000 | 0.725 |     | Pk Hr Factor    | 0.583 | 0.700 | 0.000 | 0.000 | 0.636 |    |  |  |  |  |  |       |

## VOLUME

Main St Bet. Gobbi St & Norton St

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_015

| DAILY TOTALS |       |       |    |     | NB    | SB        |       |       |    |     |       | EB | WB  | Total |
|--------------|-------|-------|----|-----|-------|-----------|-------|-------|----|-----|-------|----|-----|-------|
|              |       |       |    |     | 3,031 | 3,030     |       |       |    |     |       | 0  | 0   | 6,061 |
| AM Period    | NB    | SB    | EB | WB  | TOTAL | PM Period | NB    | SB    | EB | WB  | TOTAL |    |     |       |
| 0:00         | 2     | 4     | 0  | 0   | 6     | 12:00     | 58    | 67    | 0  | 0   | 125   |    |     |       |
| 0:15         | 0     | 2     | 0  | 0   | 2     | 12:15     | 60    | 64    | 0  | 0   | 124   |    |     |       |
| 0:30         | 3     | 2     | 0  | 0   | 5     | 12:30     | 84    | 67    | 0  | 0   | 151   |    |     |       |
| 0:45         | 2     | 7     | 0  | 8   | 0     | 12:45     | 54    | 256   | 69 | 267 | 0     | 0  | 123 | 523   |
| 1:00         | 0     | 2     | 0  | 0   | 2     | 13:00     | 57    | 68    | 0  | 0   | 125   |    |     |       |
| 1:15         | 0     | 2     | 0  | 0   | 2     | 13:15     | 59    | 62    | 0  | 0   | 121   |    |     |       |
| 1:30         | 1     | 1     | 0  | 0   | 2     | 13:30     | 74    | 61    | 0  | 0   | 135   |    |     |       |
| 1:45         | 0     | 1     | 1  | 6   | 0     | 13:45     | 58    | 248   | 67 | 258 | 0     | 0  | 125 | 506   |
| 2:00         | 0     | 1     | 0  | 0   | 1     | 14:00     | 49    | 71    | 0  | 0   | 120   |    |     |       |
| 2:15         | 1     | 0     | 0  | 0   | 1     | 14:15     | 79    | 59    | 0  | 0   | 138   |    |     |       |
| 2:30         | 0     | 1     | 0  | 0   | 1     | 14:30     | 57    | 45    | 0  | 0   | 102   |    |     |       |
| 2:45         | 0     | 1     | 0  | 2   | 0     | 14:45     | 50    | 235   | 65 | 240 | 0     | 0  | 115 | 475   |
| 3:00         | 1     | 1     | 0  | 0   | 2     | 15:00     | 79    | 73    | 0  | 0   | 152   |    |     |       |
| 3:15         | 1     | 2     | 0  | 0   | 3     | 15:15     | 88    | 60    | 0  | 0   | 148   |    |     |       |
| 3:30         | 3     | 1     | 0  | 0   | 4     | 15:30     | 65    | 69    | 0  | 0   | 134   |    |     |       |
| 3:45         | 3     | 8     | 0  | 4   | 0     | 15:45     | 68    | 300   | 71 | 273 | 0     | 0  | 139 | 573   |
| 4:00         | 3     | 0     | 0  | 0   | 3     | 16:00     | 64    | 53    | 0  | 0   | 117   |    |     |       |
| 4:15         | 1     | 1     | 0  | 0   | 2     | 16:15     | 67    | 65    | 0  | 0   | 132   |    |     |       |
| 4:30         | 4     | 3     | 0  | 0   | 7     | 16:30     | 65    | 64    | 0  | 0   | 129   |    |     |       |
| 4:45         | 12    | 20    | 4  | 8   | 0     | 16:45     | 45    | 241   | 65 | 247 | 0     | 0  | 110 | 488   |
| 5:00         | 4     | 4     | 0  | 0   | 8     | 17:00     | 73    | 87    | 0  | 0   | 160   |    |     |       |
| 5:15         | 6     | 7     | 0  | 0   | 13    | 17:15     | 61    | 66    | 0  | 0   | 127   |    |     |       |
| 5:30         | 6     | 5     | 0  | 0   | 11    | 17:30     | 59    | 48    | 0  | 0   | 107   |    |     |       |
| 5:45         | 10    | 26    | 9  | 25  | 0     | 17:45     | 48    | 241   | 43 | 244 | 0     | 0  | 91  | 485   |
| 6:00         | 12    | 12    | 0  | 0   | 24    | 18:00     | 31    | 60    | 0  | 0   | 91    |    |     |       |
| 6:15         | 9     | 12    | 0  | 0   | 21    | 18:15     | 37    | 47    | 0  | 0   | 84    |    |     |       |
| 6:30         | 11    | 15    | 0  | 0   | 26    | 18:30     | 30    | 55    | 0  | 0   | 85    |    |     |       |
| 6:45         | 17    | 49    | 10 | 49  | 0     | 18:45     | 39    | 137   | 40 | 202 | 0     | 0  | 79  | 339   |
| 7:00         | 24    | 19    | 0  | 0   | 43    | 19:00     | 25    | 31    | 0  | 0   | 56    |    |     |       |
| 7:15         | 31    | 19    | 0  | 0   | 50    | 19:15     | 28    | 30    | 0  | 0   | 58    |    |     |       |
| 7:30         | 35    | 42    | 0  | 0   | 77    | 19:30     | 26    | 31    | 0  | 0   | 57    |    |     |       |
| 7:45         | 60    | 150   | 46 | 126 | 0     | 19:45     | 13    | 92    | 26 | 118 | 0     | 0  | 39  | 210   |
| 8:00         | 68    | 28    | 0  | 0   | 96    | 20:00     | 21    | 22    | 0  | 0   | 43    |    |     |       |
| 8:15         | 42    | 39    | 0  | 0   | 81    | 20:15     | 25    | 23    | 0  | 0   | 48    |    |     |       |
| 8:30         | 39    | 31    | 0  | 0   | 70    | 20:30     | 10    | 15    | 0  | 0   | 25    |    |     |       |
| 8:45         | 52    | 201   | 42 | 140 | 0     | 20:45     | 10    | 66    | 15 | 75  | 0     | 0  | 25  | 141   |
| 9:00         | 55    | 39    | 0  | 0   | 94    | 21:00     | 14    | 20    | 0  | 0   | 34    |    |     |       |
| 9:15         | 39    | 39    | 0  | 0   | 78    | 21:15     | 11    | 13    | 0  | 0   | 24    |    |     |       |
| 9:30         | 51    | 36    | 0  | 0   | 87    | 21:30     | 10    | 16    | 0  | 0   | 26    |    |     |       |
| 9:45         | 54    | 199   | 44 | 158 | 0     | 21:45     | 5     | 40    | 7  | 56  | 0     | 0  | 12  | 96    |
| 10:00        | 59    | 61    | 0  | 0   | 120   | 22:00     | 6     | 5     | 0  | 0   | 11    |    |     |       |
| 10:15        | 36    | 62    | 0  | 0   | 98    | 22:15     | 5     | 7     | 0  | 0   | 12    |    |     |       |
| 10:30        | 55    | 55    | 0  | 0   | 110   | 22:30     | 3     | 8     | 0  | 0   | 11    |    |     |       |
| 10:45        | 62    | 212   | 60 | 238 | 0     | 22:45     | 6     | 20    | 9  | 29  | 0     | 0  | 15  | 49    |
| 11:00        | 53    | 66    | 0  | 0   | 119   | 23:00     | 6     | 8     | 0  | 0   | 14    |    |     |       |
| 11:15        | 65    | 48    | 0  | 0   | 113   | 23:15     | 4     | 4     | 0  | 0   | 8     |    |     |       |
| 11:30        | 63    | 54    | 0  | 0   | 117   | 23:30     | 5     | 5     | 0  | 0   | 10    |    |     |       |
| 11:45        | 76    | 257   | 65 | 233 | 0     | 23:45     | 9     | 24    | 7  | 24  | 0     | 0  | 16  | 48    |
| TOTALS       | 1131  | 997   |    |     | 2128  | TOTALS    | 1900  | 2033  |    |     | 3933  |    |     |       |
| SPLIT %      | 53.1% | 46.9% |    |     | 35.1% | SPLIT %   | 48.3% | 51.7% |    |     | 64.9% |    |     |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB              |       |       |       |       | EB    | WB | Total |
|-----------------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|----|-------|
|                 |       |       |       |       | 3,031 | 3,030           |       |       |       |       | 0     | 0  | 6,061 |
| AM Peak Hour    | 11:45 | 11:45 |       |       | 11:45 | PM Peak Hour    | 15:00 | 16:30 |       |       | 15:00 |    |       |
| AM Pk Volume    | 278   | 263   |       |       | 541   | PM Pk Volume    | 300   | 282   |       |       | 573   |    |       |
| Pk Hr Factor    | 0.827 | 0.981 |       |       | 0.896 | Pk Hr Factor    | 0.852 | 0.810 |       |       | 0.942 |    |       |
| 7 - 9 Volume    | 351   | 266   | 0     | 0     | 617   | 4 - 6 Volume    | 482   | 491   | 0     | 0     | 973   |    |       |
| 7 - 9 Peak Hour | 7:45  | 7:30  |       |       | 7:30  | 4 - 6 Peak Hour | 16:15 | 16:30 |       |       | 16:15 |    |       |
| 7 - 9 Pk Volume | 209   | 155   | 0     | 0     | 360   | 4 - 6 Pk Volume | 250   | 282   | 0     | 0     | 531   |    |       |
| Pk Hr Factor    | 0.768 | 0.842 | 0.000 | 0.000 | 0.849 | Pk Hr Factor    | 0.856 | 0.810 | 0.000 | 0.000 | 0.830 |    |       |

# VOLUME

Maple Ave Bet. Live Oak Ave & Terminus

Day: Tuesday  
Date: 11/7/2017

City: Ukiah  
Project #: CA17\_7722\_016

| DAILY TOTALS |       |    |    |        | NB    | SB    | EB        |       |    |    |        | WB                  | Total |     |
|--------------|-------|----|----|--------|-------|-------|-----------|-------|----|----|--------|---------------------|-------|-----|
|              |       |    |    |        | 0     | 0     | 65        |       |    |    |        | 73                  | 138   |     |
| AM Period    | NB    | SB | EB | WB     | TOTAL |       | PM Period | NB    | SB | EB | WB     | TOTAL               |       |     |
| 0:00         | 0     | 0  | 0  | 0      |       |       | 12:00     | 0     | 0  | 2  | 0      | 2<br>2<br>2<br>6 12 |       |     |
| 0:15         | 0     | 0  | 0  | 0      |       |       | 12:15     | 0     | 0  | 1  | 1      |                     |       |     |
| 0:30         | 0     | 0  | 0  | 0      |       |       | 12:30     | 0     | 0  | 1  | 1      |                     |       |     |
| 0:45         | 0     | 0  | 0  | 0      |       |       | 12:45     | 0     | 0  | 2  | 6 4 6  |                     |       |     |
| 1:00         | 0     | 0  | 0  | 0      |       |       | 13:00     | 0     | 0  | 2  | 5      | 7<br>5<br>5<br>4 21 |       |     |
| 1:15         | 0     | 0  | 0  | 0      |       |       | 13:15     | 0     | 0  | 2  | 3      |                     |       |     |
| 1:30         | 0     | 0  | 0  | 0      |       |       | 13:30     | 0     | 0  | 1  | 4      |                     |       |     |
| 1:45         | 0     | 0  | 0  | 0      |       |       | 13:45     | 0     | 0  | 1  | 6 3 15 |                     |       |     |
| 2:00         | 0     | 0  | 0  | 0      |       |       | 14:00     | 0     | 0  | 1  | 8      | 9<br>4              |       |     |
| 2:15         | 0     | 0  | 0  | 0      |       |       | 14:15     | 0     | 0  | 2  | 2      |                     |       |     |
| 2:30         | 0     | 0  | 0  | 0      |       |       | 14:30     | 0     | 0  | 0  | 0      |                     |       |     |
| 2:45         | 0     | 0  | 0  | 0      |       |       | 14:45     | 0     | 0  | 1  | 4 0 10 |                     |       |     |
| 3:00         | 0     | 0  | 0  | 0      |       |       | 15:00     | 0     | 0  | 0  | 0      | 1<br>14             |       |     |
| 3:15         | 0     | 0  | 0  | 0      |       |       | 15:15     | 0     | 0  | 2  | 2      |                     |       |     |
| 3:30         | 0     | 0  | 0  | 0      |       |       | 15:30     | 0     | 0  | 4  | 1      |                     |       |     |
| 3:45         | 0     | 0  | 0  | 0      |       |       | 15:45     | 0     | 0  | 2  | 8 2 5  |                     |       |     |
| 4:00         | 0     | 0  | 0  | 0      |       |       | 16:00     | 0     | 0  | 4  | 3      | 7<br>4<br>3<br>14   |       |     |
| 4:15         | 0     | 0  | 0  | 0      |       |       | 16:15     | 0     | 0  | 4  | 0      |                     |       |     |
| 4:30         | 0     | 0  | 0  | 0      |       |       | 16:30     | 0     | 0  | 2  | 1      |                     |       |     |
| 4:45         | 0     | 0  | 0  | 0      |       |       | 16:45     | 0     | 0  | 0  | 10 0 4 |                     |       |     |
| 5:00         | 0     | 0  | 0  | 1      | 1     | 13    | 17:00     | 0     | 0  | 0  | 0      | 1<br>1              |       |     |
| 5:15         | 0     | 0  | 1  | 0      | 1     |       | 17:15     | 0     | 0  | 0  | 0      |                     |       |     |
| 5:30         | 0     | 0  | 0  | 5      | 5     |       | 17:30     | 0     | 0  | 1  | 0      |                     |       |     |
| 5:45         | 0     | 0  | 2  | 3 4 10 | 6     |       | 17:45     | 0     | 0  | 0  | 1 0    |                     |       |     |
| 6:00         | 0     | 0  | 0  | 0      |       |       | 18:00     | 0     | 0  | 1  | 0      | 1<br>1              |       |     |
| 6:15         | 0     | 0  | 0  | 0      |       |       | 18:15     | 0     | 0  | 0  | 0      |                     |       |     |
| 6:30         | 0     | 0  | 1  | 1      |       |       | 2         | 18:30 | 0  | 0  | 0      |                     |       | 0   |
| 6:45         | 0     | 0  | 1  | 2 1 2  |       |       | 2         | 18:45 | 0  | 0  | 0      |                     |       | 1 0 |
| 7:00         | 0     | 0  | 1  | 2      | 3     | 9     | 19:00     | 0     | 0  | 0  | 0      | 1<br>1              |       |     |
| 7:15         | 0     | 0  | 4  | 1      | 5     |       | 19:15     | 0     | 0  | 0  | 0      |                     |       |     |
| 7:30         | 0     | 0  | 0  | 0      | 1     |       | 19:30     | 0     | 0  | 0  | 0      |                     |       |     |
| 7:45         | 0     | 0  | 1  | 6 0 3  | 1     |       | 19:45     | 0     | 0  | 0  | 1 1    |                     |       |     |
| 8:00         | 0     | 0  | 0  | 0      |       |       | 20:00     | 0     | 0  | 0  | 0      | 1<br>1              |       |     |
| 8:15         | 0     | 0  | 2  | 1      |       |       | 3         | 20:15 | 0  | 0  | 0      |                     |       | 0   |
| 8:30         | 0     | 0  | 0  | 2      |       |       | 2         | 20:30 | 0  | 0  | 0      |                     |       | 0   |
| 8:45         | 0     | 0  | 1  | 3 1 4  |       |       | 2         | 20:45 | 0  | 0  | 0      |                     |       | 0   |
| 9:00         | 0     | 0  | 1  | 3      | 4     | 9     | 21:00     | 0     | 0  | 0  | 0      | 1<br>1              |       |     |
| 9:15         | 0     | 0  | 1  | 0      | 1     |       | 21:15     | 0     | 0  | 1  | 0      |                     |       |     |
| 9:30         | 0     | 0  | 1  | 0      | 1     |       | 21:30     | 0     | 0  | 0  | 0      |                     |       |     |
| 9:45         | 0     | 0  | 3  | 6 0 3  | 3     |       | 21:45     | 0     | 0  | 0  | 1 0    |                     |       |     |
| 10:00        | 0     | 0  | 2  | 0      | 2     | 11    | 22:00     | 0     | 0  | 0  | 0      | 78                  |       |     |
| 10:15        | 0     | 0  | 2  | 3      | 5     |       | 22:15     | 0     | 0  | 0  | 0      |                     |       |     |
| 10:30        | 0     | 0  | 0  | 1      | 1     |       | 22:30     | 0     | 0  | 0  | 0      |                     |       |     |
| 10:45        | 0     | 0  | 2  | 6 1 5  | 3     |       | 22:45     | 0     | 0  | 0  | 0      |                     |       |     |
| 11:00        | 0     | 0  | 0  | 2      | 2     | 7     | 23:00     | 0     | 0  | 0  | 0      | 56.5%               |       |     |
| 11:15        | 0     | 0  | 1  | 0      | 1     |       | 23:15     | 0     | 0  | 0  | 0      |                     |       |     |
| 11:30        | 0     | 0  | 1  | 3      | 4     |       | 23:30     | 0     | 0  | 0  | 0      |                     |       |     |
| 11:45        | 0     | 0  | 0  | 2 0 5  | 7     |       | 23:45     | 0     | 0  | 0  | 0      |                     |       |     |
| TOTALS       | 28    |    |    |        | 32    | 60    | TOTALS    | 37    |    |    |        | 41                  | 78    |     |
| SPLIT %      | 46.7% |    |    |        | 53.3% | 43.5% | SPLIT %   | 47.4% |    |    |        | 52.6%               | 56.5% |     |

| DAILY TOTALS    |  |  |  | NB    | SB    | EB    |                 |       |                 | WB    |       |       |       | Total |       |
|-----------------|--|--|--|-------|-------|-------|-----------------|-------|-----------------|-------|-------|-------|-------|-------|-------|
|                 |  |  |  | 0     | 0     |       |                 |       |                 |       |       |       |       | 65    | 73    |
| AM Peak Hour    |  |  |  | 9:30  | 5:00  | 5:00  | PM Peak Hour    |       |                 |       | 15:30 | 13:15 | 12:45 |       |       |
| AM Pk Volume    |  |  |  | 8     | 10    | 13    | PM Pk Volume    |       |                 |       | 14    | 18    | 23    |       |       |
| Pk Hr Factor    |  |  |  | 0.667 | 0.500 | 0.542 | Pk Hr Factor    |       |                 |       | 0.875 | 0.563 | 0.821 |       |       |
| 7 - 9 Volume    |  |  |  | 0     | 0     | 9     | 7               | 16    | 4 - 6 Volume    |       | 0     | 0     | 11    | 4     | 15    |
| 7 - 9 Peak Hour |  |  |  | 7:00  | 8:00  | 7:00  | 4 - 6 Peak Hour |       |                 | 16:00 | 16:00 | 16:00 |       |       |       |
| 7 - 9 Pk Volume |  |  |  | 0     | 0     | 6     | 4               | 9     | 4 - 6 Pk Volume |       | 0     | 0     | 10    | 4     | 14    |
| Pk Hr Factor    |  |  |  | 0.000 | 0.000 | 0.375 | 0.500           | 0.450 | Pk Hr Factor    |       | 0.000 | 0.000 | 0.625 | 0.333 | 0.500 |

# VOLUME

Mason St Bet. Perkins St & Clara Ave

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_017

| DAILY TOTALS |       |       |    |    | NB    | SB  |           |       |       |    | EB | WB    | Total |
|--------------|-------|-------|----|----|-------|-----|-----------|-------|-------|----|----|-------|-------|
|              |       |       |    |    | 648   | 720 |           |       |       |    | 0  | 0     | 1,368 |
| AM Period    | NB    | SB    | EB | WB | TOTAL |     | PM Period | NB    | SB    | EB | WB | TOTAL |       |
| 0:00         | 0     | 1     | 0  | 0  | 1     |     | 12:00     | 23    | 12    | 0  | 0  | 35    |       |
| 0:15         | 0     | 2     | 0  | 0  | 2     |     | 12:15     | 14    | 9     | 0  | 0  | 23    |       |
| 0:30         | 1     | 1     | 0  | 0  | 2     |     | 12:30     | 11    | 14    | 0  | 0  | 25    |       |
| 0:45         | 1     | 2     | 1  | 5  | 2     | 7   | 12:45     | 19    | 67    | 15 | 50 | 34    | 117   |
| 1:00         | 1     | 1     | 0  | 0  | 2     |     | 13:00     | 14    | 15    | 0  | 0  | 29    |       |
| 1:15         | 0     | 0     | 0  | 0  |       |     | 13:15     | 8     | 11    | 0  | 0  | 19    |       |
| 1:30         | 1     | 0     | 0  | 0  | 1     |     | 13:30     | 9     | 13    | 0  | 0  | 22    |       |
| 1:45         | 1     | 3     | 0  | 1  | 1     | 4   | 13:45     | 12    | 43    | 10 | 49 | 22    | 92    |
| 2:00         | 0     | 0     | 0  | 0  |       |     | 14:00     | 18    | 11    | 0  | 0  | 29    |       |
| 2:15         | 1     | 0     | 0  | 0  | 1     |     | 14:15     | 12    | 14    | 0  | 0  | 26    |       |
| 2:30         | 0     | 1     | 0  | 0  | 1     |     | 14:30     | 15    | 13    | 0  | 0  | 28    |       |
| 2:45         | 0     | 1     | 1  | 2  | 1     | 3   | 14:45     | 11    | 56    | 17 | 55 | 28    | 111   |
| 3:00         | 1     | 0     | 0  | 0  | 1     |     | 15:00     | 11    | 14    | 0  | 0  | 25    |       |
| 3:15         | 0     | 0     | 0  | 0  |       |     | 15:15     | 13    | 18    | 0  | 0  | 31    |       |
| 3:30         | 0     | 0     | 0  | 0  |       |     | 15:30     | 12    | 16    | 0  | 0  | 28    |       |
| 3:45         | 0     | 1     | 0  | 0  |       | 1   | 15:45     | 23    | 59    | 20 | 68 | 43    | 127   |
| 4:00         | 1     | 0     | 0  | 0  | 1     |     | 16:00     | 21    | 15    | 0  | 0  | 36    |       |
| 4:15         | 0     | 0     | 0  | 0  |       |     | 16:15     | 15    | 13    | 0  | 0  | 28    |       |
| 4:30         | 0     | 0     | 0  | 0  |       |     | 16:30     | 16    | 12    | 0  | 0  | 28    |       |
| 4:45         | 1     | 2     | 0  | 0  | 1     | 2   | 16:45     | 19    | 71    | 19 | 59 | 38    | 130   |
| 5:00         | 1     | 2     | 0  | 0  | 3     |     | 17:00     | 27    | 13    | 0  | 0  | 40    |       |
| 5:15         | 0     | 0     | 0  | 0  |       |     | 17:15     | 14    | 8     | 0  | 0  | 22    |       |
| 5:30         | 2     | 3     | 0  | 0  | 5     |     | 17:30     | 14    | 11    | 0  | 0  | 25    |       |
| 5:45         | 2     | 5     | 5  | 10 | 7     | 15  | 17:45     | 12    | 67    | 16 | 48 | 28    | 115   |
| 6:00         | 0     | 0     | 0  | 0  |       |     | 18:00     | 9     | 19    | 0  | 0  | 28    |       |
| 6:15         | 0     | 3     | 0  | 0  | 3     |     | 18:15     | 6     | 13    | 0  | 0  | 19    |       |
| 6:30         | 2     | 7     | 0  | 0  | 9     |     | 18:30     | 7     | 13    | 0  | 0  | 20    |       |
| 6:45         | 1     | 3     | 5  | 15 | 6     | 18  | 18:45     | 7     | 29    | 12 | 57 | 19    | 86    |
| 7:00         | 4     | 8     | 0  | 0  | 12    |     | 19:00     | 9     | 9     | 0  | 0  | 18    |       |
| 7:15         | 6     | 9     | 0  | 0  | 15    |     | 19:15     | 5     | 7     | 0  | 0  | 12    |       |
| 7:30         | 9     | 8     | 0  | 0  | 17    |     | 19:30     | 8     | 6     | 0  | 0  | 14    |       |
| 7:45         | 13    | 32    | 15 | 40 | 28    | 72  | 19:45     | 5     | 27    | 7  | 29 | 12    | 56    |
| 8:00         | 8     | 17    | 0  | 0  | 25    |     | 20:00     | 2     | 6     | 0  | 0  | 8     |       |
| 8:15         | 9     | 17    | 0  | 0  | 26    |     | 20:15     | 4     | 5     | 0  | 0  | 9     |       |
| 8:30         | 10    | 9     | 0  | 0  | 19    |     | 20:30     | 6     | 4     | 0  | 0  | 10    |       |
| 8:45         | 3     | 30    | 9  | 52 | 12    | 82  | 20:45     | 4     | 16    | 4  | 19 | 8     | 35    |
| 9:00         | 3     | 4     | 0  | 0  | 7     |     | 21:00     | 5     | 6     | 0  | 0  | 11    |       |
| 9:15         | 7     | 10    | 0  | 0  | 17    |     | 21:15     | 2     | 2     | 0  | 0  | 4     |       |
| 9:30         | 4     | 6     | 0  | 0  | 10    |     | 21:30     | 6     | 5     | 0  | 0  | 11    |       |
| 9:45         | 9     | 23    | 9  | 29 | 18    | 52  | 21:45     | 4     | 17    | 2  | 15 | 6     | 32    |
| 10:00        | 11    | 8     | 0  | 0  | 19    |     | 22:00     | 2     | 2     | 0  | 0  | 4     |       |
| 10:15        | 10    | 11    | 0  | 0  | 21    |     | 22:15     | 1     | 3     | 0  | 0  | 4     |       |
| 10:30        | 6     | 17    | 0  | 0  | 23    |     | 22:30     | 1     | 1     | 0  | 0  | 2     |       |
| 10:45        | 6     | 33    | 15 | 51 | 21    | 84  | 22:45     | 1     | 5     | 4  | 10 | 5     | 15    |
| 11:00        | 13    | 11    | 0  | 0  | 24    |     | 23:00     | 2     | 4     | 0  | 0  | 6     |       |
| 11:15        | 11    | 12    | 0  | 0  | 23    |     | 23:15     | 1     | 1     | 0  | 0  | 2     |       |
| 11:30        | 12    | 13    | 0  | 0  | 25    |     | 23:30     | 1     | 2     | 0  | 0  | 3     |       |
| 11:45        | 16    | 52    | 12 | 48 | 28    | 100 | 23:45     | 0     | 4     | 1  | 8  | 1     | 12    |
| TOTALS       | 187   | 253   |    |    | 440   |     | TOTALS    | 461   | 467   |    |    | 928   |       |
| SPLIT %      | 42.5% | 57.5% |    |    | 32.2% |     | SPLIT %   | 49.7% | 50.3% |    |    | 67.8% |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB  |                 |       |       |       | EB    | WB    | Total |
|-----------------|-------|-------|-------|-------|-------|-----|-----------------|-------|-------|-------|-------|-------|-------|
|                 |       |       |       |       | 648   | 720 |                 |       |       |       | 0     | 0     | 1,368 |
| AM Peak Hour    | 11:30 | 7:45  |       |       | 11:15 |     | PM Peak Hour    | 16:15 | 15:15 |       |       | 15:15 |       |
| AM Pk Volume    | 65    | 58    |       |       | 111   |     | PM Pk Volume    | 77    | 69    |       |       | 138   |       |
| Pk Hr Factor    | 0.707 | 0.853 |       |       | 0.793 |     | Pk Hr Factor    | 0.713 | 0.863 |       |       | 0.802 |       |
| 7 - 9 Volume    | 62    | 92    | 0     | 0     | 154   |     | 4 - 6 Volume    | 138   | 107   | 0     | 0     | 245   |       |
| 7 - 9 Peak Hour | 7:45  | 7:45  |       |       | 7:45  |     | 4 - 6 Peak Hour | 16:15 | 16:00 |       |       | 16:15 |       |
| 7 - 9 Pk Volume | 40    | 58    | 0     | 0     | 98    |     | 4 - 6 Pk Volume | 77    | 59    | 0     | 0     | 134   |       |
| Pk Hr Factor    | 0.769 | 0.853 | 0.000 | 0.000 | 0.875 |     | Pk Hr Factor    | 0.713 | 0.776 | 0.000 | 0.000 | 0.838 |       |

# VOLUME

Mendocino Dr Bet. Gardens Ave & Dora St

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_018

| DAILY TOTALS |    |    |    |    | NB    | SB    |           |    |    |    |    | EB    | WB    |  |  |  |  |  | Total |
|--------------|----|----|----|----|-------|-------|-----------|----|----|----|----|-------|-------|--|--|--|--|--|-------|
|              |    |    |    |    | 0     | 0     |           |    |    |    |    | 534   | 664   |  |  |  |  |  | 1,198 |
| AM Period    | NB | SB | EB | WB | TOTAL |       | PM Period | NB | SB | EB | WB | TOTAL |       |  |  |  |  |  |       |
| 0:00         | 0  | 0  | 0  | 0  |       |       | 12:00     | 0  | 0  | 6  | 12 |       |       |  |  |  |  |  |       |
| 0:15         | 0  | 0  | 0  | 1  | 1     |       | 12:15     | 0  | 0  | 4  | 10 |       |       |  |  |  |  |  |       |
| 0:30         | 0  | 0  | 0  | 0  |       |       | 12:30     | 0  | 0  | 10 | 15 |       |       |  |  |  |  |  |       |
| 0:45         | 0  | 0  | 1  | 1  | 0     | 1     | 12:45     | 0  | 0  | 6  | 26 | 7     | 44    |  |  |  |  |  |       |
| 1:00         | 0  | 0  | 0  | 0  |       |       | 13:00     | 0  | 0  | 9  | 8  |       |       |  |  |  |  |  |       |
| 1:15         | 0  | 0  | 1  | 1  | 2     |       | 13:15     | 0  | 0  | 8  | 3  |       |       |  |  |  |  |  |       |
| 1:30         | 0  | 0  | 2  | 2  | 4     |       | 13:30     | 0  | 0  | 11 | 10 |       |       |  |  |  |  |  |       |
| 1:45         | 0  | 0  | 0  | 3  | 0     | 3     | 13:45     | 0  | 0  | 5  | 33 | 14    | 35    |  |  |  |  |  |       |
| 2:00         | 0  | 0  | 1  | 1  | 2     |       | 14:00     | 0  | 0  | 10 | 27 |       |       |  |  |  |  |  |       |
| 2:15         | 0  | 0  | 0  | 0  |       |       | 14:15     | 0  | 0  | 12 | 35 |       |       |  |  |  |  |  |       |
| 2:30         | 0  | 0  | 0  | 0  |       |       | 14:30     | 0  | 0  | 13 | 12 |       |       |  |  |  |  |  |       |
| 2:45         | 0  | 0  | 2  | 3  | 1     | 2     | 14:45     | 0  | 0  | 11 | 46 | 5     | 79    |  |  |  |  |  |       |
| 3:00         | 0  | 0  | 0  | 0  |       |       | 15:00     | 0  | 0  | 7  | 16 |       |       |  |  |  |  |  |       |
| 3:15         | 0  | 0  | 0  | 1  | 1     |       | 15:15     | 0  | 0  | 15 | 9  |       |       |  |  |  |  |  |       |
| 3:30         | 0  | 0  | 0  | 0  |       |       | 15:30     | 0  | 0  | 5  | 19 |       |       |  |  |  |  |  |       |
| 3:45         | 0  | 0  | 1  | 1  | 0     | 1     | 15:45     | 0  | 0  | 10 | 37 | 15    | 59    |  |  |  |  |  |       |
| 4:00         | 0  | 0  | 0  | 0  |       |       | 16:00     | 0  | 0  | 7  | 7  |       |       |  |  |  |  |  |       |
| 4:15         | 0  | 0  | 1  | 0  | 1     |       | 16:15     | 0  | 0  | 6  | 9  |       |       |  |  |  |  |  |       |
| 4:30         | 0  | 0  | 1  | 0  | 1     |       | 16:30     | 0  | 0  | 6  | 10 |       |       |  |  |  |  |  |       |
| 4:45         | 0  | 0  | 0  | 2  | 0     | 2     | 16:45     | 0  | 0  | 12 | 31 | 10    | 36    |  |  |  |  |  |       |
| 5:00         | 0  | 0  | 2  | 1  | 3     |       | 17:00     | 0  | 0  | 7  | 18 |       |       |  |  |  |  |  |       |
| 5:15         | 0  | 0  | 2  | 0  | 2     |       | 17:15     | 0  | 0  | 9  | 14 |       |       |  |  |  |  |  |       |
| 5:30         | 0  | 0  | 3  | 1  | 4     |       | 17:30     | 0  | 0  | 5  | 14 |       |       |  |  |  |  |  |       |
| 5:45         | 0  | 0  | 0  | 7  | 0     | 2     | 17:45     | 0  | 0  | 10 | 31 | 13    | 59    |  |  |  |  |  |       |
| 6:00         | 0  | 0  | 4  | 3  | 7     |       | 18:00     | 0  | 0  | 21 | 19 |       |       |  |  |  |  |  |       |
| 6:15         | 0  | 0  | 4  | 0  | 4     |       | 18:15     | 0  | 0  | 6  | 14 |       |       |  |  |  |  |  |       |
| 6:30         | 0  | 0  | 5  | 2  | 7     |       | 18:30     | 0  | 0  | 5  | 8  |       |       |  |  |  |  |  |       |
| 6:45         | 0  | 0  | 3  | 16 | 1     | 6     | 18:45     | 0  | 0  | 10 | 42 | 9     | 50    |  |  |  |  |  |       |
| 7:00         | 0  | 0  | 8  | 4  | 12    |       | 19:00     | 0  | 0  | 8  | 12 |       |       |  |  |  |  |  |       |
| 7:15         | 0  | 0  | 7  | 9  | 16    |       | 19:15     | 0  | 0  | 4  | 13 |       |       |  |  |  |  |  |       |
| 7:30         | 0  | 0  | 11 | 25 | 36    |       | 19:30     | 0  | 0  | 3  | 7  |       |       |  |  |  |  |  |       |
| 7:45         | 0  | 0  | 20 | 46 | 34    | 72    | 19:45     | 0  | 0  | 1  | 16 | 5     | 37    |  |  |  |  |  |       |
| 8:00         | 0  | 0  | 17 | 26 | 43    |       | 20:00     | 0  | 0  | 3  | 3  |       |       |  |  |  |  |  |       |
| 8:15         | 0  | 0  | 10 | 11 | 21    |       | 20:15     | 0  | 0  | 1  | 9  |       |       |  |  |  |  |  |       |
| 8:30         | 0  | 0  | 11 | 11 | 22    |       | 20:30     | 0  | 0  | 5  | 6  |       |       |  |  |  |  |  |       |
| 8:45         | 0  | 0  | 12 | 50 | 5     | 53    | 20:45     | 0  | 0  | 2  | 11 | 3     | 21    |  |  |  |  |  |       |
| 9:00         | 0  | 0  | 12 | 8  | 20    |       | 21:00     | 0  | 0  | 0  | 5  |       |       |  |  |  |  |  |       |
| 9:15         | 0  | 0  | 14 | 6  | 20    |       | 21:15     | 0  | 0  | 2  | 1  |       |       |  |  |  |  |  |       |
| 9:30         | 0  | 0  | 16 | 3  | 19    |       | 21:30     | 0  | 0  | 0  | 2  |       |       |  |  |  |  |  |       |
| 9:45         | 0  | 0  | 10 | 52 | 3     | 20    | 21:45     | 0  | 0  | 2  | 4  | 1     | 9     |  |  |  |  |  |       |
| 10:00        | 0  | 0  | 8  | 5  | 13    |       | 22:00     | 0  | 0  | 1  | 2  |       |       |  |  |  |  |  |       |
| 10:15        | 0  | 0  | 13 | 7  | 20    |       | 22:15     | 0  | 0  | 1  | 3  |       |       |  |  |  |  |  |       |
| 10:30        | 0  | 0  | 12 | 7  | 19    |       | 22:30     | 0  | 0  | 0  | 2  |       |       |  |  |  |  |  |       |
| 10:45        | 0  | 0  | 10 | 43 | 7     | 26    | 22:45     | 0  | 0  | 0  | 2  | 2     | 9     |  |  |  |  |  |       |
| 11:00        | 0  | 0  | 12 | 6  | 18    |       | 23:00     | 0  | 0  | 1  | 1  |       |       |  |  |  |  |  |       |
| 11:15        | 0  | 0  | 6  | 7  | 13    |       | 23:15     | 0  | 0  | 0  | 3  |       |       |  |  |  |  |  |       |
| 11:30        | 0  | 0  | 6  | 9  | 15    |       | 23:30     | 0  | 0  | 2  | 3  |       |       |  |  |  |  |  |       |
| 11:45        | 0  | 0  | 3  | 27 | 9     | 31    | 23:45     | 0  | 0  | 1  | 4  | 2     | 9     |  |  |  |  |  |       |
| TOTALS       |    |    |    |    | 251   | 217   | TOTALS    |    |    |    |    | 283   | 447   |  |  |  |  |  |       |
| SPLIT %      |    |    |    |    | 53.6% | 46.4% | SPLIT %   |    |    |    |    | 38.8% | 61.2% |  |  |  |  |  |       |

| DAILY TOTALS    |  |  |  |  | NB    | SB    |       |                 |  |  |  | EB  | WB    |       |  |  |  |  | Total |
|-----------------|--|--|--|--|-------|-------|-------|-----------------|--|--|--|-----|-------|-------|--|--|--|--|-------|
|                 |  |  |  |  | 0     | 0     |       |                 |  |  |  | 534 | 664   |       |  |  |  |  | 1,198 |
| AM Peak Hour    |  |  |  |  | 7:30  | 7:30  | 7:30  | PM Peak Hour    |  |  |  |     | 14:00 | 13:45 |  |  |  |  |       |
| AM Pk Volume    |  |  |  |  | 58    | 96    | 154   | PM Pk Volume    |  |  |  |     | 46    | 88    |  |  |  |  |       |
| Pk Hr Factor    |  |  |  |  | 0.725 | 0.706 | 0.713 | Pk Hr Factor    |  |  |  |     | 0.885 | 0.629 |  |  |  |  |       |
| 7 - 9 Volume    |  |  |  |  | 0     | 0     | 96    | 4 - 6 Volume    |  |  |  |     | 0     | 0     |  |  |  |  |       |
| 7 - 9 Peak Hour |  |  |  |  | 7:30  | 7:30  | 7:30  | 4 - 6 Peak Hour |  |  |  |     | 16:30 | 17:00 |  |  |  |  |       |
| 7 - 9 Pk Volume |  |  |  |  | 0     | 0     | 58    | 4 - 6 Pk Volume |  |  |  |     | 0     | 0     |  |  |  |  |       |
| Pk Hr Factor    |  |  |  |  | 0.000 | 0.000 | 0.725 | Pk Hr Factor    |  |  |  |     | 0.000 | 0.000 |  |  |  |  |       |



# VOLUME

Mill St Bet. State St & Highland Dr

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_019

| DAILY TOTALS |    |    |    |     | NB    | SB    |           |    |    |    |     | EB    | WB    |  |  |  |  |  | Total |
|--------------|----|----|----|-----|-------|-------|-----------|----|----|----|-----|-------|-------|--|--|--|--|--|-------|
|              |    |    |    |     | 0     | 0     |           |    |    |    |     | 1,469 | 1,230 |  |  |  |  |  | 2,699 |
| AM Period    | NB | SB | EB | WB  | TOTAL |       | PM Period | NB | SB | EB | WB  | TOTAL |       |  |  |  |  |  |       |
| 0:00         | 0  | 0  | 0  | 0   |       |       | 12:00     | 0  | 0  | 26 | 23  |       |       |  |  |  |  |  | 49    |
| 0:15         | 0  | 0  | 1  | 0   | 1     |       | 12:15     | 0  | 0  | 16 | 17  |       |       |  |  |  |  |  | 33    |
| 0:30         | 0  | 0  | 0  | 1   | 1     |       | 12:30     | 0  | 0  | 26 | 31  |       |       |  |  |  |  |  | 57    |
| 0:45         | 0  | 0  | 0  | 1   | 0     | 1     | 12:45     | 0  | 0  | 34 | 102 | 30    | 101   |  |  |  |  |  | 64    |
| 1:00         | 0  | 0  | 0  | 1   | 1     |       | 13:00     | 0  | 0  | 17 | 29  |       |       |  |  |  |  |  | 46    |
| 1:15         | 0  | 0  | 0  | 0   |       |       | 13:15     | 0  | 0  | 21 | 19  |       |       |  |  |  |  |  | 40    |
| 1:30         | 0  | 0  | 0  | 1   | 1     |       | 13:30     | 0  | 0  | 26 | 25  |       |       |  |  |  |  |  | 51    |
| 1:45         | 0  | 0  | 0  | 0   | 2     | 2     | 13:45     | 0  | 0  | 22 | 86  | 19    | 92    |  |  |  |  |  | 41    |
| 2:00         | 0  | 0  | 1  | 0   | 1     |       | 14:00     | 0  | 0  | 22 | 30  |       |       |  |  |  |  |  | 52    |
| 2:15         | 0  | 0  | 0  | 3   | 3     |       | 14:15     | 0  | 0  | 54 | 20  |       |       |  |  |  |  |  | 74    |
| 2:30         | 0  | 0  | 1  | 0   | 1     |       | 14:30     | 0  | 0  | 35 | 27  |       |       |  |  |  |  |  | 62    |
| 2:45         | 0  | 0  | 0  | 2   | 0     | 3     | 14:45     | 0  | 0  | 30 | 141 | 28    | 105   |  |  |  |  |  | 58    |
| 3:00         | 0  | 0  | 0  | 1   | 1     |       | 15:00     | 0  | 0  | 32 | 32  |       |       |  |  |  |  |  | 64    |
| 3:15         | 0  | 0  | 0  | 0   |       |       | 15:15     | 0  | 0  | 43 | 28  |       |       |  |  |  |  |  | 71    |
| 3:30         | 0  | 0  | 0  | 0   |       |       | 15:30     | 0  | 0  | 30 | 31  |       |       |  |  |  |  |  | 61    |
| 3:45         | 0  | 0  | 0  | 0   | 1     | 1     | 15:45     | 0  | 0  | 25 | 130 | 23    | 114   |  |  |  |  |  | 48    |
| 4:00         | 0  | 0  | 0  | 0   |       |       | 16:00     | 0  | 0  | 25 | 24  |       |       |  |  |  |  |  | 49    |
| 4:15         | 0  | 0  | 2  | 0   | 2     |       | 16:15     | 0  | 0  | 20 | 29  |       |       |  |  |  |  |  | 49    |
| 4:30         | 0  | 0  | 2  | 1   | 3     |       | 16:30     | 0  | 0  | 27 | 25  |       |       |  |  |  |  |  | 52    |
| 4:45         | 0  | 0  | 4  | 8   | 0     | 1     | 16:45     | 0  | 0  | 29 | 101 | 20    | 98    |  |  |  |  |  | 49    |
| 5:00         | 0  | 0  | 4  | 0   | 4     |       | 17:00     | 0  | 0  | 30 | 32  |       |       |  |  |  |  |  | 62    |
| 5:15         | 0  | 0  | 4  | 1   | 5     |       | 17:15     | 0  | 0  | 34 | 37  |       |       |  |  |  |  |  | 71    |
| 5:30         | 0  | 0  | 2  | 1   | 3     |       | 17:30     | 0  | 0  | 22 | 26  |       |       |  |  |  |  |  | 48    |
| 5:45         | 0  | 0  | 6  | 16  | 0     | 2     | 17:45     | 0  | 0  | 15 | 101 | 18    | 113   |  |  |  |  |  | 33    |
| 6:00         | 0  | 0  | 3  | 4   | 7     |       | 18:00     | 0  | 0  | 14 | 26  |       |       |  |  |  |  |  | 40    |
| 6:15         | 0  | 0  | 8  | 3   | 11    |       | 18:15     | 0  | 0  | 16 | 23  |       |       |  |  |  |  |  | 39    |
| 6:30         | 0  | 0  | 5  | 4   | 9     |       | 18:30     | 0  | 0  | 18 | 12  |       |       |  |  |  |  |  | 30    |
| 6:45         | 0  | 0  | 17 | 33  | 2     | 13    | 18:45     | 0  | 0  | 21 | 69  | 10    | 71    |  |  |  |  |  | 31    |
| 7:00         | 0  | 0  | 21 | 3   | 24    |       | 19:00     | 0  | 0  | 11 | 14  |       |       |  |  |  |  |  | 25    |
| 7:15         | 0  | 0  | 17 | 14  | 31    |       | 19:15     | 0  | 0  | 10 | 13  |       |       |  |  |  |  |  | 23    |
| 7:30         | 0  | 0  | 38 | 23  | 61    |       | 19:30     | 0  | 0  | 11 | 17  |       |       |  |  |  |  |  | 28    |
| 7:45         | 0  | 0  | 54 | 130 | 45    | 85    | 19:45     | 0  | 0  | 4  | 36  | 13    | 57    |  |  |  |  |  | 17    |
| 8:00         | 0  | 0  | 76 | 22  | 98    |       | 20:00     | 0  | 0  | 7  | 11  |       |       |  |  |  |  |  | 18    |
| 8:15         | 0  | 0  | 30 | 10  | 40    |       | 20:15     | 0  | 0  | 13 | 9   |       |       |  |  |  |  |  | 22    |
| 8:30         | 0  | 0  | 26 | 19  | 45    |       | 20:30     | 0  | 0  | 5  | 10  |       |       |  |  |  |  |  | 15    |
| 8:45         | 0  | 0  | 28 | 160 | 12    | 63    | 20:45     | 0  | 0  | 6  | 31  | 6     | 36    |  |  |  |  |  | 12    |
| 9:00         | 0  | 0  | 27 | 18  | 45    |       | 21:00     | 0  | 0  | 7  | 8   |       |       |  |  |  |  |  | 15    |
| 9:15         | 0  | 0  | 19 | 18  | 37    |       | 21:15     | 0  | 0  | 4  | 8   |       |       |  |  |  |  |  | 12    |
| 9:30         | 0  | 0  | 21 | 19  | 40    |       | 21:30     | 0  | 0  | 0  | 4   |       |       |  |  |  |  |  | 4     |
| 9:45         | 0  | 0  | 29 | 96  | 18    | 73    | 21:45     | 0  | 0  | 5  | 16  | 3     | 23    |  |  |  |  |  | 8     |
| 10:00        | 0  | 0  | 34 | 16  | 50    |       | 22:00     | 0  | 0  | 3  | 3   |       |       |  |  |  |  |  | 6     |
| 10:15        | 0  | 0  | 26 | 24  | 50    |       | 22:15     | 0  | 0  | 1  | 7   |       |       |  |  |  |  |  | 8     |
| 10:30        | 0  | 0  | 22 | 11  | 33    |       | 22:30     | 0  | 0  | 2  | 3   |       |       |  |  |  |  |  | 5     |
| 10:45        | 0  | 0  | 23 | 105 | 15    | 66    | 22:45     | 0  | 0  | 1  | 7   | 3     | 16    |  |  |  |  |  | 4     |
| 11:00        | 0  | 0  | 26 | 27  | 53    |       | 23:00     | 0  | 0  | 0  | 2   |       |       |  |  |  |  |  | 2     |
| 11:15        | 0  | 0  | 17 | 17  | 34    |       | 23:15     | 0  | 0  | 0  | 4   |       |       |  |  |  |  |  | 4     |
| 11:30        | 0  | 0  | 25 | 18  | 43    |       | 23:30     | 0  | 0  | 1  | 2   |       |       |  |  |  |  |  | 3     |
| 11:45        | 0  | 0  | 29 | 97  | 22    | 84    | 23:45     | 0  | 0  | 0  | 1   | 2     | 10    |  |  |  |  |  | 2     |
| TOTALS       |    |    |    |     | 648   | 394   | TOTALS    |    |    |    |     | 821   | 836   |  |  |  |  |  | 1657  |
| SPLIT %      |    |    |    |     | 62.2% | 37.8% | SPLIT %   |    |    |    |     | 49.5% | 50.5% |  |  |  |  |  | 61.4% |

| DAILY TOTALS    |  |  |  | NB    | SB    | EB    |                 |       |                 | WB |       |       |       | Total |       |       |       |
|-----------------|--|--|--|-------|-------|-------|-----------------|-------|-----------------|----|-------|-------|-------|-------|-------|-------|-------|
|                 |  |  |  | 0     | 0     |       |                 |       |                 |    |       |       |       | 1,469 | 1,230 | 2,699 |       |
| AM Peak Hour    |  |  |  | 7:30  | 7:15  | 7:30  | PM Peak Hour    |       |                 |    | 14:15 | 14:45 | 14:15 |       |       |       |       |
| AM Pk Volume    |  |  |  | 198   | 104   | 298   | PM Pk Volume    |       |                 |    | 151   | 119   | 258   |       |       |       |       |
| Pk Hr Factor    |  |  |  | 0.651 | 0.578 | 0.753 | Pk Hr Factor    |       |                 |    | 0.699 | 0.930 | 0.872 |       |       |       |       |
| 7 - 9 Volume    |  |  |  | 0     | 0     | 290   | 148             | 438   | 4 - 6 Volume    |    |       |       | 0     | 0     | 202   | 211   | 413   |
| 7 - 9 Peak Hour |  |  |  | 7:30  | 7:15  | 7:30  | 4 - 6 Peak Hour |       |                 |    | 16:30 | 16:45 | 16:30 |       |       |       |       |
| 7 - 9 Pk Volume |  |  |  | 0     | 0     | 198   | 104             | 298   | 4 - 6 Pk Volume |    |       |       | 0     | 0     | 120   | 115   | 234   |
| Pk Hr Factor    |  |  |  | 0.000 | 0.000 | 0.651 | 0.578           | 0.753 | Pk Hr Factor    |    |       |       | 0.000 | 0.000 | 0.882 | 0.777 | 0.824 |

## VOLUME

Oak Manor Dr Bet. Gobbi St & Perkins St

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_020

| DAILY TOTALS |       |       |    |    | NB    | SB        | EB    |       |    |     |       | WB | Total |
|--------------|-------|-------|----|----|-------|-----------|-------|-------|----|-----|-------|----|-------|
|              |       |       |    |    | 1,611 | 1,146     | 0     |       |    |     |       | 0  | 2,757 |
| AM Period    | NB    | SB    | EB | WB | TOTAL | PM Period | NB    | SB    | EB | WB  | TOTAL |    |       |
| 0:00         | 4     | 0     | 0  | 0  | 4     | 12:00     | 28    | 13    | 0  | 0   | 41    |    |       |
| 0:15         | 1     | 0     | 0  | 0  | 1     | 12:15     | 18    | 24    | 0  | 0   | 42    |    |       |
| 0:30         | 3     | 2     | 0  | 0  | 5     | 12:30     | 25    | 26    | 0  | 0   | 51    |    |       |
| 0:45         | 1     | 9     | 1  | 3  | 0     | 12:45     | 19    | 90    | 23 | 86  | 0     | 42 | 176   |
| 1:00         | 1     | 0     | 0  | 0  | 1     | 13:00     | 15    | 17    | 0  | 0   | 32    |    |       |
| 1:15         | 2     | 1     | 0  | 0  | 3     | 13:15     | 31    | 12    | 0  | 0   | 43    |    |       |
| 1:30         | 2     | 1     | 0  | 0  | 3     | 13:30     | 17    | 20    | 0  | 0   | 37    |    |       |
| 1:45         | 2     | 7     | 1  | 3  | 0     | 13:45     | 36    | 99    | 25 | 74  | 0     | 61 | 173   |
| 2:00         | 3     | 1     | 0  | 0  | 4     | 14:00     | 27    | 21    | 0  | 0   | 48    |    |       |
| 2:15         | 0     | 0     | 0  | 0  | 0     | 14:15     | 31    | 17    | 0  | 0   | 48    |    |       |
| 2:30         | 1     | 0     | 0  | 0  | 1     | 14:30     | 46    | 22    | 0  | 0   | 68    |    |       |
| 2:45         | 0     | 4     | 0  | 1  | 0     | 14:45     | 54    | 158   | 22 | 82  | 0     | 76 | 240   |
| 3:00         | 2     | 0     | 0  | 0  | 2     | 15:00     | 44    | 76    | 0  | 0   | 120   |    |       |
| 3:15         | 0     | 1     | 0  | 0  | 1     | 15:15     | 30    | 27    | 0  | 0   | 57    |    |       |
| 3:30         | 2     | 4     | 0  | 0  | 6     | 15:30     | 25    | 20    | 0  | 0   | 45    |    |       |
| 3:45         | 0     | 4     | 1  | 6  | 0     | 15:45     | 33    | 132   | 27 | 150 | 0     | 60 | 282   |
| 4:00         | 0     | 0     | 0  | 0  | 0     | 16:00     | 45    | 15    | 0  | 0   | 60    |    |       |
| 4:15         | 0     | 1     | 0  | 0  | 1     | 16:15     | 44    | 15    | 0  | 0   | 59    |    |       |
| 4:30         | 1     | 0     | 0  | 0  | 1     | 16:30     | 41    | 26    | 0  | 0   | 67    |    |       |
| 4:45         | 2     | 3     | 2  | 3  | 0     | 16:45     | 34    | 164   | 29 | 85  | 0     | 63 | 249   |
| 5:00         | 1     | 1     | 0  | 0  | 2     | 17:00     | 46    | 17    | 0  | 0   | 63    |    |       |
| 5:15         | 0     | 1     | 0  | 0  | 1     | 17:15     | 47    | 24    | 0  | 0   | 71    |    |       |
| 5:30         | 3     | 4     | 0  | 0  | 7     | 17:30     | 35    | 25    | 0  | 0   | 60    |    |       |
| 5:45         | 4     | 8     | 4  | 10 | 0     | 17:45     | 30    | 158   | 17 | 83  | 0     | 47 | 241   |
| 6:00         | 3     | 5     | 0  | 0  | 8     | 18:00     | 23    | 16    | 0  | 0   | 39    |    |       |
| 6:15         | 2     | 6     | 0  | 0  | 8     | 18:15     | 21    | 14    | 0  | 0   | 35    |    |       |
| 6:30         | 6     | 6     | 0  | 0  | 12    | 18:30     | 25    | 14    | 0  | 0   | 39    |    |       |
| 6:45         | 7     | 18    | 14 | 31 | 0     | 18:45     | 24    | 93    | 10 | 54  | 0     | 34 | 147   |
| 7:00         | 7     | 10    | 0  | 0  | 17    | 19:00     | 22    | 13    | 0  | 0   | 35    |    |       |
| 7:15         | 15    | 18    | 0  | 0  | 33    | 19:15     | 21    | 10    | 0  | 0   | 31    |    |       |
| 7:30         | 23    | 22    | 0  | 0  | 45    | 19:30     | 15    | 13    | 0  | 0   | 28    |    |       |
| 7:45         | 39    | 84    | 29 | 79 | 0     | 19:45     | 16    | 74    | 10 | 46  | 0     | 26 | 120   |
| 8:00         | 48    | 25    | 0  | 0  | 73    | 20:00     | 13    | 12    | 0  | 0   | 25    |    |       |
| 8:15         | 76    | 28    | 0  | 0  | 104   | 20:15     | 17    | 6     | 0  | 0   | 23    |    |       |
| 8:30         | 37    | 26    | 0  | 0  | 63    | 20:30     | 12    | 8     | 0  | 0   | 20    |    |       |
| 8:45         | 19    | 180   | 17 | 96 | 0     | 20:45     | 10    | 52    | 7  | 33  | 0     | 17 | 85    |
| 9:00         | 23    | 12    | 0  | 0  | 35    | 21:00     | 3     | 6     | 0  | 0   | 9     |    |       |
| 9:15         | 17    | 13    | 0  | 0  | 30    | 21:15     | 8     | 5     | 0  | 0   | 13    |    |       |
| 9:30         | 14    | 17    | 0  | 0  | 31    | 21:30     | 6     | 6     | 0  | 0   | 12    |    |       |
| 9:45         | 17    | 71    | 12 | 54 | 0     | 21:45     | 6     | 23    | 5  | 22  | 0     | 11 | 45    |
| 10:00        | 13    | 14    | 0  | 0  | 27    | 22:00     | 8     | 2     | 0  | 0   | 10    |    |       |
| 10:15        | 14    | 10    | 0  | 0  | 24    | 22:15     | 4     | 2     | 0  | 0   | 6     |    |       |
| 10:30        | 18    | 17    | 0  | 0  | 35    | 22:30     | 6     | 1     | 0  | 0   | 7     |    |       |
| 10:45        | 15    | 60    | 13 | 54 | 0     | 22:45     | 2     | 20    | 2  | 7   | 0     | 4  | 27    |
| 11:00        | 17    | 20    | 0  | 0  | 37    | 23:00     | 1     | 3     | 0  | 0   | 4     |    |       |
| 11:15        | 38    | 14    | 0  | 0  | 52    | 23:15     | 2     | 1     | 0  | 0   | 3     |    |       |
| 11:30        | 18    | 22    | 0  | 0  | 40    | 23:30     | 2     | 1     | 0  | 0   | 3     |    |       |
| 11:45        | 21    | 94    | 21 | 77 | 0     | 23:45     | 1     | 6     | 2  | 7   | 0     | 3  | 13    |
| TOTALS       | 542   | 417   |    |    | 959   | TOTALS    | 1069  | 729   |    |     | 1798  |    |       |
| SPLIT %      | 56.5% | 43.5% |    |    | 34.8% | SPLIT %   | 59.5% | 40.5% |    |     | 65.2% |    |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |                 |       |       |       |       | EB    | WB |  |  |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|----|--|--|--|--|--|-------|
|                 |       |       |       |       | 1,611 | 1,146 |                 |       |       |       |       | 0     | 0  |  |  |  |  |  | 2,757 |
| AM Peak Hour    | 7:45  | 7:45  |       |       | 7:45  |       | PM Peak Hour    | 14:15 | 15:00 |       |       | 14:30 |    |  |  |  |  |  |       |
| AM Pk Volume    | 200   | 108   |       |       | 308   |       | PM Pk Volume    | 175   | 150   |       |       | 321   |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.658 | 0.931 |       |       | 0.740 |       | Pk Hr Factor    | 0.810 | 0.493 |       |       | 0.669 |    |  |  |  |  |  |       |
| 7 - 9 Volume    | 264   | 175   | 0     | 0     | 439   |       | 4 - 6 Volume    | 322   | 168   | 0     | 0     | 490   |    |  |  |  |  |  |       |
| 7 - 9 Peak Hour | 7:45  | 7:45  |       |       | 7:45  |       | 4 - 6 Peak Hour | 16:30 | 16:30 |       |       | 16:30 |    |  |  |  |  |  |       |
| 7 - 9 Pk Volume | 200   | 108   | 0     | 0     | 308   |       | 4 - 6 Pk Volume | 168   | 96    | 0     | 0     | 264   |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.658 | 0.931 | 0.000 | 0.000 | 0.740 |       | Pk Hr Factor    | 0.894 | 0.828 | 0.000 | 0.000 | 0.930 |    |  |  |  |  |  |       |

# VOLUME

Oak St Bet. Perkins St & Low Gap Rd

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_021

| DAILY TOTALS |       |       |    |    | NB    | SB  |           |       |       |    |    | EB    | WB  |  |  |  |  |  | Total |
|--------------|-------|-------|----|----|-------|-----|-----------|-------|-------|----|----|-------|-----|--|--|--|--|--|-------|
|              |       |       |    |    | 701   | 673 |           |       |       |    |    | 0     | 0   |  |  |  |  |  | 1,374 |
| AM Period    | NB    | SB    | EB | WB | TOTAL |     | PM Period | NB    | SB    | EB | WB | TOTAL |     |  |  |  |  |  |       |
| 0:00         | 0     | 1     | 0  | 0  | 1     |     | 12:00     | 14    | 9     | 0  | 0  | 23    |     |  |  |  |  |  |       |
| 0:15         | 0     | 0     | 0  | 0  |       |     | 12:15     | 14    | 8     | 0  | 0  | 22    |     |  |  |  |  |  |       |
| 0:30         | 2     | 1     | 0  | 0  | 3     |     | 12:30     | 13    | 18    | 0  | 0  | 31    |     |  |  |  |  |  |       |
| 0:45         | 1     | 3     | 1  | 3  | 2     | 6   | 12:45     | 17    | 58    | 11 | 46 | 28    | 104 |  |  |  |  |  |       |
| 1:00         | 0     | 1     | 0  | 0  | 1     |     | 13:00     | 19    | 11    | 0  | 0  | 30    |     |  |  |  |  |  |       |
| 1:15         | 0     | 0     | 0  | 0  |       |     | 13:15     | 10    | 12    | 0  | 0  | 22    |     |  |  |  |  |  |       |
| 1:30         | 0     | 1     | 0  | 0  | 1     |     | 13:30     | 12    | 16    | 0  | 0  | 28    |     |  |  |  |  |  |       |
| 1:45         | 0     | 0     | 2  | 0  |       | 2   | 13:45     | 13    | 54    | 12 | 51 | 25    | 105 |  |  |  |  |  |       |
| 2:00         | 0     | 0     | 0  | 0  |       |     | 14:00     | 10    | 17    | 0  | 0  | 27    |     |  |  |  |  |  |       |
| 2:15         | 0     | 0     | 0  | 0  |       |     | 14:15     | 9     | 17    | 0  | 0  | 26    |     |  |  |  |  |  |       |
| 2:30         | 0     | 0     | 0  | 0  |       |     | 14:30     | 16    | 10    | 0  | 0  | 26    |     |  |  |  |  |  |       |
| 2:45         | 0     | 0     | 0  | 0  |       |     | 14:45     | 10    | 45    | 13 | 57 | 23    | 102 |  |  |  |  |  |       |
| 3:00         | 1     | 1     | 0  | 0  | 2     |     | 15:00     | 15    | 20    | 0  | 0  | 35    |     |  |  |  |  |  |       |
| 3:15         | 0     | 0     | 0  | 0  |       |     | 15:15     | 23    | 14    | 0  | 0  | 37    |     |  |  |  |  |  |       |
| 3:30         | 0     | 0     | 0  | 0  |       |     | 15:30     | 20    | 19    | 0  | 0  | 39    |     |  |  |  |  |  |       |
| 3:45         | 0     | 1     | 0  | 1  |       | 2   | 15:45     | 18    | 76    | 12 | 65 | 30    | 141 |  |  |  |  |  |       |
| 4:00         | 0     | 0     | 0  | 0  |       |     | 16:00     | 14    | 11    | 0  | 0  | 25    |     |  |  |  |  |  |       |
| 4:15         | 1     | 0     | 0  | 0  | 1     |     | 16:15     | 18    | 17    | 0  | 0  | 35    |     |  |  |  |  |  |       |
| 4:30         | 0     | 0     | 0  | 0  |       |     | 16:30     | 14    | 15    | 0  | 0  | 29    |     |  |  |  |  |  |       |
| 4:45         | 0     | 1     | 1  | 1  | 1     | 2   | 16:45     | 12    | 58    | 20 | 63 | 32    | 121 |  |  |  |  |  |       |
| 5:00         | 0     | 1     | 0  | 0  | 1     |     | 17:00     | 28    | 10    | 0  | 0  | 38    |     |  |  |  |  |  |       |
| 5:15         | 0     | 1     | 0  | 0  | 1     |     | 17:15     | 15    | 11    | 0  | 0  | 26    |     |  |  |  |  |  |       |
| 5:30         | 0     | 0     | 0  | 0  |       |     | 17:30     | 17    | 8     | 0  | 0  | 25    |     |  |  |  |  |  |       |
| 5:45         | 0     | 1     | 3  | 0  | 1     | 3   | 17:45     | 12    | 72    | 11 | 40 | 23    | 112 |  |  |  |  |  |       |
| 6:00         | 2     | 3     | 0  | 0  | 5     |     | 18:00     | 10    | 6     | 0  | 0  | 16    |     |  |  |  |  |  |       |
| 6:15         | 1     | 1     | 0  | 0  | 2     |     | 18:15     | 11    | 10    | 0  | 0  | 21    |     |  |  |  |  |  |       |
| 6:30         | 0     | 1     | 0  | 0  | 1     |     | 18:30     | 22    | 6     | 0  | 0  | 28    |     |  |  |  |  |  |       |
| 6:45         | 5     | 8     | 2  | 7  | 7     | 15  | 18:45     | 7     | 50    | 10 | 32 | 17    | 82  |  |  |  |  |  |       |
| 7:00         | 7     | 5     | 0  | 0  | 12    |     | 19:00     | 8     | 8     | 0  | 0  | 16    |     |  |  |  |  |  |       |
| 7:15         | 6     | 4     | 0  | 0  | 10    |     | 19:15     | 7     | 13    | 0  | 0  | 20    |     |  |  |  |  |  |       |
| 7:30         | 11    | 11    | 0  | 0  | 22    |     | 19:30     | 8     | 9     | 0  | 0  | 17    |     |  |  |  |  |  |       |
| 7:45         | 23    | 47    | 20 | 40 | 43    | 87  | 19:45     | 8     | 31    | 5  | 35 | 13    | 66  |  |  |  |  |  |       |
| 8:00         | 20    | 22    | 0  | 0  | 42    |     | 20:00     | 8     | 5     | 0  | 0  | 13    |     |  |  |  |  |  |       |
| 8:15         | 10    | 17    | 0  | 0  | 27    |     | 20:15     | 6     | 6     | 0  | 0  | 12    |     |  |  |  |  |  |       |
| 8:30         | 9     | 17    | 0  | 0  | 26    |     | 20:30     | 3     | 5     | 0  | 0  | 8     |     |  |  |  |  |  |       |
| 8:45         | 7     | 46    | 16 | 72 | 23    | 118 | 20:45     | 9     | 26    | 3  | 19 | 12    | 45  |  |  |  |  |  |       |
| 9:00         | 7     | 8     | 0  | 0  | 15    |     | 21:00     | 5     | 4     | 0  | 0  | 9     |     |  |  |  |  |  |       |
| 9:15         | 10    | 11    | 0  | 0  | 21    |     | 21:15     | 6     | 3     | 0  | 0  | 9     |     |  |  |  |  |  |       |
| 9:30         | 4     | 15    | 0  | 0  | 19    |     | 21:30     | 1     | 1     | 0  | 0  | 2     |     |  |  |  |  |  |       |
| 9:45         | 7     | 28    | 8  | 42 | 15    | 70  | 21:45     | 2     | 14    | 2  | 10 | 4     | 24  |  |  |  |  |  |       |
| 10:00        | 11    | 7     | 0  | 0  | 18    |     | 22:00     | 1     | 1     | 0  | 0  | 2     |     |  |  |  |  |  |       |
| 10:15        | 5     | 6     | 0  | 0  | 11    |     | 22:15     | 2     | 2     | 0  | 0  | 4     |     |  |  |  |  |  |       |
| 10:30        | 7     | 10    | 0  | 0  | 17    |     | 22:30     | 1     | 0     | 0  | 0  | 1     |     |  |  |  |  |  |       |
| 10:45        | 8     | 31    | 11 | 34 | 19    | 65  | 22:45     | 0     | 4     | 0  | 3  |       | 7   |  |  |  |  |  |       |
| 11:00        | 12    | 10    | 0  | 0  | 22    |     | 23:00     | 0     | 1     | 0  | 0  | 1     |     |  |  |  |  |  |       |
| 11:15        | 14    | 13    | 0  | 0  | 27    |     | 23:15     | 2     | 0     | 0  | 0  | 2     |     |  |  |  |  |  |       |
| 11:30        | 10    | 12    | 0  | 0  | 22    |     | 23:30     | 0     | 2     | 0  | 0  | 2     |     |  |  |  |  |  |       |
| 11:45        | 10    | 46    | 7  | 42 | 17    | 88  | 23:45     | 0     | 2     | 2  | 5  | 2     | 7   |  |  |  |  |  |       |
| TOTALS       | 211   | 247   |    |    | 458   |     | TOTALS    | 490   | 426   |    |    | 916   |     |  |  |  |  |  |       |
| SPLIT %      | 46.1% | 53.9% |    |    | 33.3% |     | SPLIT %   | 53.5% | 46.5% |    |    | 66.7% |     |  |  |  |  |  |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB  |                 |       |       |       |       | EB    | WB |  |  |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-----|-----------------|-------|-------|-------|-------|-------|----|--|--|--|--|--|-------|
|                 |       |       |       |       | 701   | 673 |                 |       |       |       |       | 0     | 0  |  |  |  |  |  | 1,374 |
| AM Peak Hour    | 7:30  | 7:45  |       |       | 7:45  |     | PM Peak Hour    | 15:00 | 14:45 |       |       | 15:00 |    |  |  |  |  |  |       |
| AM Pk Volume    | 64    | 76    |       |       | 138   |     | PM Pk Volume    | 76    | 66    |       |       | 141   |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.696 | 0.864 |       |       | 0.802 |     | Pk Hr Factor    | 0.826 | 0.825 |       |       | 0.904 |    |  |  |  |  |  |       |
| 7 - 9 Volume    | 93    | 112   | 0     | 0     | 205   |     | 4 - 6 Volume    | 130   | 103   | 0     | 0     | 233   |    |  |  |  |  |  |       |
| 7 - 9 Peak Hour | 7:30  | 7:45  |       |       | 7:45  |     | 4 - 6 Peak Hour | 16:15 | 16:00 |       |       | 16:15 |    |  |  |  |  |  |       |
| 7 - 9 Pk Volume | 64    | 76    | 0     | 0     | 138   |     | 4 - 6 Pk Volume | 72    | 63    | 0     | 0     | 134   |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.696 | 0.864 | 0.000 | 0.000 | 0.802 |     | Pk Hr Factor    | 0.643 | 0.788 | 0.000 | 0.000 | 0.882 |    |  |  |  |  |  |       |

## VOLUME

Observatory Ave Bet. State St & Helen Ave

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_022

| DAILY TOTALS |       |    |    |    | NB    | SB    | EB        |         |       |    |     | WB    | Total |       |       |
|--------------|-------|----|----|----|-------|-------|-----------|---------|-------|----|-----|-------|-------|-------|-------|
|              |       |    |    |    | 0     | 0     | 1,013     |         |       |    |     | 1,187 | 2,200 |       |       |
| AM Period    | NB    | SB | EB | WB | TOTAL |       | PM Period | NB      | SB    | EB | WB  | TOTAL |       |       |       |
| 0:00         | 0     | 0  | 0  | 0  |       |       | 12:00     | 0       | 0     | 16 | 18  | 34    |       |       |       |
| 0:15         | 0     | 0  | 2  | 1  | 3     |       | 12:15     | 0       | 0     | 11 | 20  | 31    |       |       |       |
| 0:30         | 0     | 0  | 1  | 0  | 1     |       | 12:30     | 0       | 0     | 16 | 21  | 37    |       |       |       |
| 0:45         | 0     | 0  | 0  | 3  | 0     | 1     | 12:45     | 0       | 0     | 12 | 55  | 19    | 78    | 31    | 133   |
| 1:00         | 0     | 0  | 1  | 0  | 1     |       | 13:00     | 0       | 0     | 16 | 19  | 35    |       |       |       |
| 1:15         | 0     | 0  | 1  | 2  | 3     |       | 13:15     | 0       | 0     | 19 | 15  | 34    |       |       |       |
| 1:30         | 0     | 0  | 2  | 2  | 4     |       | 13:30     | 0       | 0     | 17 | 21  | 38    |       |       |       |
| 1:45         | 0     | 0  | 0  | 4  | 0     | 4     | 13:45     | 0       | 0     | 14 | 66  | 31    | 86    | 45    | 152   |
| 2:00         | 0     | 0  | 1  | 0  | 1     |       | 14:00     | 0       | 0     | 15 | 34  | 49    |       |       |       |
| 2:15         | 0     | 0  | 0  | 2  | 2     |       | 14:15     | 0       | 0     | 33 | 21  | 54    |       |       |       |
| 2:30         | 0     | 0  | 0  | 0  |       |       | 14:30     | 0       | 0     | 33 | 18  | 51    |       |       |       |
| 2:45         | 0     | 0  | 0  | 1  | 1     | 3     | 14:45     | 0       | 0     | 24 | 105 | 27    | 100   | 51    | 205   |
| 3:00         | 0     | 0  | 0  | 0  |       |       | 15:00     | 0       | 0     | 29 | 23  | 52    |       |       |       |
| 3:15         | 0     | 0  | 0  | 0  |       |       | 15:15     | 0       | 0     | 16 | 17  | 33    |       |       |       |
| 3:30         | 0     | 0  | 1  | 0  | 1     |       | 15:30     | 0       | 0     | 24 | 27  | 51    |       |       |       |
| 3:45         | 0     | 0  | 0  | 1  | 0     |       | 15:45     | 0       | 0     | 21 | 90  | 23    | 90    | 44    | 180   |
| 4:00         | 0     | 0  | 2  | 0  | 2     |       | 16:00     | 0       | 0     | 27 | 18  | 45    |       |       |       |
| 4:15         | 0     | 0  | 2  | 0  | 2     |       | 16:15     | 0       | 0     | 12 | 17  | 29    |       |       |       |
| 4:30         | 0     | 0  | 4  | 1  | 5     |       | 16:30     | 0       | 0     | 19 | 20  | 39    |       |       |       |
| 4:45         | 0     | 0  | 2  | 10 | 1     | 2     | 16:45     | 0       | 0     | 17 | 75  | 17    | 72    | 34    | 147   |
| 5:00         | 0     | 0  | 3  | 2  | 5     |       | 17:00     | 0       | 0     | 25 | 19  | 44    |       |       |       |
| 5:15         | 0     | 0  | 2  | 2  | 4     |       | 17:15     | 0       | 0     | 17 | 22  | 39    |       |       |       |
| 5:30         | 0     | 0  | 5  | 2  | 7     |       | 17:30     | 0       | 0     | 25 | 17  | 42    |       |       |       |
| 5:45         | 0     | 0  | 2  | 12 | 1     | 7     | 17:45     | 0       | 0     | 12 | 79  | 24    | 82    | 36    | 161   |
| 6:00         | 0     | 0  | 7  | 9  | 16    |       | 18:00     | 0       | 0     | 12 | 13  | 25    |       |       |       |
| 6:15         | 0     | 0  | 4  | 7  | 11    |       | 18:15     | 0       | 0     | 13 | 15  | 28    |       |       |       |
| 6:30         | 0     | 0  | 8  | 6  | 14    |       | 18:30     | 0       | 0     | 8  | 14  | 22    |       |       |       |
| 6:45         | 0     | 0  | 7  | 26 | 5     | 27    | 18:45     | 0       | 0     | 12 | 45  | 8     | 50    | 20    | 95    |
| 7:00         | 0     | 0  | 9  | 15 | 24    |       | 19:00     | 0       | 0     | 11 | 5   | 16    |       |       |       |
| 7:15         | 0     | 0  | 7  | 20 | 27    |       | 19:15     | 0       | 0     | 8  | 9   | 17    |       |       |       |
| 7:30         | 0     | 0  | 11 | 42 | 53    |       | 19:30     | 0       | 0     | 10 | 7   | 17    |       |       |       |
| 7:45         | 0     | 0  | 36 | 63 | 74    | 151   | 19:45     | 0       | 0     | 6  | 35  | 6     | 27    | 12    | 62    |
| 8:00         | 0     | 0  | 31 | 42 | 73    |       | 20:00     | 0       | 0     | 6  | 13  | 19    |       |       |       |
| 8:15         | 0     | 0  | 17 | 33 | 50    |       | 20:15     | 0       | 0     | 7  | 7   | 14    |       |       |       |
| 8:30         | 0     | 0  | 17 | 21 | 38    |       | 20:30     | 0       | 0     | 6  | 5   | 11    |       |       |       |
| 8:45         | 0     | 0  | 13 | 78 | 28    | 124   | 20:45     | 0       | 0     | 4  | 23  | 5     | 30    | 9     | 53    |
| 9:00         | 0     | 0  | 15 | 15 | 30    |       | 21:00     | 0       | 0     | 4  | 8   | 12    |       |       |       |
| 9:15         | 0     | 0  | 13 | 18 | 31    |       | 21:15     | 0       | 0     | 6  | 5   | 11    |       |       |       |
| 9:30         | 0     | 0  | 15 | 14 | 29    |       | 21:30     | 0       | 0     | 3  | 4   | 7     |       |       |       |
| 9:45         | 0     | 0  | 13 | 56 | 24    | 71    | 21:45     | 0       | 0     | 1  | 14  | 3     | 20    | 4     | 34    |
| 10:00        | 0     | 0  | 21 | 15 | 36    |       | 22:00     | 0       | 0     | 1  | 3   | 4     |       |       |       |
| 10:15        | 0     | 0  | 16 | 15 | 31    |       | 22:15     | 0       | 0     | 3  | 5   | 8     |       |       |       |
| 10:30        | 0     | 0  | 19 | 23 | 42    |       | 22:30     | 0       | 0     | 1  | 2   | 3     |       |       |       |
| 10:45        | 0     | 0  | 19 | 75 | 18    | 71    | 22:45     | 0       | 0     | 1  | 6   | 1     | 11    | 2     | 17    |
| 11:00        | 0     | 0  | 25 | 18 | 43    |       | 23:00     | 0       | 0     | 2  | 2   | 4     |       |       |       |
| 11:15        | 0     | 0  | 17 | 13 | 30    |       | 23:15     | 0       | 0     | 1  | 2   | 3     |       |       |       |
| 11:30        | 0     | 0  | 23 | 22 | 45    |       | 23:30     | 0       | 0     | 3  | 5   | 8     |       |       |       |
| 11:45        | 0     | 0  | 19 | 84 | 16    | 69    | 23:45     | 0       | 0     | 1  | 7   | 2     | 11    | 3     | 18    |
| TOTALS       | 413   |    |    |    |       | 530   | 943       | TOTALS  | 600   |    |     |       |       | 657   | 1257  |
| SPLIT %      | 43.8% |    |    |    |       | 56.2% | 42.9%     | SPLIT % | 47.7% |    |     |       |       | 52.3% | 57.1% |

| DAILY TOTALS    |       |       |       | NB    | SB    | EBWB            |  |       |       | Total |       |       |
|-----------------|-------|-------|-------|-------|-------|-----------------|--|-------|-------|-------|-------|-------|
|                 |       |       |       | 0     | 0     |                 |  |       |       | 1,013 | 1,187 | 2,200 |
|                 |       |       |       |       |       |                 |  |       |       |       |       |       |
| AM Peak Hour    |       |       | 7:45  | 7:30  | 7:30  | PM Peak Hour    |  |       |       | 14:15 | 13:30 | 14:15 |
| AM Pk Volume    |       |       | 101   | 191   | 286   | PM Pk Volume    |  |       |       | 119   | 107   | 208   |
| Pk Hr Factor    |       |       | 0.701 | 0.645 | 0.650 | Pk Hr Factor    |  |       |       | 0.902 | 0.787 | 0.963 |
| 7 - 9 Volume    | 0     | 0     | 141   | 275   | 416   | 4 - 6 Volume    |  | 0     | 0     | 154   | 154   | 308   |
| 7 - 9 Peak Hour |       |       | 7:45  | 7:30  | 7:30  | 4 - 6 Peak Hour |  |       |       | 16:45 | 17:00 | 17:00 |
| 7 - 9 Pk Volume | 0     | 0     | 101   | 191   | 286   | 4 - 6 Pk Volume |  | 0     | 0     | 84    | 82    | 161   |
| Pk Hr Factor    | 0.000 | 0.000 | 0.701 | 0.645 | 0.650 | Pk Hr Factor    |  | 0.000 | 0.000 | 0.840 | 0.854 | 0.915 |

# VOLUME

Perkins St Bet. State St & Highland Ave

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_023

| DAILY TOTALS |       |    |    |    | NB    | SB  |           |       |    |    |    | EB    | WB  |       |  |  |  |  | Total |
|--------------|-------|----|----|----|-------|-----|-----------|-------|----|----|----|-------|-----|-------|--|--|--|--|-------|
|              |       |    |    |    | 0     | 0   |           |       |    |    |    | 198   | 109 |       |  |  |  |  | 307   |
| AM Period    | NB    | SB | EB | WB | TOTAL |     | PM Period | NB    | SB | EB | WB | TOTAL |     |       |  |  |  |  |       |
| 00:00        | 0     | 0  | 0  | 0  |       |     | 12:00     | 0     | 0  | 4  | 0  |       |     |       |  |  |  |  |       |
| 00:15        | 0     | 0  | 3  | 0  | 3     |     | 12:15     | 0     | 0  | 3  | 2  |       |     |       |  |  |  |  |       |
| 00:30        | 0     | 0  | 0  | 0  |       |     | 12:30     | 0     | 0  | 1  | 0  |       |     |       |  |  |  |  |       |
| 00:45        | 0     | 0  | 1  | 4  | 0     | 1 4 | 12:45     | 0     | 0  | 5  | 13 | 1     | 3   |       |  |  |  |  |       |
| 01:00        | 0     | 0  | 0  | 1  | 1     |     | 13:00     | 0     | 0  | 7  | 4  |       |     |       |  |  |  |  |       |
| 01:15        | 0     | 0  | 0  | 0  |       |     | 13:15     | 0     | 0  | 3  | 3  |       |     |       |  |  |  |  |       |
| 01:30        | 0     | 0  | 0  | 0  |       |     | 13:30     | 0     | 0  | 4  | 2  |       |     |       |  |  |  |  |       |
| 01:45        | 0     | 0  | 0  | 0  | 1     | 1   | 13:45     | 0     | 0  | 1  | 15 | 2     | 11  |       |  |  |  |  |       |
| 02:00        | 0     | 0  | 0  | 0  |       |     | 14:00     | 0     | 0  | 4  | 2  |       |     |       |  |  |  |  |       |
| 02:15        | 0     | 0  | 0  | 0  |       |     | 14:15     | 0     | 0  | 3  | 1  |       |     |       |  |  |  |  |       |
| 02:30        | 0     | 0  | 0  | 0  |       |     | 14:30     | 0     | 0  | 4  | 0  |       |     |       |  |  |  |  |       |
| 02:45        | 0     | 0  | 0  | 0  |       |     | 14:45     | 0     | 0  | 6  | 17 | 2     | 5   |       |  |  |  |  |       |
| 03:00        | 0     | 0  | 1  | 0  | 1     |     | 15:00     | 0     | 0  | 1  | 1  |       |     |       |  |  |  |  |       |
| 03:15        | 0     | 0  | 0  | 0  |       |     | 15:15     | 0     | 0  | 4  | 4  |       |     |       |  |  |  |  |       |
| 03:30        | 0     | 0  | 0  | 0  |       |     | 15:30     | 0     | 0  | 2  | 1  |       |     |       |  |  |  |  |       |
| 03:45        | 0     | 0  | 0  | 1  | 0     | 1   | 15:45     | 0     | 0  | 3  | 10 | 2     | 8   |       |  |  |  |  |       |
| 04:00        | 0     | 0  | 0  | 0  |       |     | 16:00     | 0     | 0  | 5  | 0  |       |     |       |  |  |  |  |       |
| 04:15        | 0     | 0  | 0  | 0  |       |     | 16:15     | 0     | 0  | 3  | 1  |       |     |       |  |  |  |  |       |
| 04:30        | 0     | 0  | 0  | 0  |       |     | 16:30     | 0     | 0  | 3  | 1  |       |     |       |  |  |  |  |       |
| 04:45        | 0     | 0  | 0  | 0  | 1     | 1   | 16:45     | 0     | 0  | 6  | 17 | 0     | 2   |       |  |  |  |  |       |
| 05:00        | 0     | 0  | 1  | 0  | 1     |     | 17:00     | 0     | 0  | 13 | 0  |       |     |       |  |  |  |  |       |
| 05:15        | 0     | 0  | 1  | 0  | 1     |     | 17:15     | 0     | 0  | 4  | 2  |       |     |       |  |  |  |  |       |
| 05:30        | 0     | 0  | 0  | 0  |       |     | 17:30     | 0     | 0  | 3  | 3  |       |     |       |  |  |  |  |       |
| 05:45        | 0     | 0  | 0  | 2  | 1     | 1   | 17:45     | 0     | 0  | 2  | 22 | 3     | 8   |       |  |  |  |  |       |
| 06:00        | 0     | 0  | 0  | 0  |       |     | 18:00     | 0     | 0  | 3  | 1  |       |     |       |  |  |  |  |       |
| 06:15        | 0     | 0  | 0  | 1  | 1     |     | 18:15     | 0     | 0  | 11 | 2  |       |     |       |  |  |  |  |       |
| 06:30        | 0     | 0  | 0  | 1  | 1     |     | 18:30     | 0     | 0  | 3  | 1  |       |     |       |  |  |  |  |       |
| 06:45        | 0     | 0  | 0  | 0  | 2     | 2   | 18:45     | 0     | 0  | 2  | 19 | 1     | 5   |       |  |  |  |  |       |
| 07:00        | 0     | 0  | 0  | 6  | 6     |     | 19:00     | 0     | 0  | 4  | 2  |       |     |       |  |  |  |  |       |
| 07:15        | 0     | 0  | 0  | 1  | 1     |     | 19:15     | 0     | 0  | 4  | 1  |       |     |       |  |  |  |  |       |
| 07:30        | 0     | 0  | 2  | 3  | 5     |     | 19:30     | 0     | 0  | 1  | 0  |       |     |       |  |  |  |  |       |
| 07:45        | 0     | 0  | 2  | 4  | 7     | 17  | 19:45     | 0     | 0  | 0  | 9  | 1     | 4   |       |  |  |  |  |       |
| 08:00        | 0     | 0  | 1  | 1  | 2     |     | 20:00     | 0     | 0  | 2  | 1  |       |     |       |  |  |  |  |       |
| 08:15        | 0     | 0  | 1  | 4  | 5     |     | 20:15     | 0     | 0  | 3  | 1  |       |     |       |  |  |  |  |       |
| 08:30        | 0     | 0  | 1  | 6  | 7     |     | 20:30     | 0     | 0  | 2  | 0  |       |     |       |  |  |  |  |       |
| 08:45        | 0     | 0  | 2  | 5  | 2     | 13  | 20:45     | 0     | 0  | 6  | 13 | 3     | 5   |       |  |  |  |  |       |
| 09:00        | 0     | 0  | 3  | 0  | 3     |     | 21:00     | 0     | 0  | 2  | 0  |       |     |       |  |  |  |  |       |
| 09:15        | 0     | 0  | 1  | 2  | 3     |     | 21:15     | 0     | 0  | 1  | 0  |       |     |       |  |  |  |  |       |
| 09:30        | 0     | 0  | 3  | 3  | 6     |     | 21:30     | 0     | 0  | 0  | 0  |       |     |       |  |  |  |  |       |
| 09:45        | 0     | 0  | 2  | 9  | 3     | 8   | 21:45     | 0     | 0  | 3  | 6  | 0     | 0   |       |  |  |  |  |       |
| 10:00        | 0     | 0  | 2  | 1  | 3     |     | 22:00     | 0     | 0  | 2  | 0  |       |     |       |  |  |  |  |       |
| 10:15        | 0     | 0  | 7  | 0  | 7     |     | 22:15     | 0     | 0  | 0  | 1  |       |     |       |  |  |  |  |       |
| 10:30        | 0     | 0  | 2  | 2  | 4     |     | 22:30     | 0     | 0  | 1  | 0  |       |     |       |  |  |  |  |       |
| 10:45        | 0     | 0  | 3  | 14 | 3     | 6   | 22:45     | 0     | 0  | 0  | 3  | 0     | 1   |       |  |  |  |  |       |
| 11:00        | 0     | 0  | 3  | 0  | 3     |     | 23:00     | 0     | 0  | 0  | 0  |       |     |       |  |  |  |  |       |
| 11:15        | 0     | 0  | 2  | 3  | 5     |     | 23:15     | 0     | 0  | 0  | 1  |       |     |       |  |  |  |  |       |
| 11:30        | 0     | 0  | 3  | 2  | 5     |     | 23:30     | 0     | 0  | 0  | 0  |       |     |       |  |  |  |  |       |
| 11:45        | 0     | 0  | 6  | 14 | 2     | 7   | 23:45     | 0     | 0  | 1  | 1  | 0     | 1   |       |  |  |  |  |       |
| TOTALS       | 53    |    |    |    | 109   |     | TOTALS    | 145   |    |    |    | 53    |     | 198   |  |  |  |  |       |
| SPLIT %      | 48.6% |    |    |    | 35.5% |     | SPLIT %   | 73.2% |    |    |    | 26.8% |     | 64.5% |  |  |  |  |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |                 |       |       |       |       | EB    | WB    |  |  |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|-------|--|--|--|--|--|-------|
|                 |       |       |       |       | 0     | 0     |                 |       |       |       |       | 198   | 109   |  |  |  |  |  | 307   |
| AM Peak Hour    | 11:30 |       |       |       | 07:45 | 07:45 | PM Peak Hour    | 16:30 |       |       |       | 13:00 | 16:45 |  |  |  |  |  |       |
| AM Pk Volume    | 16    |       |       |       | 18    | 23    | PM Pk Volume    | 26    |       |       |       | 11    | 31    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.667 |       |       |       | 0.643 | 0.639 | Pk Hr Factor    | 0.500 |       |       |       | 0.688 | 0.596 |  |  |  |  |  |       |
| 7 - 9 Volume    | 0     | 0     | 9     | 30    | 39    |       | 4 - 6 Volume    | 0     | 0     | 39    | 10    | 49    |       |  |  |  |  |  |       |
| 7 - 9 Peak Hour | 07:30 |       |       |       | 07:45 | 07:45 | 4 - 6 Peak Hour | 16:30 |       |       |       | 17:00 | 16:45 |  |  |  |  |  |       |
| 7 - 9 Pk Volume | 0     | 0     | 6     | 18    | 23    |       | 4 - 6 Pk Volume | 0     | 0     | 26    | 8     | 31    |       |  |  |  |  |  |       |
| Pk Hr Factor    | 0.000 | 0.000 | 0.750 | 0.643 | 0.639 |       | Pk Hr Factor    | 0.000 | 0.000 | 0.500 | 0.667 | 0.596 |       |  |  |  |  |  |       |

## VOLUME

Pine St Bet. Low Gap Rd & Arlington Dr

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_024

| DAILY TOTALS |       |       |    |    | NB    | SB  |           |       |       |    |    | EB    | WB |  |  |  |  |  | Total |
|--------------|-------|-------|----|----|-------|-----|-----------|-------|-------|----|----|-------|----|--|--|--|--|--|-------|
|              |       |       |    |    | 296   | 127 |           |       |       |    |    | 0     | 0  |  |  |  |  |  | 423   |
| AM Period    | NB    | SB    | EB | WB | TOTAL |     | PM Period | NB    | SB    | EB | WB | TOTAL |    |  |  |  |  |  |       |
| 0:00         | 0     | 0     | 0  | 0  |       |     | 12:00     | 6     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 0:15         | 0     | 0     | 0  | 0  |       |     | 12:15     | 1     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 0:30         | 0     | 0     | 0  | 0  |       |     | 12:30     | 2     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 0:45         | 0     | 0     | 0  | 0  |       |     | 12:45     | 4     | 13    | 5  | 7  |       |    |  |  |  |  |  |       |
| 1:00         | 2     | 0     | 0  | 0  | 2     |     | 13:00     | 3     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 1:15         | 0     | 0     | 0  | 0  |       |     | 13:15     | 4     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 1:30         | 0     | 0     | 0  | 0  |       |     | 13:30     | 3     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 1:45         | 0     | 2     | 0  | 0  | 2     |     | 13:45     | 4     | 14    | 2  | 6  |       |    |  |  |  |  |  |       |
| 2:00         | 0     | 0     | 0  | 0  |       |     | 14:00     | 11    | 4     | 0  | 0  |       |    |  |  |  |  |  |       |
| 2:15         | 0     | 0     | 0  | 0  |       |     | 14:15     | 3     | 9     | 0  | 0  |       |    |  |  |  |  |  |       |
| 2:30         | 0     | 0     | 0  | 0  |       |     | 14:30     | 8     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 2:45         | 0     | 0     | 0  | 0  |       |     | 14:45     | 8     | 30    | 3  | 18 |       |    |  |  |  |  |  |       |
| 3:00         | 0     | 0     | 0  | 0  |       |     | 15:00     | 4     | 7     | 0  | 0  |       |    |  |  |  |  |  |       |
| 3:15         | 0     | 0     | 0  | 0  |       |     | 15:15     | 10    | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 3:30         | 2     | 0     | 0  | 0  | 2     |     | 15:30     | 9     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 3:45         | 0     | 2     | 0  | 0  | 2     |     | 15:45     | 4     | 27    | 2  | 12 |       |    |  |  |  |  |  |       |
| 4:00         | 0     | 0     | 0  | 0  |       |     | 16:00     | 8     | 4     | 0  | 0  |       |    |  |  |  |  |  |       |
| 4:15         | 0     | 0     | 0  | 0  |       |     | 16:15     | 6     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 4:30         | 1     | 0     | 0  | 0  | 1     |     | 16:30     | 6     | 3     | 0  | 0  |       |    |  |  |  |  |  |       |
| 4:45         | 1     | 2     | 1  | 1  | 2     |     | 16:45     | 6     | 26    | 4  | 13 |       |    |  |  |  |  |  |       |
| 5:00         | 0     | 1     | 0  | 0  | 1     |     | 17:00     | 13    | 3     | 0  | 0  |       |    |  |  |  |  |  |       |
| 5:15         | 0     | 0     | 0  | 0  |       |     | 17:15     | 5     | 3     | 0  | 0  |       |    |  |  |  |  |  |       |
| 5:30         | 0     | 1     | 0  | 0  | 1     |     | 17:30     | 4     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 5:45         | 1     | 1     | 0  | 2  | 1     |     | 17:45     | 4     | 26    | 2  | 9  |       |    |  |  |  |  |  |       |
| 6:00         | 0     | 0     | 0  | 0  |       |     | 18:00     | 2     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 6:15         | 3     | 0     | 0  | 0  | 3     |     | 18:15     | 5     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 6:30         | 0     | 0     | 0  | 0  |       |     | 18:30     | 2     | 3     | 0  | 0  |       |    |  |  |  |  |  |       |
| 6:45         | 1     | 4     | 0  | 0  | 1     |     | 18:45     | 3     | 12    | 2  | 8  |       |    |  |  |  |  |  |       |
| 7:00         | 0     | 1     | 0  | 0  | 1     |     | 19:00     | 4     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 7:15         | 2     | 1     | 0  | 0  | 3     |     | 19:15     | 5     | 5     | 0  | 0  |       |    |  |  |  |  |  |       |
| 7:30         | 9     | 0     | 0  | 0  | 9     |     | 19:30     | 7     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 7:45         | 22    | 33    | 7  | 9  | 29    |     | 19:45     | 4     | 20    | 1  | 9  |       |    |  |  |  |  |  |       |
| 8:00         | 10    | 3     | 0  | 0  | 13    |     | 20:00     | 0     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 8:15         | 3     | 3     | 0  | 0  | 6     |     | 20:15     | 4     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 8:30         | 3     | 0     | 0  | 0  | 3     |     | 20:30     | 0     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 8:45         | 2     | 18    | 2  | 8  | 4     |     | 20:45     | 1     | 5     | 1  | 3  |       |    |  |  |  |  |  |       |
| 9:00         | 4     | 3     | 0  | 0  | 7     |     | 21:00     | 4     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 9:15         | 7     | 0     | 0  | 0  | 7     |     | 21:15     | 4     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 9:30         | 3     | 3     | 0  | 0  | 6     |     | 21:30     | 1     | 2     | 0  | 0  |       |    |  |  |  |  |  |       |
| 9:45         | 5     | 19    | 0  | 6  | 5     |     | 21:45     | 4     | 13    | 2  | 6  |       |    |  |  |  |  |  |       |
| 10:00        | 3     | 1     | 0  | 0  | 4     |     | 22:00     | 1     | 1     | 0  | 0  |       |    |  |  |  |  |  |       |
| 10:15        | 2     | 2     | 0  | 0  | 4     |     | 22:15     | 1     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 10:30        | 3     | 1     | 0  | 0  | 4     |     | 22:30     | 0     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 10:45        | 3     | 11    | 2  | 6  | 5     |     | 22:45     | 1     | 3     | 0  | 1  |       |    |  |  |  |  |  |       |
| 11:00        | 3     | 1     | 0  | 0  | 4     |     | 23:00     | 0     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 11:15        | 5     | 0     | 0  | 0  | 5     |     | 23:15     | 0     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 11:30        | 1     | 1     | 0  | 0  | 2     |     | 23:30     | 0     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 11:45        | 6     | 15    | 1  | 3  | 7     |     | 23:45     | 0     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| TOTALS       | 107   | 35    |    |    | 142   |     | TOTALS    | 189   | 92    |    |    |       |    |  |  |  |  |  |       |
| SPLIT %      | 75.4% | 24.6% |    |    | 33.6% |     | SPLIT %   | 67.3% | 32.7% |    |    |       |    |  |  |  |  |  |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB  |                 |       |       |       |       | EB    | WB |  |  |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-----|-----------------|-------|-------|-------|-------|-------|----|--|--|--|--|--|-------|
|                 |       |       |       |       | 296   | 127 |                 |       |       |       |       | 0     | 0  |  |  |  |  |  | 423   |
| AM Peak Hour    | 7:30  | 7:30  |       |       | 7:30  |     | PM Peak Hour    | 14:45 | 14:15 |       |       | 14:00 |    |  |  |  |  |  |       |
| AM Pk Volume    | 44    | 13    |       |       | 57    |     | PM Pk Volume    | 31    | 21    |       |       | 48    |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.500 | 0.464 |       |       | 0.491 |     | Pk Hr Factor    | 0.775 | 0.583 |       |       | 0.800 |    |  |  |  |  |  |       |
| 7 - 9 Volume    | 51    | 17    | 0     | 0     | 68    |     | 4 - 6 Volume    | 52    | 22    | 0     | 0     | 74    |    |  |  |  |  |  |       |
| 7 - 9 Peak Hour | 7:30  | 7:30  |       |       | 7:30  |     | 4 - 6 Peak Hour | 16:15 | 16:00 |       |       | 16:15 |    |  |  |  |  |  |       |
| 7 - 9 Pk Volume | 44    | 13    | 0     | 0     | 57    |     | 4 - 6 Pk Volume | 31    | 13    | 0     | 0     | 43    |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.500 | 0.464 | 0.000 | 0.000 | 0.491 |     | Pk Hr Factor    | 0.596 | 0.813 | 0.000 | 0.000 | 0.672 |    |  |  |  |  |  |       |

# VOLUME

Pomo Dr Bet. Yosemite Dr & Washo Dr

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_025

| DAILY TOTALS |       |       |    |    | NB    | SB        | EB    |       |    |    |       | WB | Total |    |
|--------------|-------|-------|----|----|-------|-----------|-------|-------|----|----|-------|----|-------|----|
|              |       |       |    |    | 163   | 106       | 0     |       |    |    |       | 0  | 269   |    |
| AM Period    | NB    | SB    | EB | WB | TOTAL | PM Period | NB    | SB    | EB | WB | TOTAL |    |       |    |
| 0:00         | 0     | 0     | 0  | 0  |       | 12:00     | 4     | 1     | 0  | 0  | 5     |    |       |    |
| 0:15         | 0     | 0     | 0  | 0  |       | 12:15     | 3     | 2     | 0  | 0  | 5     |    |       |    |
| 0:30         | 0     | 0     | 0  | 0  |       | 12:30     | 3     | 1     | 0  | 0  | 4     |    |       |    |
| 0:45         | 0     | 0     | 0  | 0  |       | 12:45     | 5     | 15    | 5  | 9  | 0     | 10 | 24    |    |
| 1:00         | 0     | 0     | 0  | 0  |       | 13:00     | 3     | 1     | 0  | 0  | 4     |    |       |    |
| 1:15         | 0     | 0     | 0  | 0  |       | 13:15     | 0     | 2     | 0  | 0  | 2     |    |       |    |
| 1:30         | 0     | 0     | 0  | 0  |       | 13:30     | 1     | 2     | 0  | 0  | 3     |    |       |    |
| 1:45         | 0     | 0     | 0  | 0  |       | 13:45     | 4     | 8     | 1  | 6  | 0     | 0  | 5     | 14 |
| 2:00         | 0     | 0     | 0  | 0  |       | 14:00     | 4     | 2     | 0  | 0  | 6     |    |       |    |
| 2:15         | 0     | 0     | 0  | 0  |       | 14:15     | 2     | 2     | 0  | 0  | 4     |    |       |    |
| 2:30         | 0     | 0     | 0  | 0  |       | 14:30     | 2     | 1     | 0  | 0  | 3     |    |       |    |
| 2:45         | 0     | 0     | 0  | 0  |       | 14:45     | 5     | 13    | 3  | 8  | 0     | 0  | 8     | 21 |
| 3:00         | 0     | 0     | 0  | 0  |       | 15:00     | 9     | 4     | 0  | 0  | 13    |    |       |    |
| 3:15         | 0     | 0     | 0  | 0  |       | 15:15     | 2     | 1     | 0  | 0  | 3     |    |       |    |
| 3:30         | 0     | 0     | 0  | 0  |       | 15:30     | 0     | 2     | 0  | 0  | 2     |    |       |    |
| 3:45         | 0     | 0     | 0  | 0  |       | 15:45     | 4     | 15    | 3  | 10 | 0     | 0  | 7     | 25 |
| 4:00         | 0     | 0     | 0  | 0  |       | 16:00     | 0     | 4     | 0  | 0  | 4     |    |       |    |
| 4:15         | 0     | 0     | 0  | 0  |       | 16:15     | 5     | 7     | 0  | 0  | 12    |    |       |    |
| 4:30         | 0     | 0     | 0  | 0  |       | 16:30     | 3     | 0     | 0  | 0  | 3     |    |       |    |
| 4:45         | 1     | 1     | 0  | 0  |       | 16:45     | 6     | 14    | 4  | 15 | 0     | 0  | 10    | 29 |
| 5:00         | 0     | 0     | 0  | 0  |       | 17:00     | 6     | 1     | 0  | 0  | 7     |    |       |    |
| 5:15         | 0     | 0     | 0  | 0  |       | 17:15     | 2     | 1     | 0  | 0  | 3     |    |       |    |
| 5:30         | 0     | 1     | 0  | 0  |       | 17:30     | 2     | 3     | 0  | 0  | 5     |    |       |    |
| 5:45         | 4     | 4     | 0  | 1  |       | 0         | 17:45 | 2     | 12 | 1  | 6     | 0  | 0     | 3  |
| 6:00         | 0     | 0     | 0  | 0  |       | 18:00     | 6     | 1     | 0  | 0  | 7     |    |       |    |
| 6:15         | 3     | 0     | 0  | 0  |       | 18:15     | 1     | 2     | 0  | 0  | 3     |    |       |    |
| 6:30         | 1     | 0     | 0  | 0  |       | 18:30     | 1     | 1     | 0  | 0  | 2     |    |       |    |
| 6:45         | 5     | 9     | 3  | 3  |       | 0         | 18:45 | 0     | 8  | 1  | 5     | 0  | 0     | 1  |
| 7:00         | 0     | 1     | 0  | 0  |       | 19:00     | 2     | 1     | 0  | 0  | 3     |    |       |    |
| 7:15         | 1     | 2     | 0  | 0  |       | 19:15     | 4     | 2     | 0  | 0  | 6     |    |       |    |
| 7:30         | 3     | 2     | 0  | 0  |       | 19:30     | 2     | 5     | 0  | 0  | 7     |    |       |    |
| 7:45         | 3     | 7     | 2  | 7  |       | 0         | 19:45 | 3     | 11 | 3  | 11    | 0  | 0     | 6  |
| 8:00         | 6     | 0     | 0  | 0  |       | 20:00     | 0     | 2     | 0  | 0  | 2     |    |       |    |
| 8:15         | 2     | 2     | 0  | 0  |       | 20:15     | 0     | 1     | 0  | 0  | 1     |    |       |    |
| 8:30         | 5     | 2     | 0  | 0  |       | 20:30     | 2     | 1     | 0  | 0  | 3     |    |       |    |
| 8:45         | 1     | 14    | 1  | 5  |       | 0         | 20:45 | 0     | 2  | 0  | 4     | 0  | 0     |    |
| 9:00         | 2     | 1     | 0  | 0  |       | 21:00     | 0     | 1     | 0  | 0  | 1     |    |       |    |
| 9:15         | 2     | 1     | 0  | 0  |       | 21:15     | 0     | 2     | 0  | 0  | 2     |    |       |    |
| 9:30         | 0     | 0     | 0  | 0  |       | 21:30     | 0     | 0     | 0  | 0  |       |    |       |    |
| 9:45         | 1     | 5     | 0  | 2  |       | 0         | 21:45 | 1     | 1  | 0  | 3     | 0  | 0     | 1  |
| 10:00        | 4     | 1     | 0  | 0  |       | 22:00     | 1     | 1     | 0  | 0  | 2     |    |       |    |
| 10:15        | 3     | 2     | 0  | 0  |       | 22:15     | 1     | 0     | 0  | 0  | 1     |    |       |    |
| 10:30        | 3     | 2     | 0  | 0  |       | 22:30     | 0     | 0     | 0  | 0  |       |    |       |    |
| 10:45        | 2     | 12    | 0  | 5  |       | 0         | 22:45 | 1     | 3  | 0  | 1     | 0  | 0     | 1  |
| 11:00        | 1     | 1     | 0  | 0  |       | 23:00     | 1     | 0     | 0  | 0  | 1     |    |       |    |
| 11:15        | 1     | 2     | 0  | 0  |       | 23:15     | 0     | 0     | 0  | 0  |       |    |       |    |
| 11:30        | 3     | 0     | 0  | 0  |       | 23:30     | 0     | 0     | 0  | 0  |       |    |       |    |
| 11:45        | 3     | 8     | 2  | 5  |       | 0         | 23:45 | 0     | 1  | 0  | 0     | 0  |       | 1  |
| TOTALS       | 60    | 28    |    |    | 88    | TOTALS    | 103   | 78    |    |    | 181   |    |       |    |
| SPLIT %      | 68.2% | 31.8% |    |    | 32.7% | SPLIT %   | 56.9% | 43.1% |    |    | 67.3% |    |       |    |

| DAILY TOTALS    |       |       |       |       | NB    | SB  |                 |       |       |       |       | EB    | WB |  |  |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-----|-----------------|-------|-------|-------|-------|-------|----|--|--|--|--|--|-------|
|                 |       |       |       |       | 163   | 106 |                 |       |       |       |       | 0     | 0  |  |  |  |  |  | 269   |
| AM Peak Hour    | 7:45  | 6:45  |       |       | 7:45  |     | PM Peak Hour    | 16:15 | 15:30 |       |       | 16:15 |    |  |  |  |  |  |       |
| AM Pk Volume    | 16    | 8     |       |       | 22    |     | PM Pk Volume    | 20    | 16    |       |       | 32    |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.667 | 0.667 |       |       | 0.786 |     | Pk Hr Factor    | 0.833 | 0.571 |       |       | 0.667 |    |  |  |  |  |  |       |
| 7 - 9 Volume    | 21    | 12    | 0     | 0     | 33    |     | 4 - 6 Volume    | 26    | 21    | 0     | 0     | 47    |    |  |  |  |  |  |       |
| 7 - 9 Peak Hour | 7:45  | 7:00  |       |       | 7:45  |     | 4 - 6 Peak Hour | 16:15 | 16:00 |       |       | 16:15 |    |  |  |  |  |  |       |
| 7 - 9 Pk Volume | 16    | 7     | 0     | 0     | 22    |     | 4 - 6 Pk Volume | 20    | 15    | 0     | 0     | 32    |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.667 | 0.875 | 0.000 | 0.000 | 0.786 |     | Pk Hr Factor    | 0.833 | 0.536 | 0.000 | 0.000 | 0.667 |    |  |  |  |  |  |       |



# VOLUME

School St Bet. Mill St & Scott St

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_026

| DAILY TOTALS |       |       |    |    |       | NB        | SB    | EB    |    |    |       |    |  | WB | Total |
|--------------|-------|-------|----|----|-------|-----------|-------|-------|----|----|-------|----|--|----|-------|
|              |       |       |    |    |       | 571       | 232   | 0     |    |    |       |    |  | 0  | 803   |
| AM Period    | NB    | SB    | EB | WB | TOTAL | PM Period | NB    | SB    | EB | WB | TOTAL |    |  |    |       |
| 0:00         | 0     | 0     | 0  | 0  |       | 12:00     | 19    | 6     | 0  | 0  | 25    |    |  |    |       |
| 0:15         | 1     | 1     | 0  | 0  | 2     | 12:15     | 18    | 4     | 0  | 0  | 22    |    |  |    |       |
| 0:30         | 0     | 0     | 0  | 0  |       | 12:30     | 13    | 7     | 0  | 0  | 20    |    |  |    |       |
| 0:45         | 0     | 1     | 0  | 1  | 2     | 12:45     | 17    | 67    | 5  | 22 | 22    | 89 |  |    |       |
| 1:00         | 0     | 0     | 0  | 0  |       | 13:00     | 19    | 5     | 0  | 0  | 24    |    |  |    |       |
| 1:15         | 1     | 1     | 0  | 0  | 2     | 13:15     | 9     | 5     | 0  | 0  | 14    |    |  |    |       |
| 1:30         | 0     | 0     | 0  | 0  |       | 13:30     | 11    | 5     | 0  | 0  | 16    |    |  |    |       |
| 1:45         | 0     | 1     | 0  | 1  | 2     | 13:45     | 10    | 49    | 4  | 19 | 14    | 68 |  |    |       |
| 2:00         | 0     | 0     | 0  | 0  |       | 14:00     | 7     | 9     | 0  | 0  | 16    |    |  |    |       |
| 2:15         | 0     | 0     | 0  | 0  |       | 14:15     | 13    | 4     | 0  | 0  | 17    |    |  |    |       |
| 2:30         | 1     | 0     | 0  | 0  | 1     | 14:30     | 9     | 6     | 0  | 0  | 15    |    |  |    |       |
| 2:45         | 0     | 1     | 1  | 1  | 1 2   | 14:45     | 8     | 37    | 4  | 23 | 12    | 60 |  |    |       |
| 3:00         | 0     | 0     | 0  | 0  |       | 15:00     | 18    | 6     | 0  | 0  | 24    |    |  |    |       |
| 3:15         | 0     | 0     | 0  | 0  |       | 15:15     | 10    | 8     | 0  | 0  | 18    |    |  |    |       |
| 3:30         | 0     | 0     | 0  | 0  |       | 15:30     | 9     | 1     | 0  | 0  | 10    |    |  |    |       |
| 3:45         | 1     | 1     | 0  | 0  | 1 1   | 15:45     | 14    | 51    | 3  | 18 | 17    | 69 |  |    |       |
| 4:00         | 0     | 0     | 0  | 0  |       | 16:00     | 10    | 5     | 0  | 0  | 15    |    |  |    |       |
| 4:15         | 0     | 0     | 0  | 0  |       | 16:15     | 16    | 5     | 0  | 0  | 21    |    |  |    |       |
| 4:30         | 0     | 0     | 0  | 0  |       | 16:30     | 13    | 5     | 0  | 0  | 18    |    |  |    |       |
| 4:45         | 0     | 1     | 1  | 0  | 1 1   | 16:45     | 14    | 53    | 5  | 20 | 19    | 73 |  |    |       |
| 5:00         | 0     | 1     | 0  | 0  | 1     | 17:00     | 29    | 2     | 0  | 0  | 31    |    |  |    |       |
| 5:15         | 0     | 0     | 0  | 0  |       | 17:15     | 16    | 3     | 0  | 0  | 19    |    |  |    |       |
| 5:30         | 0     | 0     | 0  | 0  |       | 17:30     | 12    | 4     | 0  | 0  | 16    |    |  |    |       |
| 5:45         | 1     | 1     | 1  | 2  | 2 3   | 17:45     | 15    | 72    | 1  | 10 | 16    | 82 |  |    |       |
| 6:00         | 0     | 0     | 0  | 0  |       | 18:00     | 9     | 0     | 0  | 0  | 9     |    |  |    |       |
| 6:15         | 0     | 1     | 0  | 0  | 1     | 18:15     | 5     | 3     | 0  | 0  | 8     |    |  |    |       |
| 6:30         | 1     | 0     | 0  | 0  | 1     | 18:30     | 8     | 1     | 0  | 0  | 9     |    |  |    |       |
| 6:45         | 0     | 1     | 1  | 2  | 1 3   | 18:45     | 2     | 24    | 8  | 12 | 10    | 36 |  |    |       |
| 7:00         | 2     | 3     | 0  | 0  | 5     | 19:00     | 5     | 2     | 0  | 0  | 7     |    |  |    |       |
| 7:15         | 5     | 5     | 0  | 0  | 10    | 19:15     | 2     | 0     | 0  | 0  | 2     |    |  |    |       |
| 7:30         | 4     | 4     | 0  | 0  | 8     | 19:30     | 6     | 0     | 0  | 0  | 6     |    |  |    |       |
| 7:45         | 6     | 17    | 11 | 23 | 17 40 | 19:45     | 1     | 14    | 2  | 4  | 3     | 18 |  |    |       |
| 8:00         | 11    | 4     | 0  | 0  | 15    | 20:00     | 3     | 0     | 0  | 0  | 3     |    |  |    |       |
| 8:15         | 6     | 6     | 0  | 0  | 12    | 20:15     | 8     | 1     | 0  | 0  | 9     |    |  |    |       |
| 8:30         | 3     | 2     | 0  | 0  | 5     | 20:30     | 1     | 2     | 0  | 0  | 3     |    |  |    |       |
| 8:45         | 3     | 23    | 5  | 17 | 8 40  | 20:45     | 8     | 20    | 1  | 4  | 9     | 24 |  |    |       |
| 9:00         | 6     | 3     | 0  | 0  | 9     | 21:00     | 2     | 1     | 0  | 0  | 3     |    |  |    |       |
| 9:15         | 13    | 2     | 0  | 0  | 15    | 21:15     | 1     | 1     | 0  | 0  | 2     |    |  |    |       |
| 9:30         | 9     | 4     | 0  | 0  | 13    | 21:30     | 1     | 0     | 0  | 0  | 1     |    |  |    |       |
| 9:45         | 11    | 39    | 7  | 16 | 18 55 | 21:45     | 1     | 5     | 0  | 2  | 1     | 7  |  |    |       |
| 10:00        | 6     | 4     | 0  | 0  | 10    | 22:00     | 1     | 1     | 0  | 0  | 2     |    |  |    |       |
| 10:15        | 7     | 2     | 0  | 0  | 9     | 22:15     | 2     | 1     | 0  | 0  | 3     |    |  |    |       |
| 10:30        | 8     | 2     | 0  | 0  | 10    | 22:30     | 1     | 1     | 0  | 0  | 2     |    |  |    |       |
| 10:45        | 15    | 36    | 4  | 12 | 19 48 | 22:45     | 1     | 5     | 0  | 3  | 1     | 8  |  |    |       |
| 11:00        | 12    | 3     | 0  | 0  | 15    | 23:00     | 1     | 0     | 0  | 0  | 1     |    |  |    |       |
| 11:15        | 12    | 4     | 0  | 0  | 16    | 23:15     | 1     | 0     | 0  | 0  | 1     |    |  |    |       |
| 11:30        | 15    | 8     | 0  | 0  | 23    | 23:30     | 1     | 0     | 0  | 0  | 1     |    |  |    |       |
| 11:45        | 11    | 50    | 4  | 19 | 15 69 | 23:45     | 0     | 3     | 0  | 0  |       | 3  |  |    |       |
| TOTALS       | 171   | 95    |    |    | 266   | TOTALS    | 400   | 137   |    |    | 537   |    |  |    |       |
| SPLIT %      | 64.3% | 35.7% |    |    | 33.1% | SPLIT %   | 74.5% | 25.5% |    |    | 66.9% |    |  |    |       |

| DAILY TOTALS    |       |       |       | NB    | SB    | EB              |       |       |       | WB    | Total |  |  |  |
|-----------------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|--|--|--|
|                 |       |       |       | 571   | 232   |                 |       |       |       | 0     |       |  |  |  |
| AM Peak Hour    | 11:30 | 7:30  |       |       | 11:30 | PM Peak Hour    | 16:15 | 14:30 |       |       | 12:00 |  |  |  |
| AM Pk Volume    | 63    | 25    |       |       | 85    | PM Pk Volume    | 72    | 24    |       |       | 89    |  |  |  |
| Pk Hr Factor    | 0.829 | 0.568 |       |       | 0.850 | Pk Hr Factor    | 0.621 | 0.750 |       |       | 0.890 |  |  |  |
| 7 - 9 Volume    | 40    | 40    | 0     | 0     | 80    | 4 - 6 Volume    | 125   | 30    | 0     | 0     | 155   |  |  |  |
| 7 - 9 Peak Hour | 7:30  | 7:30  |       |       | 7:30  | 4 - 6 Peak Hour | 16:15 | 16:00 |       |       | 16:15 |  |  |  |
| 7 - 9 Pk Volume | 27    | 25    | 0     | 0     | 52    | 4 - 6 Pk Volume | 72    | 20    | 0     | 0     | 89    |  |  |  |
| Pk Hr Factor    | 0.614 | 0.568 | 0.000 | 0.000 | 0.765 | Pk Hr Factor    | 0.621 | 1.000 | 0.000 | 0.000 | 0.718 |  |  |  |

# VOLUME

Spring St Bet. Jones St & Walnut Ave

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_027

| DAILY TOTALS |       |       |    |    | NB    | SB  |           |       |       |    |    | EB    | WB |    |    |  |  |  | Total |
|--------------|-------|-------|----|----|-------|-----|-----------|-------|-------|----|----|-------|----|----|----|--|--|--|-------|
|              |       |       |    |    | 210   | 221 |           |       |       |    |    | 0     | 0  |    |    |  |  |  | 431   |
| AM Period    | NB    | SB    | EB | WB | TOTAL |     | PM Period | NB    | SB    | EB | WB | TOTAL |    |    |    |  |  |  |       |
| 0:00         | 0     | 0     | 0  | 0  | 1     | 1   | 12:00     | 2     | 2     | 0  | 0  | 4     | 4  |    |    |  |  |  |       |
| 0:15         | 0     | 0     | 0  | 0  |       |     | 12:15     | 3     | 1     | 0  | 0  |       |    |    |    |  |  |  |       |
| 0:30         | 1     | 0     | 0  | 0  |       |     | 12:30     | 3     | 5     | 0  | 0  |       |    |    |    |  |  |  |       |
| 0:45         | 0     | 1     | 0  | 0  |       |     | 12:45     | 3     | 11    | 5  | 13 |       |    | 8  | 24 |  |  |  |       |
| 1:00         | 0     | 0     | 0  | 0  |       |     | 13:00     | 4     | 3     | 0  | 0  | 7     | 10 |    |    |  |  |  |       |
| 1:15         | 0     | 0     | 0  | 0  |       |     | 13:15     | 7     | 3     | 0  | 0  |       |    |    |    |  |  |  |       |
| 1:30         | 0     | 0     | 0  | 0  |       |     | 13:30     | 3     | 0     | 0  | 0  |       |    |    |    |  |  |  |       |
| 1:45         | 0     | 0     | 0  | 0  |       |     | 13:45     | 0     | 14    | 2  | 8  |       |    | 2  | 22 |  |  |  |       |
| 2:00         | 0     | 0     | 0  | 0  | 1     | 1   | 14:00     | 3     | 4     | 0  | 0  | 7     | 13 |    |    |  |  |  |       |
| 2:15         | 0     | 1     | 0  | 0  |       |     | 14:15     | 11    | 2     | 0  | 0  |       |    |    |    |  |  |  |       |
| 2:30         | 0     | 0     | 0  | 0  |       |     | 14:30     | 2     | 5     | 0  | 0  |       |    |    |    |  |  |  |       |
| 2:45         | 0     | 0     | 1  | 0  |       |     | 14:45     | 6     | 22    | 2  | 13 |       |    | 8  | 35 |  |  |  |       |
| 3:00         | 0     | 0     | 0  | 0  |       |     | 15:00     | 6     | 9     | 0  | 0  | 15    | 16 |    |    |  |  |  |       |
| 3:15         | 0     | 0     | 0  | 0  |       |     | 15:15     | 8     | 8     | 0  | 0  |       |    |    |    |  |  |  |       |
| 3:30         | 0     | 0     | 0  | 0  |       |     | 15:30     | 5     | 6     | 0  | 0  |       |    |    |    |  |  |  |       |
| 3:45         | 0     | 0     | 0  | 0  |       |     | 15:45     | 3     | 22    | 3  | 26 |       |    | 6  | 48 |  |  |  |       |
| 4:00         | 0     | 0     | 0  | 0  | 1     | 1   | 16:00     | 3     | 6     | 0  | 0  | 9     | 7  |    |    |  |  |  |       |
| 4:15         | 0     | 1     | 0  | 0  |       |     | 16:15     | 5     | 2     | 0  | 0  |       |    |    |    |  |  |  |       |
| 4:30         | 0     | 0     | 0  | 0  |       |     | 16:30     | 3     | 9     | 0  | 0  |       |    |    |    |  |  |  |       |
| 4:45         | 0     | 0     | 1  | 0  |       |     | 16:45     | 1     | 12    | 6  | 23 |       |    | 7  | 35 |  |  |  |       |
| 5:00         | 1     | 0     | 0  | 0  | 1     | 3   | 17:00     | 4     | 8     | 0  | 0  | 12    | 8  |    |    |  |  |  |       |
| 5:15         | 0     | 1     | 0  | 0  | 17:15 |     | 1         | 7     | 0     | 0  |    |       |    |    |    |  |  |  |       |
| 5:30         | 1     | 0     | 0  | 0  | 17:30 |     | 1         | 1     | 0     | 0  |    |       |    |    |    |  |  |  |       |
| 5:45         | 0     | 2     | 0  | 1  | 17:45 |     | 5         | 11    | 3     | 19 | 8  |       |    | 30 |    |  |  |  |       |
| 6:00         | 0     | 0     | 0  | 0  | 1     | 1   | 18:00     | 1     | 6     | 0  | 0  | 7     | 3  |    |    |  |  |  |       |
| 6:15         | 0     | 0     | 0  | 0  |       |     | 18:15     | 2     | 1     | 0  | 0  |       |    |    |    |  |  |  |       |
| 6:30         | 0     | 1     | 0  | 0  |       |     | 18:30     | 0     | 2     | 0  | 0  |       |    |    |    |  |  |  |       |
| 6:45         | 0     | 0     | 1  | 0  |       |     | 18:45     | 1     | 4     | 4  | 13 |       |    | 5  | 17 |  |  |  |       |
| 7:00         | 2     | 0     | 0  | 0  | 2     | 8   | 19:00     | 2     | 1     | 0  | 0  | 3     | 6  |    |    |  |  |  |       |
| 7:15         | 5     | 3     | 0  | 0  | 19:15 |     | 2         | 4     | 0     | 0  |    |       |    |    |    |  |  |  |       |
| 7:30         | 15    | 12    | 0  | 0  | 19:30 |     | 2         | 1     | 0     | 0  |    |       |    |    |    |  |  |  |       |
| 7:45         | 20    | 42    | 19 | 34 | 19:45 |     | 1         | 7     | 1     | 7  | 2  |       |    | 14 |    |  |  |  |       |
| 8:00         | 16    | 8     | 0  | 0  | 24    | 14  | 20:00     | 3     | 3     | 0  | 0  | 6     | 3  |    |    |  |  |  |       |
| 8:15         | 6     | 8     | 0  | 0  | 20:15 |     | 0         | 3     | 0     | 0  |    |       |    |    |    |  |  |  |       |
| 8:30         | 0     | 3     | 0  | 0  | 20:30 |     | 0         | 0     | 0     | 0  |    |       |    |    |    |  |  |  |       |
| 8:45         | 1     | 23    | 1  | 20 | 20:45 |     | 0         | 3     | 1     | 7  | 1  |       |    | 10 |    |  |  |  |       |
| 9:00         | 2     | 3     | 0  | 0  | 5     | 12  | 21:00     | 2     | 1     | 0  | 0  | 3     | 3  |    |    |  |  |  |       |
| 9:15         | 0     | 1     | 0  | 0  | 21:15 |     | 0         | 3     | 0     | 0  |    |       |    |    |    |  |  |  |       |
| 9:30         | 1     | 1     | 0  | 0  | 21:30 |     | 1         | 1     | 0     | 0  |    |       |    |    |    |  |  |  |       |
| 9:45         | 3     | 6     | 1  | 6  | 21:45 |     | 0         | 3     | 0     | 5  | 2  |       |    | 8  |    |  |  |  |       |
| 10:00        | 1     | 5     | 0  | 0  | 6     | 21  | 22:00     | 0     | 0     | 0  | 0  |       |    |    |    |  |  |  |       |
| 10:15        | 2     | 1     | 0  | 0  | 22:15 |     | 0         | 0     | 0     | 0  |    |       |    |    |    |  |  |  |       |
| 10:30        | 3     | 2     | 0  | 0  | 22:30 |     | 0         | 0     | 0     | 0  |    |       |    |    |    |  |  |  |       |
| 10:45        | 3     | 9     | 4  | 12 | 22:45 |     | 2         | 2     | 0     | 0  | 2  |       |    | 2  |    |  |  |  |       |
| 11:00        | 8     | 1     | 0  | 0  | 9     | 25  | 23:00     | 0     | 1     | 0  | 0  | 1     |    |    |    |  |  |  |       |
| 11:15        | 3     | 3     | 0  | 0  | 23:15 |     | 0         | 0     | 0     | 0  |    |       |    |    |    |  |  |  |       |
| 11:30        | 4     | 4     | 0  | 0  | 23:30 |     | 0         | 0     | 0     | 0  |    |       |    |    |    |  |  |  |       |
| 11:45        | 1     | 16    | 1  | 9  | 23:45 |     | 0         | 1     | 2     | 0  | 1  |       |    | 2  |    |  |  |  |       |
| TOTALS       | 99    | 85    |    |    | 184   |     | TOTALS    | 111   | 136   |    |    | 247   |    |    |    |  |  |  |       |
| SPLIT %      | 53.8% | 46.2% |    |    | 42.7% |     | SPLIT %   | 44.9% | 55.1% |    |    | 57.3% |    |    |    |  |  |  |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB  |                 |       |       |       |       | EB    | WB |  |  |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-----|-----------------|-------|-------|-------|-------|-------|----|--|--|--|--|--|-------|
|                 |       |       |       |       | 210   | 221 |                 |       |       |       |       | 0     | 0  |  |  |  |  |  | 431   |
| AM Peak Hour    | 7:30  | 7:30  |       |       | 7:30  |     | PM Peak Hour    | 14:15 | 16:30 |       |       | 14:15 |    |  |  |  |  |  |       |
| AM Pk Volume    | 57    | 47    |       |       | 104   |     | PM Pk Volume    | 25    | 30    |       |       | 50    |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.713 | 0.618 |       |       | 0.667 |     | Pk Hr Factor    | 0.568 | 0.833 |       |       | 0.781 |    |  |  |  |  |  |       |
| 7 - 9 Volume    | 65    | 54    | 0     | 0     | 119   |     | 4 - 6 Volume    | 23    | 42    | 0     | 0     | 65    |    |  |  |  |  |  |       |
| 7 - 9 Peak Hour | 7:30  | 7:30  |       |       | 7:30  |     | 4 - 6 Peak Hour | 16:15 | 16:30 |       |       | 16:30 |    |  |  |  |  |  |       |
| 7 - 9 Pk Volume | 57    | 47    | 0     | 0     | 104   |     | 4 - 6 Pk Volume | 13    | 30    | 0     | 0     | 39    |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.713 | 0.618 | 0.000 | 0.000 | 0.667 |     | Pk Hr Factor    | 0.650 | 0.833 | 0.000 | 0.000 | 0.813 |    |  |  |  |  |  |       |

## VOLUME

Standley St Bet. State St & West Terminus

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_028

| DAILY TOTALS |       |    |    |    | NB    | SB    | EB        |       |    |    |    | WB    | Total |       |
|--------------|-------|----|----|----|-------|-------|-----------|-------|----|----|----|-------|-------|-------|
|              |       |    |    |    | 0     | 0     | 388       |       |    |    |    | 315   | 703   |       |
| AM Period    | NB    | SB | EB | WB | TOTAL |       | PM Period | NB    | SB | EB | WB | TOTAL |       |       |
| 0:00         | 0     | 0  | 0  | 1  | 1     |       | 12:00     | 0     | 0  | 5  | 3  | 8     |       |       |
| 0:15         | 0     | 0  | 1  | 1  | 2     |       | 12:15     | 0     | 0  | 4  | 0  | 4     |       |       |
| 0:30         | 0     | 0  | 0  | 2  | 2     |       | 12:30     | 0     | 0  | 9  | 5  | 14    |       |       |
| 0:45         | 0     | 0  | 0  | 1  | 0     | 4     | 12:45     | 0     | 0  | 4  | 22 | 7     | 15    |       |
| 1:00         | 0     | 0  | 0  | 1  | 1     |       | 13:00     | 0     | 0  | 5  | 6  | 11    |       |       |
| 1:15         | 0     | 0  | 0  | 0  |       |       | 13:15     | 0     | 0  | 7  | 2  | 9     |       |       |
| 1:30         | 0     | 0  | 0  | 0  |       |       | 13:30     | 0     | 0  | 4  | 6  | 10    |       |       |
| 1:45         | 0     | 0  | 0  | 0  | 1     | 1     | 13:45     | 0     | 0  | 3  | 19 | 6     | 20    |       |
| 2:00         | 0     | 0  | 0  | 0  |       |       | 14:00     | 0     | 0  | 5  | 4  | 9     |       |       |
| 2:15         | 0     | 0  | 0  | 0  |       |       | 14:15     | 0     | 0  | 6  | 2  | 8     |       |       |
| 2:30         | 0     | 0  | 1  | 1  | 2     |       | 14:30     | 0     | 0  | 4  | 4  | 8     |       |       |
| 2:45         | 0     | 0  | 1  | 2  | 0     | 1     | 14:45     | 0     | 0  | 9  | 24 | 7     | 17    |       |
| 3:00         | 0     | 0  | 0  | 0  |       |       | 15:00     | 0     | 0  | 9  | 4  | 13    |       |       |
| 3:15         | 0     | 0  | 0  | 0  |       |       | 15:15     | 0     | 0  | 7  | 7  | 14    |       |       |
| 3:30         | 0     | 0  | 0  | 0  |       |       | 15:30     | 0     | 0  | 3  | 4  | 7     |       |       |
| 3:45         | 0     | 0  | 1  | 1  | 0     | 1     | 15:45     | 0     | 0  | 8  | 27 | 14    | 29    |       |
| 4:00         | 0     | 0  | 0  | 0  |       |       | 16:00     | 0     | 0  | 2  | 4  | 6     |       |       |
| 4:15         | 0     | 0  | 0  | 0  |       |       | 16:15     | 0     | 0  | 3  | 9  | 12    |       |       |
| 4:30         | 0     | 0  | 0  | 0  |       |       | 16:30     | 0     | 0  | 7  | 7  | 14    |       |       |
| 4:45         | 0     | 0  | 1  | 1  | 0     | 1     | 16:45     | 0     | 0  | 6  | 18 | 7     | 27    |       |
| 5:00         | 0     | 0  | 1  | 0  | 1     |       | 17:00     | 0     | 0  | 8  | 9  | 17    |       |       |
| 5:15         | 0     | 0  | 1  | 0  | 1     |       | 17:15     | 0     | 0  | 6  | 14 | 20    |       |       |
| 5:30         | 0     | 0  | 3  | 0  | 3     |       | 17:30     | 0     | 0  | 9  | 4  | 13    |       |       |
| 5:45         | 0     | 0  | 2  | 7  | 2     | 2     | 17:45     | 0     | 0  | 10 | 33 | 8     | 35    |       |
| 6:00         | 0     | 0  | 1  | 0  | 1     |       | 18:00     | 0     | 0  | 6  | 7  | 13    |       |       |
| 6:15         | 0     | 0  | 1  | 1  | 2     |       | 18:15     | 0     | 0  | 9  | 5  | 14    |       |       |
| 6:30         | 0     | 0  | 5  | 1  | 6     |       | 18:30     | 0     | 0  | 13 | 8  | 21    |       |       |
| 6:45         | 0     | 0  | 9  | 16 | 1     | 3     | 18:45     | 0     | 0  | 4  | 32 | 5     | 25    |       |
| 7:00         | 0     | 0  | 6  | 3  | 9     |       | 19:00     | 0     | 0  | 2  | 2  | 4     |       |       |
| 7:15         | 0     | 0  | 7  | 4  | 11    |       | 19:15     | 0     | 0  | 3  | 6  | 9     |       |       |
| 7:30         | 0     | 0  | 9  | 3  | 12    |       | 19:30     | 0     | 0  | 4  | 5  | 9     |       |       |
| 7:45         | 0     | 0  | 17 | 39 | 5     | 15    | 19:45     | 0     | 0  | 1  | 10 | 11    | 24    |       |
| 8:00         | 0     | 0  | 7  | 5  | 12    |       | 20:00     | 0     | 0  | 5  | 7  | 12    |       |       |
| 8:15         | 0     | 0  | 9  | 4  | 13    |       | 20:15     | 0     | 0  | 3  | 6  | 9     |       |       |
| 8:30         | 0     | 0  | 6  | 4  | 10    |       | 20:30     | 0     | 0  | 2  | 1  | 3     |       |       |
| 8:45         | 0     | 0  | 8  | 30 | 4     | 17    | 20:45     | 0     | 0  | 0  | 10 | 3     | 17    |       |
| 9:00         | 0     | 0  | 8  | 1  | 9     |       | 21:00     | 0     | 0  | 2  | 2  | 4     |       |       |
| 9:15         | 0     | 0  | 4  | 8  | 12    |       | 21:15     | 0     | 0  | 2  | 4  | 6     |       |       |
| 9:30         | 0     | 0  | 6  | 0  | 6     |       | 21:30     | 0     | 0  | 1  | 2  | 3     |       |       |
| 9:45         | 0     | 0  | 7  | 25 | 2     | 11    | 21:45     | 0     | 0  | 0  | 5  | 0     | 8     |       |
| 10:00        | 0     | 0  | 4  | 5  | 9     |       | 22:00     | 0     | 0  | 1  | 1  | 2     |       |       |
| 10:15        | 0     | 0  | 8  | 4  | 12    |       | 22:15     | 0     | 0  | 3  | 0  | 3     |       |       |
| 10:30        | 0     | 0  | 8  | 5  | 13    |       | 22:30     | 0     | 0  | 3  | 1  | 4     |       |       |
| 10:45        | 0     | 0  | 5  | 25 | 8     | 22    | 22:45     | 0     | 0  | 1  | 8  | 0     | 2     |       |
| 11:00        | 0     | 0  | 7  | 7  | 14    |       | 23:00     | 0     | 0  | 1  | 1  | 2     |       |       |
| 11:15        | 0     | 0  | 5  | 2  | 7     |       | 23:15     | 0     | 0  | 1  | 1  | 2     |       |       |
| 11:30        | 0     | 0  | 10 | 6  | 16    |       | 23:30     | 0     | 0  | 0  | 1  | 1     |       |       |
| 11:45        | 0     | 0  | 7  | 29 | 2     | 17    | 23:45     | 0     | 0  | 2  | 4  | 0     | 3     |       |
| TOTALS       | 176   |    |    |    |       | 93    | TOTALS    | 212   |    |    |    |       | 222   | 434   |
| SPLIT %      | 65.4% |    |    |    |       | 34.6% | SPLIT %   | 48.8% |    |    |    |       | 51.2% | 61.7% |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |       |                 |  |                 |       | EB    | WB    |       |       |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-------|-------|-----------------|--|-----------------|-------|-------|-------|-------|-------|--|--|--|-------|
|                 |       |       |       |       | 0     | 0     |       |                 |  |                 |       | 388   | 315   |       |       |  |  |  | 703   |
| AM Peak Hour    |       |       |       |       | 7:30  | 10:15 | 7:30  | PM Peak Hour    |  |                 |       |       | 17:45 | 16:30 | 17:00 |  |  |  |       |
| AM Pk Volume    |       |       |       |       | 42    | 24    | 59    | PM Pk Volume    |  |                 |       |       | 38    | 37    | 68    |  |  |  |       |
| Pk Hr Factor    |       |       |       |       | 0.618 | 0.750 | 0.670 | Pk Hr Factor    |  |                 |       |       | 0.731 | 0.661 | 0.850 |  |  |  |       |
| 7 - 9 Volume    | 0     | 0     | 69    | 32    | 101   |       |       |                 |  | 4 - 6 Volume    | 0     | 0     | 51    | 62    | 113   |  |  |  |       |
| 7 - 9 Peak Hour |       |       |       |       | 7:30  | 7:45  | 7:30  | 4 - 6 Peak Hour |  |                 |       |       | 17:00 | 16:30 | 17:00 |  |  |  |       |
| 7 - 9 Pk Volume | 0     | 0     | 42    | 18    | 59    |       |       |                 |  | 4 - 6 Pk Volume | 0     | 0     | 33    | 37    | 68    |  |  |  |       |
| Pk Hr Factor    | 0.000 | 0.000 | 0.618 | 0.900 | 0.670 |       |       |                 |  | Pk Hr Factor    | 0.000 | 0.000 | 0.825 | 0.661 | 0.850 |  |  |  |       |

**VOLUME**

State St Bet. Gobbi St &amp; Norton St

Day: Tuesday  
Date: 10/3/2017City: Ukiah  
Project #: CA17\_7722\_029

| DAILY TOTALS |       |       |     |     | NB    | SB    |           |       |       |     |     | EB    | WB   | Total |  |
|--------------|-------|-------|-----|-----|-------|-------|-----------|-------|-------|-----|-----|-------|------|-------|--|
|              |       |       |     |     | 7,108 | 6,242 |           |       |       |     |     | 0     | 0    |       |  |
| AM Period    | NB    | SB    | EB  | WB  | TOTAL |       | PM Period | NB    | SB    | EB  | WB  | TOTAL |      |       |  |
| 0:00         | 11    | 2     |     |     | 13    |       | 12:00     | 160   | 135   |     |     | 295   |      |       |  |
| 0:15         | 4     | 13    |     |     | 17    |       | 12:15     | 154   | 109   |     |     | 263   |      |       |  |
| 0:30         | 5     | 5     |     |     | 10    |       | 12:30     | 149   | 118   |     |     | 267   |      |       |  |
| 0:45         | 4     | 24    | 2   | 22  | 6     | 46    | 12:45     | 142   | 605   | 133 | 495 | 275   | 1100 |       |  |
| 1:00         | 0     | 5     |     |     | 5     |       | 13:00     | 141   | 126   |     |     | 267   |      |       |  |
| 1:15         | 1     | 4     |     |     | 5     |       | 13:15     | 124   | 125   |     |     | 249   |      |       |  |
| 1:30         | 2     | 3     |     |     | 5     |       | 13:30     | 124   | 126   |     |     | 250   |      |       |  |
| 1:45         | 2     | 5     | 3   | 15  | 5     | 20    | 13:45     | 131   | 520   | 120 | 497 | 251   | 1017 |       |  |
| 2:00         | 1     | 2     |     |     | 3     |       | 14:00     | 134   | 122   |     |     | 256   |      |       |  |
| 2:15         | 2     | 3     |     |     | 5     |       | 14:15     | 165   | 135   |     |     | 300   |      |       |  |
| 2:30         | 1     | 2     |     |     | 3     |       | 14:30     | 155   | 129   |     |     | 284   |      |       |  |
| 2:45         | 4     | 8     | 1   | 8   | 5     | 16    | 14:45     | 129   | 583   | 141 | 527 | 270   | 1110 |       |  |
| 3:00         | 4     | 2     |     |     | 6     |       | 15:00     | 164   | 117   |     |     | 281   |      |       |  |
| 3:15         | 2     | 4     |     |     | 6     |       | 15:15     | 165   | 135   |     |     | 300   |      |       |  |
| 3:30         | 5     | 2     |     |     | 7     |       | 15:30     | 134   | 175   |     |     | 309   |      |       |  |
| 3:45         | 7     | 18    | 8   | 16  | 15    | 34    | 15:45     | 171   | 634   | 142 | 569 | 313   | 1203 |       |  |
| 4:00         | 9     | 3     |     |     | 12    |       | 16:00     | 142   | 144   |     |     | 286   |      |       |  |
| 4:15         | 5     | 5     |     |     | 10    |       | 16:15     | 149   | 121   |     |     | 270   |      |       |  |
| 4:30         | 4     | 2     |     |     | 6     |       | 16:30     | 132   | 152   |     |     | 284   |      |       |  |
| 4:45         | 14    | 32    | 7   | 17  | 21    | 49    | 16:45     | 142   | 565   | 136 | 553 | 278   | 1118 |       |  |
| 5:00         | 9     | 3     |     |     | 12    |       | 17:00     | 152   | 139   |     |     | 291   |      |       |  |
| 5:15         | 13    | 7     |     |     | 20    |       | 17:15     | 176   | 110   |     |     | 286   |      |       |  |
| 5:30         | 9     | 11    |     |     | 20    |       | 17:30     | 144   | 98    |     |     | 242   |      |       |  |
| 5:45         | 16    | 47    | 16  | 37  | 32    | 84    | 17:45     | 113   | 585   | 111 | 458 | 224   | 1043 |       |  |
| 6:00         | 16    | 14    |     |     | 30    |       | 18:00     | 105   | 95    |     |     | 200   |      |       |  |
| 6:15         | 23    | 17    |     |     | 40    |       | 18:15     | 111   | 84    |     |     | 195   |      |       |  |
| 6:30         | 23    | 18    |     |     | 41    |       | 18:30     | 96    | 86    |     |     | 182   |      |       |  |
| 6:45         | 36    | 98    | 32  | 81  | 68    | 179   | 18:45     | 97    | 409   | 78  | 343 | 175   | 752  |       |  |
| 7:00         | 40    | 23    |     |     | 63    |       | 19:00     | 79    | 101   |     |     | 180   |      |       |  |
| 7:15         | 65    | 40    |     |     | 105   |       | 19:15     | 76    | 73    |     |     | 149   |      |       |  |
| 7:30         | 111   | 73    |     |     | 184   |       | 19:30     | 77    | 71    |     |     | 148   |      |       |  |
| 7:45         | 176   | 392   | 151 | 287 | 327   | 679   | 19:45     | 69    | 301   | 69  | 314 | 138   | 615  |       |  |
| 8:00         | 145   | 109   |     |     | 254   |       | 20:00     | 66    | 42    |     |     | 108   |      |       |  |
| 8:15         | 106   | 110   |     |     | 216   |       | 20:15     | 60    | 57    |     |     | 117   |      |       |  |
| 8:30         | 100   | 82    |     |     | 182   |       | 20:30     | 49    | 43    |     |     | 92    |      |       |  |
| 8:45         | 110   | 461   | 74  | 375 | 184   | 836   | 20:45     | 45    | 220   | 34  | 176 | 79    | 396  |       |  |
| 9:00         | 88    | 96    |     |     | 184   |       | 21:00     | 41    | 44    |     |     | 85    |      |       |  |
| 9:15         | 89    | 72    |     |     | 161   |       | 21:15     | 35    | 36    |     |     | 71    |      |       |  |
| 9:30         | 104   | 78    |     |     | 182   |       | 21:30     | 24    | 29    |     |     | 53    |      |       |  |
| 9:45         | 119   | 400   | 110 | 356 | 229   | 756   | 21:45     | 26    | 126   | 20  | 129 | 46    | 255  |       |  |
| 10:00        | 117   | 95    |     |     | 212   |       | 22:00     | 29    | 22    |     |     | 51    |      |       |  |
| 10:15        | 102   | 105   |     |     | 207   |       | 22:15     | 18    | 12    |     |     | 30    |      |       |  |
| 10:30        | 121   | 91    |     |     | 212   |       | 22:30     | 14    | 12    |     |     | 26    |      |       |  |
| 10:45        | 124   | 464   | 106 | 397 | 230   | 861   | 22:45     | 11    | 72    | 16  | 62  | 27    | 134  |       |  |
| 11:00        | 112   | 104   |     |     | 216   |       | 23:00     | 11    | 16    |     |     | 27    |      |       |  |
| 11:15        | 105   | 123   |     |     | 228   |       | 23:15     | 9     | 10    |     |     | 19    |      |       |  |
| 11:30        | 137   | 121   |     |     | 258   |       | 23:30     | 11    | 8     |     |     | 19    |      |       |  |
| 11:45        | 146   | 500   | 120 | 468 | 266   | 968   | 23:45     | 8     | 39    | 6   | 40  | 14    | 79   |       |  |
| TOTALS       | 2449  | 2079  |     |     | 4528  |       | TOTALS    | 4659  | 4163  |     |     | 8822  |      |       |  |
| SPLIT %      | 54.1% | 45.9% |     |     | 33.9% |       | SPLIT %   | 52.8% | 47.2% |     |     | 66.1% |      |       |  |

| DAILY TOTALS    |       |       | NB    | SB    |       | EB              | WB    |       |       |       | Total  |
|-----------------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|--------|
|                 |       |       | 7,108 | 6,242 |       | 0               | 0     |       |       |       | 13,350 |
| AM Peak Hour    | 11:45 | 11:15 |       |       | 11:45 | PM Peak Hour    | 15:00 | 15:15 |       |       | 15:15  |
| AM Pk Volume    | 609   | 499   |       |       | 1091  | PM Pk Volume    | 634   | 596   |       |       | 1208   |
| Pk Hr Factor    | 0.952 | 0.924 |       |       | 0.925 | Pk Hr Factor    | 0.927 | 0.851 |       |       | 0.965  |
| 7 - 9 Volume    | 853   | 662   | 0     | 0     | 1515  | 4 - 6 Volume    | 1150  | 1011  | 0     | 0     | 2161   |
| 7 - 9 Peak Hour | 7:30  | 7:45  |       |       | 7:30  | 4 - 6 Peak Hour | 16:45 | 16:00 |       |       | 16:30  |
| 7 - 9 Pk Volume | 538   | 452   | 0     | 0     | 981   | 4 - 6 Pk Volume | 614   | 553   | 0     | 0     | 1139   |
| Pk Hr Factor    | 0.764 | 0.748 | 0.000 | 0.000 | 0.750 | Pk Hr Factor    | 0.872 | 0.910 | 0.000 | 0.000 | 0.979  |

## VOLUME

State St Bet. Gobbi St & Norton St(Curb Lanes)

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_029

| DAILY TOTALS |       |       |    |     |       | NB    | SB        |       |       |    |     |       |   | EB  | WB  | Total |  |
|--------------|-------|-------|----|-----|-------|-------|-----------|-------|-------|----|-----|-------|---|-----|-----|-------|--|
|              |       |       |    |     |       | 3,995 | 3,142     |       |       |    |     |       |   | 0   | 0   | 7,137 |  |
| AM Period    | NB    | SB    | EB | WB  | TOTAL |       | PM Period | NB    | SB    | EB | WB  | TOTAL |   |     |     |       |  |
| 0:00         | 6     | 2     | 0  | 0   | 8     |       | 12:00     | 96    | 65    | 0  | 0   | 161   |   |     |     |       |  |
| 0:15         | 3     | 5     | 0  | 0   | 8     |       | 12:15     | 95    | 50    | 0  | 0   | 145   |   |     |     |       |  |
| 0:30         | 4     | 1     | 0  | 0   | 5     |       | 12:30     | 94    | 60    | 0  | 0   | 154   |   |     |     |       |  |
| 0:45         | 2     | 15    | 1  | 9   | 0     | 0     | 12:45     | 81    | 366   | 71 | 246 | 0     | 0 | 152 | 612 |       |  |
| 1:00         | 0     | 3     | 0  | 0   | 0     | 3     | 13:00     | 85    | 62    | 0  | 0   | 147   |   |     |     |       |  |
| 1:15         | 0     | 2     | 0  | 0   | 0     | 2     | 13:15     | 70    | 66    | 0  | 0   | 136   |   |     |     |       |  |
| 1:30         | 1     | 1     | 0  | 0   | 0     | 2     | 13:30     | 67    | 57    | 0  | 0   | 124   |   |     |     |       |  |
| 1:45         | 2     | 3     | 1  | 7   | 0     | 0     | 13:45     | 72    | 294   | 59 | 244 | 0     | 0 | 131 | 538 |       |  |
| 2:00         | 0     | 0     | 0  | 0   | 0     | 6     | 14:00     | 74    | 61    | 0  | 0   | 135   |   |     |     |       |  |
| 2:15         | 2     | 4     | 0  | 0   | 0     |       | 14:15     | 94    | 69    | 0  | 0   | 163   |   |     |     |       |  |
| 2:30         | 0     | 0     | 0  | 0   | 0     |       | 14:30     | 83    | 58    | 0  | 0   | 141   |   |     |     |       |  |
| 2:45         | 1     | 3     | 0  | 4   | 0     |       | 14:45     | 77    | 328   | 63 | 251 | 0     | 0 | 140 | 579 |       |  |
| 3:00         | 4     | 1     | 0  | 0   | 0     | 5     | 15:00     | 91    | 61    | 0  | 0   | 152   |   |     |     |       |  |
| 3:15         | 0     | 2     | 0  | 0   | 0     | 2     | 15:15     | 94    | 61    | 0  | 0   | 155   |   |     |     |       |  |
| 3:30         | 4     | 0     | 0  | 0   | 0     | 4     | 15:30     | 79    | 89    | 0  | 0   | 168   |   |     |     |       |  |
| 3:45         | 2     | 10    | 3  | 6   | 0     | 0     | 15:45     | 99    | 363   | 64 | 275 | 0     | 0 | 163 | 638 |       |  |
| 4:00         | 3     | 0     | 0  | 0   | 0     | 3     | 16:00     | 74    | 81    | 0  | 0   | 155   |   |     |     |       |  |
| 4:15         | 4     | 1     | 0  | 0   | 0     | 5     | 16:15     | 93    | 54    | 0  | 0   | 147   |   |     |     |       |  |
| 4:30         | 2     | 1     | 0  | 0   | 0     | 3     | 16:30     | 83    | 73    | 0  | 0   | 156   |   |     |     |       |  |
| 4:45         | 6     | 15    | 2  | 4   | 0     | 0     | 16:45     | 87    | 337   | 63 | 271 | 0     | 0 | 150 | 608 |       |  |
| 5:00         | 2     | 3     | 0  | 0   | 0     | 5     | 17:00     | 88    | 66    | 0  | 0   | 154   |   |     |     |       |  |
| 5:15         | 7     | 5     | 0  | 0   | 0     | 12    | 17:15     | 104   | 60    | 0  | 0   | 164   |   |     |     |       |  |
| 5:30         | 5     | 7     | 0  | 0   | 0     | 12    | 17:30     | 85    | 54    | 0  | 0   | 139   |   |     |     |       |  |
| 5:45         | 13    | 27    | 10 | 25  | 0     | 0     | 17:45     | 63    | 340   | 62 | 242 | 0     | 0 | 125 | 582 |       |  |
| 6:00         | 8     | 10    | 0  | 0   | 0     | 18    | 18:00     | 56    | 39    | 0  | 0   | 95    |   |     |     |       |  |
| 6:15         | 12    | 9     | 0  | 0   | 0     | 21    | 18:15     | 60    | 41    | 0  | 0   | 101   |   |     |     |       |  |
| 6:30         | 12    | 11    | 0  | 0   | 0     | 23    | 18:30     | 56    | 43    | 0  | 0   | 99    |   |     |     |       |  |
| 6:45         | 17    | 49    | 18 | 48  | 0     | 0     | 18:45     | 55    | 227   | 36 | 159 | 0     | 0 | 91  | 386 |       |  |
| 7:00         | 22    | 14    | 0  | 0   | 0     | 36    | 19:00     | 50    | 61    | 0  | 0   | 111   |   |     |     |       |  |
| 7:15         | 28    | 27    | 0  | 0   | 0     | 55    | 19:15     | 42    | 34    | 0  | 0   | 76    |   |     |     |       |  |
| 7:30         | 55    | 39    | 0  | 0   | 0     | 94    | 19:30     | 43    | 39    | 0  | 0   | 82    |   |     |     |       |  |
| 7:45         | 88    | 193   | 86 | 166 | 0     | 0     | 19:45     | 35    | 170   | 41 | 175 | 0     | 0 | 76  | 345 |       |  |
| 8:00         | 74    | 73    | 0  | 0   | 0     | 147   | 20:00     | 37    | 14    | 0  | 0   | 51    |   |     |     |       |  |
| 8:15         | 59    | 53    | 0  | 0   | 0     | 112   | 20:15     | 35    | 32    | 0  | 0   | 67    |   |     |     |       |  |
| 8:30         | 48    | 42    | 0  | 0   | 0     | 90    | 20:30     | 28    | 19    | 0  | 0   | 47    |   |     |     |       |  |
| 8:45         | 55    | 236   | 41 | 209 | 0     | 0     | 20:45     | 24    | 124   | 16 | 81  | 0     | 0 | 40  | 205 |       |  |
| 9:00         | 45    | 48    | 0  | 0   | 0     | 93    | 21:00     | 24    | 23    | 0  | 0   | 47    |   |     |     |       |  |
| 9:15         | 52    | 36    | 0  | 0   | 0     | 88    | 21:15     | 20    | 19    | 0  | 0   | 39    |   |     |     |       |  |
| 9:30         | 57    | 42    | 0  | 0   | 0     | 99    | 21:30     | 15    | 13    | 0  | 0   | 28    |   |     |     |       |  |
| 9:45         | 63    | 217   | 54 | 180 | 0     | 0     | 21:45     | 15    | 74    | 7  | 62  | 0     | 0 | 22  | 136 |       |  |
| 10:00        | 68    | 40    | 0  | 0   | 0     | 108   | 22:00     | 16    | 12    | 0  | 0   | 28    |   |     |     |       |  |
| 10:15        | 59    | 54    | 0  | 0   | 0     | 113   | 22:15     | 10    | 4     | 0  | 0   | 14    |   |     |     |       |  |
| 10:30        | 60    | 39    | 0  | 0   | 0     | 99    | 22:30     | 8     | 6     | 0  | 0   | 14    |   |     |     |       |  |
| 10:45        | 71    | 258   | 59 | 192 | 0     | 0     | 22:45     | 7     | 41    | 8  | 30  | 0     | 0 | 15  | 71  |       |  |
| 11:00        | 61    | 52    | 0  | 0   | 0     | 113   | 23:00     | 10    | 8     | 0  | 0   | 18    |   |     |     |       |  |
| 11:15        | 55    | 63    | 0  | 0   | 0     | 118   | 23:15     | 3     | 2     | 0  | 0   | 5     |   |     |     |       |  |
| 11:30        | 82    | 62    | 0  | 0   | 0     | 144   | 23:30     | 7     | 3     | 0  | 0   | 10    |   |     |     |       |  |
| 11:45        | 84    | 282   | 64 | 241 | 0     | 0     | 23:45     | 3     | 23    | 2  | 15  | 0     | 0 | 5   | 38  |       |  |
| TOTALS       | 1308  | 1091  |    |     | 2399  |       | TOTALS    | 2687  | 2051  |    |     | 4738  |   |     |     |       |  |
| SPLIT %      | 54.5% | 45.5% |    |     | 33.6% |       | SPLIT %   | 56.7% | 43.3% |    |     | 66.4% |   |     |     |       |  |

| DAILY TOTALS    |       |       |       | NB    | SB    |                 |       |       |       | EB    | WB    | Total |  |
|-----------------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|-------|--|
|                 |       |       |       | 3,995 | 3,142 |                 |       |       |       | 0     | 0     | 7,137 |  |
| AM Peak Hour    | 11:45 | 7:45  |       |       | 11:45 | PM Peak Hour    | 12:00 | 15:15 |       |       | 15:15 |       |  |
| AM Pk Volume    | 369   | 254   |       |       | 608   | PM Pk Volume    | 366   | 295   |       |       | 641   |       |  |
| Pk Hr Factor    | 0.961 | 0.738 |       |       | 0.944 | Pk Hr Factor    | 0.953 | 0.829 |       |       | 0.954 |       |  |
| 7 - 9 Volume    | 429   | 375   | 0     | 0     | 804   | 4 - 6 Volume    | 677   | 513   | 0     | 0     | 1190  |       |  |
| 7 - 9 Peak Hour | 7:30  | 7:45  |       |       | 7:30  | 4 - 6 Peak Hour | 16:45 | 16:00 |       |       | 16:30 |       |  |
| 7 - 9 Pk Volume | 276   | 254   | 0     | 0     | 527   | 4 - 6 Pk Volume | 364   | 271   | 0     | 0     | 624   |       |  |
| Pk Hr Factor    | 0.784 | 0.738 | 0.000 | 0.000 | 0.757 | Pk Hr Factor    | 0.875 | 0.836 | 0.000 | 0.000 | 0.951 |       |  |

## VOLUME

Walnut Ave Bet. Dora St & Live Oak Ave

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_030

| DAILY TOTALS |    |    |    |    | NB    | SB    |           |    |    |    |     | EB    | WB    |  |  |  |  |  | Total |
|--------------|----|----|----|----|-------|-------|-----------|----|----|----|-----|-------|-------|--|--|--|--|--|-------|
|              |    |    |    |    | 0     | 0     |           |    |    |    |     | 915   | 815   |  |  |  |  |  | 1,730 |
| AM Period    | NB | SB | EB | WB | TOTAL |       | PM Period | NB | SB | EB | WB  | TOTAL |       |  |  |  |  |  |       |
| 0:00         | 0  | 0  | 0  | 0  |       |       | 12:00     | 0  | 0  | 13 | 18  |       |       |  |  |  |  |  |       |
| 0:15         | 0  | 0  | 1  | 0  | 1     |       | 12:15     | 0  | 0  | 15 | 11  |       |       |  |  |  |  |  |       |
| 0:30         | 0  | 0  | 0  | 2  | 2     |       | 12:30     | 0  | 0  | 14 | 10  |       |       |  |  |  |  |  |       |
| 0:45         | 0  | 0  | 0  | 1  | 0     | 2     | 12:45     | 0  | 0  | 13 | 55  | 8     | 47    |  |  |  |  |  |       |
| 1:00         | 0  | 0  | 0  | 0  |       |       | 13:00     | 0  | 0  | 13 | 11  |       |       |  |  |  |  |  |       |
| 1:15         | 0  | 0  | 0  | 1  | 1     |       | 13:15     | 0  | 0  | 14 | 11  |       |       |  |  |  |  |  |       |
| 1:30         | 0  | 0  | 1  | 0  | 1     |       | 13:30     | 0  | 0  | 12 | 14  |       |       |  |  |  |  |  |       |
| 1:45         | 0  | 0  | 0  | 1  | 0     | 1     | 13:45     | 0  | 0  | 17 | 56  | 10    | 46    |  |  |  |  |  |       |
| 2:00         | 0  | 0  | 0  | 0  |       |       | 14:00     | 0  | 0  | 13 | 12  |       |       |  |  |  |  |  |       |
| 2:15         | 0  | 0  | 0  | 0  |       |       | 14:15     | 0  | 0  | 12 | 13  |       |       |  |  |  |  |  |       |
| 2:30         | 0  | 0  | 0  | 0  |       |       | 14:30     | 0  | 0  | 11 | 18  |       |       |  |  |  |  |  |       |
| 2:45         | 0  | 0  | 1  | 1  | 1     | 1     | 14:45     | 0  | 0  | 15 | 51  | 14    | 57    |  |  |  |  |  |       |
| 3:00         | 0  | 0  | 0  | 1  | 1     |       | 15:00     | 0  | 0  | 15 | 11  |       |       |  |  |  |  |  |       |
| 3:15         | 0  | 0  | 0  | 0  |       |       | 15:15     | 0  | 0  | 32 | 12  |       |       |  |  |  |  |  |       |
| 3:30         | 0  | 0  | 0  | 0  |       |       | 15:30     | 0  | 0  | 15 | 12  |       |       |  |  |  |  |  |       |
| 3:45         | 0  | 0  | 0  | 1  | 0     | 2     | 15:45     | 0  | 0  | 10 | 72  | 11    | 46    |  |  |  |  |  |       |
| 4:00         | 0  | 0  | 1  | 0  | 1     |       | 16:00     | 0  | 0  | 12 | 21  |       |       |  |  |  |  |  |       |
| 4:15         | 0  | 0  | 0  | 0  |       |       | 16:15     | 0  | 0  | 15 | 15  |       |       |  |  |  |  |  |       |
| 4:30         | 0  | 0  | 0  | 1  | 1     |       | 16:30     | 0  | 0  | 12 | 20  |       |       |  |  |  |  |  |       |
| 4:45         | 0  | 0  | 0  | 1  | 0     | 1     | 16:45     | 0  | 0  | 15 | 54  | 27    | 83    |  |  |  |  |  |       |
| 5:00         | 0  | 0  | 1  | 0  | 1     |       | 17:00     | 0  | 0  | 27 | 53  |       |       |  |  |  |  |  |       |
| 5:15         | 0  | 0  | 1  | 1  | 2     |       | 17:15     | 0  | 0  | 40 | 51  |       |       |  |  |  |  |  |       |
| 5:30         | 0  | 0  | 1  | 0  | 1     |       | 17:30     | 0  | 0  | 18 | 19  |       |       |  |  |  |  |  |       |
| 5:45         | 0  | 0  | 2  | 5  | 1     | 2     | 17:45     | 0  | 0  | 19 | 104 | 23    | 146   |  |  |  |  |  |       |
| 6:00         | 0  | 0  | 2  | 0  | 2     |       | 18:00     | 0  | 0  | 25 | 16  |       |       |  |  |  |  |  |       |
| 6:15         | 0  | 0  | 1  | 3  | 4     |       | 18:15     | 0  | 0  | 14 | 20  |       |       |  |  |  |  |  |       |
| 6:30         | 0  | 0  | 4  | 3  | 7     |       | 18:30     | 0  | 0  | 13 | 13  |       |       |  |  |  |  |  |       |
| 6:45         | 0  | 0  | 11 | 18 | 3     | 9     | 18:45     | 0  | 0  | 13 | 65  | 14    | 63    |  |  |  |  |  |       |
| 7:00         | 0  | 0  | 8  | 6  | 14    |       | 19:00     | 0  | 0  | 20 | 22  |       |       |  |  |  |  |  |       |
| 7:15         | 0  | 0  | 5  | 4  | 9     |       | 19:15     | 0  | 0  | 25 | 36  |       |       |  |  |  |  |  |       |
| 7:30         | 0  | 0  | 10 | 6  | 16    |       | 19:30     | 0  | 0  | 79 | 15  |       |       |  |  |  |  |  |       |
| 7:45         | 0  | 0  | 21 | 44 | 16    | 32    | 19:45     | 0  | 0  | 29 | 153 | 9     | 82    |  |  |  |  |  |       |
| 8:00         | 0  | 0  | 12 | 12 | 24    |       | 20:00     | 0  | 0  | 13 | 6   |       |       |  |  |  |  |  |       |
| 8:15         | 0  | 0  | 13 | 14 | 27    |       | 20:15     | 0  | 0  | 3  | 3   |       |       |  |  |  |  |  |       |
| 8:30         | 0  | 0  | 8  | 12 | 20    |       | 20:30     | 0  | 0  | 3  | 5   |       |       |  |  |  |  |  |       |
| 8:45         | 0  | 0  | 11 | 44 | 20    | 58    | 20:45     | 0  | 0  | 4  | 23  | 1     | 15    |  |  |  |  |  |       |
| 9:00         | 0  | 0  | 27 | 11 | 38    |       | 21:00     | 0  | 0  | 0  | 1   |       |       |  |  |  |  |  |       |
| 9:15         | 0  | 0  | 10 | 8  | 18    |       | 21:15     | 0  | 0  | 1  | 3   |       |       |  |  |  |  |  |       |
| 9:30         | 0  | 0  | 9  | 8  | 17    |       | 21:30     | 0  | 0  | 0  | 1   |       |       |  |  |  |  |  |       |
| 9:45         | 0  | 0  | 11 | 57 | 10    | 37    | 21:45     | 0  | 0  | 2  | 3   | 1     | 6     |  |  |  |  |  |       |
| 10:00        | 0  | 0  | 17 | 8  | 25    |       | 22:00     | 0  | 0  | 0  | 2   |       |       |  |  |  |  |  |       |
| 10:15        | 0  | 0  | 13 | 6  | 19    |       | 22:15     | 0  | 0  | 0  | 0   |       |       |  |  |  |  |  |       |
| 10:30        | 0  | 0  | 14 | 10 | 24    |       | 22:30     | 0  | 0  | 1  | 1   |       |       |  |  |  |  |  |       |
| 10:45        | 0  | 0  | 10 | 54 | 8     | 32    | 22:45     | 0  | 0  | 2  | 3   | 1     | 4     |  |  |  |  |  |       |
| 11:00        | 0  | 0  | 12 | 10 | 22    |       | 23:00     | 0  | 0  | 0  | 1   |       |       |  |  |  |  |  |       |
| 11:15        | 0  | 0  | 11 | 7  | 18    |       | 23:15     | 0  | 0  | 0  | 1   |       |       |  |  |  |  |  |       |
| 11:30        | 0  | 0  | 10 | 11 | 21    |       | 23:30     | 0  | 0  | 1  | 0   |       |       |  |  |  |  |  |       |
| 11:45        | 0  | 0  | 16 | 49 | 12    | 40    | 23:45     | 0  | 0  | 0  | 1   | 1     | 3     |  |  |  |  |  |       |
| TOTALS       |    |    |    |    | 275   | 217   | TOTALS    |    |    |    |     | 640   | 598   |  |  |  |  |  |       |
| SPLIT %      |    |    |    |    | 55.9% | 44.1% | SPLIT %   |    |    |    |     | 51.7% | 48.3% |  |  |  |  |  |       |

| DAILY TOTALS    |  |  |  |  | NB    | SB    |       |                 |  |  |  | EB  | WB    |       |       |  |  |  | Total |
|-----------------|--|--|--|--|-------|-------|-------|-----------------|--|--|--|-----|-------|-------|-------|--|--|--|-------|
|                 |  |  |  |  | 0     | 0     |       |                 |  |  |  | 915 | 815   |       |       |  |  |  | 1,730 |
| AM Peak Hour    |  |  |  |  | 8:15  | 8:00  | 8:15  | PM Peak Hour    |  |  |  |     | 19:00 | 16:30 | 16:45 |  |  |  |       |
| AM Pk Volume    |  |  |  |  | 59    | 58    | 116   | PM Pk Volume    |  |  |  |     | 153   | 151   | 250   |  |  |  |       |
| Pk Hr Factor    |  |  |  |  | 0.546 | 0.725 | 0.763 | Pk Hr Factor    |  |  |  |     | 0.484 | 0.712 | 0.687 |  |  |  |       |
| 7 - 9 Volume    |  |  |  |  | 0     | 0     | 88    | 4 - 6 Volume    |  |  |  |     | 0     | 0     | 158   |  |  |  |       |
| 7 - 9 Peak Hour |  |  |  |  | 7:30  | 8:00  | 7:45  | 4 - 6 Peak Hour |  |  |  |     | 17:00 | 16:30 | 16:45 |  |  |  |       |
| 7 - 9 Pk Volume |  |  |  |  | 0     | 0     | 56    | 4 - 6 Pk Volume |  |  |  |     | 0     | 0     | 104   |  |  |  |       |
| Pk Hr Factor    |  |  |  |  | 0.000 | 0.000 | 0.667 | Pk Hr Factor    |  |  |  |     | 0.000 | 0.000 | 0.650 |  |  |  |       |

# VOLUME

Washo Dr Bet. Yosemite Dr & Gobbi St

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_031

| DAILY TOTALS |       |       |    |    | NB    | SB        |         |       |       |    |       | EB | WB |    |       |  |  |  | Total |
|--------------|-------|-------|----|----|-------|-----------|---------|-------|-------|----|-------|----|----|----|-------|--|--|--|-------|
|              |       |       |    |    | 173   | 142       |         |       |       |    |       | 0  | 0  |    |       |  |  |  | 315   |
| AM Period    | NB    | SB    | EB | WB | TOTAL | PM Period | NB      | SB    | EB    | WB | TOTAL |    |    |    |       |  |  |  |       |
| 0:00         | 0     | 0     | 0  | 0  |       | 12:00     | 3       | 0     | 0     | 0  | 3     |    |    |    |       |  |  |  |       |
| 0:15         | 0     | 0     | 0  | 0  |       | 12:15     | 3       | 1     | 0     | 0  | 4     |    |    |    |       |  |  |  |       |
| 0:30         | 0     | 0     | 0  | 0  |       | 12:30     | 4       | 1     | 0     | 0  | 5     |    |    |    |       |  |  |  |       |
| 0:45         | 0     | 0     | 0  | 0  |       | 12:45     | 0       | 10    | 1     | 3  | 0     | 0  | 1  | 13 |       |  |  |  |       |
| 1:00         | 0     | 0     | 0  | 0  |       | 13:00     | 2       | 3     | 0     | 0  | 5     |    |    |    |       |  |  |  |       |
| 1:15         | 0     | 0     | 0  | 0  |       | 13:15     | 1       | 1     | 0     | 0  | 2     |    |    |    |       |  |  |  |       |
| 1:30         | 0     | 0     | 0  | 0  |       | 13:30     | 1       | 3     | 0     | 0  | 4     |    |    |    |       |  |  |  |       |
| 1:45         | 0     | 0     | 0  | 0  |       | 13:45     | 3       | 7     | 4     | 11 | 0     | 0  | 7  | 18 |       |  |  |  |       |
| 2:00         | 0     | 0     | 0  | 0  |       | 14:00     | 0       | 1     | 0     | 0  | 1     |    |    |    |       |  |  |  |       |
| 2:15         | 0     | 0     | 0  | 0  |       | 14:15     | 4       | 1     | 0     | 0  | 5     |    |    |    |       |  |  |  |       |
| 2:30         | 0     | 0     | 0  | 0  |       | 14:30     | 6       | 2     | 0     | 0  | 8     |    |    |    |       |  |  |  |       |
| 2:45         | 0     | 0     | 0  | 0  |       | 14:45     | 2       | 12    | 5     | 9  | 0     | 0  | 7  | 21 |       |  |  |  |       |
| 3:00         | 0     | 0     | 0  | 0  |       | 15:00     | 10      | 6     | 0     | 0  | 16    |    |    |    |       |  |  |  |       |
| 3:15         | 0     | 0     | 0  | 0  |       | 15:15     | 3       | 2     | 0     | 0  | 5     |    |    |    |       |  |  |  |       |
| 3:30         | 0     | 0     | 0  | 0  |       | 15:30     | 7       | 2     | 0     | 0  | 9     |    |    |    |       |  |  |  |       |
| 3:45         | 0     | 0     | 0  | 0  |       | 15:45     | 4       | 24    | 3     | 13 | 0     | 0  | 7  | 37 |       |  |  |  |       |
| 4:00         | 0     | 1     | 0  | 0  | 1     | 16:00     | 2       | 6     | 0     | 0  | 8     |    |    |    |       |  |  |  |       |
| 4:15         | 0     | 0     | 0  | 0  |       | 16:15     | 3       | 5     | 0     | 0  | 8     |    |    |    |       |  |  |  |       |
| 4:30         | 1     | 0     | 0  | 0  |       | 16:30     | 6       | 5     | 0     | 0  | 11    |    |    |    |       |  |  |  |       |
| 4:45         | 0     | 1     | 1  | 2  |       | 0         | 16:45   | 4     | 15    | 3  | 19    | 0  | 0  | 7  | 34    |  |  |  |       |
| 5:00         | 0     | 1     | 0  | 0  | 1     | 17:00     | 6       | 5     | 0     | 0  | 11    |    |    |    |       |  |  |  |       |
| 5:15         | 2     | 1     | 0  | 0  |       | 17:15     | 6       | 1     | 0     | 0  | 7     |    |    |    |       |  |  |  |       |
| 5:30         | 0     | 0     | 0  | 0  |       | 17:30     | 7       | 1     | 0     | 0  | 8     |    |    |    |       |  |  |  |       |
| 5:45         | 0     | 2     | 0  | 2  |       | 0         | 17:45   | 1     | 20    | 3  | 10    | 0  | 0  | 4  | 30    |  |  |  |       |
| 6:00         | 1     | 0     | 0  | 0  | 1     | 18:00     | 3       | 4     | 0     | 0  | 7     |    |    |    |       |  |  |  |       |
| 6:15         | 0     | 0     | 0  | 0  |       | 18:15     | 3       | 1     | 0     | 0  | 4     |    |    |    |       |  |  |  |       |
| 6:30         | 0     | 0     | 0  | 0  |       | 18:30     | 2       | 2     | 0     | 0  | 4     |    |    |    |       |  |  |  |       |
| 6:45         | 2     | 3     | 1  | 1  |       | 0         | 18:45   | 4     | 12    | 2  | 9     | 0  | 0  | 6  | 21    |  |  |  |       |
| 7:00         | 4     | 1     | 0  | 0  | 5     | 19:00     | 4       | 3     | 0     | 0  | 7     |    |    |    |       |  |  |  |       |
| 7:15         | 0     | 1     | 0  | 0  |       | 19:15     | 0       | 2     | 0     | 0  | 2     |    |    |    |       |  |  |  |       |
| 7:30         | 3     | 2     | 0  | 0  |       | 19:30     | 2       | 1     | 0     | 0  | 3     |    |    |    |       |  |  |  |       |
| 7:45         | 2     | 9     | 1  | 5  |       | 0         | 19:45   | 1     | 7     | 2  | 8     | 0  | 0  | 3  | 15    |  |  |  |       |
| 8:00         | 4     | 4     | 0  | 0  | 8     | 20:00     | 2       | 2     | 0     | 0  | 4     |    |    |    |       |  |  |  |       |
| 8:15         | 3     | 3     | 0  | 0  |       | 20:15     | 2       | 0     | 0     | 0  | 2     |    |    |    |       |  |  |  |       |
| 8:30         | 4     | 1     | 0  | 0  |       | 20:30     | 0       | 1     | 0     | 0  | 1     |    |    |    |       |  |  |  |       |
| 8:45         | 1     | 12    | 3  | 11 |       | 0         | 20:45   | 0     | 4     | 0  | 3     | 0  | 0  |    | 7     |  |  |  |       |
| 9:00         | 2     | 2     | 0  | 0  | 4     | 21:00     | 0       | 1     | 0     | 0  | 1     |    |    |    |       |  |  |  |       |
| 9:15         | 4     | 2     | 0  | 0  |       | 21:15     | 1       | 0     | 0     | 0  | 1     |    |    |    |       |  |  |  |       |
| 9:30         | 1     | 0     | 0  | 0  |       | 21:30     | 0       | 2     | 0     | 0  | 2     |    |    |    |       |  |  |  |       |
| 9:45         | 0     | 7     | 3  | 7  |       | 0         | 21:45   | 1     | 2     | 2  | 5     | 0  | 0  | 3  | 7     |  |  |  |       |
| 10:00        | 1     | 5     | 0  | 0  | 6     | 22:00     | 1       | 1     | 0     | 0  | 2     |    |    |    |       |  |  |  |       |
| 10:15        | 3     | 4     | 0  | 0  |       | 22:15     | 1       | 0     | 0     | 0  | 1     |    |    |    |       |  |  |  |       |
| 10:30        | 3     | 1     | 0  | 0  |       | 22:30     | 0       | 2     | 0     | 0  | 2     |    |    |    |       |  |  |  |       |
| 10:45        | 1     | 8     | 3  | 13 |       | 0         | 22:45   | 1     | 3     | 0  | 3     | 0  | 0  | 1  | 6     |  |  |  |       |
| 11:00        | 1     | 1     | 0  | 0  | 2     | 23:00     | 2       | 1     | 0     | 0  | 3     |    |    |    |       |  |  |  |       |
| 11:15        | 2     | 0     | 0  | 0  |       | 23:15     | 1       | 0     | 0     | 0  | 1     |    |    |    |       |  |  |  |       |
| 11:30        | 6     | 1     | 0  | 0  |       | 23:30     | 0       | 3     | 0     | 0  | 3     |    |    |    |       |  |  |  |       |
| 11:45        | 2     | 11    | 2  | 4  |       | 0         | 23:45   | 1     | 4     | 0  | 4     | 0  | 0  | 1  | 8     |  |  |  |       |
| TOTALS       | 53    | 45    |    |    |       | 98        | TOTALS  | 120   | 97    |    |       |    |    |    | 217   |  |  |  |       |
| SPLIT %      | 54.1% | 45.9% |    |    |       | 31.1%     | SPLIT % | 55.3% | 44.7% |    |       |    |    |    | 68.9% |  |  |  |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB              |                 |       |       |       |       | EB | WB    |  |  |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-----------------|-----------------|-------|-------|-------|-------|----|-------|--|--|--|--|--|-------|
|                 |       |       |       |       | 173   | 142             |                 |       |       |       |       | 0  | 0     |  |  |  |  |  | 315   |
| AM Peak Hour    | 11:30 | 9:45  |       |       |       | 8:00            | PM Peak Hour    | 15:00 | 15:45 |       |       |    | 14:45 |  |  |  |  |  |       |
| AM Pk Volume    | 14    | 13    |       |       |       | 23              | PM Pk Volume    | 24    | 19    |       |       |    | 37    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.583 | 0.650 |       |       |       | 0.719           | Pk Hr Factor    | 0.600 | 0.792 |       |       |    | 0.578 |  |  |  |  |  |       |
| 7 - 9 Volume    | 21    | 16    | 0     | 0     | 37    | 4 - 6 Volume    | 35              | 29    | 0     | 0     | 64    |    |       |  |  |  |  |  |       |
| 7 - 9 Peak Hour | 7:45  | 8:00  |       |       |       | 8:00            | 4 - 6 Peak Hour | 16:45 | 16:00 |       |       |    | 16:15 |  |  |  |  |  |       |
| 7 - 9 Pk Volume | 13    | 11    | 0     | 0     | 23    | 4 - 6 Pk Volume | 23              | 19    | 0     | 0     | 37    |    |       |  |  |  |  |  |       |
| Pk Hr Factor    | 0.813 | 0.688 | 0.000 | 0.000 | 0.719 | Pk Hr Factor    | 0.821           | 0.792 | 0.000 | 0.000 | 0.841 |    |       |  |  |  |  |  |       |



# VOLUME

Waugh Ln Bet. Talmage Rd & Gobbi St

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_032

| DAILY TOTALS |       |       |    |    | NB    | SB        |       |       |    |     | EB    | WB | Total |
|--------------|-------|-------|----|----|-------|-----------|-------|-------|----|-----|-------|----|-------|
|              |       |       |    |    | 1,685 | 1,416     |       |       |    |     | 0     | 0  | 3,101 |
| AM Period    | NB    | SB    | EB | WB | TOTAL | PM Period | NB    | SB    | EB | WB  | TOTAL |    |       |
| 0:00         | 5     | 1     | 0  | 0  | 6     | 12:00     | 34    | 24    | 0  | 0   | 58    |    |       |
| 0:15         | 1     | 1     | 0  | 0  | 2     | 12:15     | 39    | 29    | 0  | 0   | 68    |    |       |
| 0:30         | 5     | 2     | 0  | 0  | 7     | 12:30     | 39    | 19    | 0  | 0   | 58    |    |       |
| 0:45         | 2     | 13    | 3  | 7  | 0     | 12:45     | 33    | 145   | 34 | 106 | 0     | 0  | 251   |
| 1:00         | 2     | 1     | 0  | 0  | 3     | 13:00     | 38    | 17    | 0  | 0   | 55    |    |       |
| 1:15         | 0     | 3     | 0  | 0  | 3     | 13:15     | 29    | 41    | 0  | 0   | 70    |    |       |
| 1:30         | 2     | 1     | 0  | 0  | 3     | 13:30     | 21    | 35    | 0  | 0   | 56    |    |       |
| 1:45         | 1     | 5     | 1  | 6  | 0     | 13:45     | 42    | 130   | 34 | 127 | 0     | 0  | 257   |
| 2:00         | 4     | 0     | 0  | 0  | 4     | 14:00     | 39    | 36    | 0  | 0   | 75    |    |       |
| 2:15         | 1     | 2     | 0  | 0  | 3     | 14:15     | 23    | 31    | 0  | 0   | 54    |    |       |
| 2:30         | 1     | 0     | 0  | 0  | 1     | 14:30     | 33    | 32    | 0  | 0   | 65    |    |       |
| 2:45         | 1     | 7     | 2  | 4  | 0     | 14:45     | 38    | 133   | 25 | 124 | 0     | 0  | 257   |
| 3:00         | 2     | 0     | 0  | 0  | 2     | 15:00     | 33    | 27    | 0  | 0   | 60    |    |       |
| 3:15         | 0     | 0     | 0  | 0  | 0     | 15:15     | 36    | 33    | 0  | 0   | 69    |    |       |
| 3:30         | 1     | 2     | 0  | 0  | 3     | 15:30     | 44    | 31    | 0  | 0   | 75    |    |       |
| 3:45         | 1     | 4     | 0  | 2  | 0     | 15:45     | 44    | 157   | 45 | 136 | 0     | 0  | 293   |
| 4:00         | 1     | 2     | 0  | 0  | 3     | 16:00     | 36    | 39    | 0  | 0   | 75    |    |       |
| 4:15         | 2     | 1     | 0  | 0  | 3     | 16:15     | 32    | 29    | 0  | 0   | 61    |    |       |
| 4:30         | 0     | 2     | 0  | 0  | 2     | 16:30     | 29    | 28    | 0  | 0   | 57    |    |       |
| 4:45         | 3     | 6     | 1  | 6  | 0     | 16:45     | 32    | 129   | 27 | 123 | 0     | 0  | 252   |
| 5:00         | 2     | 3     | 0  | 0  | 5     | 17:00     | 49    | 29    | 0  | 0   | 78    |    |       |
| 5:15         | 1     | 1     | 0  | 0  | 2     | 17:15     | 30    | 26    | 0  | 0   | 56    |    |       |
| 5:30         | 4     | 3     | 0  | 0  | 7     | 17:30     | 34    | 24    | 0  | 0   | 58    |    |       |
| 5:45         | 6     | 13    | 2  | 9  | 0     | 17:45     | 28    | 141   | 23 | 102 | 0     | 0  | 243   |
| 6:00         | 6     | 3     | 0  | 0  | 9     | 18:00     | 28    | 19    | 0  | 0   | 47    |    |       |
| 6:15         | 6     | 3     | 0  | 0  | 9     | 18:15     | 26    | 28    | 0  | 0   | 54    |    |       |
| 6:30         | 3     | 9     | 0  | 0  | 12    | 18:30     | 21    | 22    | 0  | 0   | 43    |    |       |
| 6:45         | 8     | 23    | 5  | 20 | 0     | 18:45     | 22    | 97    | 13 | 82  | 0     | 0  | 179   |
| 7:00         | 10    | 9     | 0  | 0  | 19    | 19:00     | 17    | 24    | 0  | 0   | 41    |    |       |
| 7:15         | 13    | 11    | 0  | 0  | 24    | 19:15     | 15    | 15    | 0  | 0   | 30    |    |       |
| 7:30         | 24    | 16    | 0  | 0  | 40    | 19:30     | 15    | 12    | 0  | 0   | 27    |    |       |
| 7:45         | 33    | 80    | 14 | 50 | 0     | 19:45     | 19    | 66    | 11 | 62  | 0     | 0  | 128   |
| 8:00         | 33    | 21    | 0  | 0  | 54    | 20:00     | 16    | 16    | 0  | 0   | 32    |    |       |
| 8:15         | 23    | 21    | 0  | 0  | 44    | 20:15     | 10    | 9     | 0  | 0   | 19    |    |       |
| 8:30         | 26    | 14    | 0  | 0  | 40    | 20:30     | 9     | 10    | 0  | 0   | 19    |    |       |
| 8:45         | 26    | 108   | 21 | 77 | 0     | 20:45     | 11    | 46    | 8  | 43  | 0     | 0  | 89    |
| 9:00         | 19    | 25    | 0  | 0  | 44    | 21:00     | 7     | 12    | 0  | 0   | 19    |    |       |
| 9:15         | 28    | 27    | 0  | 0  | 55    | 21:15     | 9     | 7     | 0  | 0   | 16    |    |       |
| 9:30         | 25    | 17    | 0  | 0  | 42    | 21:30     | 14    | 9     | 0  | 0   | 23    |    |       |
| 9:45         | 22    | 94    | 18 | 87 | 0     | 21:45     | 11    | 41    | 6  | 34  | 0     | 0  | 75    |
| 10:00        | 25    | 15    | 0  | 0  | 40    | 22:00     | 9     | 8     | 0  | 0   | 17    |    |       |
| 10:15        | 15    | 18    | 0  | 0  | 33    | 22:15     | 4     | 6     | 0  | 0   | 10    |    |       |
| 10:30        | 29    | 27    | 0  | 0  | 56    | 22:30     | 6     | 4     | 0  | 0   | 10    |    |       |
| 10:45        | 22    | 91    | 23 | 83 | 0     | 22:45     | 4     | 23    | 6  | 24  | 0     | 0  | 47    |
| 11:00        | 33    | 26    | 0  | 0  | 59    | 23:00     | 5     | 4     | 0  | 0   | 9     |    |       |
| 11:15        | 19    | 20    | 0  | 0  | 39    | 23:15     | 6     | 1     | 0  | 0   | 7     |    |       |
| 11:30        | 24    | 27    | 0  | 0  | 51    | 23:30     | 2     | 2     | 0  | 0   | 4     |    |       |
| 11:45        | 41    | 117   | 20 | 93 | 0     | 23:45     | 3     | 16    | 2  | 9   | 0     | 0  | 25    |
| TOTALS       | 561   | 444   |    |    | 1005  | TOTALS    | 1124  | 972   |    |     | 2096  |    |       |
| SPLIT %      | 55.8% | 44.2% |    |    | 32.4% | SPLIT %   | 53.6% | 46.4% |    |     | 67.6% |    |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB              |       |       |       |       | EB    | WB | Total |
|-----------------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|----|-------|
|                 |       |       |       |       | 1,685 | 1,416           |       |       |       |       | 0     | 0  | 3,101 |
| AM Peak Hour    | 11:45 | 11:30 |       |       | 11:45 | PM Peak Hour    | 15:15 | 15:15 |       |       | 15:15 |    |       |
| AM Pk Volume    | 153   | 100   |       |       | 245   | PM Pk Volume    | 160   | 148   |       |       | 308   |    |       |
| Pk Hr Factor    | 0.933 | 0.862 |       |       | 0.901 | Pk Hr Factor    | 0.909 | 0.822 |       |       | 0.865 |    |       |
| 7 - 9 Volume    | 188   | 127   | 0     | 0     | 315   | 4 - 6 Volume    | 270   | 225   | 0     | 0     | 495   |    |       |
| 7 - 9 Peak Hour | 7:45  | 8:00  |       |       | 7:30  | 4 - 6 Peak Hour | 16:45 | 16:00 |       |       | 16:15 |    |       |
| 7 - 9 Pk Volume | 115   | 77    | 0     | 0     | 185   | 4 - 6 Pk Volume | 145   | 123   | 0     | 0     | 255   |    |       |
| Pk Hr Factor    | 0.871 | 0.917 | 0.000 | 0.000 | 0.856 | Pk Hr Factor    | 0.740 | 0.788 | 0.000 | 0.000 | 0.817 |    |       |

**VOLUME**

Airport Park Blvd Bet. Talmage Rd &amp; South Terminus

Day: Tuesday  
Date: 10/3/2017City: Ukiah  
Project #: CA17\_7722\_033

| DAILY TOTALS |       |       |     |     | NB      | SB        | EB    |       |     |     | WB       | Total  |
|--------------|-------|-------|-----|-----|---------|-----------|-------|-------|-----|-----|----------|--------|
|              |       |       |     |     | 6,100   | 6,075     | 0     |       |     |     | 0        | 12,175 |
| AM Period    | NB    | SB    | EB  | WB  | TOTAL   | PM Period | NB    | SB    | EB  | WB  | TOTAL    |        |
| 0:00         | 5     | 2     |     |     | 7       | 12:00     | 139   | 114   |     |     | 253      |        |
| 0:15         | 3     | 4     |     |     | 7       | 12:15     | 130   | 127   |     |     | 257      |        |
| 0:30         | 9     | 2     |     |     | 11      | 12:30     | 129   | 127   |     |     | 256      |        |
| 0:45         | 2     | 19    | 5   | 13  | 7 32    | 12:45     | 130   | 528   | 140 | 508 | 270 1036 |        |
| 1:00         | 3     | 2     |     |     | 5       | 13:00     | 154   | 129   |     |     | 283      |        |
| 1:15         | 2     | 1     |     |     | 3       | 13:15     | 119   | 128   |     |     | 247      |        |
| 1:30         | 2     | 2     |     |     | 4       | 13:30     | 135   | 131   |     |     | 266      |        |
| 1:45         | 1     | 8     | 1   | 6   | 2 14    | 13:45     | 134   | 542   | 135 | 523 | 269 1065 |        |
| 2:00         | 3     | 1     |     |     | 4       | 14:00     | 135   | 127   |     |     | 262      |        |
| 2:15         | 2     | 4     |     |     | 6       | 14:15     | 135   | 118   |     |     | 253      |        |
| 2:30         | 1     | 3     |     |     | 4       | 14:30     | 132   | 116   |     |     | 248      |        |
| 2:45         | 3     | 9     | 4   | 12  | 7 21    | 14:45     | 125   | 527   | 123 | 484 | 248 1011 |        |
| 3:00         | 2     | 2     |     |     | 4       | 15:00     | 115   | 122   |     |     | 237      |        |
| 3:15         | 1     | 1     |     |     | 2       | 15:15     | 117   | 137   |     |     | 254      |        |
| 3:30         | 5     | 4     |     |     | 9       | 15:30     | 118   | 141   |     |     | 259      |        |
| 3:45         | 8     | 16    | 7   | 14  | 15 30   | 15:45     | 149   | 499   | 124 | 524 | 273 1023 |        |
| 4:00         | 5     | 3     |     |     | 8       | 16:00     | 121   | 109   |     |     | 230      |        |
| 4:15         | 3     | 7     |     |     | 10      | 16:15     | 126   | 141   |     |     | 267      |        |
| 4:30         | 7     | 10    |     |     | 17      | 16:30     | 146   | 126   |     |     | 272      |        |
| 4:45         | 7     | 22    | 7   | 27  | 14 49   | 16:45     | 136   | 529   | 133 | 509 | 269 1038 |        |
| 5:00         | 9     | 11    |     |     | 20      | 17:00     | 152   | 134   |     |     | 286      |        |
| 5:15         | 8     | 16    |     |     | 24      | 17:15     | 159   | 117   |     |     | 276      |        |
| 5:30         | 12    | 12    |     |     | 24      | 17:30     | 120   | 111   |     |     | 231      |        |
| 5:45         | 10    | 39    | 23  | 62  | 33 101  | 17:45     | 102   | 533   | 107 | 469 | 209 1002 |        |
| 6:00         | 17    | 23    |     |     | 40      | 18:00     | 111   | 110   |     |     | 221      |        |
| 6:15         | 22    | 23    |     |     | 45      | 18:15     | 114   | 94    |     |     | 208      |        |
| 6:30         | 19    | 21    |     |     | 40      | 18:30     | 100   | 99    |     |     | 199      |        |
| 6:45         | 28    | 86    | 46  | 113 | 74 199  | 18:45     | 99    | 424   | 68  | 371 | 167 795  |        |
| 7:00         | 28    | 44    |     |     | 72      | 19:00     | 85    | 56    |     |     | 141      |        |
| 7:15         | 37    | 52    |     |     | 89      | 19:15     | 74    | 57    |     |     | 131      |        |
| 7:30         | 49    | 68    |     |     | 117     | 19:30     | 69    | 65    |     |     | 134      |        |
| 7:45         | 49    | 163   | 100 | 264 | 149 427 | 19:45     | 56    | 284   | 51  | 229 | 107 513  |        |
| 8:00         | 70    | 78    |     |     | 148     | 20:00     | 48    | 44    |     |     | 92       |        |
| 8:15         | 62    | 87    |     |     | 149     | 20:15     | 52    | 26    |     |     | 78       |        |
| 8:30         | 90    | 106   |     |     | 196     | 20:30     | 47    | 30    |     |     | 77       |        |
| 8:45         | 87    | 309   | 91  | 362 | 178 671 | 20:45     | 46    | 193   | 27  | 127 | 73 320   |        |
| 9:00         | 70    | 82    |     |     | 152     | 21:00     | 32    | 30    |     |     | 62       |        |
| 9:15         | 67    | 88    |     |     | 155     | 21:15     | 25    | 13    |     |     | 38       |        |
| 9:30         | 77    | 102   |     |     | 179     | 21:30     | 33    | 27    |     |     | 60       |        |
| 9:45         | 91    | 305   | 94  | 366 | 185 671 | 21:45     | 33    | 123   | 23  | 93  | 56 216   |        |
| 10:00        | 75    | 93    |     |     | 168     | 22:00     | 18    | 10    |     |     | 28       |        |
| 10:15        | 91    | 121   |     |     | 212     | 22:15     | 12    | 15    |     |     | 27       |        |
| 10:30        | 124   | 106   |     |     | 230     | 22:30     | 18    | 19    |     |     | 37       |        |
| 10:45        | 108   | 398   | 120 | 440 | 228 838 | 22:45     | 12    | 60    | 13  | 57  | 25 117   |        |
| 11:00        | 128   | 117   |     |     | 245     | 23:00     | 13    | 12    |     |     | 25       |        |
| 11:15        | 88    | 100   |     |     | 188     | 23:15     | 8     | 10    |     |     | 18       |        |
| 11:30        | 119   | 105   |     |     | 224     | 23:30     | 5     | 7     |     |     | 12       |        |
| 11:45        | 117   | 452   | 147 | 469 | 264 921 | 23:45     | 6     | 32    | 4   | 33  | 10 65    |        |
| TOTALS       | 1826  | 2148  |     |     | 3974    | TOTALS    | 4274  | 3927  |     |     | 8201     |        |
| SPLIT %      | 45.9% | 54.1% |     |     | 32.6%   | SPLIT %   | 52.1% | 47.9% |     |     | 67.4%    |        |

| DAILY TOTALS    |       |       |       | NB    | SB    | EB    |                 |       |       | WB    | Total |  |  |       |
|-----------------|-------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|--|--|-------|
|                 |       |       |       | 6,100 | 6,075 |       |                 |       |       | 0     |       |  |  |       |
| AM Peak Hour    | 11:45 | 11:45 |       |       |       | 11:45 | PM Peak Hour    | 16:30 | 16:15 |       |       |  |  | 16:30 |
| AM Pk Volume    | 515   | 515   |       |       | 1030  |       | PM Pk Volume    | 593   | 534   |       |       |  |  | 1103  |
| Pk Hr Factor    | 0.926 | 0.876 |       |       | 0.975 |       | Pk Hr Factor    | 0.932 | 0.947 |       |       |  |  | 0.964 |
| 7 - 9 Volume    | 472   | 626   | 0     | 0     | 1098  |       | 4 - 6 Volume    | 1062  | 978   | 0     | 0     |  |  | 2040  |
| 7 - 9 Peak Hour | 8:00  | 7:45  |       |       | 8:00  |       | 4 - 6 Peak Hour | 16:30 | 16:15 |       |       |  |  | 16:30 |
| 7 - 9 Pk Volume | 309   | 371   | 0     | 0     | 671   |       | 4 - 6 Pk Volume | 593   | 534   | 0     | 0     |  |  | 1103  |
| Pk Hr Factor    | 0.858 | 0.875 | 0.000 | 0.000 | 0.856 |       | Pk Hr Factor    | 0.932 | 0.947 | 0.000 | 0.000 |  |  | 0.964 |

## VOLUME

Airport Park Blvd Bet. Talmage Rd & South Terminus(Curb Lanes)

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_033

| DAILY TOTALS |       |       |     |     |       | NB        | SB    | EB    |    |     |       |   |   | WB  | Total |  |
|--------------|-------|-------|-----|-----|-------|-----------|-------|-------|----|-----|-------|---|---|-----|-------|--|
|              |       |       |     |     |       | 1,695     | 3,870 |       |    |     |       |   |   | 0   |       |  |
| AM Period    | NB    | SB    | EB  | WB  | TOTAL | PM Period | NB    | SB    | EB | WB  | TOTAL |   |   |     |       |  |
| 0:00         | 0     | 0     | 0   | 0   |       | 12:00     | 46    | 79    | 0  | 0   | 125   |   |   |     |       |  |
| 0:15         | 1     | 3     | 0   | 0   | 4     | 12:15     | 40    | 80    | 0  | 0   | 120   |   |   |     |       |  |
| 0:30         | 1     | 1     | 0   | 0   | 2     | 12:30     | 34    | 81    | 0  | 0   | 115   |   |   |     |       |  |
| 0:45         | 0     | 2     | 4   | 8   | 4     | 12:45     | 41    | 161   | 88 | 328 | 0     | 0 | 0 | 129 | 489   |  |
| 1:00         | 1     | 1     | 0   | 0   | 2     | 13:00     | 41    | 87    | 0  | 0   | 128   |   |   |     |       |  |
| 1:15         | 0     | 0     | 0   | 0   |       | 13:15     | 32    | 85    | 0  | 0   | 117   |   |   |     |       |  |
| 1:30         | 0     | 1     | 0   | 0   | 1     | 13:30     | 39    | 86    | 0  | 0   | 125   |   |   |     |       |  |
| 1:45         | 0     | 1     | 0   | 2   | 3     | 13:45     | 40    | 152   | 83 | 341 | 0     | 0 | 0 | 123 | 493   |  |
| 2:00         | 1     | 1     | 0   | 0   | 2     | 14:00     | 42    | 75    | 0  | 0   | 117   |   |   |     |       |  |
| 2:15         | 0     | 0     | 0   | 0   |       | 14:15     | 44    | 80    | 0  | 0   | 124   |   |   |     |       |  |
| 2:30         | 0     | 1     | 0   | 0   | 1     | 14:30     | 32    | 78    | 0  | 0   | 110   |   |   |     |       |  |
| 2:45         | 0     | 1     | 4   | 6   | 4     | 14:45     | 30    | 148   | 81 | 314 | 0     | 0 | 0 | 111 | 462   |  |
| 3:00         | 0     | 1     | 0   | 0   | 1     | 15:00     | 39    | 78    | 0  | 0   | 117   |   |   |     |       |  |
| 3:15         | 0     | 0     | 0   | 0   |       | 15:15     | 30    | 83    | 0  | 0   | 113   |   |   |     |       |  |
| 3:30         | 3     | 1     | 0   | 0   | 4     | 15:30     | 37    | 86    | 0  | 0   | 123   |   |   |     |       |  |
| 3:45         | 1     | 4     | 5   | 7   | 6     | 15:45     | 43    | 149   | 84 | 331 | 0     | 0 | 0 | 127 | 480   |  |
| 4:00         | 0     | 2     | 0   | 0   | 2     | 16:00     | 35    | 80    | 0  | 0   | 115   |   |   |     |       |  |
| 4:15         | 0     | 3     | 0   | 0   | 3     | 16:15     | 40    | 96    | 0  | 0   | 136   |   |   |     |       |  |
| 4:30         | 1     | 5     | 0   | 0   | 6     | 16:30     | 38    | 75    | 0  | 0   | 113   |   |   |     |       |  |
| 4:45         | 0     | 1     | 4   | 14  | 4     | 16:45     | 42    | 155   | 74 | 325 | 0     | 0 | 0 | 116 | 480   |  |
| 5:00         | 2     | 8     | 0   | 0   | 10    | 17:00     | 42    | 97    | 0  | 0   | 139   |   |   |     |       |  |
| 5:15         | 0     | 9     | 0   | 0   | 9     | 17:15     | 32    | 74    | 0  | 0   | 106   |   |   |     |       |  |
| 5:30         | 2     | 9     | 0   | 0   | 11    | 17:30     | 28    | 78    | 0  | 0   | 106   |   |   |     |       |  |
| 5:45         | 0     | 4     | 12  | 38  | 12    | 17:45     | 25    | 127   | 66 | 315 | 0     | 0 | 0 | 91  | 442   |  |
| 6:00         | 5     | 15    | 0   | 0   | 20    | 18:00     | 26    | 75    | 0  | 0   | 101   |   |   |     |       |  |
| 6:15         | 2     | 11    | 0   | 0   | 13    | 18:15     | 22    | 55    | 0  | 0   | 77    |   |   |     |       |  |
| 6:30         | 2     | 13    | 0   | 0   | 15    | 18:30     | 27    | 71    | 0  | 0   | 98    |   |   |     |       |  |
| 6:45         | 6     | 15    | 19  | 58  | 25    | 18:45     | 24    | 99    | 47 | 248 | 0     | 0 | 0 | 71  | 347   |  |
| 7:00         | 5     | 25    | 0   | 0   | 30    | 19:00     | 25    | 36    | 0  | 0   | 61    |   |   |     |       |  |
| 7:15         | 10    | 27    | 0   | 0   | 37    | 19:15     | 17    | 36    | 0  | 0   | 53    |   |   |     |       |  |
| 7:30         | 9     | 32    | 0   | 0   | 41    | 19:30     | 12    | 38    | 0  | 0   | 50    |   |   |     |       |  |
| 7:45         | 17    | 41    | 55  | 139 | 72    | 19:45     | 15    | 69    | 37 | 147 | 0     | 0 | 0 | 52  | 216   |  |
| 8:00         | 13    | 44    | 0   | 0   | 57    | 20:00     | 10    | 33    | 0  | 0   | 43    |   |   |     |       |  |
| 8:15         | 17    | 41    | 0   | 0   | 58    | 20:15     | 13    | 20    | 0  | 0   | 33    |   |   |     |       |  |
| 8:30         | 28    | 63    | 0   | 0   | 91    | 20:30     | 14    | 21    | 0  | 0   | 35    |   |   |     |       |  |
| 8:45         | 25    | 83    | 53  | 201 | 78    | 20:45     | 15    | 52    | 19 | 93  | 0     | 0 | 0 | 34  | 145   |  |
| 9:00         | 21    | 46    | 0   | 0   | 67    | 21:00     | 9     | 23    | 0  | 0   | 32    |   |   |     |       |  |
| 9:15         | 27    | 50    | 0   | 0   | 77    | 21:15     | 6     | 18    | 0  | 0   | 24    |   |   |     |       |  |
| 9:30         | 23    | 58    | 0   | 0   | 81    | 21:30     | 9     | 22    | 0  | 0   | 31    |   |   |     |       |  |
| 9:45         | 29    | 100   | 65  | 219 | 94    | 21:45     | 10    | 34    | 18 | 81  | 0     | 0 | 0 | 28  | 115   |  |
| 10:00        | 19    | 67    | 0   | 0   | 86    | 22:00     | 5     | 11    | 0  | 0   | 16    |   |   |     |       |  |
| 10:15        | 29    | 80    | 0   | 0   | 109   | 22:15     | 3     | 8     | 0  | 0   | 11    |   |   |     |       |  |
| 10:30        | 39    | 60    | 0   | 0   | 99    | 22:30     | 8     | 11    | 0  | 0   | 19    |   |   |     |       |  |
| 10:45        | 35    | 122   | 81  | 288 | 116   | 22:45     | 2     | 18    | 8  | 38  | 0     | 0 | 0 | 10  | 56    |  |
| 11:00        | 37    | 81    | 0   | 0   | 118   | 23:00     | 2     | 7     | 0  | 0   | 9     |   |   |     |       |  |
| 11:15        | 25    | 63    | 0   | 0   | 88    | 23:15     | 2     | 2     | 0  | 0   | 4     |   |   |     |       |  |
| 11:30        | 47    | 71    | 0   | 0   | 118   | 23:30     | 1     | 3     | 0  | 0   | 4     |   |   |     |       |  |
| 11:45        | 42    | 151   | 100 | 315 | 142   | 23:45     | 1     | 6     | 2  | 14  | 0     | 0 | 0 | 3   | 20    |  |
| TOTALS       | 525   | 1295  |     |     | 1820  | TOTALS    | 1170  | 2575  |    |     | 3745  |   |   |     |       |  |
| SPLIT %      | 28.8% | 71.2% |     |     | 32.7% | SPLIT %   | 31.2% | 68.8% |    |     | 67.3% |   |   |     |       |  |

| DAILY TOTALS    |       |       | NB    | SB    | EB    |                 |       | WB    | Total |       |       |
|-----------------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|
|                 |       |       | 1,695 | 3,870 |       |                 |       | 0     |       |       |       |
| AM Peak Hour    | 11:30 | 11:45 | 11:30 |       |       | PM Peak Hour    | 13:30 | 12:45 | 16:15 |       |       |
| AM Pk Volume    | 175   | 340   | 505   |       |       | PM Pk Volume    | 165   | 346   | 504   |       |       |
| Pk Hr Factor    | 0.931 | 0.850 | 0.889 |       |       | Pk Hr Factor    | 0.938 | 0.983 | 0.906 |       |       |
| 7 - 9 Volume    | 124   | 340   | 0     | 0     | 464   | 4 - 6 Volume    | 282   | 640   | 0     | 0     | 922   |
| 7 - 9 Peak Hour | 8:00  | 7:45  | 8:00  |       |       | 4 - 6 Peak Hour | 16:15 | 16:15 | 16:15 |       |       |
| 7 - 9 Pk Volume | 83    | 203   | 0     | 0     | 284   | 4 - 6 Pk Volume | 162   | 342   | 0     | 0     | 504   |
| Pk Hr Factor    | 0.741 | 0.806 | 0.000 | 0.000 | 0.780 | Pk Hr Factor    | 0.964 | 0.881 | 0.000 | 0.000 | 0.906 |

## VOLUME

Bush St Bet. Grove Ave & North City Limit

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_034

| DAILY TOTALS |       |       |    |     | NB    | SB    | EB        |       |       |    |     | WB    | Total |    |     |
|--------------|-------|-------|----|-----|-------|-------|-----------|-------|-------|----|-----|-------|-------|----|-----|
|              |       |       |    |     | 2,622 | 2,173 | 0         |       |       |    |     | 0     | 4,795 |    |     |
| AM Period    | NB    | SB    | EB | WB  | TOTAL |       | PM Period | NB    | SB    | EB | WB  | TOTAL |       |    |     |
| 0:00         | 3     | 0     | 0  | 0   | 3     |       | 12:00     | 60    | 34    | 0  | 0   | 94    |       |    |     |
| 0:15         | 1     | 1     | 0  | 0   | 2     |       | 12:15     | 35    | 40    | 0  | 0   | 75    |       |    |     |
| 0:30         | 3     | 3     | 0  | 0   | 6     |       | 12:30     | 39    | 35    | 0  | 0   | 74    |       |    |     |
| 0:45         | 1     | 8     | 7  | 11  | 0     | 0     | 12:45     | 44    | 178   | 34 | 143 | 0     | 0     | 78 | 321 |
| 1:00         | 3     | 1     | 0  | 0   | 4     |       | 13:00     | 43    | 52    | 0  | 0   | 95    |       |    |     |
| 1:15         | 1     | 1     | 0  | 0   | 2     |       | 13:15     | 35    | 24    | 0  | 0   | 59    |       |    |     |
| 1:30         | 2     | 0     | 0  | 0   | 2     |       | 13:30     | 39    | 26    | 0  | 0   | 65    |       |    |     |
| 1:45         | 2     | 8     | 0  | 2   | 0     | 0     | 13:45     | 41    | 158   | 25 | 127 | 0     | 0     | 66 | 285 |
| 2:00         | 0     | 0     | 0  | 0   |       |       | 14:00     | 61    | 24    | 0  | 0   | 85    |       |    |     |
| 2:15         | 1     | 1     | 0  | 0   | 2     |       | 14:15     | 69    | 56    | 0  | 0   | 125   |       |    |     |
| 2:30         | 2     | 0     | 0  | 0   | 2     |       | 14:30     | 48    | 54    | 0  | 0   | 102   |       |    |     |
| 2:45         | 2     | 5     | 1  | 2   | 0     | 0     | 14:45     | 47    | 225   | 51 | 185 | 0     | 0     | 98 | 410 |
| 3:00         | 1     | 1     | 0  | 0   | 2     |       | 15:00     | 53    | 52    | 0  | 0   | 105   |       |    |     |
| 3:15         | 0     | 0     | 0  | 0   |       |       | 15:15     | 76    | 54    | 0  | 0   | 130   |       |    |     |
| 3:30         | 1     | 2     | 0  | 0   | 3     |       | 15:30     | 51    | 62    | 0  | 0   | 113   |       |    |     |
| 3:45         | 2     | 4     | 2  | 5   | 0     | 0     | 15:45     | 32    | 212   | 32 | 200 | 0     | 0     | 64 | 412 |
| 4:00         | 1     | 1     | 0  | 0   | 2     |       | 16:00     | 61    | 35    | 0  | 0   | 96    |       |    |     |
| 4:15         | 1     | 0     | 0  | 0   | 1     |       | 16:15     | 54    | 50    | 0  | 0   | 104   |       |    |     |
| 4:30         | 2     | 2     | 0  | 0   | 4     |       | 16:30     | 51    | 37    | 0  | 0   | 88    |       |    |     |
| 4:45         | 2     | 6     | 3  | 6   | 0     | 0     | 16:45     | 45    | 211   | 39 | 161 | 0     | 0     | 84 | 372 |
| 5:00         | 1     | 2     | 0  | 0   | 3     |       | 17:00     | 86    | 41    | 0  | 0   | 127   |       |    |     |
| 5:15         | 1     | 4     | 0  | 0   | 5     |       | 17:15     | 87    | 65    | 0  | 0   | 152   |       |    |     |
| 5:30         | 4     | 7     | 0  | 0   | 11    |       | 17:30     | 81    | 51    | 0  | 0   | 132   |       |    |     |
| 5:45         | 4     | 10    | 8  | 21  | 0     | 0     | 17:45     | 54    | 308   | 34 | 191 | 0     | 0     | 88 | 499 |
| 6:00         | 2     | 10    | 0  | 0   | 12    |       | 18:00     | 42    | 27    | 0  | 0   | 69    |       |    |     |
| 6:15         | 6     | 10    | 0  | 0   | 16    |       | 18:15     | 30    | 41    | 0  | 0   | 71    |       |    |     |
| 6:30         | 18    | 12    | 0  | 0   | 30    |       | 18:30     | 37    | 25    | 0  | 0   | 62    |       |    |     |
| 6:45         | 23    | 49    | 25 | 57  | 0     | 0     | 18:45     | 30    | 139   | 36 | 129 | 0     | 0     | 66 | 268 |
| 7:00         | 18    | 24    | 0  | 0   | 42    |       | 19:00     | 41    | 28    | 0  | 0   | 69    |       |    |     |
| 7:15         | 29    | 38    | 0  | 0   | 67    |       | 19:15     | 48    | 32    | 0  | 0   | 80    |       |    |     |
| 7:30         | 43    | 39    | 0  | 0   | 82    |       | 19:30     | 45    | 32    | 0  | 0   | 77    |       |    |     |
| 7:45         | 56    | 146   | 91 | 192 | 0     | 0     | 19:45     | 26    | 160   | 11 | 103 | 0     | 0     | 37 | 263 |
| 8:00         | 72    | 84    | 0  | 0   | 156   |       | 20:00     | 24    | 16    | 0  | 0   | 40    |       |    |     |
| 8:15         | 56    | 52    | 0  | 0   | 108   |       | 20:15     | 28    | 8     | 0  | 0   | 36    |       |    |     |
| 8:30         | 37    | 25    | 0  | 0   | 62    |       | 20:30     | 18    | 11    | 0  | 0   | 29    |       |    |     |
| 8:45         | 45    | 210   | 38 | 199 | 0     | 0     | 20:45     | 18    | 88    | 18 | 53  | 0     | 0     | 36 | 141 |
| 9:00         | 26    | 31    | 0  | 0   | 57    |       | 21:00     | 11    | 9     | 0  | 0   | 20    |       |    |     |
| 9:15         | 29    | 18    | 0  | 0   | 47    |       | 21:15     | 16    | 13    | 0  | 0   | 29    |       |    |     |
| 9:30         | 27    | 17    | 0  | 0   | 44    |       | 21:30     | 14    | 7     | 0  | 0   | 21    |       |    |     |
| 9:45         | 32    | 114   | 44 | 110 | 0     | 0     | 21:45     | 5     | 46    | 5  | 34  | 0     | 0     | 10 | 80  |
| 10:00        | 32    | 25    | 0  | 0   | 57    |       | 22:00     | 9     | 5     | 0  | 0   | 14    |       |    |     |
| 10:15        | 30    | 23    | 0  | 0   | 53    |       | 22:15     | 5     | 3     | 0  | 0   | 8     |       |    |     |
| 10:30        | 25    | 18    | 0  | 0   | 43    |       | 22:30     | 6     | 8     | 0  | 0   | 14    |       |    |     |
| 10:45        | 42    | 129   | 22 | 88  | 0     | 0     | 22:45     | 4     | 24    | 5  | 21  | 0     | 0     | 9  | 45  |
| 11:00        | 38    | 29    | 0  | 0   | 67    |       | 23:00     | 5     | 3     | 0  | 0   | 8     |       |    |     |
| 11:15        | 31    | 24    | 0  | 0   | 55    |       | 23:15     | 4     | 1     | 0  | 0   | 5     |       |    |     |
| 11:30        | 46    | 45    | 0  | 0   | 91    |       | 23:30     | 3     | 3     | 0  | 0   | 6     |       |    |     |
| 11:45        | 53    | 168   | 26 | 124 | 0     | 0     | 23:45     | 4     | 16    | 2  | 9   | 0     | 0     | 6  | 25  |
| TOTALS       | 857   | 817   |    |     | 1674  |       | TOTALS    | 1765  | 1356  |    |     | 3121  |       |    |     |
| SPLIT %      | 51.2% | 48.8% |    |     | 34.9% |       | SPLIT %   | 56.6% | 43.4% |    |     | 65.1% |       |    |     |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |                 |       |       |       |       | EB    | WB |  |  |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|----|--|--|--|--|--|-------|
|                 |       |       |       |       | 2,622 | 2,173 |                 |       |       |       |       | 0     | 0  |  |  |  |  |  | 4,795 |
| AM Peak Hour    | 7:30  | 7:30  |       |       | 7:30  |       | PM Peak Hour    | 17:00 | 14:45 |       |       | 17:00 |    |  |  |  |  |  |       |
| AM Pk Volume    | 227   | 266   |       |       | 493   |       | PM Pk Volume    | 308   | 219   |       |       | 499   |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.788 | 0.731 |       |       | 0.790 |       | Pk Hr Factor    | 0.885 | 0.883 |       |       | 0.821 |    |  |  |  |  |  |       |
| 7 - 9 Volume    | 356   | 391   | 0     | 0     | 747   |       | 4 - 6 Volume    | 519   | 352   | 0     | 0     | 871   |    |  |  |  |  |  |       |
| 7 - 9 Peak Hour | 7:30  | 7:30  |       |       | 7:30  |       | 4 - 6 Peak Hour | 17:00 | 16:45 |       |       | 17:00 |    |  |  |  |  |  |       |
| 7 - 9 Pk Volume | 227   | 266   | 0     | 0     | 493   |       | 4 - 6 Pk Volume | 308   | 196   | 0     | 0     | 499   |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.788 | 0.731 | 0.000 | 0.000 | 0.790 |       | Pk Hr Factor    | 0.885 | 0.754 | 0.000 | 0.000 | 0.821 |    |  |  |  |  |  |       |

# VOLUME

Clay St Bet. Dora St & Highland Ave

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_035

| DAILY TOTALS |       |    |    |    | NB    | SB    | EB        |       |    |    |    | WB    | Total |
|--------------|-------|----|----|----|-------|-------|-----------|-------|----|----|----|-------|-------|
|              |       |    |    |    | 0     | 0     | 626       |       |    |    |    | 606   | 1,232 |
| AM Period    | NB    | SB | EB | WB | TOTAL |       | PM Period | NB    | SB | EB | WB | TOTAL |       |
| 0:00         | 0     | 0  | 1  | 0  | 1     |       | 12:00     | 0     | 0  | 9  | 8  | 17    |       |
| 0:15         | 0     | 0  | 0  | 1  | 1     |       | 12:15     | 0     | 0  | 6  | 11 | 17    |       |
| 0:30         | 0     | 0  | 0  | 0  |       |       | 12:30     | 0     | 0  | 8  | 9  | 17    |       |
| 0:45         | 0     | 0  | 1  | 2  | 1     | 2     | 12:45     | 0     | 0  | 15 | 38 | 14    | 42    |
| 1:00         | 0     | 0  | 0  | 0  |       |       | 13:00     | 0     | 0  | 8  | 16 | 24    |       |
| 1:15         | 0     | 0  | 0  | 0  |       |       | 13:15     | 0     | 0  | 11 | 10 | 21    |       |
| 1:30         | 0     | 0  | 0  | 1  | 1     |       | 13:30     | 0     | 0  | 16 | 6  | 22    |       |
| 1:45         | 0     | 0  | 1  | 1  | 0     | 1     | 13:45     | 0     | 0  | 9  | 44 | 8     | 40    |
| 2:00         | 0     | 0  | 1  | 0  | 1     |       | 14:00     | 0     | 0  | 11 | 11 | 22    |       |
| 2:15         | 0     | 0  | 1  | 1  | 2     |       | 14:15     | 0     | 0  | 13 | 13 | 26    |       |
| 2:30         | 0     | 0  | 0  | 1  | 1     |       | 14:30     | 0     | 0  | 10 | 9  | 19    |       |
| 2:45         | 0     | 0  | 1  | 3  | 0     | 2     | 14:45     | 0     | 0  | 13 | 47 | 11    | 44    |
| 3:00         | 0     | 0  | 0  | 0  |       |       | 15:00     | 0     | 0  | 11 | 13 | 24    |       |
| 3:15         | 0     | 0  | 0  | 1  | 1     |       | 15:15     | 0     | 0  | 13 | 13 | 26    |       |
| 3:30         | 0     | 0  | 1  | 0  | 1     |       | 15:30     | 0     | 0  | 6  | 14 | 20    |       |
| 3:45         | 0     | 0  | 1  | 2  | 0     | 1     | 15:45     | 0     | 0  | 10 | 40 | 11    | 51    |
| 4:00         | 0     | 0  | 2  | 0  | 2     |       | 16:00     | 0     | 0  | 8  | 14 | 22    |       |
| 4:15         | 0     | 0  | 1  | 1  | 2     |       | 16:15     | 0     | 0  | 10 | 14 | 24    |       |
| 4:30         | 0     | 0  | 1  | 0  | 1     |       | 16:30     | 0     | 0  | 6  | 18 | 24    |       |
| 4:45         | 0     | 0  | 2  | 6  | 0     | 1     | 16:45     | 0     | 0  | 5  | 29 | 19    | 65    |
| 5:00         | 0     | 0  | 1  | 1  | 2     |       | 17:00     | 0     | 0  | 11 | 20 | 31    |       |
| 5:15         | 0     | 0  | 2  | 0  | 2     |       | 17:15     | 0     | 0  | 19 | 16 | 35    |       |
| 5:30         | 0     | 0  | 3  | 0  | 3     |       | 17:30     | 0     | 0  | 13 | 21 | 34    |       |
| 5:45         | 0     | 0  | 0  | 6  | 0     | 1     | 17:45     | 0     | 0  | 12 | 55 | 16    | 73    |
| 6:00         | 0     | 0  | 2  | 3  | 5     |       | 18:00     | 0     | 0  | 6  | 13 | 19    |       |
| 6:15         | 0     | 0  | 1  | 0  | 1     |       | 18:15     | 0     | 0  | 13 | 13 | 26    |       |
| 6:30         | 0     | 0  | 5  | 1  | 6     |       | 18:30     | 0     | 0  | 7  | 15 | 22    |       |
| 6:45         | 0     | 0  | 12 | 20 | 5     | 9     | 18:45     | 0     | 0  | 11 | 37 | 8     | 49    |
| 7:00         | 0     | 0  | 11 | 4  | 15    |       | 19:00     | 0     | 0  | 6  | 9  | 15    |       |
| 7:15         | 0     | 0  | 13 | 2  | 15    |       | 19:15     | 0     | 0  | 4  | 11 | 15    |       |
| 7:30         | 0     | 0  | 21 | 4  | 25    |       | 19:30     | 0     | 0  | 12 | 13 | 25    |       |
| 7:45         | 0     | 0  | 19 | 64 | 7     | 17    | 19:45     | 0     | 0  | 7  | 29 | 6     | 39    |
| 8:00         | 0     | 0  | 11 | 4  | 15    |       | 20:00     | 0     | 0  | 5  | 3  | 8     |       |
| 8:15         | 0     | 0  | 18 | 5  | 23    |       | 20:15     | 0     | 0  | 8  | 8  | 16    |       |
| 8:30         | 0     | 0  | 8  | 4  | 12    |       | 20:30     | 0     | 0  | 5  | 8  | 13    |       |
| 8:45         | 0     | 0  | 11 | 48 | 5     | 18    | 20:45     | 0     | 0  | 10 | 28 | 9     | 28    |
| 9:00         | 0     | 0  | 10 | 8  | 18    |       | 21:00     | 0     | 0  | 5  | 4  | 9     |       |
| 9:15         | 0     | 0  | 11 | 6  | 17    |       | 21:15     | 0     | 0  | 2  | 4  | 6     |       |
| 9:30         | 0     | 0  | 7  | 5  | 12    |       | 21:30     | 0     | 0  | 4  | 3  | 7     |       |
| 9:45         | 0     | 0  | 11 | 39 | 9     | 28    | 21:45     | 0     | 0  | 1  | 12 | 1     | 12    |
| 10:00        | 0     | 0  | 10 | 13 | 23    |       | 22:00     | 0     | 0  | 1  | 2  | 3     |       |
| 10:15        | 0     | 0  | 7  | 4  | 11    |       | 22:15     | 0     | 0  | 1  | 1  | 2     |       |
| 10:30        | 0     | 0  | 8  | 10 | 18    |       | 22:30     | 0     | 0  | 0  | 1  | 1     |       |
| 10:45        | 0     | 0  | 7  | 32 | 6     | 33    | 22:45     | 0     | 0  | 2  | 4  | 4     | 8     |
| 11:00        | 0     | 0  | 8  | 7  | 15    |       | 23:00     | 0     | 0  | 0  | 1  | 1     |       |
| 11:15        | 0     | 0  | 9  | 9  | 18    |       | 23:15     | 0     | 0  | 0  | 2  | 2     |       |
| 11:30        | 0     | 0  | 6  | 9  | 15    |       | 23:30     | 0     | 0  | 1  | 2  | 3     |       |
| 11:45        | 0     | 0  | 14 | 37 | 11    | 36    | 23:45     | 0     | 0  | 2  | 3  | 1     | 6     |
| TOTALS       | 260   |    |    |    | 149   | 409   | TOTALS    | 366   |    |    |    | 457   | 823   |
| SPLIT %      | 63.6% |    |    |    | 36.4% | 33.2% | SPLIT %   | 44.5% |    |    |    | 55.5% | 66.8% |

| DAILY TOTALS    |  |  |  |  | NB    | SB    |       |                 |       |                 |  | EB  | WB    |       |       |       |       |       | Total |
|-----------------|--|--|--|--|-------|-------|-------|-----------------|-------|-----------------|--|-----|-------|-------|-------|-------|-------|-------|-------|
|                 |  |  |  |  | 0     | 0     |       |                 |       |                 |  | 626 | 606   |       |       |       |       |       | 1,232 |
| AM Peak Hour    |  |  |  |  | 7:30  | 11:30 | 7:30  | PM Peak Hour    |       |                 |  |     | 17:00 | 16:45 | 17:00 |       |       |       |       |
| AM Pk Volume    |  |  |  |  | 69    | 39    | 89    | PM Pk Volume    |       |                 |  |     | 55    | 76    | 128   |       |       |       |       |
| Pk Hr Factor    |  |  |  |  | 0.821 | 0.886 | 0.856 | Pk Hr Factor    |       |                 |  |     | 0.724 | 0.905 | 0.914 |       |       |       |       |
| 7 - 9 Volume    |  |  |  |  | 0     | 0     | 112   | 35              | 147   | 4 - 6 Volume    |  |     |       |       | 0     | 0     | 84    | 138   | 222   |
| 7 - 9 Peak Hour |  |  |  |  | 7:30  | 7:30  | 7:30  | 4 - 6 Peak Hour |       |                 |  |     | 17:00 | 16:45 | 17:00 |       |       |       |       |
| 7 - 9 Pk Volume |  |  |  |  | 0     | 0     | 69    | 20              | 89    | 4 - 6 Pk Volume |  |     |       |       | 0     | 0     | 55    | 76    | 128   |
| Pk Hr Factor    |  |  |  |  | 0.000 | 0.000 | 0.821 | 0.714           | 0.856 | Pk Hr Factor    |  |     |       |       | 0.000 | 0.000 | 0.724 | 0.905 | 0.914 |

## VOLUME

Dora St Bet. South City Limit & Grove Ave

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_036

| DAILY TOTALS |       |       |    |     | NB    | SB        |       |       |    |     | EB    | WB  | Total |
|--------------|-------|-------|----|-----|-------|-----------|-------|-------|----|-----|-------|-----|-------|
|              |       |       |    |     | 3,305 | 2,791     |       |       |    |     | 0     | 0   | 6,096 |
| AM Period    | NB    | SB    | EB | WB  | TOTAL | PM Period | NB    | SB    | EB | WB  | TOTAL |     |       |
| 0:00         | 2     | 0     | 0  | 0   | 2     | 12:00     | 56    | 64    | 0  | 0   | 120   |     |       |
| 0:15         | 3     | 3     | 0  | 0   | 6     | 12:15     | 66    | 47    | 0  | 0   | 113   |     |       |
| 0:30         | 2     | 0     | 0  | 0   | 2     | 12:30     | 57    | 56    | 0  | 0   | 113   |     |       |
| 0:45         | 2     | 9     | 0  | 3   | 14    | 12:45     | 76    | 255   | 76 | 243 | 550   | 152 | 498   |
| 1:00         | 0     | 1     | 0  | 0   | 1     | 13:00     | 61    | 56    | 0  | 0   | 117   |     |       |
| 1:15         | 0     | 1     | 0  | 0   | 1     | 13:15     | 63    | 51    | 0  | 0   | 114   |     |       |
| 1:30         | 1     | 0     | 0  | 0   | 1     | 13:30     | 61    | 57    | 0  | 0   | 118   |     |       |
| 1:45         | 1     | 2     | 3  | 5   | 11    | 13:45     | 71    | 256   | 46 | 210 | 583   | 117 | 466   |
| 2:00         | 3     | 2     | 0  | 0   | 5     | 14:00     | 84    | 60    | 0  | 0   | 144   |     |       |
| 2:15         | 1     | 3     | 0  | 0   | 4     | 14:15     | 56    | 74    | 0  | 0   | 130   |     |       |
| 2:30         | 4     | 2     | 0  | 0   | 6     | 14:30     | 91    | 58    | 0  | 0   | 149   |     |       |
| 2:45         | 1     | 9     | 3  | 10  | 23    | 14:45     | 92    | 323   | 58 | 250 | 723   | 150 | 573   |
| 3:00         | 3     | 2     | 0  | 0   | 5     | 15:00     | 96    | 54    | 0  | 0   | 150   |     |       |
| 3:15         | 1     | 0     | 0  | 0   | 1     | 15:15     | 68    | 83    | 0  | 0   | 151   |     |       |
| 3:30         | 1     | 1     | 0  | 0   | 2     | 15:30     | 69    | 88    | 0  | 0   | 157   |     |       |
| 3:45         | 1     | 6     | 2  | 5   | 14    | 15:45     | 44    | 277   | 62 | 287 | 568   | 106 | 564   |
| 4:00         | 0     | 0     | 0  | 0   | 0     | 16:00     | 74    | 57    | 0  | 0   | 131   |     |       |
| 4:15         | 0     | 1     | 0  | 0   | 1     | 16:15     | 49    | 39    | 0  | 0   | 88    |     |       |
| 4:30         | 5     | 5     | 0  | 0   | 10    | 16:30     | 70    | 54    | 0  | 0   | 124   |     |       |
| 4:45         | 4     | 9     | 2  | 8   | 23    | 16:45     | 64    | 257   | 60 | 210 | 591   | 124 | 467   |
| 5:00         | 0     | 4     | 0  | 0   | 4     | 17:00     | 96    | 74    | 0  | 0   | 170   |     |       |
| 5:15         | 4     | 6     | 0  | 0   | 10    | 17:15     | 86    | 64    | 0  | 0   | 150   |     |       |
| 5:30         | 10    | 4     | 0  | 0   | 14    | 17:30     | 69    | 61    | 0  | 0   | 130   |     |       |
| 5:45         | 8     | 22    | 7  | 21  | 58    | 17:45     | 68    | 319   | 41 | 240 | 668   | 109 | 559   |
| 6:00         | 5     | 11    | 0  | 0   | 16    | 18:00     | 35    | 46    | 0  | 0   | 81    |     |       |
| 6:15         | 9     | 14    | 0  | 0   | 23    | 18:15     | 37    | 39    | 0  | 0   | 76    |     |       |
| 6:30         | 13    | 11    | 0  | 0   | 24    | 18:30     | 32    | 42    | 0  | 0   | 74    |     |       |
| 6:45         | 16    | 43    | 20 | 56  | 135   | 18:45     | 42    | 146   | 37 | 164 | 389   | 79  | 310   |
| 7:00         | 27    | 19    | 0  | 0   | 46    | 19:00     | 38    | 32    | 0  | 0   | 70    |     |       |
| 7:15         | 51    | 27    | 0  | 0   | 78    | 19:15     | 32    | 27    | 0  | 0   | 59    |     |       |
| 7:30         | 71    | 41    | 0  | 0   | 112   | 19:30     | 28    | 25    | 0  | 0   | 53    |     |       |
| 7:45         | 90    | 239   | 54 | 141 | 424   | 19:45     | 10    | 108   | 13 | 97  | 228   | 23  | 205   |
| 8:00         | 88    | 50    | 0  | 0   | 138   | 20:00     | 25    | 20    | 0  | 0   | 45    |     |       |
| 8:15         | 49    | 30    | 0  | 0   | 79    | 20:15     | 22    | 17    | 0  | 0   | 39    |     |       |
| 8:30         | 63    | 37    | 0  | 0   | 100   | 20:30     | 18    | 12    | 0  | 0   | 30    |     |       |
| 8:45         | 61    | 261   | 43 | 160 | 525   | 20:45     | 11    | 76    | 10 | 59  | 156   | 21  | 135   |
| 9:00         | 45    | 33    | 0  | 0   | 78    | 21:00     | 15    | 12    | 0  | 0   | 27    |     |       |
| 9:15         | 40    | 34    | 0  | 0   | 74    | 21:15     | 11    | 9     | 0  | 0   | 20    |     |       |
| 9:30         | 50    | 37    | 0  | 0   | 87    | 21:30     | 5     | 7     | 0  | 0   | 12    |     |       |
| 9:45         | 43    | 178   | 44 | 148 | 373   | 21:45     | 6     | 37    | 5  | 33  | 81    | 11  | 70    |
| 10:00        | 58    | 32    | 0  | 0   | 90    | 22:00     | 9     | 12    | 0  | 0   | 21    |     |       |
| 10:15        | 57    | 49    | 0  | 0   | 106   | 22:15     | 6     | 5     | 0  | 0   | 11    |     |       |
| 10:30        | 61    | 59    | 0  | 0   | 120   | 22:30     | 4     | 7     | 0  | 0   | 11    |     |       |
| 10:45        | 44    | 220   | 70 | 210 | 544   | 22:45     | 3     | 22    | 3  | 27  | 55    | 6   | 49    |
| 11:00        | 52    | 53    | 0  | 0   | 105   | 23:00     | 4     | 8     | 0  | 0   | 12    |     |       |
| 11:15        | 52    | 40    | 0  | 0   | 92    | 23:15     | 3     | 2     | 0  | 0   | 5     |     |       |
| 11:30        | 52    | 51    | 0  | 0   | 103   | 23:30     | 2     | 3     | 0  | 0   | 5     |     |       |
| 11:45        | 64    | 220   | 45 | 189 | 518   | 23:45     | 2     | 11    | 2  | 15  | 30    | 4   | 26    |
| TOTALS       | 1218  | 956   |    |     | 2174  | TOTALS    | 2087  | 1835  |    |     | 3922  |     |       |
| SPLIT %      | 56.0% | 44.0% |    |     | 35.7% | SPLIT %   | 53.2% | 46.8% |    |     | 64.3% |     |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB              |       |       |       |       | EB    | WB | Total |
|-----------------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|----|-------|
|                 |       |       |       |       | 3,305 | 2,791           |       |       |       |       | 0     | 0  | 6,096 |
| AM Peak Hour    | 7:15  | 10:15 |       |       | 7:30  | PM Peak Hour    | 14:30 | 15:15 |       |       | 14:45 |    |       |
| AM Pk Volume    | 300   | 231   |       |       | 473   | PM Pk Volume    | 347   | 290   |       |       | 608   |    |       |
| Pk Hr Factor    | 0.833 | 0.825 |       |       | 0.821 | Pk Hr Factor    | 0.904 | 0.824 |       |       | 0.968 |    |       |
| 7 - 9 Volume    | 500   | 301   | 0     | 0     | 801   | 4 - 6 Volume    | 576   | 450   | 0     | 0     | 1026  |    |       |
| 7 - 9 Peak Hour | 7:15  | 7:30  |       |       | 7:30  | 4 - 6 Peak Hour | 17:00 | 16:45 |       |       | 16:45 |    |       |
| 7 - 9 Pk Volume | 300   | 175   | 0     | 0     | 473   | 4 - 6 Pk Volume | 319   | 259   | 0     | 0     | 574   |    |       |
| Pk Hr Factor    | 0.833 | 0.810 | 0.000 | 0.000 | 0.821 | Pk Hr Factor    | 0.831 | 0.875 | 0.000 | 0.000 | 0.844 |    |       |

## VOLUME

Gobbi St Bet. Leslie St & Oak Manor Dr

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_037

| DAILY TOTALS |    |    |    |     | NB    | SB    |           |    |    |    |     | EB    | WB    |    |     |  |  |       | Total |
|--------------|----|----|----|-----|-------|-------|-----------|----|----|----|-----|-------|-------|----|-----|--|--|-------|-------|
|              |    |    |    |     | 0     | 0     |           |    |    |    |     | 1,880 | 1,717 |    |     |  |  |       | 3,597 |
| AM Period    | NB | SB | EB | WB  | TOTAL |       | PM Period | NB | SB | EB | WB  | TOTAL |       |    |     |  |  |       | TOTAL |
| 0:00         | 0  | 0  | 3  | 0   | 3     |       | 12:00     | 0  | 0  | 33 | 31  | 64    |       |    |     |  |  |       | 64    |
| 0:15         | 0  | 0  | 2  | 0   | 2     |       | 12:15     | 0  | 0  | 28 | 27  | 55    |       |    |     |  |  |       | 55    |
| 0:30         | 0  | 0  | 0  | 2   | 2     |       | 12:30     | 0  | 0  | 31 | 38  | 69    |       |    |     |  |  |       | 69    |
| 0:45         | 0  | 0  | 0  | 5   | 4     | 6     | 12:45     | 0  | 0  | 35 | 127 | 33    | 129   | 68 | 256 |  |  |       |       |
| 1:00         | 0  | 0  | 1  | 0   | 1     |       | 13:00     | 0  | 0  | 29 | 26  | 55    |       |    |     |  |  |       | 55    |
| 1:15         | 0  | 0  | 2  | 1   | 3     |       | 13:15     | 0  | 0  | 33 | 31  | 64    |       |    |     |  |  |       | 64    |
| 1:30         | 0  | 0  | 1  | 1   | 2     |       | 13:30     | 0  | 0  | 32 | 23  | 55    |       |    |     |  |  |       | 55    |
| 1:45         | 0  | 0  | 1  | 5   | 2     | 4     | 13:45     | 0  | 0  | 40 | 134 | 36    | 116   | 76 | 250 |  |  |       |       |
| 2:00         | 0  | 0  | 3  | 1   | 4     |       | 14:00     | 0  | 0  | 36 | 31  | 67    |       |    |     |  |  |       | 67    |
| 2:15         | 0  | 0  | 0  | 1   | 1     |       | 14:15     | 0  | 0  | 36 | 33  | 69    |       |    |     |  |  |       | 69    |
| 2:30         | 0  | 0  | 1  | 1   | 2     |       | 14:30     | 0  | 0  | 49 | 39  | 88    |       |    |     |  |  |       | 88    |
| 2:45         | 0  | 0  | 1  | 5   | 1     | 4     | 14:45     | 0  | 0  | 57 | 178 | 36    | 139   | 93 | 317 |  |  |       |       |
| 3:00         | 0  | 0  | 1  | 0   | 1     |       | 15:00     | 0  | 0  | 38 | 77  | 115   |       |    |     |  |  |       | 115   |
| 3:15         | 0  | 0  | 3  | 1   | 4     |       | 15:15     | 0  | 0  | 40 | 41  | 81    |       |    |     |  |  |       | 81    |
| 3:30         | 0  | 0  | 2  | 3   | 5     |       | 15:30     | 0  | 0  | 38 | 34  | 72    |       |    |     |  |  |       | 72    |
| 3:45         | 0  | 0  | 0  | 6   | 3     | 7     | 15:45     | 0  | 0  | 23 | 139 | 39    | 191   | 62 | 330 |  |  |       |       |
| 4:00         | 0  | 0  | 1  | 3   | 4     |       | 16:00     | 0  | 0  | 54 | 27  | 81    |       |    |     |  |  |       | 81    |
| 4:15         | 0  | 0  | 0  | 4   | 4     |       | 16:15     | 0  | 0  | 52 | 29  | 81    |       |    |     |  |  |       | 81    |
| 4:30         | 0  | 0  | 0  | 2   | 2     |       | 16:30     | 0  | 0  | 42 | 28  | 70    |       |    |     |  |  |       | 70    |
| 4:45         | 0  | 0  | 6  | 7   | 2     | 11    | 16:45     | 0  | 0  | 43 | 191 | 40    | 124   | 83 | 315 |  |  |       |       |
| 5:00         | 0  | 0  | 2  | 3   | 5     |       | 17:00     | 0  | 0  | 45 | 36  | 81    |       |    |     |  |  |       | 81    |
| 5:15         | 0  | 0  | 4  | 7   | 11    |       | 17:15     | 0  | 0  | 56 | 30  | 86    |       |    |     |  |  |       | 86    |
| 5:30         | 0  | 0  | 6  | 5   | 11    |       | 17:30     | 0  | 0  | 41 | 27  | 68    |       |    |     |  |  |       | 68    |
| 5:45         | 0  | 0  | 10 | 22  | 15    | 30    | 17:45     | 0  | 0  | 38 | 180 | 25    | 118   | 63 | 298 |  |  |       |       |
| 6:00         | 0  | 0  | 16 | 5   | 21    |       | 18:00     | 0  | 0  | 23 | 19  | 42    |       |    |     |  |  |       | 42    |
| 6:15         | 0  | 0  | 6  | 7   | 13    |       | 18:15     | 0  | 0  | 18 | 19  | 37    |       |    |     |  |  |       | 37    |
| 6:30         | 0  | 0  | 6  | 17  | 23    |       | 18:30     | 0  | 0  | 23 | 14  | 37    |       |    |     |  |  |       | 37    |
| 6:45         | 0  | 0  | 9  | 37  | 21    | 50    | 18:45     | 0  | 0  | 22 | 86  | 23    | 75    | 45 | 161 |  |  |       |       |
| 7:00         | 0  | 0  | 14 | 19  | 33    |       | 19:00     | 0  | 0  | 30 | 23  | 53    |       |    |     |  |  |       | 53    |
| 7:15         | 0  | 0  | 18 | 15  | 33    |       | 19:15     | 0  | 0  | 27 | 15  | 42    |       |    |     |  |  |       | 42    |
| 7:30         | 0  | 0  | 19 | 30  | 49    |       | 19:30     | 0  | 0  | 15 | 19  | 34    |       |    |     |  |  |       | 34    |
| 7:45         | 0  | 0  | 41 | 92  | 43    | 107   | 19:45     | 0  | 0  | 20 | 92  | 10    | 67    | 30 | 159 |  |  |       |       |
| 8:00         | 0  | 0  | 60 | 42  | 102   |       | 20:00     | 0  | 0  | 14 | 15  | 29    |       |    |     |  |  |       | 29    |
| 8:15         | 0  | 0  | 52 | 44  | 96    |       | 20:15     | 0  | 0  | 11 | 8   | 19    |       |    |     |  |  |       | 19    |
| 8:30         | 0  | 0  | 30 | 33  | 63    |       | 20:30     | 0  | 0  | 9  | 2   | 11    |       |    |     |  |  |       | 11    |
| 8:45         | 0  | 0  | 23 | 165 | 32    | 151   | 20:45     | 0  | 0  | 10 | 44  | 6     | 31    | 16 | 75  |  |  |       |       |
| 9:00         | 0  | 0  | 29 | 25  | 54    |       | 21:00     | 0  | 0  | 8  | 4   | 12    |       |    |     |  |  |       | 12    |
| 9:15         | 0  | 0  | 20 | 23  | 43    |       | 21:15     | 0  | 0  | 10 | 4   | 14    |       |    |     |  |  |       | 14    |
| 9:30         | 0  | 0  | 24 | 33  | 57    |       | 21:30     | 0  | 0  | 4  | 4   | 8     |       |    |     |  |  |       | 8     |
| 9:45         | 0  | 0  | 23 | 96  | 25    | 106   | 21:45     | 0  | 0  | 9  | 31  | 6     | 18    | 15 | 49  |  |  |       |       |
| 10:00        | 0  | 0  | 27 | 20  | 47    |       | 22:00     | 0  | 0  | 10 | 3   | 13    |       |    |     |  |  |       | 13    |
| 10:15        | 0  | 0  | 28 | 25  | 53    |       | 22:15     | 0  | 0  | 6  | 6   | 12    |       |    |     |  |  |       | 12    |
| 10:30        | 0  | 0  | 17 | 25  | 42    |       | 22:30     | 0  | 0  | 6  | 7   | 13    |       |    |     |  |  |       | 13    |
| 10:45        | 0  | 0  | 22 | 94  | 27    | 97    | 22:45     | 0  | 0  | 2  | 24  | 2     | 18    | 4  | 42  |  |  |       |       |
| 11:00        | 0  | 0  | 22 | 22  | 44    |       | 23:00     | 0  | 0  | 4  | 2   | 6     |       |    |     |  |  |       | 6     |
| 11:15        | 0  | 0  | 30 | 25  | 55    |       | 23:15     | 0  | 0  | 6  | 2   | 8     |       |    |     |  |  |       | 8     |
| 11:30        | 0  | 0  | 25 | 32  | 57    |       | 23:30     | 0  | 0  | 3  | 3   | 6     |       |    |     |  |  |       | 6     |
| 11:45        | 0  | 0  | 29 | 106 | 30    | 109   | 23:45     | 0  | 0  | 1  | 14  | 2     | 9     | 3  | 23  |  |  |       |       |
| TOTALS       |    |    |    |     | 640   | 682   | TOTALS    |    |    |    |     | 1240  | 1035  |    |     |  |  | 2275  |       |
| SPLIT %      |    |    |    |     | 48.4% | 51.6% | SPLIT %   |    |    |    |     | 54.5% | 45.5% |    |     |  |  | 63.2% |       |

| DAILY TOTALS    |  |  |  | NB    | SB    | EB    |                 |  |  | WB |       | Total |       |       |       |
|-----------------|--|--|--|-------|-------|-------|-----------------|--|--|----|-------|-------|-------|-------|-------|
|                 |  |  |  | 0     | 0     |       |                 |  |  |    |       |       |       | 1,880 | 1,717 |
| AM Peak Hour    |  |  |  | 7:45  | 7:45  | 7:45  | PM Peak Hour    |  |  |    | 16:00 | 14:30 | 14:30 |       |       |
| AM Pk Volume    |  |  |  | 183   | 162   | 345   | PM Pk Volume    |  |  |    | 191   | 193   | 377   |       |       |
| Pk Hr Factor    |  |  |  | 0.763 | 0.920 | 0.846 | Pk Hr Factor    |  |  |    | 0.884 | 0.627 | 0.820 |       |       |
| 7 - 9 Volume    |  |  |  | 0     | 0     | 257   | 4 - 6 Volume    |  |  |    | 0     | 0     | 371   | 242   | 613   |
| 7 - 9 Peak Hour |  |  |  | 7:45  | 7:45  | 7:45  | 4 - 6 Peak Hour |  |  |    | 16:00 | 16:30 | 16:30 |       |       |
| 7 - 9 Pk Volume |  |  |  | 0     | 0     | 183   | 4 - 6 Pk Volume |  |  |    | 0     | 0     | 191   | 134   | 320   |
| Pk Hr Factor    |  |  |  | 0.000 | 0.000 | 0.763 | Pk Hr Factor    |  |  |    | 0.000 | 0.000 | 0.884 | 0.838 | 0.930 |



# VOLUME

Grove Ave Bet. Pine St & Live Oak Ave

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_038

| DAILY TOTALS |    |    |    |     | NB    | SB    |           |    |    |    |     | EB    | WB    |    |     |  |  |  | Total |
|--------------|----|----|----|-----|-------|-------|-----------|----|----|----|-----|-------|-------|----|-----|--|--|--|-------|
|              |    |    |    |     | 0     | 0     |           |    |    |    |     | 1,085 | 1,272 |    |     |  |  |  | 2,357 |
| AM Period    | NB | SB | EB | WB  | TOTAL |       | PM Period | NB | SB | EB | WB  | TOTAL |       |    |     |  |  |  | TOTAL |
| 0:00         | 0  | 0  | 0  | 0   |       |       | 12:00     | 0  | 0  | 11 | 19  |       |       |    |     |  |  |  | 30    |
| 0:15         | 0  | 0  | 0  | 0   |       |       | 12:15     | 0  | 0  | 17 | 15  |       |       |    |     |  |  |  | 32    |
| 0:30         | 0  | 0  | 0  | 0   |       |       | 12:30     | 0  | 0  | 15 | 26  |       |       |    |     |  |  |  | 41    |
| 0:45         | 0  | 0  | 0  | 2   | 2     | 2     | 12:45     | 0  | 0  | 18 | 61  | 13    | 73    | 31 | 134 |  |  |  |       |
| 1:00         | 0  | 0  | 0  | 0   |       |       | 13:00     | 0  | 0  | 15 | 22  |       |       |    |     |  |  |  | 37    |
| 1:15         | 0  | 0  | 1  | 1   | 2     | 2     | 13:15     | 0  | 0  | 10 | 14  |       |       |    |     |  |  |  | 24    |
| 1:30         | 0  | 0  | 0  | 1   | 1     | 1     | 13:30     | 0  | 0  | 19 | 22  |       |       |    |     |  |  |  | 41    |
| 1:45         | 0  | 0  | 1  | 2   | 0     | 2     | 13:45     | 0  | 0  | 19 | 63  | 12    | 70    | 31 | 133 |  |  |  |       |
| 2:00         | 0  | 0  | 0  | 1   | 1     | 1     | 14:00     | 0  | 0  | 16 | 15  |       |       |    |     |  |  |  | 31    |
| 2:15         | 0  | 0  | 0  | 0   |       |       | 14:15     | 0  | 0  | 19 | 15  |       |       |    |     |  |  |  | 34    |
| 2:30         | 0  | 0  | 0  | 0   |       |       | 14:30     | 0  | 0  | 24 | 29  |       |       |    |     |  |  |  | 53    |
| 2:45         | 0  | 0  | 0  | 1   | 2     | 1     | 14:45     | 0  | 0  | 15 | 74  | 18    | 77    | 33 | 151 |  |  |  |       |
| 3:00         | 0  | 0  | 0  | 0   |       |       | 15:00     | 0  | 0  | 37 | 33  |       |       |    |     |  |  |  | 70    |
| 3:15         | 0  | 0  | 0  | 0   |       |       | 15:15     | 0  | 0  | 76 | 21  |       |       |    |     |  |  |  | 97    |
| 3:30         | 0  | 0  | 0  | 1   | 1     | 1     | 15:30     | 0  | 0  | 23 | 19  |       |       |    |     |  |  |  | 42    |
| 3:45         | 0  | 0  | 2  | 2   | 0     | 1     | 15:45     | 0  | 0  | 18 | 154 | 22    | 95    | 40 | 249 |  |  |  |       |
| 4:00         | 0  | 0  | 1  | 1   | 2     | 2     | 16:00     | 0  | 0  | 15 | 30  |       |       |    |     |  |  |  | 45    |
| 4:15         | 0  | 0  | 1  | 1   | 2     | 2     | 16:15     | 0  | 0  | 16 | 30  |       |       |    |     |  |  |  | 46    |
| 4:30         | 0  | 0  | 1  | 2   | 3     | 3     | 16:30     | 0  | 0  | 19 | 27  |       |       |    |     |  |  |  | 46    |
| 4:45         | 0  | 0  | 1  | 4   | 3     | 7     | 16:45     | 0  | 0  | 16 | 66  | 25    | 112   | 41 | 178 |  |  |  |       |
| 5:00         | 0  | 0  | 1  | 1   | 2     | 2     | 17:00     | 0  | 0  | 27 | 50  |       |       |    |     |  |  |  | 77    |
| 5:15         | 0  | 0  | 0  | 1   | 1     | 1     | 17:15     | 0  | 0  | 27 | 45  |       |       |    |     |  |  |  | 72    |
| 5:30         | 0  | 0  | 2  | 2   | 4     | 4     | 17:30     | 0  | 0  | 19 | 33  |       |       |    |     |  |  |  | 52    |
| 5:45         | 0  | 0  | 3  | 6   | 7     | 11    | 17:45     | 0  | 0  | 22 | 95  | 22    | 150   | 44 | 245 |  |  |  |       |
| 6:00         | 0  | 0  | 4  | 4   | 8     | 8     | 18:00     | 0  | 0  | 11 | 21  |       |       |    |     |  |  |  | 32    |
| 6:15         | 0  | 0  | 9  | 5   | 14    | 14    | 18:15     | 0  | 0  | 9  | 30  |       |       |    |     |  |  |  | 39    |
| 6:30         | 0  | 0  | 8  | 7   | 15    | 15    | 18:30     | 0  | 0  | 8  | 20  |       |       |    |     |  |  |  | 28    |
| 6:45         | 0  | 0  | 15 | 36  | 7     | 23    | 18:45     | 0  | 0  | 8  | 36  | 15    | 86    | 23 | 122 |  |  |  |       |
| 7:00         | 0  | 0  | 14 | 14  | 28    | 28    | 19:00     | 0  | 0  | 13 | 11  |       |       |    |     |  |  |  | 24    |
| 7:15         | 0  | 0  | 24 | 21  | 45    | 45    | 19:15     | 0  | 0  | 7  | 21  |       |       |    |     |  |  |  | 28    |
| 7:30         | 0  | 0  | 41 | 31  | 72    | 72    | 19:30     | 0  | 0  | 11 | 18  |       |       |    |     |  |  |  | 29    |
| 7:45         | 0  | 0  | 60 | 139 | 43    | 109   | 19:45     | 0  | 0  | 11 | 42  | 16    | 66    | 27 | 108 |  |  |  |       |
| 8:00         | 0  | 0  | 62 | 38  | 100   | 100   | 20:00     | 0  | 0  | 3  | 20  |       |       |    |     |  |  |  | 23    |
| 8:15         | 0  | 0  | 52 | 37  | 89    | 89    | 20:15     | 0  | 0  | 3  | 12  |       |       |    |     |  |  |  | 15    |
| 8:30         | 0  | 0  | 23 | 18  | 41    | 41    | 20:30     | 0  | 0  | 1  | 10  |       |       |    |     |  |  |  | 11    |
| 8:45         | 0  | 0  | 15 | 152 | 18    | 111   | 20:45     | 0  | 0  | 3  | 10  | 8     | 50    | 11 | 60  |  |  |  |       |
| 9:00         | 0  | 0  | 11 | 10  | 21    | 21    | 21:00     | 0  | 0  | 4  | 6   |       |       |    |     |  |  |  | 10    |
| 9:15         | 0  | 0  | 7  | 13  | 20    | 20    | 21:15     | 0  | 0  | 5  | 10  |       |       |    |     |  |  |  | 15    |
| 9:30         | 0  | 0  | 11 | 14  | 25    | 25    | 21:30     | 0  | 0  | 2  | 10  |       |       |    |     |  |  |  | 12    |
| 9:45         | 0  | 0  | 11 | 40  | 14    | 51    | 21:45     | 0  | 0  | 2  | 13  | 4     | 30    | 6  | 43  |  |  |  |       |
| 10:00        | 0  | 0  | 8  | 14  | 22    | 22    | 22:00     | 0  | 0  | 2  | 2   |       |       |    |     |  |  |  | 4     |
| 10:15        | 0  | 0  | 12 | 17  | 29    | 29    | 22:15     | 0  | 0  | 1  | 3   |       |       |    |     |  |  |  | 4     |
| 10:30        | 0  | 0  | 12 | 19  | 31    | 31    | 22:30     | 0  | 0  | 0  | 4   |       |       |    |     |  |  |  | 4     |
| 10:45        | 0  | 0  | 7  | 39  | 13    | 63    | 22:45     | 0  | 0  | 0  | 3   | 2     | 11    | 2  | 14  |  |  |  |       |
| 11:00        | 0  | 0  | 8  | 20  | 28    | 28    | 23:00     | 0  | 0  | 0  | 1   |       |       |    |     |  |  |  | 1     |
| 11:15        | 0  | 0  | 11 | 13  | 24    | 24    | 23:15     | 0  | 0  | 0  | 2   |       |       |    |     |  |  |  | 2     |
| 11:30        | 0  | 0  | 16 | 18  | 34    | 34    | 23:30     | 0  | 0  | 0  | 1   |       |       |    |     |  |  |  | 1     |
| 11:45        | 0  | 0  | 12 | 47  | 14    | 65    | 23:45     | 0  | 0  | 1  | 1   | 1     | 5     | 2  | 6   |  |  |  |       |
| TOTALS       |    |    |    |     | 467   | 447   | TOTALS    |    |    |    |     | 618   | 825   |    |     |  |  |  | 1443  |
| SPLIT %      |    |    |    |     | 51.1% | 48.9% | SPLIT %   |    |    |    |     | 42.8% | 57.2% |    |     |  |  |  | 61.2% |

| DAILY TOTALS    |  |  |  | NB    | SB    | EBWB  |                 |       |                 | Total |       |       |       |       |       |       |       |
|-----------------|--|--|--|-------|-------|-------|-----------------|-------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
|                 |  |  |  | 0     | 0     |       |                 |       |                 | 1,085 | 1,272 | 2,357 |       |       |       |       |       |
| AM Peak Hour    |  |  |  | 7:30  | 7:30  | 7:30  | PM Peak Hour    |       |                 |       | 15:00 | 16:45 | 14:30 |       |       |       |       |
| AM Pk Volume    |  |  |  | 215   | 149   | 364   | PM Pk Volume    |       |                 |       | 154   | 153   | 253   |       |       |       |       |
| Pk Hr Factor    |  |  |  | 0.867 | 0.866 | 0.883 | Pk Hr Factor    |       |                 |       | 0.507 | 0.765 | 0.652 |       |       |       |       |
| 7 - 9 Volume    |  |  |  | 0     | 0     | 291   | 220             | 511   | 4 - 6 Volume    |       |       |       | 0     | 0     | 161   | 262   | 423   |
| 7 - 9 Peak Hour |  |  |  | 7:30  | 7:30  | 7:30  | 4 - 6 Peak Hour |       |                 |       | 17:00 | 16:45 | 17:00 |       |       |       |       |
| 7 - 9 Pk Volume |  |  |  | 0     | 0     | 215   | 149             | 364   | 4 - 6 Pk Volume |       |       |       | 0     | 0     | 95    | 153   | 245   |
| Pk Hr Factor    |  |  |  | 0.000 | 0.000 | 0.867 | 0.866           | 0.883 | Pk Hr Factor    |       |       |       | 0.000 | 0.000 | 0.880 | 0.765 | 0.795 |

# VOLUME

Helen Ave Bet. Mendocino Dr & Doolan Canyon Dr

Day: Tuesday  
Date: 11/7/2017

City: Ukiah  
Project #: CA17\_7722\_039

| DAILY TOTALS |       |       |    |    | NB    | SB  |           |       |       |    |    | EB    | WB |  |  |  |  |  | Total |
|--------------|-------|-------|----|----|-------|-----|-----------|-------|-------|----|----|-------|----|--|--|--|--|--|-------|
|              |       |       |    |    | 397   | 433 |           |       |       |    |    | 0     | 0  |  |  |  |  |  | 830   |
| AM Period    | NB    | SB    | EB | WB | TOTAL |     | PM Period | NB    | SB    | EB | WB | TOTAL |    |  |  |  |  |  |       |
| 0:00         | 0     | 1     | 0  | 0  | 1     |     | 12:00     | 13    | 2     | 0  | 0  | 15    |    |  |  |  |  |  |       |
| 0:15         | 0     | 1     | 0  | 0  | 1     |     | 12:15     | 2     | 11    | 0  | 0  | 13    |    |  |  |  |  |  |       |
| 0:30         | 0     | 0     | 0  | 0  |       |     | 12:30     | 8     | 8     | 0  | 0  | 16    |    |  |  |  |  |  |       |
| 0:45         | 0     | 0     | 2  | 0  | 2     |     | 12:45     | 7     | 30    | 11 | 32 | 18    | 62 |  |  |  |  |  |       |
| 1:00         | 0     | 0     | 0  | 0  |       |     | 13:00     | 5     | 11    | 0  | 0  | 16    |    |  |  |  |  |  |       |
| 1:15         | 0     | 0     | 0  | 0  |       |     | 13:15     | 15    | 19    | 0  | 0  | 34    |    |  |  |  |  |  |       |
| 1:30         | 0     | 0     | 0  | 0  |       |     | 13:30     | 11    | 11    | 0  | 0  | 22    |    |  |  |  |  |  |       |
| 1:45         | 0     | 0     | 0  | 0  |       |     | 13:45     | 11    | 42    | 7  | 48 | 18    | 90 |  |  |  |  |  |       |
| 2:00         | 0     | 0     | 0  | 0  |       |     | 14:00     | 12    | 9     | 0  | 0  | 21    |    |  |  |  |  |  |       |
| 2:15         | 0     | 0     | 0  | 0  |       |     | 14:15     | 11    | 10    | 0  | 0  | 21    |    |  |  |  |  |  |       |
| 2:30         | 0     | 0     | 0  | 0  |       |     | 14:30     | 6     | 15    | 0  | 0  | 21    |    |  |  |  |  |  |       |
| 2:45         | 1     | 1     | 0  | 0  | 1     | 1   | 14:45     | 5     | 34    | 11 | 45 | 16    | 79 |  |  |  |  |  |       |
| 3:00         | 0     | 0     | 0  | 0  |       |     | 15:00     | 6     | 7     | 0  | 0  | 13    |    |  |  |  |  |  |       |
| 3:15         | 0     | 0     | 0  | 0  |       |     | 15:15     | 6     | 9     | 0  | 0  | 15    |    |  |  |  |  |  |       |
| 3:30         | 0     | 0     | 0  | 0  |       |     | 15:30     | 8     | 11    | 0  | 0  | 19    |    |  |  |  |  |  |       |
| 3:45         | 0     | 0     | 0  | 0  |       |     | 15:45     | 3     | 23    | 15 | 42 | 18    | 65 |  |  |  |  |  |       |
| 4:00         | 1     | 2     | 0  | 0  | 3     |     | 16:00     | 12    | 10    | 0  | 0  | 22    |    |  |  |  |  |  |       |
| 4:15         | 2     | 0     | 0  | 0  | 2     |     | 16:15     | 4     | 8     | 0  | 0  | 12    |    |  |  |  |  |  |       |
| 4:30         | 0     | 2     | 0  | 0  | 2     |     | 16:30     | 3     | 8     | 0  | 0  | 11    |    |  |  |  |  |  |       |
| 4:45         | 2     | 5     | 0  | 4  | 2     | 9   | 16:45     | 6     | 25    | 4  | 30 | 10    | 55 |  |  |  |  |  |       |
| 5:00         | 3     | 3     | 0  | 0  | 6     |     | 17:00     | 5     | 2     | 0  | 0  | 7     |    |  |  |  |  |  |       |
| 5:15         | 1     | 1     | 0  | 0  | 2     |     | 17:15     | 10    | 6     | 0  | 0  | 16    |    |  |  |  |  |  |       |
| 5:30         | 3     | 1     | 0  | 0  | 4     |     | 17:30     | 2     | 4     | 0  | 0  | 6     |    |  |  |  |  |  |       |
| 5:45         | 4     | 11    | 3  | 8  | 7     | 19  | 17:45     | 5     | 22    | 5  | 17 | 10    | 39 |  |  |  |  |  |       |
| 6:00         | 7     | 2     | 0  | 0  | 9     |     | 18:00     | 3     | 4     | 0  | 0  | 7     |    |  |  |  |  |  |       |
| 6:15         | 10    | 4     | 0  | 0  | 14    |     | 18:15     | 3     | 3     | 0  | 0  | 6     |    |  |  |  |  |  |       |
| 6:30         | 19    | 10    | 0  | 0  | 29    |     | 18:30     | 0     | 6     | 0  | 0  | 6     |    |  |  |  |  |  |       |
| 6:45         | 24    | 60    | 23 | 39 | 47    | 99  | 18:45     | 3     | 9     | 5  | 18 | 8     | 27 |  |  |  |  |  |       |
| 7:00         | 19    | 14    | 0  | 0  | 33    |     | 19:00     | 3     | 2     | 0  | 0  | 5     |    |  |  |  |  |  |       |
| 7:15         | 7     | 10    | 0  | 0  | 17    |     | 19:15     | 4     | 2     | 0  | 0  | 6     |    |  |  |  |  |  |       |
| 7:30         | 2     | 6     | 0  | 0  | 8     |     | 19:30     | 4     | 4     | 0  | 0  | 8     |    |  |  |  |  |  |       |
| 7:45         | 7     | 35    | 5  | 35 | 12    | 70  | 19:45     | 1     | 12    | 0  | 8  | 1     | 20 |  |  |  |  |  |       |
| 8:00         | 6     | 8     | 0  | 0  | 14    |     | 20:00     | 0     | 5     | 0  | 0  | 5     |    |  |  |  |  |  |       |
| 8:15         | 4     | 5     | 0  | 0  | 9     |     | 20:15     | 0     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 8:30         | 5     | 7     | 0  | 0  | 12    |     | 20:30     | 2     | 0     | 0  | 0  | 2     |    |  |  |  |  |  |       |
| 8:45         | 7     | 22    | 3  | 23 | 10    | 45  | 20:45     | 0     | 2     | 1  | 6  | 1     | 8  |  |  |  |  |  |       |
| 9:00         | 3     | 2     | 0  | 0  | 5     |     | 21:00     | 0     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 9:15         | 4     | 4     | 0  | 0  | 8     |     | 21:15     | 0     | 1     | 0  | 0  | 1     |    |  |  |  |  |  |       |
| 9:30         | 3     | 5     | 0  | 0  | 8     |     | 21:30     | 2     | 0     | 0  | 0  | 2     |    |  |  |  |  |  |       |
| 9:45         | 3     | 13    | 4  | 15 | 7     | 28  | 21:45     | 0     | 2     | 1  | 2  | 1     | 4  |  |  |  |  |  |       |
| 10:00        | 6     | 3     | 0  | 0  | 9     |     | 22:00     | 0     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 10:15        | 1     | 6     | 0  | 0  | 7     |     | 22:15     | 0     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 10:30        | 2     | 6     | 0  | 0  | 8     |     | 22:30     | 0     | 1     | 0  | 0  | 1     |    |  |  |  |  |  |       |
| 10:45        | 4     | 13    | 9  | 24 | 13    | 37  | 22:45     | 2     | 2     | 0  | 1  | 2     | 3  |  |  |  |  |  |       |
| 11:00        | 7     | 4     | 0  | 0  | 11    |     | 23:00     | 0     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 11:15        | 7     | 9     | 0  | 0  | 16    |     | 23:15     | 0     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 11:30        | 7     | 9     | 0  | 0  | 16    |     | 23:30     | 0     | 0     | 0  | 0  |       |    |  |  |  |  |  |       |
| 11:45        | 12    | 33    | 11 | 33 | 23    | 66  | 23:45     | 1     | 1     | 1  | 1  | 2     | 2  |  |  |  |  |  |       |
| TOTALS       | 193   | 183   |    |    | 376   |     | TOTALS    | 204   | 250   |    |    | 454   |    |  |  |  |  |  |       |
| SPLIT %      | 51.3% | 48.7% |    |    | 45.3% |     | SPLIT %   | 44.9% | 55.1% |    |    | 54.7% |    |  |  |  |  |  |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB  |                 |       |       |       |       | EB    | WB |  |  |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-----|-----------------|-------|-------|-------|-------|-------|----|--|--|--|--|--|-------|
|                 |       |       |       |       | 397   | 433 |                 |       |       |       |       | 0     | 0  |  |  |  |  |  | 830   |
| AM Peak Hour    | 6:15  | 6:30  |       |       | 6:30  |     | PM Peak Hour    | 13:15 | 12:45 |       |       | 13:15 |    |  |  |  |  |  |       |
| AM Pk Volume    | 72    | 57    |       |       | 126   |     | PM Pk Volume    | 49    | 52    |       |       | 95    |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.750 | 0.620 |       |       | 0.670 |     | Pk Hr Factor    | 0.817 | 0.684 |       |       | 0.699 |    |  |  |  |  |  |       |
| 7 - 9 Volume    | 57    | 58    | 0     | 0     | 115   |     | 4 - 6 Volume    | 47    | 47    | 0     | 0     | 94    |    |  |  |  |  |  |       |
| 7 - 9 Peak Hour | 7:00  | 7:00  |       |       | 7:00  |     | 4 - 6 Peak Hour | 16:00 | 16:00 |       |       | 16:00 |    |  |  |  |  |  |       |
| 7 - 9 Pk Volume | 35    | 35    | 0     | 0     | 70    |     | 4 - 6 Pk Volume | 25    | 30    | 0     | 0     | 55    |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.461 | 0.625 | 0.000 | 0.000 | 0.530 |     | Pk Hr Factor    | 0.521 | 0.750 | 0.000 | 0.000 | 0.625 |    |  |  |  |  |  |       |

# VOLUME

Low Gap Rd Bet. State St & Bush St

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_040

| DAILY TOTALS |    |    |    |     | NB    | SB    |           |    |    |    |     | EB    | WB    |     |     |  |  |       | Total |
|--------------|----|----|----|-----|-------|-------|-----------|----|----|----|-----|-------|-------|-----|-----|--|--|-------|-------|
|              |    |    |    |     | 0     | 0     |           |    |    |    |     | 2,627 | 3,195 |     |     |  |  |       | 5,822 |
| AM Period    | NB | SB | EB | WB  | TOTAL |       | PM Period | NB | SB | EB | WB  | TOTAL |       |     |     |  |  |       | TOTAL |
| 0:00         | 0  | 0  | 0  | 1   | 1     |       | 12:00     | 0  | 0  | 46 | 54  | 100   |       |     |     |  |  |       |       |
| 0:15         | 0  | 0  | 1  | 2   | 3     |       | 12:15     | 0  | 0  | 32 | 48  | 80    |       |     |     |  |  |       |       |
| 0:30         | 0  | 0  | 1  | 3   | 4     |       | 12:30     | 0  | 0  | 39 | 54  | 93    |       |     |     |  |  |       |       |
| 0:45         | 0  | 0  | 2  | 4   | 3     | 11    | 12:45     | 0  | 0  | 63 | 180 | 61    | 217   | 124 | 397 |  |  |       |       |
| 1:00         | 0  | 0  | 1  | 4   | 5     |       | 13:00     | 0  | 0  | 50 | 66  | 116   |       |     |     |  |  |       |       |
| 1:15         | 0  | 0  | 0  | 0   | 2     |       | 13:15     | 0  | 0  | 56 | 54  | 110   |       |     |     |  |  |       |       |
| 1:30         | 0  | 0  | 0  | 2   | 2     |       | 13:30     | 0  | 0  | 33 | 29  | 62    |       |     |     |  |  |       |       |
| 1:45         | 0  | 0  | 1  | 2   | 1     | 8     | 13:45     | 0  | 0  | 34 | 173 | 49    | 198   | 83  | 371 |  |  |       |       |
| 2:00         | 0  | 0  | 1  | 0   | 1     |       | 14:00     | 0  | 0  | 40 | 64  | 104   |       |     |     |  |  |       |       |
| 2:15         | 0  | 0  | 2  | 2   | 4     |       | 14:15     | 0  | 0  | 86 | 55  | 141   |       |     |     |  |  |       |       |
| 2:30         | 0  | 0  | 1  | 1   | 2     |       | 14:30     | 0  | 0  | 61 | 60  | 121   |       |     |     |  |  |       |       |
| 2:45         | 0  | 0  | 1  | 5   | 3     | 10    | 14:45     | 0  | 0  | 52 | 239 | 68    | 247   | 120 | 486 |  |  |       |       |
| 3:00         | 0  | 0  | 2  | 0   | 2     |       | 15:00     | 0  | 0  | 74 | 87  | 161   |       |     |     |  |  |       |       |
| 3:15         | 0  | 0  | 1  | 1   | 2     |       | 15:15     | 0  | 0  | 87 | 85  | 172   |       |     |     |  |  |       |       |
| 3:30         | 0  | 0  | 0  | 0   | 2     |       | 15:30     | 0  | 0  | 95 | 69  | 164   |       |     |     |  |  |       |       |
| 3:45         | 0  | 0  | 1  | 4   | 2     | 6     | 15:45     | 0  | 0  | 49 | 305 | 53    | 294   | 102 | 599 |  |  |       |       |
| 4:00         | 0  | 0  | 0  | 1   | 1     |       | 16:00     | 0  | 0  | 56 | 69  | 125   |       |     |     |  |  |       |       |
| 4:15         | 0  | 0  | 1  | 0   | 1     |       | 16:15     | 0  | 0  | 75 | 56  | 131   |       |     |     |  |  |       |       |
| 4:30         | 0  | 0  | 0  | 2   | 2     |       | 16:30     | 0  | 0  | 72 | 65  | 137   |       |     |     |  |  |       |       |
| 4:45         | 0  | 0  | 2  | 3   | 4     | 8     | 16:45     | 0  | 0  | 57 | 260 | 56    | 246   | 113 | 506 |  |  |       |       |
| 5:00         | 0  | 0  | 1  | 7   | 8     |       | 17:00     | 0  | 0  | 71 | 70  | 141   |       |     |     |  |  |       |       |
| 5:15         | 0  | 0  | 3  | 3   | 6     |       | 17:15     | 0  | 0  | 52 | 95  | 147   |       |     |     |  |  |       |       |
| 5:30         | 0  | 0  | 4  | 7   | 11    |       | 17:30     | 0  | 0  | 62 | 85  | 147   |       |     |     |  |  |       |       |
| 5:45         | 0  | 0  | 0  | 8   | 19    | 36    | 17:45     | 0  | 0  | 42 | 227 | 67    | 317   | 109 | 544 |  |  |       |       |
| 6:00         | 0  | 0  | 4  | 12  | 16    |       | 18:00     | 0  | 0  | 42 | 65  | 107   |       |     |     |  |  |       |       |
| 6:15         | 0  | 0  | 6  | 12  | 18    |       | 18:15     | 0  | 0  | 40 | 51  | 91    |       |     |     |  |  |       |       |
| 6:30         | 0  | 0  | 7  | 17  | 24    |       | 18:30     | 0  | 0  | 31 | 42  | 73    |       |     |     |  |  |       |       |
| 6:45         | 0  | 0  | 9  | 26  | 35    | 93    | 18:45     | 0  | 0  | 37 | 150 | 47    | 205   | 84  | 355 |  |  |       |       |
| 7:00         | 0  | 0  | 21 | 26  | 47    |       | 19:00     | 0  | 0  | 60 | 35  | 95    |       |     |     |  |  |       |       |
| 7:15         | 0  | 0  | 28 | 70  | 98    |       | 19:15     | 0  | 0  | 50 | 35  | 85    |       |     |     |  |  |       |       |
| 7:30         | 0  | 0  | 41 | 108 | 149   |       | 19:30     | 0  | 0  | 31 | 32  | 63    |       |     |     |  |  |       |       |
| 7:45         | 0  | 0  | 65 | 155 | 165   | 459   | 19:45     | 0  | 0  | 18 | 159 | 22    | 124   | 40  | 283 |  |  |       |       |
| 8:00         | 0  | 0  | 69 | 98  | 167   |       | 20:00     | 0  | 0  | 22 | 34  | 56    |       |     |     |  |  |       |       |
| 8:15         | 0  | 0  | 55 | 60  | 115   |       | 20:15     | 0  | 0  | 32 | 29  | 61    |       |     |     |  |  |       |       |
| 8:30         | 0  | 0  | 40 | 56  | 96    |       | 20:30     | 0  | 0  | 11 | 14  | 25    |       |     |     |  |  |       |       |
| 8:45         | 0  | 0  | 43 | 207 | 89    | 467   | 20:45     | 0  | 0  | 8  | 73  | 14    | 91    | 22  | 164 |  |  |       |       |
| 9:00         | 0  | 0  | 28 | 40  | 68    |       | 21:00     | 0  | 0  | 3  | 17  | 20    |       |     |     |  |  |       |       |
| 9:15         | 0  | 0  | 22 | 37  | 59    |       | 21:15     | 0  | 0  | 6  | 13  | 19    |       |     |     |  |  |       |       |
| 9:30         | 0  | 0  | 20 | 37  | 57    |       | 21:30     | 0  | 0  | 4  | 12  | 16    |       |     |     |  |  |       |       |
| 9:45         | 0  | 0  | 30 | 100 | 70    | 254   | 21:45     | 0  | 0  | 4  | 17  | 11    | 53    | 15  | 70  |  |  |       |       |
| 10:00        | 0  | 0  | 18 | 38  | 56    |       | 22:00     | 0  | 0  | 5  | 7   | 12    |       |     |     |  |  |       |       |
| 10:15        | 0  | 0  | 50 | 32  | 82    |       | 22:15     | 0  | 0  | 1  | 6   | 7     |       |     |     |  |  |       |       |
| 10:30        | 0  | 0  | 39 | 39  | 78    |       | 22:30     | 0  | 0  | 0  | 3   | 3     |       |     |     |  |  |       |       |
| 10:45        | 0  | 0  | 38 | 145 | 86    | 302   | 22:45     | 0  | 0  | 3  | 9   | 7     | 23    | 10  | 32  |  |  |       |       |
| 11:00        | 0  | 0  | 36 | 35  | 71    |       | 23:00     | 0  | 0  | 3  | 6   | 9     |       |     |     |  |  |       |       |
| 11:15        | 0  | 0  | 41 | 33  | 74    |       | 23:15     | 0  | 0  | 1  | 6   | 7     |       |     |     |  |  |       |       |
| 11:30        | 0  | 0  | 35 | 51  | 86    |       | 23:30     | 0  | 0  | 2  | 3   | 5     |       |     |     |  |  |       |       |
| 11:45        | 0  | 0  | 56 | 168 | 96    | 327   | 23:45     | 0  | 0  | 2  | 8   | 3     | 18    | 5   | 26  |  |  |       |       |
| TOTALS       |    |    |    |     | 827   | 1162  | TOTALS    |    |    |    |     | 1800  | 2033  |     |     |  |  | 3833  |       |
| SPLIT %      |    |    |    |     | 41.6% | 58.4% | SPLIT %   |    |    |    |     | 47.0% | 53.0% |     |     |  |  | 65.8% |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |       |                 |  |                 |       | EB    | WB    |       |       |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-------|-------|-----------------|--|-----------------|-------|-------|-------|-------|-------|--|--|--|-------|
|                 |       |       |       |       | 0     | 0     |       |                 |  |                 |       | 2,627 | 3,195 |       |       |  |  |  | 5,822 |
| AM Peak Hour    |       |       |       |       | 7:30  | 7:15  | 7:30  | PM Peak Hour    |  |                 |       |       | 14:45 | 17:00 | 14:45 |  |  |  |       |
| AM Pk Volume    |       |       |       |       | 230   | 376   | 596   | PM Pk Volume    |  |                 |       |       | 308   | 317   | 617   |  |  |  |       |
| Pk Hr Factor    |       |       |       |       | 0.833 | 0.870 | 0.892 | Pk Hr Factor    |  |                 |       |       | 0.811 | 0.834 | 0.897 |  |  |  |       |
| 7 - 9 Volume    | 0     | 0     | 362   | 564   | 926   |       |       |                 |  | 4 - 6 Volume    | 0     | 0     | 487   | 563   | 1050  |  |  |  |       |
| 7 - 9 Peak Hour |       |       |       |       | 7:30  | 7:15  | 7:30  | 4 - 6 Peak Hour |  |                 |       |       | 16:15 | 17:00 | 16:45 |  |  |  |       |
| 7 - 9 Pk Volume | 0     | 0     | 230   | 376   | 596   |       |       |                 |  | 4 - 6 Pk Volume | 0     | 0     | 275   | 317   | 548   |  |  |  |       |
| Pk Hr Factor    | 0.000 | 0.000 | 0.833 | 0.870 | 0.892 |       |       |                 |  | Pk Hr Factor    | 0.000 | 0.000 | 0.917 | 0.834 | 0.932 |  |  |  |       |

## VOLUME

Low Gap Rd Bet. Bush St & West City Limits

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_041

| DAILY TOTALS |    |    |       |       | NB    | SB  |           |    |    |       |       | EB    | WB    |  |  |  |  |  | Total |
|--------------|----|----|-------|-------|-------|-----|-----------|----|----|-------|-------|-------|-------|--|--|--|--|--|-------|
|              |    |    |       |       | 0     | 0   |           |    |    |       |       | 2,214 | 2,232 |  |  |  |  |  | 4,446 |
| AM Period    | NB | SB | EB    | WB    | TOTAL |     | PM Period | NB | SB | EB    | WB    | TOTAL |       |  |  |  |  |  |       |
| 0:00         | 0  | 0  | 1     | 0     | 1     |     | 12:00     | 0  | 0  | 28    | 38    | 66    |       |  |  |  |  |  |       |
| 0:15         | 0  | 0  | 0     | 2     | 2     |     | 12:15     | 0  | 0  | 24    | 32    | 56    |       |  |  |  |  |  |       |
| 0:30         | 0  | 0  | 1     | 3     | 4     |     | 12:30     | 0  | 0  | 32    | 44    | 76    |       |  |  |  |  |  |       |
| 0:45         | 0  | 0  | 5     | 7     | 10    | 17  | 12:45     | 0  | 0  | 77    | 161   | 238   | 304   |  |  |  |  |  |       |
| 1:00         | 0  | 0  | 0     | 0     |       |     | 13:00     | 0  | 0  | 41    | 57    | 98    |       |  |  |  |  |  |       |
| 1:15         | 0  | 0  | 0     | 0     |       |     | 13:15     | 0  | 0  | 39    | 31    | 70    |       |  |  |  |  |  |       |
| 1:30         | 0  | 0  | 0     | 1     | 1     |     | 13:30     | 0  | 0  | 26    | 17    | 43    |       |  |  |  |  |  |       |
| 1:45         | 0  | 0  | 0     | 0     | 1     | 1   | 13:45     | 0  | 0  | 22    | 128   | 150   | 259   |  |  |  |  |  |       |
| 2:00         | 0  | 0  | 1     | 0     | 1     |     | 14:00     | 0  | 0  | 21    | 24    | 45    |       |  |  |  |  |  |       |
| 2:15         | 0  | 0  | 5     | 1     | 6     |     | 14:15     | 0  | 0  | 52    | 44    | 96    |       |  |  |  |  |  |       |
| 2:30         | 0  | 0  | 0     | 0     |       |     | 14:30     | 0  | 0  | 34    | 28    | 62    |       |  |  |  |  |  |       |
| 2:45         | 0  | 0  | 1     | 7     | 2     | 9   | 14:45     | 0  | 0  | 34    | 141   | 175   | 288   |  |  |  |  |  |       |
| 3:00         | 0  | 0  | 1     | 1     | 2     |     | 15:00     | 0  | 0  | 41    | 82    | 123   |       |  |  |  |  |  |       |
| 3:15         | 0  | 0  | 0     | 1     | 1     |     | 15:15     | 0  | 0  | 102   | 89    | 191   |       |  |  |  |  |  |       |
| 3:30         | 0  | 0  | 0     | 0     |       |     | 15:30     | 0  | 0  | 88    | 53    | 141   |       |  |  |  |  |  |       |
| 3:45         | 0  | 0  | 3     | 4     | 2     | 6   | 15:45     | 0  | 0  | 41    | 272   | 313   | 535   |  |  |  |  |  |       |
| 4:00         | 0  | 0  | 0     | 0     |       |     | 16:00     | 0  | 0  | 47    | 39    | 86    |       |  |  |  |  |  |       |
| 4:15         | 0  | 0  | 0     | 0     |       |     | 16:15     | 0  | 0  | 50    | 45    | 95    |       |  |  |  |  |  |       |
| 4:30         | 0  | 0  | 0     | 1     | 1     |     | 16:30     | 0  | 0  | 51    | 45    | 96    |       |  |  |  |  |  |       |
| 4:45         | 0  | 0  | 1     | 1     | 0     | 2   | 16:45     | 0  | 0  | 43    | 191   | 234   | 356   |  |  |  |  |  |       |
| 5:00         | 0  | 0  | 1     | 2     | 3     |     | 17:00     | 0  | 0  | 41    | 40    | 81    |       |  |  |  |  |  |       |
| 5:15         | 0  | 0  | 0     | 3     | 3     |     | 17:15     | 0  | 0  | 26    | 50    | 76    |       |  |  |  |  |  |       |
| 5:30         | 0  | 0  | 2     | 6     | 8     |     | 17:30     | 0  | 0  | 51    | 54    | 105   |       |  |  |  |  |  |       |
| 5:45         | 0  | 0  | 1     | 4     | 13    | 24  | 17:45     | 0  | 0  | 34    | 152   | 186   | 359   |  |  |  |  |  |       |
| 6:00         | 0  | 0  | 3     | 11    | 14    |     | 18:00     | 0  | 0  | 30    | 44    | 74    |       |  |  |  |  |  |       |
| 6:15         | 0  | 0  | 5     | 9     | 14    |     | 18:15     | 0  | 0  | 36    | 34    | 70    |       |  |  |  |  |  |       |
| 6:30         | 0  | 0  | 7     | 18    | 25    |     | 18:30     | 0  | 0  | 20    | 28    | 48    |       |  |  |  |  |  |       |
| 6:45         | 0  | 0  | 8     | 23    | 36    | 89  | 18:45     | 0  | 0  | 30    | 116   | 146   | 244   |  |  |  |  |  |       |
| 7:00         | 0  | 0  | 13    | 14    | 27    |     | 19:00     | 0  | 0  | 43    | 22    | 65    |       |  |  |  |  |  |       |
| 7:15         | 0  | 0  | 38    | 49    | 87    |     | 19:15     | 0  | 0  | 34    | 19    | 53    |       |  |  |  |  |  |       |
| 7:30         | 0  | 0  | 79    | 97    | 176   |     | 19:30     | 0  | 0  | 25    | 33    | 58    |       |  |  |  |  |  |       |
| 7:45         | 0  | 0  | 68    | 198   | 192   | 482 | 19:45     | 0  | 0  | 16    | 118   | 134   | 208   |  |  |  |  |  |       |
| 8:00         | 0  | 0  | 94    | 87    | 181   |     | 20:00     | 0  | 0  | 39    | 19    | 58    |       |  |  |  |  |  |       |
| 8:15         | 0  | 0  | 33    | 39    | 72    |     | 20:15     | 0  | 0  | 50    | 9     | 59    |       |  |  |  |  |  |       |
| 8:30         | 0  | 0  | 24    | 28    | 52    |     | 20:30     | 0  | 0  | 14    | 8     | 22    |       |  |  |  |  |  |       |
| 8:45         | 0  | 0  | 31    | 182   | 56    | 361 | 20:45     | 0  | 0  | 17    | 120   | 137   | 165   |  |  |  |  |  |       |
| 9:00         | 0  | 0  | 23    | 28    | 51    |     | 21:00     | 0  | 0  | 10    | 9     | 19    |       |  |  |  |  |  |       |
| 9:15         | 0  | 0  | 25    | 22    | 47    |     | 21:15     | 0  | 0  | 2     | 5     | 7     |       |  |  |  |  |  |       |
| 9:30         | 0  | 0  | 22    | 23    | 45    |     | 21:30     | 0  | 0  | 7     | 3     | 10    |       |  |  |  |  |  |       |
| 9:45         | 0  | 0  | 32    | 102   | 56    | 199 | 21:45     | 0  | 0  | 7     | 26    | 33    | 46    |  |  |  |  |  |       |
| 10:00        | 0  | 0  | 20    | 25    | 45    |     | 22:00     | 0  | 0  | 6     | 3     | 9     |       |  |  |  |  |  |       |
| 10:15        | 0  | 0  | 35    | 24    | 59    |     | 22:15     | 0  | 0  | 3     | 3     | 6     |       |  |  |  |  |  |       |
| 10:30        | 0  | 0  | 31    | 25    | 56    |     | 22:30     | 0  | 0  | 2     | 1     | 3     |       |  |  |  |  |  |       |
| 10:45        | 0  | 0  | 31    | 117   | 57    | 217 | 22:45     | 0  | 0  | 5     | 16    | 21    | 26    |  |  |  |  |  |       |
| 11:00        | 0  | 0  | 28    | 26    | 54    |     | 23:00     | 0  | 0  | 3     | 2     | 5     |       |  |  |  |  |  |       |
| 11:15        | 0  | 0  | 22    | 22    | 44    |     | 23:15     | 0  | 0  | 2     | 3     | 5     |       |  |  |  |  |  |       |
| 11:30        | 0  | 0  | 33    | 26    | 59    |     | 23:30     | 0  | 0  | 4     | 1     | 5     |       |  |  |  |  |  |       |
| 11:45        | 0  | 0  | 33    | 116   | 68    | 225 | 23:45     | 0  | 0  | 3     | 12    | 15    | 20    |  |  |  |  |  |       |
| TOTALS       |    |    | 761   | 875   | 1636  |     | TOTALS    |    |    | 1453  | 1357  | 2810  |       |  |  |  |  |  |       |
| SPLIT %      |    |    | 46.5% | 53.5% | 36.8% |     | SPLIT %   |    |    | 51.7% | 48.3% | 63.2% |       |  |  |  |  |  |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB |                 |       |       |       |       | EB    | WB    |  |  |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|----|-----------------|-------|-------|-------|-------|-------|-------|--|--|--|--|--|-------|
|                 |       |       |       |       | 0     | 0  |                 |       |       |       |       | 2,214 | 2,232 |  |  |  |  |  | 4,446 |
| AM Peak Hour    |       |       | 7:15  | 7:15  | 7:15  |    | PM Peak Hour    |       |       | 15:15 | 14:45 | 14:45 |       |  |  |  |  |  |       |
| AM Pk Volume    |       |       | 279   | 357   | 636   |    | PM Pk Volume    |       |       | 278   | 275   | 540   |       |  |  |  |  |  |       |
| Pk Hr Factor    |       |       | 0.742 | 0.720 | 0.828 |    | Pk Hr Factor    |       |       | 0.681 | 0.772 | 0.707 |       |  |  |  |  |  |       |
| 7 - 9 Volume    | 0     | 0     | 380   | 463   | 843   |    | 4 - 6 Volume    | 0     | 0     | 343   | 372   | 715   |       |  |  |  |  |  |       |
| 7 - 9 Peak Hour |       |       | 7:15  | 7:15  | 7:15  |    | 4 - 6 Peak Hour |       |       | 16:00 | 17:00 | 17:00 |       |  |  |  |  |  |       |
| 7 - 9 Pk Volume | 0     | 0     | 279   | 357   | 636   |    | 4 - 6 Pk Volume | 0     | 0     | 191   | 207   | 359   |       |  |  |  |  |  |       |
| Pk Hr Factor    | 0.000 | 0.000 | 0.742 | 0.720 | 0.828 |    | Pk Hr Factor    | 0.000 | 0.000 | 0.936 | 0.821 | 0.855 |       |  |  |  |  |  |       |

## VOLUME

Orchard Ave Bet. Ford St & Gobbi St

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_042

| DAILY TOTALS |       |       |    |     | NB    | SB    |           |       |       |    |     | EB    | WB | Total |     |
|--------------|-------|-------|----|-----|-------|-------|-----------|-------|-------|----|-----|-------|----|-------|-----|
|              |       |       |    |     | 4,473 | 3,704 |           |       |       |    |     | 0     | 0  | 8,177 |     |
| AM Period    | NB    | SB    | EB | WB  | TOTAL |       | PM Period | NB    | SB    | EB | WB  | TOTAL |    |       |     |
| 0:00         | 3     | 2     | 0  | 0   | 5     |       | 12:00     | 72    | 66    | 0  | 0   | 138   |    |       |     |
| 0:15         | 4     | 0     | 0  | 0   | 4     |       | 12:15     | 85    | 57    | 0  | 0   | 142   |    |       |     |
| 0:30         | 5     | 0     | 0  | 0   | 5     |       | 12:30     | 73    | 55    | 0  | 0   | 128   |    |       |     |
| 0:45         | 3     | 15    | 2  | 4   | 0     | 0     | 12:45     | 85    | 315   | 82 | 260 | 0     | 0  | 167   | 575 |
| 1:00         | 1     | 1     | 0  | 0   | 2     |       | 13:00     | 87    | 65    | 0  | 0   | 152   |    |       |     |
| 1:15         | 2     | 1     | 0  | 0   | 3     |       | 13:15     | 90    | 59    | 0  | 0   | 149   |    |       |     |
| 1:30         | 1     | 1     | 0  | 0   | 2     |       | 13:30     | 72    | 81    | 0  | 0   | 153   |    |       |     |
| 1:45         | 1     | 5     | 1  | 4   | 0     | 0     | 13:45     | 90    | 339   | 69 | 274 | 0     | 0  | 159   | 613 |
| 2:00         | 1     | 2     | 0  | 0   | 3     |       | 14:00     | 88    | 65    | 0  | 0   | 153   |    |       |     |
| 2:15         | 2     | 1     | 0  | 0   | 3     |       | 14:15     | 95    | 80    | 0  | 0   | 175   |    |       |     |
| 2:30         | 1     | 1     | 0  | 0   | 2     |       | 14:30     | 88    | 85    | 0  | 0   | 173   |    |       |     |
| 2:45         | 1     | 5     | 0  | 4   | 0     | 0     | 14:45     | 81    | 352   | 75 | 305 | 0     | 0  | 156   | 657 |
| 3:00         | 1     | 1     | 0  | 0   | 2     |       | 15:00     | 110   | 72    | 0  | 0   | 182   |    |       |     |
| 3:15         | 2     | 0     | 0  | 0   | 2     |       | 15:15     | 135   | 82    | 0  | 0   | 217   |    |       |     |
| 3:30         | 2     | 1     | 0  | 0   | 3     |       | 15:30     | 94    | 122   | 0  | 0   | 216   |    |       |     |
| 3:45         | 1     | 6     | 3  | 5   | 0     | 0     | 15:45     | 105   | 444   | 82 | 358 | 0     | 0  | 187   | 802 |
| 4:00         | 2     | 2     | 0  | 0   | 4     |       | 16:00     | 94    | 66    | 0  | 0   | 160   |    |       |     |
| 4:15         | 6     | 4     | 0  | 0   | 10    |       | 16:15     | 106   | 75    | 0  | 0   | 181   |    |       |     |
| 4:30         | 2     | 4     | 0  | 0   | 6     |       | 16:30     | 93    | 91    | 0  | 0   | 184   |    |       |     |
| 4:45         | 2     | 12    | 5  | 15  | 0     | 0     | 16:45     | 96    | 389   | 80 | 312 | 0     | 0  | 176   | 701 |
| 5:00         | 9     | 10    | 0  | 0   | 19    |       | 17:00     | 107   | 98    | 0  | 0   | 205   |    |       |     |
| 5:15         | 8     | 12    | 0  | 0   | 20    |       | 17:15     | 101   | 76    | 0  | 0   | 177   |    |       |     |
| 5:30         | 3     | 13    | 0  | 0   | 16    |       | 17:30     | 84    | 89    | 0  | 0   | 173   |    |       |     |
| 5:45         | 10    | 30    | 10 | 45  | 0     | 0     | 17:45     | 90    | 382   | 58 | 321 | 0     | 0  | 148   | 703 |
| 6:00         | 9     | 14    | 0  | 0   | 23    |       | 18:00     | 85    | 59    | 0  | 0   | 144   |    |       |     |
| 6:15         | 10    | 20    | 0  | 0   | 30    |       | 18:15     | 83    | 60    | 0  | 0   | 143   |    |       |     |
| 6:30         | 13    | 23    | 0  | 0   | 36    |       | 18:30     | 60    | 52    | 0  | 0   | 112   |    |       |     |
| 6:45         | 32    | 64    | 26 | 83  | 0     | 0     | 18:45     | 55    | 283   | 38 | 209 | 0     | 0  | 93    | 492 |
| 7:00         | 40    | 22    | 0  | 0   | 62    |       | 19:00     | 51    | 65    | 0  | 0   | 116   |    |       |     |
| 7:15         | 54    | 23    | 0  | 0   | 77    |       | 19:15     | 49    | 43    | 0  | 0   | 92    |    |       |     |
| 7:30         | 93    | 44    | 0  | 0   | 137   |       | 19:30     | 51    | 39    | 0  | 0   | 90    |    |       |     |
| 7:45         | 121   | 308   | 82 | 171 | 0     | 0     | 19:45     | 47    | 198   | 35 | 182 | 0     | 0  | 82    | 380 |
| 8:00         | 63    | 90    | 0  | 0   | 153   |       | 20:00     | 37    | 31    | 0  | 0   | 68    |    |       |     |
| 8:15         | 68    | 65    | 0  | 0   | 133   |       | 20:15     | 30    | 28    | 0  | 0   | 58    |    |       |     |
| 8:30         | 53    | 54    | 0  | 0   | 107   |       | 20:30     | 27    | 17    | 0  | 0   | 44    |    |       |     |
| 8:45         | 54    | 238   | 46 | 255 | 0     | 0     | 20:45     | 37    | 131   | 15 | 91  | 0     | 0  | 52    | 222 |
| 9:00         | 47    | 42    | 0  | 0   | 89    |       | 21:00     | 21    | 17    | 0  | 0   | 38    |    |       |     |
| 9:15         | 48    | 58    | 0  | 0   | 106   |       | 21:15     | 12    | 23    | 0  | 0   | 35    |    |       |     |
| 9:30         | 59    | 44    | 0  | 0   | 103   |       | 21:30     | 19    | 18    | 0  | 0   | 37    |    |       |     |
| 9:45         | 74    | 228   | 52 | 196 | 0     | 0     | 21:45     | 14    | 66    | 7  | 65  | 0     | 0  | 21    | 131 |
| 10:00        | 63    | 51    | 0  | 0   | 114   |       | 22:00     | 13    | 11    | 0  | 0   | 24    |    |       |     |
| 10:15        | 66    | 56    | 0  | 0   | 122   |       | 22:15     | 13    | 13    | 0  | 0   | 26    |    |       |     |
| 10:30        | 72    | 41    | 0  | 0   | 113   |       | 22:30     | 13    | 7     | 0  | 0   | 20    |    |       |     |
| 10:45        | 69    | 270   | 64 | 212 | 0     | 0     | 22:45     | 8     | 47    | 3  | 34  | 0     | 0  | 11    | 81  |
| 11:00        | 72    | 68    | 0  | 0   | 140   |       | 23:00     | 5     | 4     | 0  | 0   | 9     |    |       |     |
| 11:15        | 84    | 73    | 0  | 0   | 157   |       | 23:15     | 7     | 5     | 0  | 0   | 12    |    |       |     |
| 11:30        | 83    | 67    | 0  | 0   | 150   |       | 23:30     | 5     | 2     | 0  | 0   | 7     |    |       |     |
| 11:45        | 85    | 324   | 79 | 287 | 0     | 0     | 23:45     | 5     | 22    | 1  | 12  | 0     | 0  | 6     | 34  |
| TOTALS       | 1505  | 1281  |    |     | 2786  |       | TOTALS    | 2968  | 2423  |    |     | 5391  |    |       |     |
| SPLIT %      | 54.0% | 46.0% |    |     | 34.1% |       | SPLIT %   | 55.1% | 44.9% |    |     | 65.9% |    |       |     |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |                 |       |       |       |       | EB    | WB | Total |  |
|-----------------|-------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|----|-------|--|
|                 |       |       |       |       | 4,473 | 3,704 |                 |       |       |       |       | 0     | 0  | 8,177 |  |
| AM Peak Hour    | 7:30  | 7:45  |       |       | 7:30  |       | PM Peak Hour    | 15:00 | 15:00 |       |       | 15:00 |    |       |  |
| AM Pk Volume    | 345   | 291   |       |       | 626   |       | PM Pk Volume    | 444   | 358   |       |       | 802   |    |       |  |
| Pk Hr Factor    | 0.713 | 0.808 |       |       | 0.771 |       | Pk Hr Factor    | 0.822 | 0.734 |       |       | 0.924 |    |       |  |
| 7 - 9 Volume    | 546   | 426   | 0     | 0     | 972   |       | 4 - 6 Volume    | 771   | 633   | 0     | 0     | 1404  |    |       |  |
| 7 - 9 Peak Hour | 7:30  | 7:45  |       |       | 7:30  |       | 4 - 6 Peak Hour | 16:15 | 16:30 |       |       | 16:15 |    |       |  |
| 7 - 9 Pk Volume | 345   | 291   |       |       | 626   |       | 4 - 6 Pk Volume | 402   | 345   |       |       | 746   |    |       |  |
| Pk Hr Factor    | 0.713 | 0.808 | 0.000 | 0.000 | 0.771 |       | Pk Hr Factor    | 0.939 | 0.880 | 0.000 | 0.000 | 0.910 |    |       |  |

**VOLUME**

Perkins St Bet. State St &amp; Hwy 101

Day: Tuesday  
Date: 10/3/2017City: Ukiah  
Project #: CA17\_7722\_043

| DAILY TOTALS |    |    |       |       | NB    | SB  |           |    |    |       |       | EB    | WB    |     |      |  |  |  | Total  |
|--------------|----|----|-------|-------|-------|-----|-----------|----|----|-------|-------|-------|-------|-----|------|--|--|--|--------|
|              |    |    |       |       | 0     | 0   |           |    |    |       |       | 6,934 | 7,043 |     |      |  |  |  | 13,977 |
| AM Period    | NB | SB | EB    | WB    | TOTAL |     | PM Period | NB | SB | EB    | WB    | TOTAL |       |     |      |  |  |  | TOTAL  |
| 0:00         |    |    | 5     | 6     | 11    |     | 12:00     |    |    | 146   | 141   | 287   |       |     |      |  |  |  |        |
| 0:15         |    |    | 6     | 6     | 12    |     | 12:15     |    |    | 138   | 141   | 279   |       |     |      |  |  |  |        |
| 0:30         |    |    | 1     | 3     | 4     |     | 12:30     |    |    | 180   | 152   | 332   |       |     |      |  |  |  |        |
| 0:45         |    |    | 2     | 14    | 4     | 19  | 12:45     |    |    | 162   | 626   | 142   | 576   | 304 | 1202 |  |  |  |        |
| 1:00         |    |    | 3     | 5     | 8     |     | 13:00     |    |    | 158   | 141   | 299   |       |     |      |  |  |  |        |
| 1:15         |    |    | 5     | 4     | 9     |     | 13:15     |    |    | 145   | 131   | 276   |       |     |      |  |  |  |        |
| 1:30         |    |    | 2     | 3     | 5     |     | 13:30     |    |    | 148   | 145   | 293   |       |     |      |  |  |  |        |
| 1:45         |    |    | 5     | 15    | 0     | 12  | 13:45     |    |    | 126   | 577   | 137   | 554   | 263 | 1131 |  |  |  |        |
| 2:00         |    |    | 2     | 1     | 3     |     | 14:00     |    |    | 133   | 143   | 276   |       |     |      |  |  |  |        |
| 2:15         |    |    | 1     | 4     | 5     |     | 14:15     |    |    | 130   | 148   | 278   |       |     |      |  |  |  |        |
| 2:30         |    |    | 2     | 1     | 3     |     | 14:30     |    |    | 113   | 157   | 270   |       |     |      |  |  |  |        |
| 2:45         |    |    | 3     | 8     | 0     | 6   | 14:45     |    |    | 145   | 521   | 166   | 614   | 311 | 1135 |  |  |  |        |
| 3:00         |    |    | 1     | 0     | 1     |     | 15:00     |    |    | 159   | 158   | 317   |       |     |      |  |  |  |        |
| 3:15         |    |    | 1     | 0     | 1     |     | 15:15     |    |    | 143   | 181   | 324   |       |     |      |  |  |  |        |
| 3:30         |    |    | 2     | 4     | 6     |     | 15:30     |    |    | 144   | 158   | 302   |       |     |      |  |  |  |        |
| 3:45         |    |    | 2     | 6     | 4     | 8   | 15:45     |    |    | 169   | 615   | 171   | 668   | 340 | 1283 |  |  |  |        |
| 4:00         |    |    | 6     | 10    | 16    |     | 16:00     |    |    | 139   | 165   | 304   |       |     |      |  |  |  |        |
| 4:15         |    |    | 3     | 7     | 10    |     | 16:15     |    |    | 136   | 143   | 279   |       |     |      |  |  |  |        |
| 4:30         |    |    | 10    | 11    | 21    |     | 16:30     |    |    | 124   | 145   | 269   |       |     |      |  |  |  |        |
| 4:45         |    |    | 6     | 25    | 12    | 40  | 16:45     |    |    | 142   | 541   | 170   | 623   | 312 | 1164 |  |  |  |        |
| 5:00         |    |    | 7     | 8     | 15    |     | 17:00     |    |    | 159   | 173   | 332   |       |     |      |  |  |  |        |
| 5:15         |    |    | 9     | 10    | 19    |     | 17:15     |    |    | 136   | 161   | 297   |       |     |      |  |  |  |        |
| 5:30         |    |    | 14    | 18    | 32    |     | 17:30     |    |    | 116   | 152   | 268   |       |     |      |  |  |  |        |
| 5:45         |    |    | 26    | 56    | 22    | 58  | 17:45     |    |    | 97    | 508   | 121   | 607   | 218 | 1115 |  |  |  |        |
| 6:00         |    |    | 28    | 30    | 58    |     | 18:00     |    |    | 94    | 101   | 195   |       |     |      |  |  |  |        |
| 6:15         |    |    | 18    | 26    | 44    |     | 18:15     |    |    | 94    | 96    | 190   |       |     |      |  |  |  |        |
| 6:30         |    |    | 34    | 32    | 66    |     | 18:30     |    |    | 85    | 82    | 167   |       |     |      |  |  |  |        |
| 6:45         |    |    | 33    | 113   | 43    | 131 | 18:45     |    |    | 67    | 340   | 68    | 347   | 135 | 687  |  |  |  |        |
| 7:00         |    |    | 46    | 48    | 94    |     | 19:00     |    |    | 92    | 94    | 186   |       |     |      |  |  |  |        |
| 7:15         |    |    | 62    | 58    | 120   |     | 19:15     |    |    | 53    | 87    | 140   |       |     |      |  |  |  |        |
| 7:30         |    |    | 96    | 86    | 182   |     | 19:30     |    |    | 54    | 52    | 106   |       |     |      |  |  |  |        |
| 7:45         |    |    | 146   | 350   | 104   | 296 | 19:45     |    |    | 65    | 264   | 53    | 286   | 118 | 550  |  |  |  |        |
| 8:00         |    |    | 131   | 134   | 265   |     | 20:00     |    |    | 40    | 55    | 95    |       |     |      |  |  |  |        |
| 8:15         |    |    | 143   | 117   | 260   |     | 20:15     |    |    | 46    | 51    | 97    |       |     |      |  |  |  |        |
| 8:30         |    |    | 131   | 92    | 223   |     | 20:30     |    |    | 46    | 44    | 90    |       |     |      |  |  |  |        |
| 8:45         |    |    | 121   | 526   | 90    | 433 | 20:45     |    |    | 35    | 167   | 34    | 184   | 69  | 351  |  |  |  |        |
| 9:00         |    |    | 112   | 85    | 197   |     | 21:00     |    |    | 30    | 38    | 68    |       |     |      |  |  |  |        |
| 9:15         |    |    | 102   | 94    | 196   |     | 21:15     |    |    | 26    | 29    | 55    |       |     |      |  |  |  |        |
| 9:30         |    |    | 102   | 99    | 201   |     | 21:30     |    |    | 24    | 23    | 47    |       |     |      |  |  |  |        |
| 9:45         |    |    | 120   | 436   | 122   | 400 | 21:45     |    |    | 19    | 99    | 19    | 109   | 38  | 208  |  |  |  |        |
| 10:00        |    |    | 117   | 122   | 239   |     | 22:00     |    |    | 13    | 16    | 29    |       |     |      |  |  |  |        |
| 10:15        |    |    | 112   | 106   | 218   |     | 22:15     |    |    | 14    | 12    | 26    |       |     |      |  |  |  |        |
| 10:30        |    |    | 107   | 121   | 228   |     | 22:30     |    |    | 16    | 11    | 27    |       |     |      |  |  |  |        |
| 10:45        |    |    | 142   | 478   | 132   | 481 | 22:45     |    |    | 10    | 53    | 11    | 50    | 21  | 103  |  |  |  |        |
| 11:00        |    |    | 137   | 131   | 268   |     | 23:00     |    |    | 16    | 11    | 27    |       |     |      |  |  |  |        |
| 11:15        |    |    | 133   | 128   | 261   |     | 23:15     |    |    | 13    | 9     | 22    |       |     |      |  |  |  |        |
| 11:30        |    |    | 134   | 118   | 252   |     | 23:30     |    |    | 6     | 7     | 13    |       |     |      |  |  |  |        |
| 11:45        |    |    | 152   | 556   | 132   | 509 | 23:45     |    |    | 5     | 40    | 5     | 32    | 10  | 72   |  |  |  |        |
| TOTALS       |    |    | 2583  | 2393  | 4976  |     | TOTALS    |    |    | 4351  | 4650  | 9001  |       |     |      |  |  |  |        |
| SPLIT %      |    |    | 51.9% | 48.1% | 35.6% |     | SPLIT %   |    |    | 48.3% | 51.7% | 64.4% |       |     |      |  |  |  |        |

| DAILY TOTALS    |       |       |       |       | NB    | SB |                 |       |       |       |       | EB    | WB    |  |  |  |  |  | Total  |
|-----------------|-------|-------|-------|-------|-------|----|-----------------|-------|-------|-------|-------|-------|-------|--|--|--|--|--|--------|
|                 |       |       |       |       | 0     | 0  |                 |       |       |       |       | 6,934 | 7,043 |  |  |  |  |  | 13,977 |
| AM Peak Hour    |       |       | 11:45 | 11:45 | 11:45 |    | PM Peak Hour    |       |       | 12:30 | 15:15 | 15:00 |       |  |  |  |  |  |        |
| AM Pk Volume    |       |       | 616   | 566   | 1182  |    | PM Pk Volume    |       |       | 645   | 675   | 1283  |       |  |  |  |  |  |        |
| Pk Hr Factor    |       |       | 0.856 | 0.931 | 0.890 |    | Pk Hr Factor    |       |       | 0.896 | 0.932 | 0.943 |       |  |  |  |  |  |        |
| 7 - 9 Volume    | 0     | 0     | 876   | 729   | 1605  |    | 4 - 6 Volume    | 0     | 0     | 1049  | 1230  | 2279  |       |  |  |  |  |  |        |
| 7 - 9 Peak Hour |       |       | 7:45  | 7:45  | 7:45  |    | 4 - 6 Peak Hour |       |       | 16:15 | 16:45 | 16:30 |       |  |  |  |  |  |        |
| 7 - 9 Pk Volume | 0     | 0     | 551   | 447   | 998   |    | 4 - 6 Pk Volume | 0     | 0     | 561   | 656   | 1210  |       |  |  |  |  |  |        |
| Pk Hr Factor    | 0.000 | 0.000 | 0.943 | 0.834 | 0.942 |    | Pk Hr Factor    | 0.000 | 0.000 | 0.882 | 0.948 | 0.911 |       |  |  |  |  |  |        |

# VOLUME

Perkins St Bet. State St & Hwy 101(Curb Lanes)

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_043

| DAILY TOTALS |    |    |    |     | NB    | SB    | EB        |    |    |    |     | WB    | Total |       |
|--------------|----|----|----|-----|-------|-------|-----------|----|----|----|-----|-------|-------|-------|
|              |    |    |    |     | 0     | 0     | 3,086     |    |    |    |     | 3,954 | 7,040 |       |
| AM Period    | NB | SB | EB | WB  | TOTAL |       | PM Period | NB | SB | EB | WB  | TOTAL |       |       |
| 0:00         | 0  | 0  | 2  | 2   | 4     |       | 12:00     | 0  | 0  | 49 | 93  | 142   |       |       |
| 0:15         | 0  | 0  | 3  | 4   | 7     |       | 12:15     | 0  | 0  | 65 | 81  | 146   |       |       |
| 0:30         | 0  | 0  | 2  | 0   | 2     |       | 12:30     | 0  | 0  | 79 | 101 | 180   |       |       |
| 0:45         | 0  | 0  | 4  | 11  | 0     | 6     | 12:45     | 0  | 0  | 66 | 259 | 88    | 363   |       |
| 1:00         | 0  | 0  | 2  | 0   | 2     |       | 13:00     | 0  | 0  | 69 | 94  | 163   |       |       |
| 1:15         | 0  | 0  | 2  | 2   | 4     |       | 13:15     | 0  | 0  | 68 | 77  | 145   |       |       |
| 1:30         | 0  | 0  | 1  | 1   | 2     |       | 13:30     | 0  | 0  | 69 | 78  | 147   |       |       |
| 1:45         | 0  | 0  | 0  | 5   | 2     | 5     | 13:45     | 0  | 0  | 75 | 281 | 74    | 323   |       |
| 2:00         | 0  | 0  | 1  | 2   | 3     |       | 14:00     | 0  | 0  | 70 | 62  | 132   |       |       |
| 2:15         | 0  | 0  | 1  | 1   | 2     |       | 14:15     | 0  | 0  | 69 | 66  | 135   |       |       |
| 2:30         | 0  | 0  | 0  | 1   | 1     |       | 14:30     | 0  | 0  | 56 | 64  | 120   |       |       |
| 2:45         | 0  | 0  | 0  | 2   | 1     | 5     | 14:45     | 0  | 0  | 79 | 274 | 78    | 270   |       |
| 3:00         | 0  | 0  | 0  | 1   | 1     |       | 15:00     | 0  | 0  | 74 | 91  | 165   |       |       |
| 3:15         | 0  | 0  | 0  | 0   | 0     |       | 15:15     | 0  | 0  | 76 | 70  | 146   |       |       |
| 3:30         | 0  | 0  | 1  | 1   | 2     |       | 15:30     | 0  | 0  | 68 | 91  | 159   |       |       |
| 3:45         | 0  | 0  | 2  | 3   | 1     | 3     | 15:45     | 0  | 0  | 60 | 278 | 96    | 348   |       |
| 4:00         | 0  | 0  | 3  | 2   | 5     |       | 16:00     | 0  | 0  | 68 | 75  | 143   |       |       |
| 4:15         | 0  | 0  | 0  | 2   | 2     |       | 16:15     | 0  | 0  | 59 | 85  | 144   |       |       |
| 4:30         | 0  | 0  | 7  | 6   | 13    |       | 16:30     | 0  | 0  | 61 | 70  | 131   |       |       |
| 4:45         | 0  | 0  | 5  | 15  | 4     | 14    | 16:45     | 0  | 0  | 67 | 255 | 85    | 315   |       |
| 5:00         | 0  | 0  | 4  | 6   | 10    |       | 17:00     | 0  | 0  | 57 | 89  | 146   |       |       |
| 5:15         | 0  | 0  | 6  | 3   | 9     |       | 17:15     | 0  | 0  | 65 | 82  | 147   |       |       |
| 5:30         | 0  | 0  | 7  | 9   | 16    |       | 17:30     | 0  | 0  | 71 | 60  | 131   |       |       |
| 5:45         | 0  | 0  | 13 | 30  | 11    | 29    | 17:45     | 0  | 0  | 55 | 248 | 53    | 284   |       |
| 6:00         | 0  | 0  | 15 | 16  | 31    |       | 18:00     | 0  | 0  | 42 | 54  | 96    |       |       |
| 6:15         | 0  | 0  | 13 | 14  | 27    |       | 18:15     | 0  | 0  | 44 | 57  | 101   |       |       |
| 6:30         | 0  | 0  | 14 | 27  | 41    |       | 18:30     | 0  | 0  | 30 | 54  | 84    |       |       |
| 6:45         | 0  | 0  | 21 | 63  | 20    | 77    | 18:45     | 0  | 0  | 33 | 149 | 43    | 208   |       |
| 7:00         | 0  | 0  | 12 | 29  | 41    |       | 19:00     | 0  | 0  | 43 | 52  | 95    |       |       |
| 7:15         | 0  | 0  | 23 | 34  | 57    |       | 19:15     | 0  | 0  | 39 | 30  | 69    |       |       |
| 7:30         | 0  | 0  | 36 | 63  | 99    |       | 19:30     | 0  | 0  | 18 | 30  | 48    |       |       |
| 7:45         | 0  | 0  | 46 | 117 | 91    | 217   | 19:45     | 0  | 0  | 24 | 124 | 36    | 148   |       |
| 8:00         | 0  | 0  | 41 | 64  | 105   |       | 20:00     | 0  | 0  | 18 | 19  | 37    |       |       |
| 8:15         | 0  | 0  | 47 | 74  | 121   |       | 20:15     | 0  | 0  | 21 | 23  | 44    |       |       |
| 8:30         | 0  | 0  | 45 | 79  | 124   |       | 20:30     | 0  | 0  | 21 | 25  | 46    |       |       |
| 8:45         | 0  | 0  | 37 | 170 | 59    | 276   | 20:45     | 0  | 0  | 15 | 75  | 17    | 84    |       |
| 9:00         | 0  | 0  | 34 | 58  | 92    |       | 21:00     | 0  | 0  | 13 | 19  | 32    |       |       |
| 9:15         | 0  | 0  | 44 | 57  | 101   |       | 21:15     | 0  | 0  | 8  | 13  | 21    |       |       |
| 9:30         | 0  | 0  | 53 | 60  | 113   |       | 21:30     | 0  | 0  | 7  | 11  | 18    |       |       |
| 9:45         | 0  | 0  | 52 | 183 | 71    | 246   | 21:45     | 0  | 0  | 8  | 36  | 10    | 53    |       |
| 10:00        | 0  | 0  | 54 | 66  | 120   |       | 22:00     | 0  | 0  | 4  | 11  | 15    |       |       |
| 10:15        | 0  | 0  | 52 | 66  | 118   |       | 22:15     | 0  | 0  | 6  | 7   | 13    |       |       |
| 10:30        | 0  | 0  | 44 | 62  | 106   |       | 22:30     | 0  | 0  | 5  | 10  | 15    |       |       |
| 10:45        | 0  | 0  | 65 | 215 | 87    | 281   | 22:45     | 0  | 0  | 4  | 19  | 8     | 36    |       |
| 11:00        | 0  | 0  | 72 | 82  | 154   |       | 23:00     | 0  | 0  | 6  | 11  | 17    |       |       |
| 11:15        | 0  | 0  | 71 | 73  | 144   |       | 23:15     | 0  | 0  | 2  | 7   | 9     |       |       |
| 11:30        | 0  | 0  | 58 | 82  | 140   |       | 23:30     | 0  | 0  | 3  | 4   | 7     |       |       |
| 11:45        | 0  | 0  | 60 | 261 | 101   | 338   | 23:45     | 0  | 0  | 2  | 13  | 3     | 25    |       |
| TOTALS       |    |    |    |     | 1075  | 1497  | TOTALS    |    |    |    |     | 2011  | 2457  | 4468  |
| SPLIT %      |    |    |    |     | 41.8% | 58.2% | SPLIT %   |    |    |    |     | 45.0% | 55.0% | 63.5% |

| DAILY TOTALS    |  |  |  |  | NB    | SB    |       |                 |  |  |  | EB    | WB    |       |       |  |  |  | Total |
|-----------------|--|--|--|--|-------|-------|-------|-----------------|--|--|--|-------|-------|-------|-------|--|--|--|-------|
|                 |  |  |  |  | 0     | 0     |       |                 |  |  |  | 3,086 | 3,954 |       |       |  |  |  | 7,040 |
| AM Peak Hour    |  |  |  |  | 10:45 | 11:45 | 11:45 | PM Peak Hour    |  |  |  |       | 14:45 | 12:15 | 12:15 |  |  |  |       |
| AM Pk Volume    |  |  |  |  | 266   | 376   | 629   | PM Pk Volume    |  |  |  |       | 297   | 364   | 643   |  |  |  |       |
| Pk Hr Factor    |  |  |  |  | 0.924 | 0.931 | 0.874 | Pk Hr Factor    |  |  |  |       | 0.940 | 0.901 | 0.893 |  |  |  |       |
| 7 - 9 Volume    |  |  |  |  | 0     | 0     | 287   | 4 - 6 Volume    |  |  |  |       | 0     | 0     | 503   |  |  |  |       |
| 7 - 9 Peak Hour |  |  |  |  | 7:45  | 7:45  | 7:45  | 4 - 6 Peak Hour |  |  |  |       | 16:45 | 16:15 | 16:30 |  |  |  |       |
| 7 - 9 Pk Volume |  |  |  |  | 0     | 0     | 179   | 4 - 6 Pk Volume |  |  |  |       | 0     | 0     | 260   |  |  |  |       |
| Pk Hr Factor    |  |  |  |  | 0.000 | 0.000 | 0.952 | Pk Hr Factor    |  |  |  |       | 0.000 | 0.000 | 0.915 |  |  |  |       |



## VOLUME

State St Bet. North City Limits & Norton St(Curb Lanes)

Day: Tuesday  
Date: 11/7/2017

City: Ukiah  
Project #: CA17\_7722\_044

| DAILY TOTALS |       |       |     |     | NB    | SB    |           |       |       |     |     | EB    | WB |     |     |  |  |  | Total  |
|--------------|-------|-------|-----|-----|-------|-------|-----------|-------|-------|-----|-----|-------|----|-----|-----|--|--|--|--------|
|              |       |       |     |     | 5,751 | 4,730 |           |       |       |     |     | 0     | 0  |     |     |  |  |  | 10,481 |
| AM Period    | NB    | SB    | EB  | WB  | TOTAL |       | PM Period | NB    | SB    | EB  | WB  | TOTAL |    |     |     |  |  |  |        |
| 0:00         | 8     | 1     | 0   | 0   | 9     |       | 12:00     | 139   | 99    | 0   | 0   | 238   |    |     |     |  |  |  |        |
| 0:15         | 5     | 2     | 0   | 0   | 7     |       | 12:15     | 136   | 77    | 0   | 0   | 213   |    |     |     |  |  |  |        |
| 0:30         | 6     | 2     | 0   | 0   | 8     |       | 12:30     | 131   | 81    | 0   | 0   | 212   |    |     |     |  |  |  |        |
| 0:45         | 2     | 21    | 2   | 7   | 0     | 0     | 12:45     | 127   | 533   | 97  | 354 | 0     | 0  | 224 | 887 |  |  |  |        |
| 1:00         | 4     | 3     | 0   | 0   | 7     |       | 13:00     | 102   | 96    | 0   | 0   | 198   |    |     |     |  |  |  |        |
| 1:15         | 5     | 2     | 0   | 0   | 7     |       | 13:15     | 114   | 101   | 0   | 0   | 215   |    |     |     |  |  |  |        |
| 1:30         | 2     | 2     | 0   | 0   | 4     |       | 13:30     | 111   | 93    | 0   | 0   | 204   |    |     |     |  |  |  |        |
| 1:45         | 1     | 12    | 0   | 7   | 0     | 0     | 13:45     | 106   | 433   | 87  | 377 | 0     | 0  | 193 | 810 |  |  |  |        |
| 2:00         | 1     | 1     | 0   | 0   | 2     |       | 14:00     | 123   | 100   | 0   | 0   | 223   |    |     |     |  |  |  |        |
| 2:15         | 3     | 1     | 0   | 0   | 4     |       | 14:15     | 113   | 88    | 0   | 0   | 201   |    |     |     |  |  |  |        |
| 2:30         | 2     | 2     | 0   | 0   | 4     |       | 14:30     | 117   | 117   | 0   | 0   | 234   |    |     |     |  |  |  |        |
| 2:45         | 3     | 9     | 2   | 6   | 0     | 0     | 14:45     | 120   | 473   | 104 | 409 | 0     | 0  | 224 | 882 |  |  |  |        |
| 3:00         | 2     | 1     | 0   | 0   | 3     |       | 15:00     | 126   | 104   | 0   | 0   | 230   |    |     |     |  |  |  |        |
| 3:15         | 1     | 3     | 0   | 0   | 4     |       | 15:15     | 170   | 90    | 0   | 0   | 260   |    |     |     |  |  |  |        |
| 3:30         | 4     | 2     | 0   | 0   | 6     |       | 15:30     | 146   | 87    | 0   | 0   | 233   |    |     |     |  |  |  |        |
| 3:45         | 3     | 10    | 2   | 8   | 0     | 0     | 15:45     | 133   | 575   | 97  | 378 | 0     | 0  | 230 | 953 |  |  |  |        |
| 4:00         | 3     | 7     | 0   | 0   | 10    |       | 16:00     | 138   | 104   | 0   | 0   | 242   |    |     |     |  |  |  |        |
| 4:15         | 8     | 6     | 0   | 0   | 14    |       | 16:15     | 134   | 140   | 0   | 0   | 274   |    |     |     |  |  |  |        |
| 4:30         | 5     | 10    | 0   | 0   | 15    |       | 16:30     | 142   | 89    | 0   | 0   | 231   |    |     |     |  |  |  |        |
| 4:45         | 11    | 27    | 10  | 33  | 0     | 0     | 16:45     | 123   | 537   | 61  | 394 | 0     | 0  | 184 | 931 |  |  |  |        |
| 5:00         | 5     | 15    | 0   | 0   | 20    |       | 17:00     | 166   | 57    | 0   | 0   | 223   |    |     |     |  |  |  |        |
| 5:15         | 5     | 12    | 0   | 0   | 17    |       | 17:15     | 136   | 51    | 0   | 0   | 187   |    |     |     |  |  |  |        |
| 5:30         | 11    | 32    | 0   | 0   | 43    |       | 17:30     | 123   | 57    | 0   | 0   | 180   |    |     |     |  |  |  |        |
| 5:45         | 5     | 26    | 25  | 84  | 0     | 0     | 17:45     | 104   | 529   | 47  | 212 | 0     | 0  | 151 | 741 |  |  |  |        |
| 6:00         | 15    | 45    | 0   | 0   | 60    |       | 18:00     | 97    | 40    | 0   | 0   | 137   |    |     |     |  |  |  |        |
| 6:15         | 15    | 52    | 0   | 0   | 67    |       | 18:15     | 86    | 39    | 0   | 0   | 125   |    |     |     |  |  |  |        |
| 6:30         | 18    | 101   | 0   | 0   | 119   |       | 18:30     | 84    | 34    | 0   | 0   | 118   |    |     |     |  |  |  |        |
| 6:45         | 21    | 69    | 128 | 326 | 0     | 0     | 18:45     | 88    | 355   | 42  | 155 | 0     | 0  | 130 | 510 |  |  |  |        |
| 7:00         | 31    | 119   | 0   | 0   | 150   |       | 19:00     | 75    | 23    | 0   | 0   | 98    |    |     |     |  |  |  |        |
| 7:15         | 41    | 102   | 0   | 0   | 143   |       | 19:15     | 53    | 26    | 0   | 0   | 79    |    |     |     |  |  |  |        |
| 7:30         | 68    | 77    | 0   | 0   | 145   |       | 19:30     | 62    | 23    | 0   | 0   | 85    |    |     |     |  |  |  |        |
| 7:45         | 83    | 223   | 78  | 376 | 0     | 0     | 19:45     | 59    | 249   | 29  | 101 | 0     | 0  | 88  | 350 |  |  |  |        |
| 8:00         | 79    | 58    | 0   | 0   | 137   |       | 20:00     | 53    | 24    | 0   | 0   | 77    |    |     |     |  |  |  |        |
| 8:15         | 70    | 74    | 0   | 0   | 144   |       | 20:15     | 50    | 20    | 0   | 0   | 70    |    |     |     |  |  |  |        |
| 8:30         | 63    | 64    | 0   | 0   | 127   |       | 20:30     | 43    | 15    | 0   | 0   | 58    |    |     |     |  |  |  |        |
| 8:45         | 58    | 270   | 88  | 284 | 0     | 0     | 20:45     | 36    | 182   | 13  | 72  | 0     | 0  | 49  | 254 |  |  |  |        |
| 9:00         | 60    | 83    | 0   | 0   | 143   |       | 21:00     | 20    | 13    | 0   | 0   | 33    |    |     |     |  |  |  |        |
| 9:15         | 63    | 71    | 0   | 0   | 134   |       | 21:15     | 25    | 11    | 0   | 0   | 36    |    |     |     |  |  |  |        |
| 9:30         | 80    | 71    | 0   | 0   | 151   |       | 21:30     | 23    | 6     | 0   | 0   | 29    |    |     |     |  |  |  |        |
| 9:45         | 69    | 272   | 83  | 308 | 0     | 0     | 21:45     | 20    | 88    | 10  | 40  | 0     | 0  | 30  | 128 |  |  |  |        |
| 10:00        | 71    | 90    | 0   | 0   | 161   |       | 22:00     | 18    | 7     | 0   | 0   | 25    |    |     |     |  |  |  |        |
| 10:15        | 95    | 93    | 0   | 0   | 188   |       | 22:15     | 20    | 6     | 0   | 0   | 26    |    |     |     |  |  |  |        |
| 10:30        | 86    | 97    | 0   | 0   | 183   |       | 22:30     | 12    | 5     | 0   | 0   | 17    |    |     |     |  |  |  |        |
| 10:45        | 92    | 344   | 94  | 374 | 0     | 0     | 22:45     | 8     | 58    | 5   | 23  | 0     | 0  | 13  | 81  |  |  |  |        |
| 11:00        | 97    | 93    | 0   | 0   | 190   |       | 23:00     | 7     | 2     | 0   | 0   | 9     |    |     |     |  |  |  |        |
| 11:15        | 98    | 115   | 0   | 0   | 213   |       | 23:15     | 7     | 5     | 0   | 0   | 12    |    |     |     |  |  |  |        |
| 11:30        | 112   | 93    | 0   | 0   | 205   |       | 23:30     | 15    | 5     | 0   | 0   | 20    |    |     |     |  |  |  |        |
| 11:45        | 113   | 420   | 87  | 388 | 0     | 0     | 23:45     | 7     | 36    | 2   | 14  | 0     | 0  | 9   | 50  |  |  |  |        |
| TOTALS       | 1703  | 2201  |     |     | 3904  |       | TOTALS    | 4048  | 2529  |     |     | 6577  |    |     |     |  |  |  |        |
| SPLIT %      | 43.6% | 56.4% |     |     | 37.2% |       | SPLIT %   | 61.5% | 38.5% |     |     | 62.8% |    |     |     |  |  |  |        |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |                 |       |       |       |       | EB    | WB |  |  |  |  |  | Total  |
|-----------------|-------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|----|--|--|--|--|--|--------|
|                 |       |       |       |       | 5,751 | 4,730 |                 |       |       |       |       | 0     | 0  |  |  |  |  |  | 10,481 |
| AM Peak Hour    | 11:45 | 6:30  |       |       | 11:45 |       | PM Peak Hour    | 15:15 | 15:45 |       |       | 15:30 |    |  |  |  |  |  |        |
| AM Pk Volume    | 519   | 450   |       |       | 863   |       | PM Pk Volume    | 587   | 430   |       |       | 979   |    |  |  |  |  |  |        |
| Pk Hr Factor    | 0.933 | 0.879 |       |       | 0.907 |       | Pk Hr Factor    | 0.863 | 0.768 |       |       | 0.893 |    |  |  |  |  |  |        |
| 7 - 9 Volume    | 493   | 660   | 0     | 0     | 1153  |       | 4 - 6 Volume    | 1066  | 606   | 0     | 0     | 1672  |    |  |  |  |  |  |        |
| 7 - 9 Peak Hour | 7:30  | 7:00  |       |       | 7:00  |       | 4 - 6 Peak Hour | 16:30 | 16:00 |       |       | 16:00 |    |  |  |  |  |  |        |
| 7 - 9 Pk Volume | 300   | 376   | 0     | 0     | 599   |       | 4 - 6 Pk Volume | 567   | 394   | 0     | 0     | 931   |    |  |  |  |  |  |        |
| Pk Hr Factor    | 0.904 | 0.790 | 0.000 | 0.000 | 0.930 |       | Pk Hr Factor    | 0.854 | 0.704 | 0.000 | 0.000 | 0.849 |    |  |  |  |  |  |        |

**VOLUME**

State St Bet. North City Limits &amp; Norton St

Day: Tuesday  
Date: 10/3/2017City: Ukiah  
Project #: CA17\_7722\_044

| DAILY TOTALS |       |       |     |     | NB    | SB    |           |       |       |     |     | EB    | WB   | Total |  |
|--------------|-------|-------|-----|-----|-------|-------|-----------|-------|-------|-----|-----|-------|------|-------|--|
|              |       |       |     |     | 9,632 | 8,909 |           |       |       |     |     | 0     | 0    |       |  |
| AM Period    | NB    | SB    | EB  | WB  | TOTAL |       | PM Period | NB    | SB    | EB  | WB  | TOTAL |      |       |  |
| 0:00         | 12    | 8     |     |     | 20    |       | 12:00     | 227   | 159   |     |     | 386   |      |       |  |
| 0:15         | 7     | 13    |     |     | 20    |       | 12:15     | 197   | 192   |     |     | 389   |      |       |  |
| 0:30         | 9     | 4     |     |     | 13    |       | 12:30     | 193   | 199   |     |     | 392   |      |       |  |
| 0:45         | 6     | 34    | 8   | 33  | 14    | 67    | 12:45     | 201   | 818   | 190 | 740 | 391   | 1558 |       |  |
| 1:00         | 6     | 8     |     |     | 14    |       | 13:00     | 175   | 193   |     |     | 368   |      |       |  |
| 1:15         | 7     | 2     |     |     | 9     |       | 13:15     | 189   | 170   |     |     | 359   |      |       |  |
| 1:30         | 7     | 7     |     |     | 14    |       | 13:30     | 184   | 200   |     |     | 384   |      |       |  |
| 1:45         | 2     | 22    | 3   | 20  | 5     | 42    | 13:45     | 171   | 719   | 159 | 722 | 330   | 1441 |       |  |
| 2:00         | 4     | 2     |     |     | 6     |       | 14:00     | 192   | 173   |     |     | 365   |      |       |  |
| 2:15         | 5     | 3     |     |     | 8     |       | 14:15     | 193   | 174   |     |     | 367   |      |       |  |
| 2:30         | 3     | 4     |     |     | 7     |       | 14:30     | 190   | 160   |     |     | 350   |      |       |  |
| 2:45         | 6     | 18    | 3   | 12  | 9     | 30    | 14:45     | 190   | 765   | 164 | 671 | 354   | 1436 |       |  |
| 3:00         | 2     | 5     |     |     | 7     |       | 15:00     | 201   | 182   |     |     | 383   |      |       |  |
| 3:15         | 4     | 1     |     |     | 5     |       | 15:15     | 258   | 174   |     |     | 432   |      |       |  |
| 3:30         | 6     | 5     |     |     | 11    |       | 15:30     | 239   | 220   |     |     | 459   |      |       |  |
| 3:45         | 6     | 18    | 5   | 16  | 11    | 34    | 15:45     | 214   | 912   | 194 | 770 | 408   | 1682 |       |  |
| 4:00         | 5     | 6     |     |     | 11    |       | 16:00     | 217   | 158   |     |     | 375   |      |       |  |
| 4:15         | 13    | 6     |     |     | 19    |       | 16:15     | 197   | 186   |     |     | 383   |      |       |  |
| 4:30         | 10    | 8     |     |     | 18    |       | 16:30     | 212   | 163   |     |     | 375   |      |       |  |
| 4:45         | 25    | 53    | 13  | 33  | 38    | 86    | 16:45     | 223   | 849   | 155 | 662 | 378   | 1511 |       |  |
| 5:00         | 11    | 12    |     |     | 23    |       | 17:00     | 286   | 176   |     |     | 462   |      |       |  |
| 5:15         | 17    | 10    |     |     | 27    |       | 17:15     | 240   | 173   |     |     | 413   |      |       |  |
| 5:30         | 31    | 15    |     |     | 46    |       | 17:30     | 219   | 169   |     |     | 388   |      |       |  |
| 5:45         | 11    | 70    | 24  | 61  | 35    | 131   | 17:45     | 166   | 911   | 147 | 665 | 313   | 1576 |       |  |
| 6:00         | 28    | 28    |     |     | 56    |       | 18:00     | 168   | 117   |     |     | 285   |      |       |  |
| 6:15         | 23    | 37    |     |     | 60    |       | 18:15     | 143   | 96    |     |     | 239   |      |       |  |
| 6:30         | 34    | 30    |     |     | 64    |       | 18:30     | 144   | 118   |     |     | 262   |      |       |  |
| 6:45         | 44    | 129   | 54  | 149 | 98    | 278   | 18:45     | 130   | 585   | 117 | 448 | 247   | 1033 |       |  |
| 7:00         | 59    | 67    |     |     | 126   |       | 19:00     | 114   | 119   |     |     | 233   |      |       |  |
| 7:15         | 77    | 91    |     |     | 168   |       | 19:15     | 95    | 98    |     |     | 193   |      |       |  |
| 7:30         | 116   | 120   |     |     | 236   |       | 19:30     | 120   | 110   |     |     | 230   |      |       |  |
| 7:45         | 157   | 409   | 239 | 517 | 396   | 926   | 19:45     | 91    | 420   | 85  | 412 | 176   | 832  |       |  |
| 8:00         | 162   | 215   |     |     | 377   |       | 20:00     | 90    | 72    |     |     | 162   |      |       |  |
| 8:15         | 126   | 164   |     |     | 290   |       | 20:15     | 81    | 68    |     |     | 149   |      |       |  |
| 8:30         | 117   | 118   |     |     | 235   |       | 20:30     | 70    | 61    |     |     | 131   |      |       |  |
| 8:45         | 112   | 517   | 146 | 643 | 258   | 1160  | 20:45     | 66    | 307   | 55  | 256 | 121   | 563  |       |  |
| 9:00         | 111   | 144   |     |     | 255   |       | 21:00     | 42    | 66    |     |     | 108   |      |       |  |
| 9:15         | 115   | 129   |     |     | 244   |       | 21:15     | 42    | 51    |     |     | 93    |      |       |  |
| 9:30         | 129   | 134   |     |     | 263   |       | 21:30     | 39    | 29    |     |     | 68    |      |       |  |
| 9:45         | 132   | 487   | 167 | 574 | 299   | 1061  | 21:45     | 34    | 157   | 25  | 171 | 59    | 328  |       |  |
| 10:00        | 126   | 128   |     |     | 254   |       | 22:00     | 32    | 31    |     |     | 63    |      |       |  |
| 10:15        | 152   | 122   |     |     | 274   |       | 22:15     | 30    | 32    |     |     | 62    |      |       |  |
| 10:30        | 158   | 127   |     |     | 285   |       | 22:30     | 23    | 24    |     |     | 47    |      |       |  |
| 10:45        | 161   | 597   | 170 | 547 | 331   | 1144  | 22:45     | 16    | 101   | 13  | 100 | 29    | 201  |       |  |
| 11:00        | 164   | 154   |     |     | 318   |       | 23:00     | 15    | 11    |     |     | 26    |      |       |  |
| 11:15        | 172   | 151   |     |     | 323   |       | 23:15     | 10    | 13    |     |     | 23    |      |       |  |
| 11:30        | 158   | 167   |     |     | 325   |       | 23:30     | 22    | 14    |     |     | 36    |      |       |  |
| 11:45        | 178   | 672   | 167 | 639 | 345   | 1311  | 23:45     | 15    | 62    | 10  | 48  | 25    | 110  |       |  |
| TOTALS       | 3026  | 3244  |     |     | 6270  |       | TOTALS    | 6606  | 5665  |     |     | 12271 |      |       |  |
| SPLIT %      | 48.3% | 51.7% |     |     | 33.8% |       | SPLIT %   | 53.8% | 46.2% |     |     | 66.2% |      |       |  |

| DAILY TOTALS    |       |       | NB    |       | SB    |                 | EB              |       | WB    |       | Total  |  |
|-----------------|-------|-------|-------|-------|-------|-----------------|-----------------|-------|-------|-------|--------|--|
|                 |       |       | 9,632 |       | 8,909 |                 | 0               |       | 0     |       | 18,541 |  |
| AM Peak Hour    | 11:45 | 7:30  |       |       |       | 11:45           | PM Peak Hour    | 16:45 | 12:15 |       |        |  |
| AM Pk Volume    | 795   | 738   |       |       |       | 1512            | PM Pk Volume    | 968   | 774   |       |        |  |
| Pk Hr Factor    | 0.876 | 0.772 |       |       |       | 0.964           | Pk Hr Factor    | 0.846 | 0.972 |       |        |  |
| 7 - 9 Volume    | 926   | 1160  | 0     | 0     | 2086  | 4 - 6 Volume    | 1760            | 1327  | 0     | 0     | 3087   |  |
| 7 - 9 Peak Hour | 7:45  | 7:30  |       |       |       | 7:30            | 4 - 6 Peak Hour | 16:45 | 16:15 |       |        |  |
| 7 - 9 Pk Volume | 562   | 738   | 0     | 0     | 1299  | 4 - 6 Pk Volume | 968             | 680   | 0     | 0     | 1641   |  |
| Pk Hr Factor    | 0.867 | 0.772 | 0.000 | 0.000 | 0.820 | Pk Hr Factor    | 0.846           | 0.914 | 0.000 | 0.000 | 0.888  |  |

**VOLUME**

State St Bet. Gobbi St &amp; Talmage Rd

Day: Tuesday  
Date: 10/3/2017City: Ukiah  
Project #: CA17\_7722\_045

| DAILY TOTALS |       |       |     |     | NB    | SB    |           |       |       |     |     | EB    | WB   | Total |  |
|--------------|-------|-------|-----|-----|-------|-------|-----------|-------|-------|-----|-----|-------|------|-------|--|
|              |       |       |     |     | 8,559 | 7,893 |           |       |       |     |     | 0     | 0    |       |  |
| AM Period    | NB    | SB    | EB  | WB  | TOTAL |       | PM Period | NB    | SB    | EB  | WB  | TOTAL |      |       |  |
| 0:00         | 16    | 6     |     |     | 22    |       | 12:00     | 206   | 173   |     |     | 379   |      |       |  |
| 0:15         | 6     | 12    |     |     | 18    |       | 12:15     | 170   | 153   |     |     | 323   |      |       |  |
| 0:30         | 4     | 8     |     |     | 12    |       | 12:30     | 168   | 126   |     |     | 294   |      |       |  |
| 0:45         | 2     | 28    | 3   | 29  | 5     | 57    | 12:45     | 161   | 705   | 155 | 607 | 316   | 1312 |       |  |
| 1:00         | 3     | 7     |     |     | 10    |       | 13:00     | 161   | 157   |     |     | 318   |      |       |  |
| 1:15         | 3     | 6     |     |     | 9     |       | 13:15     | 152   | 167   |     |     | 319   |      |       |  |
| 1:30         | 6     | 4     |     |     | 10    |       | 13:30     | 158   | 141   |     |     | 299   |      |       |  |
| 1:45         | 2     | 14    | 4   | 21  | 6     | 35    | 13:45     | 181   | 652   | 162 | 627 | 343   | 1279 |       |  |
| 2:00         | 3     | 2     |     |     | 5     |       | 14:00     | 140   | 170   |     |     | 310   |      |       |  |
| 2:15         | 2     | 3     |     |     | 5     |       | 14:15     | 213   | 189   |     |     | 402   |      |       |  |
| 2:30         | 2     | 2     |     |     | 4     |       | 14:30     | 187   | 156   |     |     | 343   |      |       |  |
| 2:45         | 3     | 10    | 3   | 10  | 6     | 20    | 14:45     | 197   | 737   | 144 | 659 | 341   | 1396 |       |  |
| 3:00         | 1     | 2     |     |     | 3     |       | 15:00     | 183   | 168   |     |     | 351   |      |       |  |
| 3:15         | 1     | 4     |     |     | 5     |       | 15:15     | 180   | 171   |     |     | 351   |      |       |  |
| 3:30         | 2     | 2     |     |     | 4     |       | 15:30     | 167   | 203   |     |     | 370   |      |       |  |
| 3:45         | 8     | 12    | 6   | 14  | 14    | 26    | 15:45     | 197   | 727   | 178 | 720 | 375   | 1447 |       |  |
| 4:00         | 11    | 7     |     |     | 18    |       | 16:00     | 168   | 151   |     |     | 319   |      |       |  |
| 4:15         | 6     | 7     |     |     | 13    |       | 16:15     | 203   | 156   |     |     | 359   |      |       |  |
| 4:30         | 9     | 2     |     |     | 11    |       | 16:30     | 159   | 179   |     |     | 338   |      |       |  |
| 4:45         | 10    | 36    | 8   | 24  | 18    | 60    | 16:45     | 165   | 695   | 185 | 671 | 350   | 1366 |       |  |
| 5:00         | 7     | 9     |     |     | 16    |       | 17:00     | 191   | 191   |     |     | 382   |      |       |  |
| 5:15         | 13    | 11    |     |     | 24    |       | 17:15     | 172   | 165   |     |     | 337   |      |       |  |
| 5:30         | 12    | 15    |     |     | 27    |       | 17:30     | 155   | 142   |     |     | 297   |      |       |  |
| 5:45         | 30    | 62    | 21  | 56  | 51    | 118   | 17:45     | 142   | 660   | 135 | 633 | 277   | 1293 |       |  |
| 6:00         | 29    | 33    |     |     | 62    |       | 18:00     | 127   | 140   |     |     | 267   |      |       |  |
| 6:15         | 23    | 25    |     |     | 48    |       | 18:15     | 113   | 107   |     |     | 220   |      |       |  |
| 6:30         | 22    | 19    |     |     | 41    |       | 18:30     | 107   | 113   |     |     | 220   |      |       |  |
| 6:45         | 46    | 120   | 39  | 116 | 85    | 236   | 18:45     | 121   | 468   | 93  | 453 | 214   | 921  |       |  |
| 7:00         | 51    | 37    |     |     | 88    |       | 19:00     | 103   | 108   |     |     | 211   |      |       |  |
| 7:15         | 77    | 46    |     |     | 123   |       | 19:15     | 102   | 79    |     |     | 181   |      |       |  |
| 7:30         | 126   | 77    |     |     | 203   |       | 19:30     | 85    | 87    |     |     | 172   |      |       |  |
| 7:45         | 199   | 453   | 175 | 335 | 374   | 788   | 19:45     | 77    | 367   | 80  | 354 | 157   | 721  |       |  |
| 8:00         | 169   | 156   |     |     | 325   |       | 20:00     | 65    | 60    |     |     | 125   |      |       |  |
| 8:15         | 118   | 138   |     |     | 256   |       | 20:15     | 64    | 55    |     |     | 119   |      |       |  |
| 8:30         | 125   | 103   |     |     | 228   |       | 20:30     | 67    | 55    |     |     | 122   |      |       |  |
| 8:45         | 139   | 551   | 110 | 507 | 249   | 1058  | 20:45     | 53    | 249   | 39  | 209 | 92    | 458  |       |  |
| 9:00         | 128   | 111   |     |     | 239   |       | 21:00     | 45    | 58    |     |     | 103   |      |       |  |
| 9:15         | 121   | 104   |     |     | 225   |       | 21:15     | 33    | 40    |     |     | 73    |      |       |  |
| 9:30         | 128   | 120   |     |     | 248   |       | 21:30     | 26    | 52    |     |     | 78    |      |       |  |
| 9:45         | 138   | 515   | 117 | 452 | 255   | 967   | 21:45     | 27    | 131   | 27  | 177 | 54    | 308  |       |  |
| 10:00        | 146   | 109   |     |     | 255   |       | 22:00     | 33    | 29    |     |     | 62    |      |       |  |
| 10:15        | 127   | 103   |     |     | 230   |       | 22:15     | 24    | 17    |     |     | 41    |      |       |  |
| 10:30        | 149   | 121   |     |     | 270   |       | 22:30     | 15    | 17    |     |     | 32    |      |       |  |
| 10:45        | 139   | 561   | 147 | 480 | 286   | 1041  | 22:45     | 16    | 88    | 22  | 85  | 38    | 173  |       |  |
| 11:00        | 152   | 122   |     |     | 274   |       | 23:00     | 17    | 20    |     |     | 37    |      |       |  |
| 11:15        | 184   | 159   |     |     | 343   |       | 23:15     | 13    | 10    |     |     | 23    |      |       |  |
| 11:30        | 163   | 168   |     |     | 331   |       | 23:30     | 14    | 8     |     |     | 22    |      |       |  |
| 11:45        | 166   | 665   | 153 | 602 | 319   | 1267  | 23:45     | 9     | 53    | 14  | 52  | 23    | 105  |       |  |
| TOTALS       | 3027  | 2646  |     |     | 5673  |       | TOTALS    | 5532  | 5247  |     |     | 10779 |      |       |  |
| SPLIT %      | 53.4% | 46.6% |     |     | 34.5% |       | SPLIT %   | 51.3% | 48.7% |     |     | 65.5% |      |       |  |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |                 |       |       |       | EB    | WB    | Total  |  |
|-----------------|-------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|--------|--|
|                 |       |       |       |       | 8,559 | 7,893 |                 |       |       |       | 0     | 0     | 16,452 |  |
| AM Peak Hour    | 11:15 | 11:15 |       |       | 11:15 |       | PM Peak Hour    | 14:15 | 15:00 |       |       | 15:00 |        |  |
| AM Pk Volume    | 719   | 653   |       |       | 1372  |       | PM Pk Volume    | 780   | 720   |       |       | 1447  |        |  |
| Pk Hr Factor    | 0.873 | 0.944 |       |       | 0.905 |       | Pk Hr Factor    | 0.915 | 0.887 |       |       | 0.965 |        |  |
| 7 - 9 Volume    | 1004  | 842   | 0     | 0     | 1846  |       | 4 - 6 Volume    | 1355  | 1304  | 0     | 0     | 2659  |        |  |
| 7 - 9 Peak Hour | 7:30  | 7:45  |       |       | 7:45  |       | 4 - 6 Peak Hour | 16:15 | 16:30 |       |       | 16:15 |        |  |
| 7 - 9 Pk Volume | 612   | 572   | 0     | 0     | 1183  |       | 4 - 6 Pk Volume | 718   | 720   | 0     | 0     | 1429  |        |  |
| Pk Hr Factor    | 0.769 | 0.817 | 0.000 | 0.000 | 0.791 |       | Pk Hr Factor    | 0.884 | 0.942 | 0.000 | 0.000 | 0.935 |        |  |

## VOLUME

State St Bet. Gobbi St & Talmage Rd(Curb Lanes)

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_045

| DAILY TOTALS |       |       |    |     | NB    | SB        | EB    |       |    |     |       | WB  | Total |
|--------------|-------|-------|----|-----|-------|-----------|-------|-------|----|-----|-------|-----|-------|
|              |       |       |    |     | 5,233 | 3,801     | 0     |       |    |     |       | 0   | 9,034 |
| AM Period    | NB    | SB    | EB | WB  | TOTAL | PM Period | NB    | SB    | EB | WB  | TOTAL |     |       |
| 0:00         | 8     | 1     | 0  | 0   | 9     | 12:00     | 124   | 82    | 0  | 0   | 206   |     |       |
| 0:15         | 6     | 6     | 0  | 0   | 12    | 12:15     | 103   | 68    | 0  | 0   | 171   |     |       |
| 0:30         | 3     | 2     | 0  | 0   | 5     | 12:30     | 95    | 46    | 0  | 0   | 141   |     |       |
| 0:45         | 2     | 19    | 1  | 10  | 3     | 12:45     | 93    | 415   | 76 | 272 | 169   | 687 |       |
| 1:00         | 1     | 2     | 0  | 0   | 3     | 13:00     | 102   | 73    | 0  | 0   | 175   |     |       |
| 1:15         | 1     | 3     | 0  | 0   | 4     | 13:15     | 97    | 77    | 0  | 0   | 174   |     |       |
| 1:30         | 5     | 1     | 0  | 0   | 6     | 13:30     | 92    | 72    | 0  | 0   | 164   |     |       |
| 1:45         | 2     | 9     | 0  | 6   | 2     | 13:45     | 109   | 400   | 94 | 316 | 203   | 716 |       |
| 2:00         | 1     | 1     | 0  | 0   | 2     | 14:00     | 103   | 83    | 0  | 0   | 186   |     |       |
| 2:15         | 1     | 3     | 0  | 0   | 4     | 14:15     | 136   | 94    | 0  | 0   | 230   |     |       |
| 2:30         | 1     | 0     | 0  | 0   | 1     | 14:30     | 114   | 71    | 0  | 0   | 185   |     |       |
| 2:45         | 1     | 4     | 0  | 4   | 1     | 14:45     | 113   | 466   | 70 | 318 | 183   | 784 |       |
| 3:00         | 1     | 1     | 0  | 0   | 2     | 15:00     | 107   | 75    | 0  | 0   | 182   |     |       |
| 3:15         | 1     | 1     | 0  | 0   | 2     | 15:15     | 103   | 84    | 0  | 0   | 187   |     |       |
| 3:30         | 1     | 0     | 0  | 0   | 1     | 15:30     | 105   | 107   | 0  | 0   | 212   |     |       |
| 3:45         | 1     | 4     | 2  | 4   | 3     | 15:45     | 112   | 427   | 82 | 348 | 194   | 775 |       |
| 4:00         | 8     | 2     | 0  | 0   | 10    | 16:00     | 97    | 79    | 0  | 0   | 176   |     |       |
| 4:15         | 5     | 2     | 0  | 0   | 7     | 16:15     | 123   | 76    | 0  | 0   | 199   |     |       |
| 4:30         | 6     | 1     | 0  | 0   | 7     | 16:30     | 100   | 81    | 0  | 0   | 181   |     |       |
| 4:45         | 5     | 24    | 2  | 7   | 7     | 16:45     | 104   | 424   | 85 | 321 | 189   | 745 |       |
| 5:00         | 3     | 4     | 0  | 0   | 7     | 17:00     | 111   | 93    | 0  | 0   | 204   |     |       |
| 5:15         | 5     | 6     | 0  | 0   | 11    | 17:15     | 95    | 70    | 0  | 0   | 165   |     |       |
| 5:30         | 9     | 7     | 0  | 0   | 16    | 17:30     | 90    | 70    | 0  | 0   | 160   |     |       |
| 5:45         | 20    | 37    | 14 | 31  | 34    | 17:45     | 98    | 394   | 71 | 304 | 169   | 698 |       |
| 6:00         | 18    | 19    | 0  | 0   | 37    | 18:00     | 75    | 54    | 0  | 0   | 129   |     |       |
| 6:15         | 14    | 12    | 0  | 0   | 26    | 18:15     | 76    | 44    | 0  | 0   | 120   |     |       |
| 6:30         | 12    | 10    | 0  | 0   | 22    | 18:30     | 69    | 49    | 0  | 0   | 118   |     |       |
| 6:45         | 32    | 76    | 23 | 64  | 55    | 18:45     | 77    | 297   | 44 | 191 | 121   | 488 |       |
| 7:00         | 36    | 24    | 0  | 0   | 60    | 19:00     | 69    | 47    | 0  | 0   | 116   |     |       |
| 7:15         | 47    | 29    | 0  | 0   | 76    | 19:15     | 59    | 44    | 0  | 0   | 103   |     |       |
| 7:30         | 59    | 45    | 0  | 0   | 104   | 19:30     | 56    | 42    | 0  | 0   | 98    |     |       |
| 7:45         | 107   | 249   | 94 | 192 | 201   | 19:45     | 45    | 229   | 37 | 170 | 82    | 399 |       |
| 8:00         | 102   | 89    | 0  | 0   | 191   | 20:00     | 45    | 30    | 0  | 0   | 75    |     |       |
| 8:15         | 78    | 72    | 0  | 0   | 150   | 20:15     | 46    | 32    | 0  | 0   | 78    |     |       |
| 8:30         | 74    | 47    | 0  | 0   | 121   | 20:30     | 45    | 20    | 0  | 0   | 65    |     |       |
| 8:45         | 94    | 348   | 49 | 257 | 143   | 20:45     | 36    | 172   | 21 | 103 | 57    | 275 |       |
| 9:00         | 78    | 51    | 0  | 0   | 129   | 21:00     | 22    | 27    | 0  | 0   | 49    |     |       |
| 9:15         | 74    | 50    | 0  | 0   | 124   | 21:15     | 18    | 22    | 0  | 0   | 40    |     |       |
| 9:30         | 77    | 62    | 0  | 0   | 139   | 21:30     | 12    | 25    | 0  | 0   | 37    |     |       |
| 9:45         | 85    | 314   | 55 | 218 | 140   | 21:45     | 22    | 74    | 12 | 86  | 34    | 160 |       |
| 10:00        | 83    | 59    | 0  | 0   | 142   | 22:00     | 17    | 15    | 0  | 0   | 32    |     |       |
| 10:15        | 77    | 59    | 0  | 0   | 136   | 22:15     | 15    | 9     | 0  | 0   | 24    |     |       |
| 10:30        | 98    | 54    | 0  | 0   | 152   | 22:30     | 12    | 5     | 0  | 0   | 17    |     |       |
| 10:45        | 94    | 352   | 62 | 234 | 156   | 22:45     | 10    | 54    | 8  | 37  | 18    | 91  |       |
| 11:00        | 92    | 59    | 0  | 0   | 151   | 23:00     | 14    | 9     | 0  | 0   | 23    |     |       |
| 11:15        | 109   | 84    | 0  | 0   | 193   | 23:15     | 10    | 3     | 0  | 0   | 13    |     |       |
| 11:30        | 105   | 69    | 0  | 0   | 174   | 23:30     | 9     | 2     | 0  | 0   | 11    |     |       |
| 11:45        | 101   | 407   | 73 | 285 | 174   | 23:45     | 5     | 38    | 9  | 23  | 14    | 61  |       |
| TOTALS       | 1843  | 1312  |    |     | 3155  | TOTALS    | 3390  | 2489  |    |     | 5879  |     |       |
| SPLIT %      | 58.4% | 41.6% |    |     | 34.9% | SPLIT %   | 57.7% | 42.3% |    |     | 65.1% |     |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |                 |       |       |       |       | EB    | WB |  |  |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|----|--|--|--|--|--|-------|
|                 |       |       |       |       | 5,233 | 3,801 |                 |       |       |       |       | 0     | 0  |  |  |  |  |  | 9,034 |
| AM Peak Hour    | 11:15 | 11:15 |       |       | 11:15 |       | PM Peak Hour    | 14:15 | 15:15 |       |       | 13:45 |    |  |  |  |  |  |       |
| AM Pk Volume    | 439   | 308   |       |       | 747   |       | PM Pk Volume    | 470   | 352   |       |       | 804   |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.885 | 0.917 |       |       | 0.907 |       | Pk Hr Factor    | 0.864 | 0.822 |       |       | 0.874 |    |  |  |  |  |  |       |
| 7 - 9 Volume    | 597   | 449   | 0     | 0     | 1046  |       | 4 - 6 Volume    | 818   | 625   | 0     | 0     | 1443  |    |  |  |  |  |  |       |
| 7 - 9 Peak Hour | 7:45  | 7:45  |       |       | 7:45  |       | 4 - 6 Peak Hour | 16:15 | 16:15 |       |       | 16:15 |    |  |  |  |  |  |       |
| 7 - 9 Pk Volume | 361   | 302   | 0     | 0     | 663   |       | 4 - 6 Pk Volume | 438   | 335   | 0     | 0     | 773   |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.843 | 0.803 | 0.000 | 0.000 | 0.825 |       | Pk Hr Factor    | 0.890 | 0.901 | 0.000 | 0.000 | 0.947 |    |  |  |  |  |  |       |

# VOLUME

Wabash Ave Bet. State St & Dora St

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_046

| DAILY TOTALS |    |    |    |    | NB    | SB    | EB        |    |    |    |    | WB    | Total |       |     |
|--------------|----|----|----|----|-------|-------|-----------|----|----|----|----|-------|-------|-------|-----|
|              |    |    |    |    | 0     | 0     | 617       |    |    |    |    | 749   | 1,366 |       |     |
| AM Period    | NB | SB | EB | WB | TOTAL |       | PM Period | NB | SB | EB | WB | TOTAL |       |       |     |
| 0:00         | 0  | 0  | 0  | 0  |       |       | 12:00     | 0  | 0  | 10 | 12 | 22    |       |       |     |
| 0:15         | 0  | 0  | 1  | 1  | 2     |       | 12:15     | 0  | 0  | 8  | 9  | 17    |       |       |     |
| 0:30         | 0  | 0  | 0  | 0  |       |       | 12:30     | 0  | 0  | 11 | 15 | 26    |       |       |     |
| 0:45         | 0  | 0  | 1  | 2  | 0     | 1     | 12:45     | 0  | 0  | 10 | 39 | 13    | 49    | 23    | 88  |
| 1:00         | 0  | 0  | 0  | 0  |       |       | 13:00     | 0  | 0  | 10 | 23 | 33    |       |       |     |
| 1:15         | 0  | 0  | 1  | 2  | 3     |       | 13:15     | 0  | 0  | 9  | 15 | 24    |       |       |     |
| 1:30         | 0  | 0  | 0  | 0  |       |       | 13:30     | 0  | 0  | 13 | 9  | 22    |       |       |     |
| 1:45         | 0  | 0  | 1  | 2  | 1     | 3     | 13:45     | 0  | 0  | 9  | 41 | 16    | 63    | 25    | 104 |
| 2:00         | 0  | 0  | 2  | 0  | 2     |       | 14:00     | 0  | 0  | 10 | 14 | 24    |       |       |     |
| 2:15         | 0  | 0  | 0  | 0  |       |       | 14:15     | 0  | 0  | 11 | 12 | 23    |       |       |     |
| 2:30         | 0  | 0  | 0  | 0  |       |       | 14:30     | 0  | 0  | 18 | 21 | 39    |       |       |     |
| 2:45         | 0  | 0  | 0  | 2  | 0     | 2     | 14:45     | 0  | 0  | 9  | 48 | 22    | 69    | 31    | 117 |
| 3:00         | 0  | 0  | 1  | 0  | 1     |       | 15:00     | 0  | 0  | 17 | 15 | 32    |       |       |     |
| 3:15         | 0  | 0  | 1  | 0  | 1     |       | 15:15     | 0  | 0  | 9  | 21 | 30    |       |       |     |
| 3:30         | 0  | 0  | 1  | 0  | 1     |       | 15:30     | 0  | 0  | 12 | 15 | 27    |       |       |     |
| 3:45         | 0  | 0  | 0  | 3  | 0     | 3     | 15:45     | 0  | 0  | 13 | 51 | 12    | 63    | 25    | 114 |
| 4:00         | 0  | 0  | 1  | 1  | 2     |       | 16:00     | 0  | 0  | 7  | 12 | 19    |       |       |     |
| 4:15         | 0  | 0  | 0  | 0  |       |       | 16:15     | 0  | 0  | 13 | 11 | 24    |       |       |     |
| 4:30         | 0  | 0  | 2  | 0  | 2     |       | 16:30     | 0  | 0  | 11 | 17 | 28    |       |       |     |
| 4:45         | 0  | 0  | 0  | 3  | 0     | 1     | 16:45     | 0  | 0  | 10 | 41 | 21    | 61    | 31    | 102 |
| 5:00         | 0  | 0  | 4  | 0  | 4     |       | 17:00     | 0  | 0  | 14 | 21 | 35    |       |       |     |
| 5:15         | 0  | 0  | 4  | 3  | 7     |       | 17:15     | 0  | 0  | 12 | 13 | 25    |       |       |     |
| 5:30         | 0  | 0  | 5  | 1  | 6     |       | 17:30     | 0  | 0  | 16 | 11 | 27    |       |       |     |
| 5:45         | 0  | 0  | 5  | 18 | 4     | 8     | 17:45     | 0  | 0  | 5  | 47 | 11    | 56    | 16    | 103 |
| 6:00         | 0  | 0  | 6  | 4  | 10    |       | 18:00     | 0  | 0  | 8  | 14 | 22    |       |       |     |
| 6:15         | 0  | 0  | 5  | 3  | 8     |       | 18:15     | 0  | 0  | 7  | 9  | 16    |       |       |     |
| 6:30         | 0  | 0  | 3  | 6  | 9     |       | 18:30     | 0  | 0  | 7  | 10 | 17    |       |       |     |
| 6:45         | 0  | 0  | 4  | 18 | 4     | 17    | 18:45     | 0  | 0  | 5  | 27 | 9     | 42    | 14    | 69  |
| 7:00         | 0  | 0  | 11 | 8  | 19    |       | 19:00     | 0  | 0  | 12 | 13 | 25    |       |       |     |
| 7:15         | 0  | 0  | 10 | 13 | 23    |       | 19:15     | 0  | 0  | 9  | 4  | 13    |       |       |     |
| 7:30         | 0  | 0  | 22 | 10 | 32    |       | 19:30     | 0  | 0  | 7  | 7  | 14    |       |       |     |
| 7:45         | 0  | 0  | 21 | 64 | 17    | 48    | 19:45     | 0  | 0  | 6  | 34 | 13    | 37    | 19    | 71  |
| 8:00         | 0  | 0  | 16 | 16 | 32    |       | 20:00     | 0  | 0  | 7  | 12 | 19    |       |       |     |
| 8:15         | 0  | 0  | 11 | 6  | 17    |       | 20:15     | 0  | 0  | 4  | 5  | 9     |       |       |     |
| 8:30         | 0  | 0  | 10 | 13 | 23    |       | 20:30     | 0  | 0  | 2  | 10 | 12    |       |       |     |
| 8:45         | 0  | 0  | 10 | 47 | 10    | 45    | 20:45     | 0  | 0  | 2  | 15 | 5     | 32    | 7     | 47  |
| 9:00         | 0  | 0  | 4  | 11 | 15    |       | 21:00     | 0  | 0  | 2  | 2  | 4     |       |       |     |
| 9:15         | 0  | 0  | 5  | 9  | 14    |       | 21:15     | 0  | 0  | 2  | 3  | 5     |       |       |     |
| 9:30         | 0  | 0  | 7  | 5  | 12    |       | 21:30     | 0  | 0  | 1  | 3  | 4     |       |       |     |
| 9:45         | 0  | 0  | 14 | 30 | 16    | 41    | 21:45     | 0  | 0  | 1  | 6  | 2     | 10    | 3     | 16  |
| 10:00        | 0  | 0  | 7  | 15 | 22    |       | 22:00     | 0  | 0  | 3  | 5  | 8     |       |       |     |
| 10:15        | 0  | 0  | 8  | 11 | 19    |       | 22:15     | 0  | 0  | 3  | 4  | 7     |       |       |     |
| 10:30        | 0  | 0  | 6  | 7  | 13    |       | 22:30     | 0  | 0  | 2  | 3  | 5     |       |       |     |
| 10:45        | 0  | 0  | 9  | 30 | 13    | 46    | 22:45     | 0  | 0  | 1  | 9  | 1     | 13    | 2     | 22  |
| 11:00        | 0  | 0  | 11 | 13 | 24    |       | 23:00     | 0  | 0  | 0  | 1  | 1     |       |       |     |
| 11:15        | 0  | 0  | 10 | 7  | 17    |       | 23:15     | 0  | 0  | 0  | 2  | 2     |       |       |     |
| 11:30        | 0  | 0  | 12 | 10 | 22    |       | 23:30     | 0  | 0  | 0  | 2  | 2     |       |       |     |
| 11:45        | 0  | 0  | 7  | 40 | 8     | 38    | 23:45     | 0  | 0  | 0  | 1  | 6     |       | 1     | 6   |
| TOTALS       |    |    |    |    | 259   | 248   | TOTALS    |    |    |    |    | 358   | 501   | 859   |     |
| SPLIT %      |    |    |    |    | 51.1% | 48.9% | SPLIT %   |    |    |    |    | 41.7% | 58.3% | 62.9% |     |

| DAILY TOTALS    |       |       | NB    | SB    | EB    |                 |  | WB |       |       | Total |       |
|-----------------|-------|-------|-------|-------|-------|-----------------|--|----|-------|-------|-------|-------|
|                 |       |       | 0     | 0     |       |                 |  |    |       |       | 617   | 749   |
| AM Peak Hour    |       |       | 7:30  | 7:15  | 7:15  | PM Peak Hour    |  |    | 14:15 |       |       | 14:30 |
| AM Pk Volume    |       |       | 70    | 56    | 125   | PM Pk Volume    |  |    | 55    |       |       | 79    |
| Pk Hr Factor    |       |       | 0.795 | 0.824 | 0.822 | Pk Hr Factor    |  |    | 0.764 |       |       | 0.898 |
| 7 - 9 Volume    | 0     | 0     | 111   | 93    | 204   | 4 - 6 Volume    |  |    | 0     | 0     | 88    | 117   |
| 7 - 9 Peak Hour |       |       | 7:30  | 7:15  | 7:15  | 4 - 6 Peak Hour |  |    | 16:45 |       |       | 16:30 |
| 7 - 9 Pk Volume | 0     | 0     | 70    | 56    | 125   | 4 - 6 Pk Volume |  |    | 0     | 0     | 52    | 72    |
| Pk Hr Factor    | 0.000 | 0.000 | 0.795 | 0.824 | 0.822 | Pk Hr Factor    |  |    | 0.000 | 0.000 | 0.813 | 0.857 |

# VOLUME

Washington Ave Bet. State St & Helen Ave

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_047

| DAILY TOTALS |       |    |    |     | NB    | SB    | EB        |       |    |    |     | WB    | Total |       |
|--------------|-------|----|----|-----|-------|-------|-----------|-------|----|----|-----|-------|-------|-------|
|              |       |    |    |     | 0     | 0     | 1,131     |       |    |    |     | 1,117 | 2,248 |       |
| AM Period    | NB    | SB | EB | WB  | TOTAL |       | PM Period | NB    | SB | EB | WB  | TOTAL |       |       |
| 0:00         | 0     | 0  | 1  | 2   | 3     |       | 12:00     | 0     | 0  | 14 | 17  | 31    |       |       |
| 0:15         | 0     | 0  | 1  | 1   | 2     |       | 12:15     | 0     | 0  | 18 | 18  | 36    |       |       |
| 0:30         | 0     | 0  | 1  | 0   | 1     |       | 12:30     | 0     | 0  | 10 | 20  | 30    |       |       |
| 0:45         | 0     | 0  | 2  | 5   | 1     | 4     | 12:45     | 0     | 0  | 15 | 57  | 16    | 71    |       |
| 1:00         | 0     | 0  | 0  | 0   |       |       | 13:00     | 0     | 0  | 17 | 15  | 32    |       |       |
| 1:15         | 0     | 0  | 1  | 0   | 1     |       | 13:15     | 0     | 0  | 12 | 11  | 23    |       |       |
| 1:30         | 0     | 0  | 0  | 0   |       |       | 13:30     | 0     | 0  | 15 | 15  | 30    |       |       |
| 1:45         | 0     | 0  | 0  | 1   | 1     | 1     | 13:45     | 0     | 0  | 24 | 68  | 10    | 51    |       |
| 2:00         | 0     | 0  | 2  | 1   | 3     |       | 14:00     | 0     | 0  | 40 | 19  | 59    |       |       |
| 2:15         | 0     | 0  | 0  | 0   |       |       | 14:15     | 0     | 0  | 51 | 54  | 105   |       |       |
| 2:30         | 0     | 0  | 0  | 0   |       |       | 14:30     | 0     | 0  | 26 | 33  | 59    |       |       |
| 2:45         | 0     | 0  | 0  | 2   | 1     | 2     | 14:45     | 0     | 0  | 11 | 128 | 26    | 132   |       |
| 3:00         | 0     | 0  | 0  | 0   |       |       | 15:00     | 0     | 0  | 13 | 20  | 33    |       |       |
| 3:15         | 0     | 0  | 0  | 0   |       |       | 15:15     | 0     | 0  | 14 | 22  | 36    |       |       |
| 3:30         | 0     | 0  | 0  | 0   |       |       | 15:30     | 0     | 0  | 16 | 22  | 38    |       |       |
| 3:45         | 0     | 0  | 1  | 1   | 0     | 1     | 15:45     | 0     | 0  | 23 | 66  | 22    | 86    |       |
| 4:00         | 0     | 0  | 0  | 0   |       |       | 16:00     | 0     | 0  | 19 | 24  | 43    |       |       |
| 4:15         | 0     | 0  | 0  | 0   |       |       | 16:15     | 0     | 0  | 12 | 21  | 33    |       |       |
| 4:30         | 0     | 0  | 0  | 1   | 1     |       | 16:30     | 0     | 0  | 22 | 19  | 41    |       |       |
| 4:45         | 0     | 0  | 0  | 2   | 3     | 2     | 16:45     | 0     | 0  | 22 | 75  | 14    | 78    |       |
| 5:00         | 0     | 0  | 0  | 2   | 2     |       | 17:00     | 0     | 0  | 27 | 24  | 51    |       |       |
| 5:15         | 0     | 0  | 0  | 2   | 2     |       | 17:15     | 0     | 0  | 29 | 21  | 50    |       |       |
| 5:30         | 0     | 0  | 0  | 6   | 6     |       | 17:30     | 0     | 0  | 33 | 23  | 56    |       |       |
| 5:45         | 0     | 0  | 2  | 2   | 4     | 14    | 17:45     | 0     | 0  | 29 | 118 | 19    | 87    |       |
| 6:00         | 0     | 0  | 1  | 5   | 6     |       | 18:00     | 0     | 0  | 20 | 5   | 25    |       |       |
| 6:15         | 0     | 0  | 0  | 3   | 3     |       | 18:15     | 0     | 0  | 12 | 8   | 20    |       |       |
| 6:30         | 0     | 0  | 4  | 8   | 12    |       | 18:30     | 0     | 0  | 13 | 7   | 20    |       |       |
| 6:45         | 0     | 0  | 4  | 9   | 8     | 24    | 18:45     | 0     | 0  | 7  | 52  | 7     | 27    |       |
| 7:00         | 0     | 0  | 10 | 4   | 14    |       | 19:00     | 0     | 0  | 13 | 40  | 53    |       |       |
| 7:15         | 0     | 0  | 25 | 20  | 45    |       | 19:15     | 0     | 0  | 10 | 7   | 17    |       |       |
| 7:30         | 0     | 0  | 82 | 50  | 132   |       | 19:30     | 0     | 0  | 3  | 6   | 9     |       |       |
| 7:45         | 0     | 0  | 95 | 212 | 86    | 160   | 19:45     | 0     | 0  | 7  | 33  | 9     | 62    |       |
| 8:00         | 0     | 0  | 45 | 52  | 97    |       | 20:00     | 0     | 0  | 10 | 5   | 15    |       |       |
| 8:15         | 0     | 0  | 14 | 30  | 44    |       | 20:15     | 0     | 0  | 9  | 3   | 12    |       |       |
| 8:30         | 0     | 0  | 16 | 19  | 35    |       | 20:30     | 0     | 0  | 6  | 2   | 8     |       |       |
| 8:45         | 0     | 0  | 13 | 88  | 20    | 121   | 20:45     | 0     | 0  | 4  | 29  | 3     | 13    |       |
| 9:00         | 0     | 0  | 8  | 15  | 23    |       | 21:00     | 0     | 0  | 8  | 3   | 11    |       |       |
| 9:15         | 0     | 0  | 13 | 13  | 26    |       | 21:15     | 0     | 0  | 5  | 1   | 6     |       |       |
| 9:30         | 0     | 0  | 10 | 11  | 21    |       | 21:30     | 0     | 0  | 4  | 2   | 6     |       |       |
| 9:45         | 0     | 0  | 8  | 39  | 15    | 54    | 21:45     | 0     | 0  | 2  | 19  | 2     | 8     |       |
| 10:00        | 0     | 0  | 13 | 12  | 25    |       | 22:00     | 0     | 0  | 7  | 2   | 9     |       |       |
| 10:15        | 0     | 0  | 13 | 11  | 24    |       | 22:15     | 0     | 0  | 1  | 1   | 2     |       |       |
| 10:30        | 0     | 0  | 14 | 10  | 24    |       | 22:30     | 0     | 0  | 1  | 0   | 1     |       |       |
| 10:45        | 0     | 0  | 12 | 52  | 15    | 48    | 22:45     | 0     | 0  | 3  | 12  | 0     | 3     |       |
| 11:00        | 0     | 0  | 12 | 16  | 28    |       | 23:00     | 0     | 0  | 2  | 2   | 4     |       |       |
| 11:15        | 0     | 0  | 12 | 12  | 24    |       | 23:15     | 0     | 0  | 0  | 0   |       |       |       |
| 11:30        | 0     | 0  | 23 | 15  | 38    |       | 23:30     | 0     | 0  | 1  | 3   | 4     |       |       |
| 11:45        | 0     | 0  | 13 | 60  | 20    | 63    | 23:45     | 0     | 0  | 0  | 3   | 0     | 5     |       |
| TOTALS       | 471   |    |    |     |       | 494   | TOTALS    | 660   |    |    |     |       | 623   | 1283  |
| SPLIT %      | 48.8% |    |    |     |       | 51.2% | SPLIT %   | 51.4% |    |    |     |       | 48.6% | 57.1% |

| DAILY TOTALS    |       |       | NB    | SB    | EB    |                 |  | WB    |       |       | Total |       |
|-----------------|-------|-------|-------|-------|-------|-----------------|--|-------|-------|-------|-------|-------|
|                 |       |       | 0     | 0     |       |                 |  |       |       |       |       |       |
| AM Peak Hour    |       |       | 7:15  | 7:30  | 7:15  | PM Peak Hour    |  |       |       | 13:45 | 14:15 | 14:00 |
| AM Pk Volume    |       |       | 247   | 218   | 455   | PM Pk Volume    |  |       |       | 141   | 133   | 260   |
| Pk Hr Factor    |       |       | 0.650 | 0.634 | 0.628 | Pk Hr Factor    |  |       |       | 0.691 | 0.616 | 0.619 |
| 7 - 9 Volume    | 0     | 0     | 300   | 281   | 581   | 4 - 6 Volume    |  | 0     | 0     | 193   | 165   | 358   |
| 7 - 9 Peak Hour |       |       | 7:15  | 7:30  | 7:15  | 4 - 6 Peak Hour |  |       |       | 17:00 | 17:00 | 17:00 |
| 7 - 9 Pk Volume | 0     | 0     | 247   | 218   | 455   | 4 - 6 Pk Volume |  | 0     | 0     | 118   | 87    | 205   |
| Pk Hr Factor    | 0.000 | 0.000 | 0.650 | 0.634 | 0.628 | Pk Hr Factor    |  | 0.000 | 0.000 | 0.894 | 0.906 | 0.915 |

# VOLUME

Perkins St Bet. Hwy 101 & Oak Manor Dr

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_048

| DAILY TOTALS |    |    |    |     | NB    | SB    | EB        |    |    |     |     | WB    | Total |       |
|--------------|----|----|----|-----|-------|-------|-----------|----|----|-----|-----|-------|-------|-------|
|              |    |    |    |     | 0     | 0     |           |    |    |     |     | 4,118 | 4,209 | 8,327 |
| AM Period    | NB | SB | EB | WB  | TOTAL |       | PM Period | NB | SB | EB  | WB  | TOTAL |       |       |
| 0:00         | 0  | 0  | 6  | 2   | 8     |       | 12:00     | 0  | 0  | 86  | 74  | 160   |       |       |
| 0:15         | 0  | 0  | 2  | 2   | 4     |       | 12:15     | 0  | 0  | 83  | 82  | 165   |       |       |
| 0:30         | 0  | 0  | 8  | 5   | 13    |       | 12:30     | 0  | 0  | 60  | 69  | 129   |       |       |
| 0:45         | 0  | 0  | 4  | 20  | 5     | 14    | 12:45     | 0  | 0  | 55  | 284 | 83    | 308   |       |
| 1:00         | 0  | 0  | 3  | 1   | 4     |       | 13:00     | 0  | 0  | 66  | 69  | 135   |       |       |
| 1:15         | 0  | 0  | 4  | 1   | 5     |       | 13:15     | 0  | 0  | 53  | 56  | 109   |       |       |
| 1:30         | 0  | 0  | 0  | 3   | 3     |       | 13:30     | 0  | 0  | 69  | 60  | 129   |       |       |
| 1:45         | 0  | 0  | 2  | 9   | 3     | 8     | 13:45     | 0  | 0  | 70  | 258 | 74    | 259   |       |
| 2:00         | 0  | 0  | 2  | 0   | 2     |       | 14:00     | 0  | 0  | 72  | 71  | 143   |       |       |
| 2:15         | 0  | 0  | 8  | 1   | 9     |       | 14:15     | 0  | 0  | 77  | 74  | 151   |       |       |
| 2:30         | 0  | 0  | 2  | 7   | 9     |       | 14:30     | 0  | 0  | 81  | 68  | 149   |       |       |
| 2:45         | 0  | 0  | 1  | 13  | 1     | 9     | 14:45     | 0  | 0  | 75  | 305 | 64    | 277   |       |
| 3:00         | 0  | 0  | 1  | 2   | 3     |       | 15:00     | 0  | 0  | 96  | 98  | 194   |       |       |
| 3:15         | 0  | 0  | 0  | 0   |       |       | 15:15     | 0  | 0  | 91  | 91  | 182   |       |       |
| 3:30         | 0  | 0  | 0  | 3   | 3     |       | 15:30     | 0  | 0  | 83  | 70  | 153   |       |       |
| 3:45         | 0  | 0  | 2  | 3   | 5     | 10    | 15:45     | 0  | 0  | 85  | 355 | 71    | 330   |       |
| 4:00         | 0  | 0  | 1  | 4   | 5     |       | 16:00     | 0  | 0  | 62  | 67  | 129   |       |       |
| 4:15         | 0  | 0  | 2  | 3   | 5     |       | 16:15     | 0  | 0  | 73  | 73  | 146   |       |       |
| 4:30         | 0  | 0  | 2  | 6   | 8     |       | 16:30     | 0  | 0  | 94  | 83  | 177   |       |       |
| 4:45         | 0  | 0  | 4  | 9   | 11    | 24    | 16:45     | 0  | 0  | 111 | 340 | 81    | 304   |       |
| 5:00         | 0  | 0  | 4  | 9   | 13    |       | 17:00     | 0  | 0  | 101 | 92  | 193   |       |       |
| 5:15         | 0  | 0  | 6  | 17  | 23    |       | 17:15     | 0  | 0  | 91  | 83  | 174   |       |       |
| 5:30         | 0  | 0  | 12 | 17  | 29    |       | 17:30     | 0  | 0  | 111 | 69  | 180   |       |       |
| 5:45         | 0  | 0  | 10 | 32  | 32    | 75    | 17:45     | 0  | 0  | 95  | 398 | 75    | 319   |       |
| 6:00         | 0  | 0  | 19 | 25  | 44    |       | 18:00     | 0  | 0  | 72  | 51  | 123   |       |       |
| 6:15         | 0  | 0  | 17 | 33  | 50    |       | 18:15     | 0  | 0  | 64  | 48  | 112   |       |       |
| 6:30         | 0  | 0  | 14 | 34  | 48    |       | 18:30     | 0  | 0  | 71  | 64  | 135   |       |       |
| 6:45         | 0  | 0  | 35 | 85  | 51    | 143   | 18:45     | 0  | 0  | 50  | 257 | 42    | 205   |       |
| 7:00         | 0  | 0  | 26 | 49  | 75    |       | 19:00     | 0  | 0  | 76  | 57  | 133   |       |       |
| 7:15         | 0  | 0  | 34 | 75  | 109   |       | 19:15     | 0  | 0  | 60  | 51  | 111   |       |       |
| 7:30         | 0  | 0  | 64 | 107 | 171   |       | 19:30     | 0  | 0  | 68  | 47  | 115   |       |       |
| 7:45         | 0  | 0  | 47 | 171 | 143   | 374   | 19:45     | 0  | 0  | 63  | 267 | 43    | 198   |       |
| 8:00         | 0  | 0  | 90 | 84  | 174   |       | 20:00     | 0  | 0  | 69  | 27  | 96    |       |       |
| 8:15         | 0  | 0  | 73 | 86  | 159   |       | 20:15     | 0  | 0  | 60  | 29  | 89    |       |       |
| 8:30         | 0  | 0  | 50 | 95  | 145   |       | 20:30     | 0  | 0  | 52  | 27  | 79    |       |       |
| 8:45         | 0  | 0  | 51 | 264 | 64    | 329   | 20:45     | 0  | 0  | 40  | 221 | 27    | 110   |       |
| 9:00         | 0  | 0  | 50 | 76  | 126   |       | 21:00     | 0  | 0  | 32  | 24  | 56    |       |       |
| 9:15         | 0  | 0  | 38 | 47  | 85    |       | 21:15     | 0  | 0  | 24  | 18  | 42    |       |       |
| 9:30         | 0  | 0  | 49 | 52  | 101   |       | 21:30     | 0  | 0  | 31  | 20  | 51    |       |       |
| 9:45         | 0  | 0  | 45 | 182 | 59    | 234   | 21:45     | 0  | 0  | 24  | 111 | 23    | 85    |       |
| 10:00        | 0  | 0  | 42 | 56  | 98    |       | 22:00     | 0  | 0  | 29  | 12  | 41    |       |       |
| 10:15        | 0  | 0  | 61 | 82  | 143   |       | 22:15     | 0  | 0  | 17  | 9   | 26    |       |       |
| 10:30        | 0  | 0  | 60 | 68  | 128   |       | 22:30     | 0  | 0  | 15  | 12  | 27    |       |       |
| 10:45        | 0  | 0  | 40 | 203 | 64    | 270   | 22:45     | 0  | 0  | 11  | 72  | 7     | 40    |       |
| 11:00        | 0  | 0  | 44 | 49  | 93    |       | 23:00     | 0  | 0  | 17  | 9   | 26    |       |       |
| 11:15        | 0  | 0  | 62 | 59  | 121   |       | 23:15     | 0  | 0  | 8   | 7   | 15    |       |       |
| 11:30        | 0  | 0  | 50 | 72  | 122   |       | 23:30     | 0  | 0  | 8   | 4   | 12    |       |       |
| 11:45        | 0  | 0  | 65 | 221 | 82    | 262   | 23:45     | 0  | 0  | 5   | 38  | 2     | 22    |       |
| TOTALS       |    |    |    |     | 1212  | 1752  | TOTALS    |    |    |     |     | 2906  | 2457  | 5363  |
| SPLIT %      |    |    |    |     | 40.9% | 59.1% | SPLIT %   |    |    |     |     | 54.2% | 45.8% | 64.4% |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |       |                 |  |                 |       | EB    | WB    |       |       |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-------|-------|-----------------|--|-----------------|-------|-------|-------|-------|-------|--|--|--|-------|
|                 |       |       |       |       | 0     | 0     |       |                 |  |                 |       | 4,118 | 4,209 |       |       |  |  |  | 8,327 |
| AM Peak Hour    |       |       |       |       | 11:45 | 7:30  | 7:30  | PM Peak Hour    |  |                 |       |       | 16:45 | 16:30 | 16:45 |  |  |  |       |
| AM Pk Volume    |       |       |       |       | 294   | 420   | 694   | PM Pk Volume    |  |                 |       |       | 414   | 339   | 739   |  |  |  |       |
| Pk Hr Factor    |       |       |       |       | 0.855 | 0.734 | 0.913 | Pk Hr Factor    |  |                 |       |       | 0.932 | 0.921 | 0.957 |  |  |  |       |
| 7 - 9 Volume    | 0     | 0     | 435   | 703   | 1138  |       |       |                 |  | 4 - 6 Volume    | 0     | 0     | 738   | 623   | 1361  |  |  |  |       |
| 7 - 9 Peak Hour |       |       |       |       | 7:30  | 7:30  | 7:30  | 4 - 6 Peak Hour |  |                 |       |       | 16:45 | 16:30 | 16:45 |  |  |  |       |
| 7 - 9 Pk Volume | 0     | 0     | 274   | 420   | 694   |       |       |                 |  | 4 - 6 Pk Volume | 0     | 0     | 414   | 339   | 739   |  |  |  |       |
| Pk Hr Factor    | 0.000 | 0.000 | 0.761 | 0.734 | 0.913 |       |       |                 |  | Pk Hr Factor    | 0.000 | 0.000 | 0.932 | 0.921 | 0.957 |  |  |  |       |



## VOLUME

State St Bet. Talmage Rd & Beacon Ln(NB Class, SB Curb Lane)

Day: Tuesday  
Date: 11/7/2017

City: Ukiah  
Project #: CA17\_7722\_049

| DAILY TOTALS |       |       |    |     | NB    | SB    |           |       |       |    |     | EB    | WB | Total |     |
|--------------|-------|-------|----|-----|-------|-------|-----------|-------|-------|----|-----|-------|----|-------|-----|
|              |       |       |    |     | 6,814 | 2,711 |           |       |       |    |     | 0     | 0  | 9,525 |     |
| AM Period    | NB    | SB    | EB | WB  | TOTAL |       | PM Period | NB    | SB    | EB | WB  | TOTAL |    |       |     |
| 0:00         | 10    | 1     | 0  | 0   | 11    |       | 12:00     | 127   | 46    | 0  | 0   | 173   |    |       |     |
| 0:15         | 6     | 0     | 0  | 0   | 6     |       | 12:15     | 104   | 54    | 0  | 0   | 158   |    |       |     |
| 0:30         | 1     | 1     | 0  | 0   | 2     |       | 12:30     | 115   | 47    | 0  | 0   | 162   |    |       |     |
| 0:45         | 5     | 22    | 0  | 2   | 0     | 0     | 12:45     | 138   | 484   | 50 | 197 | 0     | 0  | 188   | 681 |
| 1:00         | 7     | 2     | 0  | 0   | 9     |       | 13:00     | 108   | 55    | 0  | 0   | 163   |    |       |     |
| 1:15         | 4     | 1     | 0  | 0   | 5     |       | 13:15     | 113   | 68    | 0  | 0   | 181   |    |       |     |
| 1:30         | 3     | 0     | 0  | 0   | 3     |       | 13:30     | 121   | 64    | 0  | 0   | 185   |    |       |     |
| 1:45         | 1     | 15    | 0  | 3   | 0     | 0     | 13:45     | 110   | 452   | 66 | 253 | 0     | 0  | 176   | 705 |
| 2:00         | 1     | 0     | 0  | 0   | 1     |       | 14:00     | 125   | 48    | 0  | 0   | 173   |    |       |     |
| 2:15         | 4     | 1     | 0  | 0   | 5     |       | 14:15     | 136   | 55    | 0  | 0   | 191   |    |       |     |
| 2:30         | 4     | 0     | 0  | 0   | 4     |       | 14:30     | 150   | 55    | 0  | 0   | 205   |    |       |     |
| 2:45         | 8     | 17    | 2  | 3   | 0     | 0     | 14:45     | 110   | 521   | 67 | 225 | 0     | 0  | 177   | 746 |
| 3:00         | 3     | 2     | 0  | 0   | 5     |       | 15:00     | 164   | 59    | 0  | 0   | 223   |    |       |     |
| 3:15         | 1     | 1     | 0  | 0   | 2     |       | 15:15     | 124   | 61    | 0  | 0   | 185   |    |       |     |
| 3:30         | 6     | 0     | 0  | 0   | 6     |       | 15:30     | 148   | 61    | 0  | 0   | 209   |    |       |     |
| 3:45         | 6     | 16    | 4  | 7   | 0     | 0     | 15:45     | 128   | 564   | 50 | 231 | 0     | 0  | 178   | 795 |
| 4:00         | 7     | 8     | 0  | 0   | 15    |       | 16:00     | 133   | 58    | 0  | 0   | 191   |    |       |     |
| 4:15         | 8     | 8     | 0  | 0   | 16    |       | 16:15     | 143   | 78    | 0  | 0   | 221   |    |       |     |
| 4:30         | 15    | 4     | 0  | 0   | 19    |       | 16:30     | 153   | 61    | 0  | 0   | 214   |    |       |     |
| 4:45         | 21    | 51    | 9  | 29  | 0     | 0     | 16:45     | 148   | 577   | 53 | 250 | 0     | 0  | 201   | 827 |
| 5:00         | 16    | 7     | 0  | 0   | 23    |       | 17:00     | 128   | 47    | 0  | 0   | 175   |    |       |     |
| 5:15         | 13    | 13    | 0  | 0   | 26    |       | 17:15     | 156   | 52    | 0  | 0   | 208   |    |       |     |
| 5:30         | 23    | 16    | 0  | 0   | 39    |       | 17:30     | 125   | 27    | 0  | 0   | 152   |    |       |     |
| 5:45         | 40    | 92    | 24 | 60  | 0     | 0     | 17:45     | 124   | 533   | 25 | 151 | 0     | 0  | 149   | 684 |
| 6:00         | 44    | 16    | 0  | 0   | 60    |       | 18:00     | 137   | 29    | 0  | 0   | 166   |    |       |     |
| 6:15         | 28    | 16    | 0  | 0   | 44    |       | 18:15     | 79    | 38    | 0  | 0   | 117   |    |       |     |
| 6:30         | 58    | 41    | 0  | 0   | 99    |       | 18:30     | 85    | 27    | 0  | 0   | 112   |    |       |     |
| 6:45         | 51    | 181   | 54 | 127 | 0     | 0     | 18:45     | 81    | 382   | 20 | 114 | 0     | 0  | 101   | 496 |
| 7:00         | 61    | 52    | 0  | 0   | 113   |       | 19:00     | 80    | 14    | 0  | 0   | 94    |    |       |     |
| 7:15         | 73    | 32    | 0  | 0   | 105   |       | 19:15     | 80    | 27    | 0  | 0   | 107   |    |       |     |
| 7:30         | 132   | 27    | 0  | 0   | 159   |       | 19:30     | 100   | 16    | 0  | 0   | 116   |    |       |     |
| 7:45         | 191   | 457   | 59 | 170 | 0     | 0     | 19:45     | 67    | 327   | 21 | 78  | 0     | 0  | 88    | 405 |
| 8:00         | 164   | 43    | 0  | 0   | 207   |       | 20:00     | 63    | 11    | 0  | 0   | 74    |    |       |     |
| 8:15         | 119   | 41    | 0  | 0   | 160   |       | 20:15     | 39    | 9     | 0  | 0   | 48    |    |       |     |
| 8:30         | 92    | 33    | 0  | 0   | 125   |       | 20:30     | 45    | 11    | 0  | 0   | 56    |    |       |     |
| 8:45         | 105   | 480   | 45 | 162 | 0     | 0     | 20:45     | 43    | 190   | 8  | 39  | 0     | 0  | 51    | 229 |
| 9:00         | 88    | 34    | 0  | 0   | 122   |       | 21:00     | 24    | 7     | 0  | 0   | 31    |    |       |     |
| 9:15         | 88    | 36    | 0  | 0   | 124   |       | 21:15     | 28    | 8     | 0  | 0   | 36    |    |       |     |
| 9:30         | 90    | 37    | 0  | 0   | 127   |       | 21:30     | 25    | 4     | 0  | 0   | 29    |    |       |     |
| 9:45         | 103   | 369   | 48 | 155 | 0     | 0     | 21:45     | 28    | 105   | 7  | 26  | 0     | 0  | 35    | 131 |
| 10:00        | 105   | 41    | 0  | 0   | 146   |       | 22:00     | 26    | 5     | 0  | 0   | 31    |    |       |     |
| 10:15        | 102   | 51    | 0  | 0   | 153   |       | 22:15     | 13    | 3     | 0  | 0   | 16    |    |       |     |
| 10:30        | 106   | 44    | 0  | 0   | 150   |       | 22:30     | 13    | 2     | 0  | 0   | 15    |    |       |     |
| 10:45        | 91    | 404   | 43 | 179 | 0     | 0     | 22:45     | 13    | 65    | 2  | 12  | 0     | 0  | 15    | 77  |
| 11:00        | 86    | 44    | 0  | 0   | 130   |       | 23:00     | 8     | 0     | 0  | 0   | 8     |    |       |     |
| 11:15        | 115   | 59    | 0  | 0   | 174   |       | 23:15     | 15    | 1     | 0  | 0   | 16    |    |       |     |
| 11:30        | 119   | 65    | 0  | 0   | 184   |       | 23:30     | 12    | 1     | 0  | 0   | 13    |    |       |     |
| 11:45        | 151   | 471   | 66 | 234 | 0     | 0     | 23:45     | 4     | 39    | 2  | 4   | 0     | 0  | 6     | 43  |
| TOTALS       | 2575  | 1131  |    |     | 3706  |       | TOTALS    | 4239  | 1580  |    |     | 5819  |    |       |     |
| SPLIT %      | 69.5% | 30.5% |    |     | 38.9% |       | SPLIT %   | 72.8% | 27.2% |    |     | 61.1% |    |       |     |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |                 |       |       |       |       | EB | WB | Total |  |
|-----------------|-------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|----|----|-------|--|
|                 |       |       |       |       | 6,814 | 2,711 |                 |       |       |       |       | 0  | 0  | 9,525 |  |
| AM Peak Hour    | 7:30  | 11:15 |       |       | 7:30  |       | PM Peak Hour    | 16:30 | 13:00 |       |       |    |    | 16:00 |  |
| AM Pk Volume    | 606   | 236   |       |       | 776   |       | PM Pk Volume    | 585   | 253   |       |       |    |    | 827   |  |
| Pk Hr Factor    | 0.793 | 0.894 |       |       | 0.776 |       | Pk Hr Factor    | 0.938 | 0.930 |       |       |    |    | 0.936 |  |
| 7 - 9 Volume    | 937   | 332   | 0     | 0     | 1269  |       | 4 - 6 Volume    | 1110  | 401   | 0     | 0     |    |    | 1511  |  |
| 7 - 9 Peak Hour | 7:30  | 7:45  |       |       | 7:30  |       | 4 - 6 Peak Hour | 16:30 | 16:00 |       |       |    |    | 16:00 |  |
| 7 - 9 Pk Volume | 606   | 176   | 0     | 0     | 776   |       | 4 - 6 Pk Volume | 585   | 250   | 0     | 0     |    |    | 827   |  |
| Pk Hr Factor    | 0.793 | 0.746 | 0.000 | 0.000 | 0.776 |       | Pk Hr Factor    | 0.938 | 0.801 | 0.000 | 0.000 |    |    | 0.936 |  |

**VOLUME**

State St Bet. Talmage Rd &amp; Beacon Ln(SB Total Volume)

Day: Tuesday  
Date: 11/7/2017City: Ukiah  
Project #: CA17\_7722\_049

| DAILY TOTALS |        |     |     |    | NB      | SB        | EB     |     |     |    |         | WB | Total |
|--------------|--------|-----|-----|----|---------|-----------|--------|-----|-----|----|---------|----|-------|
|              |        |     |     |    | 0       | 6,871     | 0      |     |     |    |         | 0  | 6,871 |
| AM Period    | NB     | SB  | EB  | WB | TOTAL   | PM Period | NB     | SB  | EB  | WB | TOTAL   |    |       |
| 0:00         |        | 8   |     |    | 8       | 12:00     |        | 147 |     |    | 147     |    |       |
| 0:15         |        | 8   |     |    | 8       | 12:15     |        | 112 |     |    | 112     |    |       |
| 0:30         |        | 4   |     |    | 4       | 12:30     |        | 106 |     |    | 106     |    |       |
| 0:45         |        | 5   | 25  |    | 5 25    | 12:45     |        | 114 | 479 |    | 114 479 |    |       |
| 1:00         |        | 4   |     |    | 4       | 13:00     |        | 121 |     |    | 121     |    |       |
| 1:15         |        | 7   |     |    | 7       | 13:15     |        | 121 |     |    | 121     |    |       |
| 1:30         |        | 3   |     |    | 3       | 13:30     |        | 114 |     |    | 114     |    |       |
| 1:45         |        | 4   | 18  |    | 4 18    | 13:45     |        | 126 | 482 |    | 126 482 |    |       |
| 2:00         |        | 5   |     |    | 5       | 14:00     |        | 124 |     |    | 124     |    |       |
| 2:15         |        | 3   |     |    | 3       | 14:15     |        | 184 |     |    | 184     |    |       |
| 2:30         |        | 2   |     |    | 2       | 14:30     |        | 136 |     |    | 136     |    |       |
| 2:45         |        | 4   | 14  |    | 4 14    | 14:45     |        | 123 | 567 |    | 123 567 |    |       |
| 3:00         |        | 5   |     |    | 5       | 15:00     |        | 144 |     |    | 144     |    |       |
| 3:15         |        | 5   |     |    | 5       | 15:15     |        | 160 |     |    | 160     |    |       |
| 3:30         |        | 4   |     |    | 4       | 15:30     |        | 135 |     |    | 135     |    |       |
| 3:45         |        | 3   | 17  |    | 3 17    | 15:45     |        | 155 | 594 |    | 155 594 |    |       |
| 4:00         |        | 3   |     |    | 3       | 16:00     |        | 148 |     |    | 148     |    |       |
| 4:15         |        | 5   |     |    | 5       | 16:15     |        | 139 |     |    | 139     |    |       |
| 4:30         |        | 6   |     |    | 6       | 16:30     |        | 138 |     |    | 138     |    |       |
| 4:45         |        | 10  | 24  |    | 10 24   | 16:45     |        | 155 | 580 |    | 155 580 |    |       |
| 5:00         |        | 15  |     |    | 15      | 17:00     |        | 165 |     |    | 165     |    |       |
| 5:15         |        | 13  |     |    | 13      | 17:15     |        | 168 |     |    | 168     |    |       |
| 5:30         |        | 24  |     |    | 24      | 17:30     |        | 139 |     |    | 139     |    |       |
| 5:45         |        | 21  | 73  |    | 21 73   | 17:45     |        | 136 | 608 |    | 136 608 |    |       |
| 6:00         |        | 19  |     |    | 19      | 18:00     |        | 110 |     |    | 110     |    |       |
| 6:15         |        | 29  |     |    | 29      | 18:15     |        | 105 |     |    | 105     |    |       |
| 6:30         |        | 30  |     |    | 30      | 18:30     |        | 106 |     |    | 106     |    |       |
| 6:45         |        | 47  | 125 |    | 47 125  | 18:45     |        | 92  | 413 |    | 92 413  |    |       |
| 7:00         |        | 57  |     |    | 57      | 19:00     |        | 113 |     |    | 113     |    |       |
| 7:15         |        | 55  |     |    | 55      | 19:15     |        | 100 |     |    | 100     |    |       |
| 7:30         |        | 101 |     |    | 101     | 19:30     |        | 82  |     |    | 82      |    |       |
| 7:45         |        | 165 | 378 |    | 165 378 | 19:45     |        | 82  | 377 |    | 82 377  |    |       |
| 8:00         |        | 109 |     |    | 109     | 20:00     |        | 70  |     |    | 70      |    |       |
| 8:15         |        | 113 |     |    | 113     | 20:15     |        | 53  |     |    | 53      |    |       |
| 8:30         |        | 92  |     |    | 92      | 20:30     |        | 61  |     |    | 61      |    |       |
| 8:45         |        | 76  | 390 |    | 76 390  | 20:45     |        | 55  | 239 |    | 55 239  |    |       |
| 9:00         |        | 88  |     |    | 88      | 21:00     |        | 47  |     |    | 47      |    |       |
| 9:15         |        | 69  |     |    | 69      | 21:15     |        | 34  |     |    | 34      |    |       |
| 9:30         |        | 95  |     |    | 95      | 21:30     |        | 49  |     |    | 49      |    |       |
| 9:45         |        | 98  | 350 |    | 98 350  | 21:45     |        | 38  | 168 |    | 38 168  |    |       |
| 10:00        |        | 84  |     |    | 84      | 22:00     |        | 29  |     |    | 29      |    |       |
| 10:15        |        | 89  |     |    | 89      | 22:15     |        | 22  |     |    | 22      |    |       |
| 10:30        |        | 87  |     |    | 87      | 22:30     |        | 18  |     |    | 18      |    |       |
| 10:45        |        | 106 | 366 |    | 106 366 | 22:45     |        | 18  | 87  |    | 18 87   |    |       |
| 11:00        |        | 94  |     |    | 94      | 23:00     |        | 14  |     |    | 14      |    |       |
| 11:15        |        | 116 |     |    | 116     | 23:15     |        | 9   |     |    | 9       |    |       |
| 11:30        |        | 130 |     |    | 130     | 23:30     |        | 19  |     |    | 19      |    |       |
| 11:45        |        | 102 | 442 |    | 102 442 | 23:45     |        | 13  | 55  |    | 13 55   |    |       |
| TOTALS       | 2222   |     |     |    | 2222    | TOTALS    | 4649   |     |     |    | 4649    |    |       |
| SPLIT %      | 100.0% |     |     |    | 32.3%   | SPLIT %   | 100.0% |     |     |    | 67.7%   |    |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB              | EB              | WB    | Total |
|-----------------|-------|-------|-------|-------|-------|-----------------|-----------------|-------|-------|
|                 |       |       |       |       | 0     | 6,871           | 0               | 0     | 6,871 |
| AM Peak Hour    | 11:15 |       |       | 11:15 |       |                 | PM Peak Hour    | 16:45 | 16:45 |
| AM Pk Volume    | 495   |       |       | 495   |       |                 | PM Pk Volume    | 627   | 627   |
| Pk Hr Factor    | 0.842 |       |       | 0.842 |       |                 | Pk Hr Factor    | 0.933 | 0.933 |
| 7 - 9 Volume    | 0     | 768   | 0     | 0     | 768   | 4 - 6 Volume    | 0               | 1188  | 1188  |
| 7 - 9 Peak Hour | 7:30  |       |       | 7:30  |       |                 | 4 - 6 Peak Hour | 16:45 | 16:45 |
| 7 - 9 Pk Volume | 0     | 488   | 0     | 0     | 488   | 4 - 6 Pk Volume | 0               | 627   | 627   |
| Pk Hr Factor    | 0.000 | 0.739 | 0.000 | 0.000 | 0.739 | Pk Hr Factor    | 0.000           | 0.933 | 0.933 |

# VOLUME

Talmage Rd Bet. State St & Airport Park Blvd

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_050

| DAILY TOTALS |       |    |     |     | NB    | SB    | EB        |       |    |     |     | WB    | Total |  |  |  |  |
|--------------|-------|----|-----|-----|-------|-------|-----------|-------|----|-----|-----|-------|-------|--|--|--|--|
|              |       |    |     |     | 0     | 0     |           |       |    |     |     | 6,067 |       |  |  |  |  |
| AM Period    | NB    | SB | EB  | WB  | TOTAL |       | PM Period | NB    | SB | EB  | WB  | TOTAL |       |  |  |  |  |
| 0:00         | 0     | 0  | 8   | 8   | 16    |       | 12:00     | 0     | 0  | 105 | 167 | 272   |       |  |  |  |  |
| 0:15         | 0     | 0  | 7   | 8   | 15    |       | 12:15     | 0     | 0  | 119 | 114 | 233   |       |  |  |  |  |
| 0:30         | 0     | 0  | 6   | 3   | 9     |       | 12:30     | 0     | 0  | 103 | 143 | 246   |       |  |  |  |  |
| 0:45         | 0     | 0  | 1   | 22  | 5     | 24    | 12:45     | 0     | 0  | 110 | 437 | 142   | 566   |  |  |  |  |
| 1:00         | 0     | 0  | 7   | 4   | 11    |       | 13:00     | 0     | 0  | 101 | 129 | 230   |       |  |  |  |  |
| 1:15         | 0     | 0  | 4   | 8   | 12    |       | 13:15     | 0     | 0  | 98  | 122 | 220   |       |  |  |  |  |
| 1:30         | 0     | 0  | 6   | 8   | 14    |       | 13:30     | 0     | 0  | 113 | 127 | 240   |       |  |  |  |  |
| 1:45         | 0     | 0  | 3   | 20  | 5     | 25    | 13:45     | 0     | 0  | 105 | 417 | 148   | 526   |  |  |  |  |
| 2:00         | 0     | 0  | 5   | 3   | 8     |       | 14:00     | 0     | 0  | 99  | 138 | 237   |       |  |  |  |  |
| 2:15         | 0     | 0  | 5   | 3   | 8     |       | 14:15     | 0     | 0  | 113 | 153 | 266   |       |  |  |  |  |
| 2:30         | 0     | 0  | 4   | 6   | 10    |       | 14:30     | 0     | 0  | 148 | 121 | 269   |       |  |  |  |  |
| 2:45         | 0     | 0  | 4   | 18  | 4     | 16    | 14:45     | 0     | 0  | 118 | 478 | 142   | 554   |  |  |  |  |
| 3:00         | 0     | 0  | 3   | 7   | 10    |       | 15:00     | 0     | 0  | 127 | 127 | 254   |       |  |  |  |  |
| 3:15         | 0     | 0  | 3   | 2   | 5     |       | 15:15     | 0     | 0  | 120 | 134 | 254   |       |  |  |  |  |
| 3:30         | 0     | 0  | 5   | 3   | 8     |       | 15:30     | 0     | 0  | 127 | 112 | 239   |       |  |  |  |  |
| 3:45         | 0     | 0  | 8   | 19  | 6     | 18    | 15:45     | 0     | 0  | 121 | 495 | 175   | 548   |  |  |  |  |
| 4:00         | 0     | 0  | 8   | 5   | 13    |       | 16:00     | 0     | 0  | 136 | 126 | 262   |       |  |  |  |  |
| 4:15         | 0     | 0  | 9   | 5   | 14    |       | 16:15     | 0     | 0  | 120 | 137 | 257   |       |  |  |  |  |
| 4:30         | 0     | 0  | 14  | 6   | 20    |       | 16:30     | 0     | 0  | 136 | 138 | 274   |       |  |  |  |  |
| 4:45         | 0     | 0  | 20  | 51  | 10    | 26    | 16:45     | 0     | 0  | 122 | 514 | 136   | 537   |  |  |  |  |
| 5:00         | 0     | 0  | 18  | 8   | 26    |       | 17:00     | 0     | 0  | 142 | 148 | 290   |       |  |  |  |  |
| 5:15         | 0     | 0  | 20  | 13  | 33    |       | 17:15     | 0     | 0  | 141 | 122 | 263   |       |  |  |  |  |
| 5:30         | 0     | 0  | 30  | 18  | 48    |       | 17:30     | 0     | 0  | 118 | 140 | 258   |       |  |  |  |  |
| 5:45         | 0     | 0  | 43  | 111 | 16    | 55    | 17:45     | 0     | 0  | 82  | 483 | 134   | 544   |  |  |  |  |
| 6:00         | 0     | 0  | 44  | 18  | 62    |       | 18:00     | 0     | 0  | 100 | 92  | 192   |       |  |  |  |  |
| 6:15         | 0     | 0  | 52  | 22  | 74    |       | 18:15     | 0     | 0  | 76  | 100 | 176   |       |  |  |  |  |
| 6:30         | 0     | 0  | 51  | 35  | 86    |       | 18:30     | 0     | 0  | 80  | 105 | 185   |       |  |  |  |  |
| 6:45         | 0     | 0  | 44  | 191 | 47    | 122   | 18:45     | 0     | 0  | 74  | 330 | 88    | 385   |  |  |  |  |
| 7:00         | 0     | 0  | 48  | 63  | 111   |       | 19:00     | 0     | 0  | 83  | 68  | 151   |       |  |  |  |  |
| 7:15         | 0     | 0  | 41  | 73  | 114   |       | 19:15     | 0     | 0  | 62  | 85  | 147   |       |  |  |  |  |
| 7:30         | 0     | 0  | 86  | 132 | 218   |       | 19:30     | 0     | 0  | 72  | 70  | 142   |       |  |  |  |  |
| 7:45         | 0     | 0  | 106 | 281 | 152   | 420   | 19:45     | 0     | 0  | 73  | 290 | 78    | 301   |  |  |  |  |
| 8:00         | 0     | 0  | 122 | 156 | 278   |       | 20:00     | 0     | 0  | 60  | 73  | 133   |       |  |  |  |  |
| 8:15         | 0     | 0  | 131 | 115 | 246   |       | 20:15     | 0     | 0  | 40  | 60  | 100   |       |  |  |  |  |
| 8:30         | 0     | 0  | 91  | 106 | 197   |       | 20:30     | 0     | 0  | 43  | 74  | 117   |       |  |  |  |  |
| 8:45         | 0     | 0  | 79  | 423 | 96    | 473   | 20:45     | 0     | 0  | 50  | 193 | 57    | 264   |  |  |  |  |
| 9:00         | 0     | 0  | 91  | 80  | 171   |       | 21:00     | 0     | 0  | 30  | 45  | 75    |       |  |  |  |  |
| 9:15         | 0     | 0  | 88  | 89  | 177   |       | 21:15     | 0     | 0  | 35  | 51  | 86    |       |  |  |  |  |
| 9:30         | 0     | 0  | 91  | 92  | 183   |       | 21:30     | 0     | 0  | 35  | 36  | 71    |       |  |  |  |  |
| 9:45         | 0     | 0  | 69  | 339 | 125   | 386   | 21:45     | 0     | 0  | 26  | 126 | 27    | 159   |  |  |  |  |
| 10:00        | 0     | 0  | 71  | 65  | 136   |       | 22:00     | 0     | 0  | 32  | 37  | 69    |       |  |  |  |  |
| 10:15        | 0     | 0  | 79  | 96  | 175   |       | 22:15     | 0     | 0  | 19  | 28  | 47    |       |  |  |  |  |
| 10:30        | 0     | 0  | 72  | 107 | 179   |       | 22:30     | 0     | 0  | 22  | 26  | 48    |       |  |  |  |  |
| 10:45        | 0     | 0  | 92  | 314 | 138   | 406   | 22:45     | 0     | 0  | 20  | 93  | 17    | 108   |  |  |  |  |
| 11:00        | 0     | 0  | 79  | 107 | 186   |       | 23:00     | 0     | 0  | 6   | 18  | 24    |       |  |  |  |  |
| 11:15        | 0     | 0  | 95  | 101 | 196   |       | 23:15     | 0     | 0  | 10  | 14  | 24    |       |  |  |  |  |
| 11:30        | 0     | 0  | 105 | 128 | 233   |       | 23:30     | 0     | 0  | 6   | 20  | 26    |       |  |  |  |  |
| 11:45        | 0     | 0  | 117 | 396 | 119   | 455   | 23:45     | 0     | 0  | 4   | 26  | 18    | 70    |  |  |  |  |
| TOTALS       | 2185  |    |     |     | 2426  | 4611  | TOTALS    | 3882  |    |     |     | 4562  | 8444  |  |  |  |  |
| SPLIT %      | 47.4% |    |     |     | 52.6% | 35.3% | SPLIT %   | 46.0% |    |     |     | 54.0% | 64.7% |  |  |  |  |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |       |                 |  |                 |       | EB    | WB    |       |       |  |  |  | Total  |
|-----------------|-------|-------|-------|-------|-------|-------|-------|-----------------|--|-----------------|-------|-------|-------|-------|-------|--|--|--|--------|
|                 |       |       |       |       | 0     | 0     |       |                 |  |                 |       | 6,067 | 6,988 |       |       |  |  |  | 13,055 |
| AM Peak Hour    |       |       |       |       | 7:45  | 7:30  | 7:30  | PM Peak Hour    |  |                 |       |       | 16:30 | 15:45 | 15:45 |  |  |  |        |
| AM Pk Volume    |       |       |       |       | 450   | 555   | 1000  | PM Pk Volume    |  |                 |       |       | 541   | 576   | 1089  |  |  |  |        |
| Pk Hr Factor    |       |       |       |       | 0.859 | 0.889 | 0.899 | Pk Hr Factor    |  |                 |       |       | 0.952 | 0.823 | 0.920 |  |  |  |        |
| 7 - 9 Volume    | 0     | 0     | 704   | 893   | 1597  |       |       |                 |  | 4 - 6 Volume    | 0     | 0     | 997   | 1081  | 2078  |  |  |  |        |
| 7 - 9 Peak Hour |       |       |       |       | 7:45  | 7:30  | 7:30  | 4 - 6 Peak Hour |  |                 |       |       | 16:30 | 16:15 | 16:30 |  |  |  |        |
| 7 - 9 Pk Volume | 0     | 0     | 450   | 555   | 1000  |       |       |                 |  | 4 - 6 Pk Volume | 0     | 0     | 541   | 559   | 1085  |  |  |  |        |
| Pk Hr Factor    | 0.000 | 0.000 | 0.859 | 0.889 | 0.899 |       |       |                 |  | Pk Hr Factor    | 0.000 | 0.000 | 0.952 | 0.944 | 0.935 |  |  |  |        |

# VOLUME

Babcock Ln Bet. South City Limits & Gobbi St

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_051

| DAILY TOTALS |       |       |    |    |       | NB        | SB    | EB    |    |     |       |  |  | WB | Total |  |
|--------------|-------|-------|----|----|-------|-----------|-------|-------|----|-----|-------|--|--|----|-------|--|
|              |       |       |    |    |       | 1,093     | 1,098 |       |    |     |       |  |  | 0  |       |  |
| AM Period    | NB    | SB    | EB | WB | TOTAL | PM Period | NB    | SB    | EB | WB  | TOTAL |  |  |    |       |  |
| 0:00         | 1     | 0     | 0  | 0  | 1     | 12:00     | 14    | 12    | 0  | 0   | 26    |  |  |    |       |  |
| 0:15         | 1     | 1     | 0  | 0  | 2     | 12:15     | 16    | 23    | 0  | 0   | 39    |  |  |    |       |  |
| 0:30         | 4     | 1     | 0  | 0  | 5     | 12:30     | 22    | 20    | 0  | 0   | 42    |  |  |    |       |  |
| 0:45         | 1     | 7     | 0  | 2  | 10    | 12:45     | 25    | 77    | 18 | 73  | 193   |  |  |    |       |  |
| 1:00         | 0     | 0     | 0  | 0  | 0     | 13:00     | 22    | 15    | 0  | 0   | 37    |  |  |    |       |  |
| 1:15         | 0     | 1     | 0  | 0  | 1     | 13:15     | 21    | 12    | 0  | 0   | 33    |  |  |    |       |  |
| 1:30         | 2     | 2     | 0  | 0  | 4     | 13:30     | 13    | 14    | 0  | 0   | 27    |  |  |    |       |  |
| 1:45         | 0     | 2     | 1  | 4  | 7     | 13:45     | 23    | 79    | 12 | 53  | 167   |  |  |    |       |  |
| 2:00         | 1     | 1     | 0  | 0  | 2     | 14:00     | 18    | 24    | 0  | 0   | 42    |  |  |    |       |  |
| 2:15         | 1     | 0     | 0  | 0  | 1     | 14:15     | 22    | 21    | 0  | 0   | 43    |  |  |    |       |  |
| 2:30         | 0     | 0     | 0  | 0  | 0     | 14:30     | 29    | 19    | 0  | 0   | 48    |  |  |    |       |  |
| 2:45         | 0     | 2     | 0  | 1  | 3     | 14:45     | 38    | 107   | 18 | 82  | 245   |  |  |    |       |  |
| 3:00         | 1     | 0     | 0  | 0  | 1     | 15:00     | 23    | 47    | 0  | 0   | 70    |  |  |    |       |  |
| 3:15         | 0     | 0     | 0  | 0  | 0     | 15:15     | 25    | 26    | 0  | 0   | 51    |  |  |    |       |  |
| 3:30         | 1     | 1     | 0  | 0  | 2     | 15:30     | 21    | 18    | 0  | 0   | 39    |  |  |    |       |  |
| 3:45         | 1     | 3     | 0  | 1  | 5     | 15:45     | 28    | 97    | 20 | 111 | 256   |  |  |    |       |  |
| 4:00         | 0     | 0     | 0  | 0  | 0     | 16:00     | 22    | 19    | 0  | 0   | 41    |  |  |    |       |  |
| 4:15         | 0     | 2     | 0  | 0  | 2     | 16:15     | 33    | 19    | 0  | 0   | 52    |  |  |    |       |  |
| 4:30         | 1     | 0     | 0  | 0  | 1     | 16:30     | 18    | 22    | 0  | 0   | 40    |  |  |    |       |  |
| 4:45         | 1     | 2     | 1  | 3  | 7     | 16:45     | 18    | 91    | 18 | 78  | 200   |  |  |    |       |  |
| 5:00         | 1     | 4     | 0  | 0  | 5     | 17:00     | 26    | 15    | 0  | 0   | 41    |  |  |    |       |  |
| 5:15         | 0     | 3     | 0  | 0  | 3     | 17:15     | 20    | 22    | 0  | 0   | 42    |  |  |    |       |  |
| 5:30         | 5     | 7     | 0  | 0  | 12    | 17:30     | 21    | 28    | 0  | 0   | 49    |  |  |    |       |  |
| 5:45         | 1     | 7     | 5  | 19 | 22    | 17:45     | 18    | 85    | 25 | 90  | 218   |  |  |    |       |  |
| 6:00         | 2     | 9     | 0  | 0  | 11    | 18:00     | 15    | 14    | 0  | 0   | 29    |  |  |    |       |  |
| 6:15         | 3     | 9     | 0  | 0  | 12    | 18:15     | 17    | 16    | 0  | 0   | 33    |  |  |    |       |  |
| 6:30         | 3     | 14    | 0  | 0  | 17    | 18:30     | 17    | 16    | 0  | 0   | 33    |  |  |    |       |  |
| 6:45         | 10    | 18    | 12 | 44 | 84    | 18:45     | 18    | 67    | 17 | 63  | 265   |  |  |    |       |  |
| 7:00         | 9     | 9     | 0  | 0  | 18    | 19:00     | 8     | 12    | 0  | 0   | 20    |  |  |    |       |  |
| 7:15         | 12    | 13    | 0  | 0  | 25    | 19:15     | 13    | 13    | 0  | 0   | 26    |  |  |    |       |  |
| 7:30         | 13    | 20    | 0  | 0  | 33    | 19:30     | 12    | 12    | 0  | 0   | 24    |  |  |    |       |  |
| 7:45         | 24    | 58    | 22 | 64 | 168   | 19:45     | 8     | 41    | 10 | 47  | 106   |  |  |    |       |  |
| 8:00         | 23    | 31    | 0  | 0  | 54    | 20:00     | 8     | 13    | 0  | 0   | 21    |  |  |    |       |  |
| 8:15         | 35    | 21    | 0  | 0  | 56    | 20:15     | 12    | 3     | 0  | 0   | 15    |  |  |    |       |  |
| 8:30         | 19    | 33    | 0  | 0  | 52    | 20:30     | 10    | 8     | 0  | 0   | 18    |  |  |    |       |  |
| 8:45         | 11    | 88    | 12 | 97 | 210   | 20:45     | 8     | 38    | 4  | 28  | 158   |  |  |    |       |  |
| 9:00         | 13    | 12    | 0  | 0  | 25    | 21:00     | 2     | 12    | 0  | 0   | 14    |  |  |    |       |  |
| 9:15         | 12    | 16    | 0  | 0  | 28    | 21:15     | 7     | 4     | 0  | 0   | 11    |  |  |    |       |  |
| 9:30         | 9     | 13    | 0  | 0  | 22    | 21:30     | 4     | 4     | 0  | 0   | 8     |  |  |    |       |  |
| 9:45         | 13    | 47    | 13 | 54 | 127   | 21:45     | 7     | 20    | 4  | 24  | 55    |  |  |    |       |  |
| 10:00        | 15    | 20    | 0  | 0  | 35    | 22:00     | 9     | 3     | 0  | 0   | 12    |  |  |    |       |  |
| 10:15        | 15    | 16    | 0  | 0  | 31    | 22:15     | 9     | 3     | 0  | 0   | 12    |  |  |    |       |  |
| 10:30        | 14    | 16    | 0  | 0  | 30    | 22:30     | 1     | 5     | 0  | 0   | 6     |  |  |    |       |  |
| 10:45        | 12    | 56    | 15 | 67 | 130   | 22:45     | 2     | 21    | 4  | 15  | 42    |  |  |    |       |  |
| 11:00        | 13    | 19    | 0  | 0  | 32    | 23:00     | 3     | 3     | 0  | 0   | 6     |  |  |    |       |  |
| 11:15        | 25    | 17    | 0  | 0  | 42    | 23:15     | 4     | 2     | 0  | 0   | 6     |  |  |    |       |  |
| 11:30        | 15    | 17    | 0  | 0  | 32    | 23:30     | 0     | 2     | 0  | 0   | 2     |  |  |    |       |  |
| 11:45        | 19    | 72    | 17 | 70 | 178   | 23:45     | 1     | 8     | 1  | 8   | 18    |  |  |    |       |  |
| TOTALS       | 362   | 426   |    |    | 788   | TOTALS    | 731   | 672   |    |     | 1403  |  |  |    |       |  |
| SPLIT %      | 45.9% | 54.1% |    |    | 36.0% | SPLIT %   | 52.1% | 47.9% |    |     | 64.0% |  |  |    |       |  |

| DAILY TOTALS    |       |       |       |       | NB    | SB              | EB              |       |       |       |       | WB | Total |  |  |  |  |
|-----------------|-------|-------|-------|-------|-------|-----------------|-----------------|-------|-------|-------|-------|----|-------|--|--|--|--|
|                 |       |       |       |       | 1,093 | 1,098           |                 |       |       |       |       | 0  |       |  |  |  |  |
|                 |       |       |       |       |       |                 |                 |       |       |       |       |    |       |  |  |  |  |
| AM Peak Hour    | 7:45  | 7:45  |       |       |       | 7:45            | PM Peak Hour    | 14:30 | 15:00 |       |       |    | 14:30 |  |  |  |  |
| AM Pk Volume    | 101   | 107   |       |       |       | 208             | PM Pk Volume    | 115   | 111   |       |       |    | 225   |  |  |  |  |
| Pk Hr Factor    | 0.721 | 0.811 |       |       |       | 0.929           | Pk Hr Factor    | 0.757 | 0.590 |       |       |    | 0.804 |  |  |  |  |
| 7 - 9 Volume    | 146   | 161   | 0     | 0     | 307   | 4 - 6 Volume    | 176             | 168   | 0     | 0     | 344   |    |       |  |  |  |  |
| 7 - 9 Peak Hour | 7:45  | 7:45  |       |       |       | 7:45            | 4 - 6 Peak Hour | 16:15 | 17:00 |       |       |    | 17:00 |  |  |  |  |
| 7 - 9 Pk Volume | 101   | 107   | 0     | 0     | 208   | 4 - 6 Pk Volume | 95              | 90    | 0     | 0     | 175   |    |       |  |  |  |  |
| Pk Hr Factor    | 0.721 | 0.811 | 0.000 | 0.000 | 0.929 | Pk Hr Factor    | 0.720           | 0.804 | 0.000 | 0.000 | 0.893 |    |       |  |  |  |  |

# VOLUME

Gibson St Bet. State St & Oak St

Day: Thursday  
Date: 9/28/2017

City: Ukiah  
Project #: CA17\_7722\_052

| DAILY TOTALS |       |    |    |    | NB    | SB    | EB        |       |    |    |    | WB    | Total |       |    |
|--------------|-------|----|----|----|-------|-------|-----------|-------|----|----|----|-------|-------|-------|----|
|              |       |    |    |    | 0     | 0     | 218       |       |    |    |    | 446   | 664   |       |    |
| AM Period    | NB    | SB | EB | WB | TOTAL |       | PM Period | NB    | SB | EB | WB | TOTAL |       |       |    |
| 0:00         | 0     | 0  | 0  | 0  |       |       | 12:00     | 0     | 0  | 3  | 14 | 17    |       |       |    |
| 0:15         | 0     | 0  | 0  | 0  |       |       | 12:15     | 0     | 0  | 6  | 6  | 12    |       |       |    |
| 0:30         | 0     | 0  | 0  | 0  |       |       | 12:30     | 0     | 0  | 4  | 8  | 12    |       |       |    |
| 0:45         | 0     | 0  | 0  | 0  |       |       | 12:45     | 0     | 0  | 4  | 17 | 11    | 39    | 15    | 56 |
| 1:00         | 0     | 0  | 0  | 1  | 1     |       | 13:00     | 0     | 0  | 5  | 12 | 17    |       |       |    |
| 1:15         | 0     | 0  | 0  | 1  | 1     |       | 13:15     | 0     | 0  | 5  | 6  | 11    |       |       |    |
| 1:30         | 0     | 0  | 0  | 0  |       |       | 13:30     | 0     | 0  | 2  | 8  | 10    |       |       |    |
| 1:45         | 0     | 0  | 0  | 1  | 3     | 1     | 13:45     | 0     | 0  | 4  | 16 | 13    | 39    | 17    | 55 |
| 2:00         | 0     | 0  | 0  | 0  | 1     |       | 14:00     | 0     | 0  | 1  | 15 | 16    |       |       |    |
| 2:15         | 0     | 0  | 0  | 1  |       |       | 14:15     | 0     | 0  | 4  | 8  | 12    |       |       |    |
| 2:30         | 0     | 0  | 0  | 1  |       |       | 14:30     | 0     | 0  | 5  | 9  | 14    |       |       |    |
| 2:45         | 0     | 0  | 0  | 0  |       |       | 2         | 14:45 | 0  | 0  | 3  | 13    | 11    | 43    | 14 |
| 3:00         | 0     | 0  | 0  | 1  | 1     |       | 15:00     | 0     | 0  | 5  | 20 | 25    |       |       |    |
| 3:15         | 0     | 0  | 1  | 0  | 1     |       | 15:15     | 0     | 0  | 10 | 19 | 29    |       |       |    |
| 3:30         | 0     | 0  | 0  | 0  |       |       | 15:30     | 0     | 0  | 5  | 9  | 14    |       |       |    |
| 3:45         | 0     | 0  | 0  | 1  | 0     | 1     | 15:45     | 0     | 0  | 10 | 30 | 7     | 55    | 17    | 85 |
| 4:00         | 0     | 0  | 1  | 1  | 2     |       | 16:00     | 0     | 0  | 3  | 12 | 15    |       |       |    |
| 4:15         | 0     | 0  | 1  | 0  | 1     |       | 16:15     | 0     | 0  | 4  | 12 | 16    |       |       |    |
| 4:30         | 0     | 0  | 0  | 0  |       |       | 16:30     | 0     | 0  | 3  | 7  | 10    |       |       |    |
| 4:45         | 0     | 0  | 0  | 2  | 0     | 1     | 16:45     | 0     | 0  | 4  | 14 | 7     | 38    | 11    | 52 |
| 5:00         | 0     | 0  | 0  | 1  | 1     |       | 17:00     | 0     | 0  | 5  | 9  | 14    |       |       |    |
| 5:15         | 0     | 0  | 0  | 0  |       |       | 17:15     | 0     | 0  | 2  | 11 | 13    |       |       |    |
| 5:30         | 0     | 0  | 1  | 0  | 1     |       | 17:30     | 0     | 0  | 5  | 6  | 11    |       |       |    |
| 5:45         | 0     | 0  | 1  | 2  | 1     | 2     | 17:45     | 0     | 0  | 4  | 16 | 7     | 33    | 11    | 49 |
| 6:00         | 0     | 0  | 0  | 1  | 1     |       | 18:00     | 0     | 0  | 3  | 8  | 11    |       |       |    |
| 6:15         | 0     | 0  | 0  | 1  | 1     |       | 18:15     | 0     | 0  | 3  | 3  | 6     |       |       |    |
| 6:30         | 0     | 0  | 0  | 1  | 1     |       | 18:30     | 0     | 0  | 3  | 2  | 5     |       |       |    |
| 6:45         | 0     | 0  | 3  | 3  | 2     | 5     | 18:45     | 0     | 0  | 4  | 13 | 7     | 20    | 11    | 33 |
| 7:00         | 0     | 0  | 1  | 4  | 5     |       | 19:00     | 0     | 0  | 4  | 6  | 10    |       |       |    |
| 7:15         | 0     | 0  | 0  | 2  | 2     |       | 19:15     | 0     | 0  | 2  | 5  | 7     |       |       |    |
| 7:30         | 0     | 0  | 6  | 6  | 12    |       | 19:30     | 0     | 0  | 2  | 3  | 5     |       |       |    |
| 7:45         | 0     | 0  | 7  | 14 | 19    | 31    | 19:45     | 0     | 0  | 2  | 10 | 2     | 16    | 4     | 26 |
| 8:00         | 0     | 0  | 4  | 9  | 13    |       | 20:00     | 0     | 0  | 0  | 4  | 4     |       |       |    |
| 8:15         | 0     | 0  | 3  | 9  | 12    |       | 20:15     | 0     | 0  | 1  | 1  | 2     |       |       |    |
| 8:30         | 0     | 0  | 5  | 4  | 9     |       | 20:30     | 0     | 0  | 2  | 4  | 6     |       |       |    |
| 8:45         | 0     | 0  | 2  | 14 | 8     | 30    | 20:45     | 0     | 0  | 3  | 6  | 2     | 11    | 5     | 17 |
| 9:00         | 0     | 0  | 3  | 5  | 8     |       | 21:00     | 0     | 0  | 1  | 7  | 8     |       |       |    |
| 9:15         | 0     | 0  | 2  | 7  | 9     |       | 21:15     | 0     | 0  | 3  | 1  | 4     |       |       |    |
| 9:30         | 0     | 0  | 3  | 5  | 8     |       | 21:30     | 0     | 0  | 0  | 2  | 2     |       |       |    |
| 9:45         | 0     | 0  | 3  | 11 | 10    | 27    | 21:45     | 0     | 0  | 0  | 4  | 0     | 10    |       | 14 |
| 10:00        | 0     | 0  | 1  | 5  | 6     |       | 22:00     | 0     | 0  | 1  | 0  | 1     |       |       |    |
| 10:15        | 0     | 0  | 3  | 2  | 5     |       | 22:15     | 0     | 0  | 1  | 1  | 2     |       |       |    |
| 10:30        | 0     | 0  | 3  | 5  | 8     |       | 22:30     | 0     | 0  | 1  | 2  | 3     |       |       |    |
| 10:45        | 0     | 0  | 3  | 10 | 7     | 19    | 22:45     | 0     | 0  | 1  | 4  | 0     | 3     | 1     | 7  |
| 11:00        | 0     | 0  | 5  | 4  | 9     |       | 23:00     | 0     | 0  | 2  | 0  | 2     |       |       |    |
| 11:15        | 0     | 0  | 4  | 3  | 7     |       | 23:15     | 0     | 0  | 0  | 0  | 0     |       |       |    |
| 11:30        | 0     | 0  | 5  | 5  | 10    |       | 23:30     | 0     | 0  | 0  | 1  | 1     |       |       |    |
| 11:45        | 0     | 0  | 1  | 15 | 5     | 17    | 23:45     | 0     | 0  | 1  | 3  | 0     | 1     | 1     | 4  |
| TOTALS       | 72    |    |    |    |       | 138   | TOTALS    | 146   |    |    |    |       | 308   | 454   |    |
| SPLIT %      | 34.3% |    |    |    |       | 65.7% | SPLIT %   | 32.2% |    |    |    |       | 67.8% | 68.4% |    |

| DAILY TOTALS    |  |  | NB    | SB    | EB    |                 |  | WB |       |       | Total |
|-----------------|--|--|-------|-------|-------|-----------------|--|----|-------|-------|-------|
|                 |  |  | 0     | 0     |       |                 |  |    |       |       | 218   |
| AM Peak Hour    |  |  | 7:30  | 7:30  | 7:30  | PM Peak Hour    |  |    | 15:00 | 14:30 | 15:00 |
| AM Pk Volume    |  |  | 20    | 43    | 63    | PM Pk Volume    |  |    | 30    | 59    | 85    |
| Pk Hr Factor    |  |  | 0.714 | 0.566 | 0.606 | Pk Hr Factor    |  |    | 0.750 | 0.738 | 0.733 |
| 7 - 9 Volume    |  |  | 0     | 0     | 28    | 4 - 6 Volume    |  |    | 0     | 0     | 101   |
| 7 - 9 Peak Hour |  |  | 7:30  | 7:30  | 7:30  | 4 - 6 Peak Hour |  |    | 16:15 | 16:00 | 16:00 |
| 7 - 9 Pk Volume |  |  | 0     | 0     | 20    | 4 - 6 Pk Volume |  |    | 0     | 0     | 52    |
| Pk Hr Factor    |  |  | 0.000 | 0.000 | 0.714 | Pk Hr Factor    |  |    | 0.000 | 0.000 | 0.813 |

## VOLUME

S Orchard Ave Bet. Gobbi St & Marlene St

Day: Tuesday  
Date: 10/3/2017

City: Ukiah  
Project #: CA17\_7722\_053

| DAILY TOTALS |       |    |       |    |    | NB    | SB    |     |           |       |    |       |     | EB | WB |       |     |  |  |  |  | Total |
|--------------|-------|----|-------|----|----|-------|-------|-----|-----------|-------|----|-------|-----|----|----|-------|-----|--|--|--|--|-------|
|              |       |    |       |    |    | 1,000 | 1,557 |     |           |       |    |       |     | 0  | 0  |       |     |  |  |  |  | 2,557 |
| AM Period    | NB    |    | SB    |    | EB | WB    | TOTAL |     | PM Period | NB    |    | SB    |     | EB | WB | TOTAL |     |  |  |  |  |       |
| 0:00         | 0     |    | 3     |    | 0  | 0     | 3     |     | 12:00     | 23    |    | 45    |     | 0  | 0  | 68    |     |  |  |  |  |       |
| 0:15         | 0     |    | 1     |    | 0  | 0     | 1     |     | 12:15     | 31    |    | 32    |     | 0  | 0  | 63    |     |  |  |  |  |       |
| 0:30         | 0     |    | 1     |    | 0  | 0     | 1     |     | 12:30     | 23    |    | 28    |     | 0  | 0  | 51    |     |  |  |  |  |       |
| 0:45         | 2     | 2  | 5     | 10 | 0  | 0     | 7     | 12  | 12:45     | 21    | 98 | 34    | 139 | 0  | 0  | 55    | 237 |  |  |  |  |       |
| 1:00         | 0     |    | 1     |    | 0  | 0     | 1     |     | 13:00     | 16    |    | 33    |     | 0  | 0  | 49    |     |  |  |  |  |       |
| 1:15         | 2     |    | 1     |    | 0  | 0     | 3     |     | 13:15     | 17    |    | 27    |     | 0  | 0  | 44    |     |  |  |  |  |       |
| 1:30         | 0     |    | 2     |    | 0  | 0     | 2     |     | 13:30     | 21    |    | 15    |     | 0  | 0  | 36    |     |  |  |  |  |       |
| 1:45         | 1     | 3  | 0     | 4  | 0  | 0     | 1     | 7   | 13:45     | 18    | 72 | 31    | 106 | 0  | 0  | 49    | 178 |  |  |  |  |       |
| 2:00         | 0     |    | 2     |    | 0  | 0     | 2     |     | 14:00     | 22    |    | 17    |     | 0  | 0  | 39    |     |  |  |  |  |       |
| 2:15         | 1     |    | 0     |    | 0  | 0     | 1     |     | 14:15     | 13    |    | 29    |     | 0  | 0  | 42    |     |  |  |  |  |       |
| 2:30         | 0     |    | 1     |    | 0  | 0     | 1     |     | 14:30     | 19    |    | 29    |     | 0  | 0  | 48    |     |  |  |  |  |       |
| 2:45         | 0     | 1  | 0     | 3  | 0  | 0     |       | 4   | 14:45     | 27    | 81 | 30    | 105 | 0  | 0  | 57    | 186 |  |  |  |  |       |
| 3:00         | 0     |    | 0     |    | 0  | 0     |       |     | 15:00     | 21    |    | 36    |     | 0  | 0  | 57    |     |  |  |  |  |       |
| 3:15         | 0     |    | 1     |    | 0  | 0     | 1     |     | 15:15     | 24    |    | 31    |     | 0  | 0  | 55    |     |  |  |  |  |       |
| 3:30         | 2     |    | 2     |    | 0  | 0     | 4     |     | 15:30     | 19    |    | 35    |     | 0  | 0  | 54    |     |  |  |  |  |       |
| 3:45         | 0     | 2  | 1     | 4  | 0  | 0     | 1     | 6   | 15:45     | 23    | 87 | 38    | 140 | 0  | 0  | 61    | 227 |  |  |  |  |       |
| 4:00         | 1     |    | 1     |    | 0  | 0     | 2     |     | 16:00     | 18    |    | 26    |     | 0  | 0  | 44    |     |  |  |  |  |       |
| 4:15         | 3     |    | 2     |    | 0  | 0     | 5     |     | 16:15     | 16    |    | 37    |     | 0  | 0  | 53    |     |  |  |  |  |       |
| 4:30         | 2     |    | 0     |    | 0  | 0     | 2     |     | 16:30     | 21    |    | 32    |     | 0  | 0  | 53    |     |  |  |  |  |       |
| 4:45         | 2     | 8  | 1     | 4  | 0  | 0     | 3     | 12  | 16:45     | 21    | 76 | 37    | 132 | 0  | 0  | 58    | 208 |  |  |  |  |       |
| 5:00         | 4     |    | 2     |    | 0  | 0     | 6     |     | 17:00     | 22    |    | 52    |     | 0  | 0  | 74    |     |  |  |  |  |       |
| 5:15         | 0     |    | 1     |    | 0  | 0     | 1     |     | 17:15     | 20    |    | 42    |     | 0  | 0  | 62    |     |  |  |  |  |       |
| 5:30         | 4     |    | 3     |    | 0  | 0     | 7     |     | 17:30     | 20    |    | 39    |     | 0  | 0  | 59    |     |  |  |  |  |       |
| 5:45         | 3     | 11 | 2     | 8  | 0  | 0     | 5     | 19  | 17:45     | 25    | 87 | 42    | 175 | 0  | 0  | 67    | 262 |  |  |  |  |       |
| 6:00         | 2     |    | 1     |    | 0  | 0     | 3     |     | 18:00     | 14    |    | 37    |     | 0  | 0  | 51    |     |  |  |  |  |       |
| 6:15         | 9     |    | 2     |    | 0  | 0     | 11    |     | 18:15     | 20    |    | 29    |     | 0  | 0  | 49    |     |  |  |  |  |       |
| 6:30         | 5     |    | 7     |    | 0  | 0     | 12    |     | 18:30     | 14    |    | 26    |     | 0  | 0  | 40    |     |  |  |  |  |       |
| 6:45         | 7     | 23 | 5     | 15 | 0  | 0     | 12    | 38  | 18:45     | 13    | 61 | 22    | 114 | 0  | 0  | 35    | 175 |  |  |  |  |       |
| 7:00         | 6     |    | 4     |    | 0  | 0     | 10    |     | 19:00     | 10    |    | 22    |     | 0  | 0  | 32    |     |  |  |  |  |       |
| 7:15         | 10    |    | 6     |    | 0  | 0     | 16    |     | 19:15     | 11    |    | 26    |     | 0  | 0  | 37    |     |  |  |  |  |       |
| 7:30         | 18    |    | 11    |    | 0  | 0     | 29    |     | 19:30     | 8     |    | 28    |     | 0  | 0  | 36    |     |  |  |  |  |       |
| 7:45         | 22    | 56 | 9     | 30 | 0  | 0     | 31    | 86  | 19:45     | 11    | 40 | 18    | 94  | 0  | 0  | 29    | 134 |  |  |  |  |       |
| 8:00         | 19    |    | 21    |    | 0  | 0     | 40    |     | 20:00     | 11    |    | 13    |     | 0  | 0  | 24    |     |  |  |  |  |       |
| 8:15         | 17    |    | 19    |    | 0  | 0     | 36    |     | 20:15     | 6     |    | 19    |     | 0  | 0  | 25    |     |  |  |  |  |       |
| 8:30         | 14    |    | 14    |    | 0  | 0     | 28    |     | 20:30     | 8     |    | 14    |     | 0  | 0  | 22    |     |  |  |  |  |       |
| 8:45         | 13    | 63 | 19    | 73 | 0  | 0     | 32    | 136 | 20:45     | 3     | 28 | 14    | 60  | 0  | 0  | 17    | 88  |  |  |  |  |       |
| 9:00         | 12    |    | 18    |    | 0  | 0     | 30    |     | 21:00     | 2     |    | 7     |     | 0  | 0  | 9     |     |  |  |  |  |       |
| 9:15         | 11    |    | 24    |    | 0  | 0     | 35    |     | 21:15     | 4     |    | 16    |     | 0  | 0  | 20    |     |  |  |  |  |       |
| 9:30         | 13    |    | 28    |    | 0  | 0     | 41    |     | 21:30     | 3     |    | 9     |     | 0  | 0  | 12    |     |  |  |  |  |       |
| 9:45         | 14    | 50 | 19    | 89 | 0  | 0     | 33    | 139 | 21:45     | 1     | 10 | 5     | 37  | 0  | 0  | 6     | 47  |  |  |  |  |       |
| 10:00        | 17    |    | 27    |    | 0  | 0     | 44    |     | 22:00     | 4     |    | 8     |     | 0  | 0  | 12    |     |  |  |  |  |       |
| 10:15        | 13    |    | 21    |    | 0  | 0     | 34    |     | 22:15     | 4     |    | 7     |     | 0  | 0  | 11    |     |  |  |  |  |       |
| 10:30        | 11    |    | 21    |    | 0  | 0     | 32    |     | 22:30     | 2     |    | 3     |     | 0  | 0  | 5     |     |  |  |  |  |       |
| 10:45        | 15    | 56 | 21    | 90 | 0  | 0     | 36    | 146 | 22:45     | 0     | 10 | 4     | 22  | 0  | 0  | 4     | 32  |  |  |  |  |       |
| 11:00        | 18    |    | 19    |    | 0  | 0     | 37    |     | 23:00     | 4     |    | 4     |     | 0  | 0  | 8     |     |  |  |  |  |       |
| 11:15        | 16    |    | 16    |    | 0  | 0     | 32    |     | 23:15     | 0     |    | 4     |     | 0  | 0  | 4     |     |  |  |  |  |       |
| 11:30        | 14    |    | 28    |    | 0  | 0     | 42    |     | 23:30     | 1     |    | 4     |     | 0  | 0  | 5     |     |  |  |  |  |       |
| 11:45        | 22    | 70 | 27    | 90 | 0  | 0     | 49    | 160 | 23:45     | 0     | 5  | 1     | 13  | 0  | 0  | 1     | 18  |  |  |  |  |       |
| TOTALS       | 345   |    | 420   |    |    |       | 765   |     | TOTALS    | 655   |    | 1137  |     |    |    | 1792  |     |  |  |  |  |       |
| SPLIT %      | 45.1% |    | 54.9% |    |    |       | 29.9% |     | SPLIT %   | 36.6% |    | 63.4% |     |    |    | 70.1% |     |  |  |  |  |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |                 |       |       |       |       | EB    | WB |  |  |  |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|----|--|--|--|--|--|-------|
|                 |       |       |       |       | 1,000 | 1,557 |                 |       |       |       |       | 0     | 0  |  |  |  |  |  | 2,557 |
| AM Peak Hour    | 11:45 | 11:30 |       |       | 11:45 |       | PM Peak Hour    | 12:00 | 17:00 |       |       | 17:00 |    |  |  |  |  |  |       |
| AM Pk Volume    | 99    | 132   |       |       | 231   |       | PM Pk Volume    | 98    | 175   |       |       | 262   |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.798 | 0.733 |       |       | 0.849 |       | Pk Hr Factor    | 0.790 | 0.841 |       |       | 0.885 |    |  |  |  |  |  |       |
| 7 - 9 Volume    | 119   | 103   | 0     | 0     | 222   |       | 4 - 6 Volume    | 163   | 307   | 0     | 0     | 470   |    |  |  |  |  |  |       |
| 7 - 9 Peak Hour | 7:30  | 8:00  |       |       | 7:30  |       | 4 - 6 Peak Hour | 17:00 | 17:00 |       |       | 17:00 |    |  |  |  |  |  |       |
| 7 - 9 Pk Volume | 76    | 73    | 0     | 0     | 136   |       | 4 - 6 Pk Volume | 87    | 175   | 0     | 0     | 262   |    |  |  |  |  |  |       |
| Pk Hr Factor    | 0.864 | 0.869 | 0.000 | 0.000 | 0.850 |       | Pk Hr Factor    | 0.870 | 0.841 | 0.000 | 0.000 | 0.885 |    |  |  |  |  |  |       |

## ATTACHMENT #2

### **§7071 EXCESS SPEED ZONE**

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There is hereby established exceptions to the speed zone set forth in section 7070 of this article to exist as hereafter set forth:

#### **15 MILES PER HOUR**

| <b>Street</b>   | <b>Between</b>                  |
|-----------------|---------------------------------|
| Betty Street    | Cooper Lane and Talmage Road    |
| Lorraine Street | Marlene Street and Talmage Road |

#### **30 MILES PER HOUR**

| <b>Street</b>          | <b>Between</b>                          |
|------------------------|-----------------------------------------|
| Airport Park Boulevard | Talmage Road and south end              |
| Bush Street            | Grove Avenue to north city limits       |
| Clay Street            | Dora Street and Highland Avenue         |
| Dora Street            | South city limits and Grove Avenue      |
| Gobbi Street           | Leslie Street and Oak Manor Drive       |
| Grove Avenue           | Pine Street and Live Oak Avenue         |
| Helen Avenue           | Mendocino Drive and Doolan Canyon Drive |
| Low Gap Road           | Bush Street and west city limits        |
| Low Gap Road           | State Street and Bush Street            |
| Orchard Avenue         | Ford Street and Gobbi Street            |
| Perkins Street         | State Street and Highway 101            |
| State Street           | North city limits and Norton Street     |
| State Street           | Gobbi Street and Talmage Road           |
| Wabash Avenue          | State Street and Dora Street            |
| Washington Avenue      | State Street and Helen Avenue           |



**35 MILES PER HOUR**

| <b>Street</b>  | <b>Between</b>                          |
|----------------|-----------------------------------------|
| Perkins Street | Highway 101 and Oak Manor Drive         |
| State Street   | Talmage Road and Beacon Lane            |
| Talmage Road   | State Street and Airport Park Boulevard |

(Ord. 611, §3, adopted 1971; Ord. 1000, §1, adopted 1998; Ord. 1027, §1, adopted 2000; Ord. 1137, §1, adopted 2012)

## ATTACHMENT #3

### **§7070 "SPEED ZONES" DEFINED**

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Within the city limits of the city there is hereby established, unless otherwise stated, a speed zone of twenty five (25) miles per hour. (Ord. 611, §2, adopted 1971)



## AGENDA SUMMARY REPORT

**SUBJECT:** Nomination and Possible Adoption of Resolution Making an Appointment to the Planning Commission to Fill the Remaining Term of Christopher Watt.

**DEPARTMENT:** City Clerk      **PREPARED BY:** Kristine Lawler, City Clerk

**ATTACHMENTS:**

1. Ukiah City Code Sections 1150-1158
2. Applications Received
3. Nomination to Planning Commission
4. Resolution

**Summary:** The City Council will consider accepting a nomination and appointment to the Planning Commission to fill the remainder of the term of Christopher Watt.

**Background:** Pursuant to City Code Section 1151 (Attachment 1), a Planning Commissioner's term coincides with the four-year term of office of the City Councilmember who nominated him or her. If a Commissioner vacates his or her office before the expiration of his or her term of office, the City Council member who nominated that Commissioner may nominate a replacement to serve the remainder of that Commissioner's term of office. The nomination shall then be appointed if approved by a majority vote of the City Council.

Councilmember Orozco appointed Christopher Watt as a Planning Commissioner when he was elected in December 2018. However, Commissioner Watt submitted his resignation in July, 2019, leaving a vacancy on the Planning Commission. In August, Councilmember Orozco directed the City Clerk to post the vacancy publicly, so that an applicant pool could be compiled for his consideration. The Clerk received two applications, one from Rebecca Dalske and another from Ruth Louise Van Antwerp (Attachment 2).

**Discussion:** Councilmember Orozco has submitted a nomination for Ruth Louise Van Antwerp (Attachment 3). Council may discuss and consider accepting the nomination, and adopting the resolution (Attachment 4) making the appointment to the Planning Commission, to serve the remaining term of Christopher Watt – coinciding with Councilmember Orozco's term - and expiring in December 2022.

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**Recommended Action:** 1) Councilmember Orozco may make a nomination for a Planning Commissioner; 2) Council can discuss and possibly accept the nomination; and 3) Adopt resolution making the appointment to the Planning Commission filling the remaining term of Christopher Watt, expiring in December 2022.

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**BUDGET AMENDMENT REQUIRED:** N/A

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**CURRENT BUDGET AMOUNT:** N/A

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**PROPOSED BUDGET AMOUNT:** N/A

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**FINANCING SOURCE:** N/A

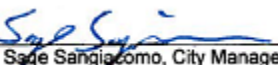
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**PREVIOUS CONTRACT/PURCHASE ORDER NO.:** N/A

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**COORDINATED WITH:** N/A

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Approved:   
Sage Sangiacomo, City Manager

**CHAPTER 4**  
**COMMISSIONS AND BOARDS**

**ARTICLE 4. PLANNING COMMISSION**

**SECTION:**

- §1150: Creation
- §1151: Members; Appointment
- §1152: Terms Of Members
- §1153: Compensation And Expenses Of Members
- §1154: Chairman; Officers
- §1155: Meetings; Rules; Record
- §1156: Appointment Of Officers And Employees; Contract For Services; Limitations
- §1157: Duties Of The Commission
- §1158: Other Powers And Duties Of Commission

**§1150 CREATION**

There is hereby created a planning commission for the city. (Ord. 396, §1, adopted 1947)

**§1151 MEMBERS; APPOINTMENT**

Said commission shall consist of five (5) members who shall be registered voters of the city. At or near the beginning of his or her four (4) year term of office, each member of the city council may nominate one commissioner who shall be appointed to the commission, if approved by a majority vote of the city council. Each commissioner's term of office shall coincide with the four (4) year term of office of the city council member who nominated him or her, regardless of whether that city council member serves his or her full four (4) year term.

If a commissioner vacates his or her office before the expiration of his or her term of office, the city council member who nominated that commissioner (or a city council member elected or appointed to fill the remaining unexpired term of office of the city council member who appointed the commissioner) may nominate a replacement to serve the remainder of that commissioner's term of office, who shall be appointed, if the nomination is approved by a majority vote of the city council.

If a city council member's nomination receives less than a majority vote, he or she may nominate additional candidates, one at a time, until one of them is appointed by a majority vote of the city council. Commissioners shall be nominated and voted upon at a single city council meeting, unless a different procedure is approved by a majority vote of the city council. If a city council member fails to nominate a commissioner within sixty (60) days after the vacancy occurs, a majority of the city council shall fill the vacancy following the procedure used to appoint members to other city commissions and boards. (Ord. 396, §1, adopted 1947; Ord. 632, §1, adopted 1973; Ord. 710, §1, adopted 1978; Ord. 718, §5, adopted 1978; Ord. 958, §1, adopted 1995; Ord. 1055, §1, adopted 2004; Ord. 1085, §1, adopted 2006; Ord. 1094, adopted 2007)

**§1152 TERMS OF MEMBERS**

A commissioner's term of office shall coincide with the four (4) year term of the city council member who appointed that commissioner, regardless of whether that city council member serves the full four (4) years of his or her term of office. (Ord. 396, §1, adopted 1947; Ord. 710, §1, adopted 1978; Ord. 958, §1, adopted 1995; Ord. 1055, §1, adopted 2004; Ord. 1094, adopted 2007)

**§1153 COMPENSATION AND EXPENSES OF MEMBERS**

The members of the commission shall receive such compensation and reimbursement for expenses as are authorized from time to time by City Council resolution. (Ord. 396, §1, adopted 1947; Ord. 1180, §1, adopted 2017)

#### **§1154 CHAIRMAN; OFFICERS**

The commission shall elect a chairman from among the appointed members for a term of one year and, subject to other provisions of law, may elect such other officers as it may determine. (Ord. 396, §2, adopted 1947)

#### **§1155 MEETINGS; RULES; RECORD**

The commission shall hold at least one regular meeting each month. It shall adopt rules for the transaction of business and shall keep a record of its resolutions, transactions, findings and determinations, which record shall be a public record. (Ord. 396, §2, adopted 1947)

#### **§1156 APPOINTMENT OF OFFICERS AND EMPLOYEES; CONTRACT FOR SERVICES; LIMITATIONS**

The commission may appoint officers and employees and contract for services, subject to the provisions of law, provided that all expenditures of the commission, exclusive of gifts, shall be within the amounts appropriated for the purpose by the city council. (Ord. 396, §2, adopted 1947)

#### **§1157 DUTIES OF THE COMMISSION**

It shall be the function and duty of the planning commission to prepare, make and adopt, subject to the provisions of law, a master plan for the physical development of the city, and of any land situated outside the boundaries thereof which in the commission's judgment bears relation to the planning thereof. (Ord. 396, §3, adopted 1947)

#### **§1158 OTHER POWERS AND DUTIES OF COMMISSION**

The planning commission shall have such other powers and duties as are prescribed by law, and shall be governed by the procedure provided by law. (Ord. 396, §4, adopted 1947)

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**The Ukiah City Code is current through Ordinance 1195, passed August 7, 2019.**

Disclaimer: The City Clerk's Office has the official version of the Ukiah City Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.



## Planning Commission Appointee

|                                                                                                  |                 |                                                                                                                                                                                                                                                                                                   |          |                   |            |                |                 |
|--------------------------------------------------------------------------------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-------------------|------------|----------------|-----------------|
| Councilmember making Appointment                                                                 |                 | Juan Orozco                                                                                                                                                                                                                                                                                       |          |                   |            |                |                 |
| Full Name                                                                                        | Rebecca Dalske  |                                                                                                                                                                                                                                                                                                   |          |                   |            | Date           | August 28, 2019 |
| Residence Address<br>(Physical Address, not PO)                                                  |                 |                                                                                                                                                                                                                                                                                                   |          |                   |            |                |                 |
| Mailing Address<br>(if different from above)                                                     |                 |                                                                                                                                                                                                                                                                                                   |          |                   |            |                |                 |
| Home Phone                                                                                       |                 |                                                                                                                                                                                                                                                                                                   |          |                   |            | Work Phone     |                 |
| Email                                                                                            |                 |                                                                                                                                                                                                                                                                                                   |          |                   | Cell Phone |                |                 |
| Employer                                                                                         | LACO Associates |                                                                                                                                                                                                                                                                                                   |          |                   |            |                |                 |
| Job Title/Position                                                                               |                 | Associate Planner                                                                                                                                                                                                                                                                                 |          |                   |            | Employed Since | Oct. 2016       |
| How long have you resided in:                                                                    |                 | Ukiah?                                                                                                                                                                                                                                                                                            | 1.5 yrs. | Mendocino County? | 26 yrs.    | California?    | 26 yrs.         |
| Please list community groups or organizations you are affiliated with and list any offices held. |                 | None at the current time.                                                                                                                                                                                                                                                                         |          |                   |            |                |                 |
| Additional Comments?                                                                             |                 | I have lived in Mendocino County (Willits) my entire life and have relatively recently moved to Ukiah to be nearer to my current job where I have been a Planner for nearly 3 years. I graduated from UCLA with a major in Political Science and minors in Environmental Engineering and Spanish. |          |                   |            |                |                 |
| Signature                                                                                        |                 |                                                                                                                                                                                                                |          |                   |            |                |                 |



# Planning Commission Appointee



|                                                                                                  |                         |                     |                   |                |             |
|--------------------------------------------------------------------------------------------------|-------------------------|---------------------|-------------------|----------------|-------------|
| Councilmember making Appointment                                                                 |                         | Juan Orozco         |                   |                |             |
| Full Name                                                                                        | Ruth Louise Van Antwerp |                     |                   | Date           | 9-7-19      |
| Residence Address<br>(Physical Address, not PO)                                                  | [REDACTED], Ukiah       |                     |                   |                |             |
| Mailing Address<br>(if different from above)                                                     |                         |                     |                   |                |             |
| Home Phone                                                                                       | ( )                     | Work Phone          | ( )               |                |             |
| Email                                                                                            | [REDACTED]              | Cell Phone          | [REDACTED]        |                |             |
| Employer                                                                                         | Ukiah Unified SD        |                     |                   |                |             |
| Job Title/Position                                                                               | substitute teacher      |                     |                   | Employed Since | 1997        |
| How long have you resided in:                                                                    | Ukiah?                  | 20 years            | Mendocino County? | 20             | California? |
| Please list community groups or organizations you are affiliated with and list any offices held. |                         |                     |                   |                |             |
| Additional Comments?                                                                             |                         |                     |                   |                |             |
| Signature                                                                                        |                         | Ruth L. Van Antwerp |                   |                |             |

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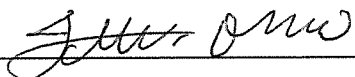
**MEMORANDUM***City of Ukiah*

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**Date:** October 2, 2019  
**To:** Kristine Lawler, City Clerk  
**From:** Juan Orozco, Councilmember  
**Subject:** Nomination for Planning Commission

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I nominate Ruth Van Antwerp for the Planning Commission, to serve the remaining term of Christopher Watt – term expiring December 2022. This nomination is to be considered by the full Council at the October 2, 2019, Regular City Council meeting.

Signature 

**RESOLUTION NO. 2019-**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH MAKING AN APPOINTMENT TO THE PLANNING COMMISSION TO FILL THE REMAINING TERM OF CHRISTOPHER WATT**

**WHEREAS**, the Planning Commission expiration of terms coincide with the appointing Councilmember; and

**WHEREAS**, Councilmember Juan Orozco was appointed December 5, 2018, and appointed Christopher Watt to the Planning Commission on December 19, 2018; and

**WHEREAS**, Christopher Watt submitted his resignation in August 2019, leaving a vacancy on the Planning Commission; and

**WHEREAS**, Councilmember Orozco directed the City Clerk to publicly notice the vacancy, which was done in August 2019, with two applications having been received; and

**WHEREAS**, Councilmember Orozco made the nomination for \_\_\_\_\_ to fill the remaining term of Christopher Watt on the Planning Commission.

**NOW, THEREFORE, BE IT RESOLVED**, that the Ukiah City Council approves the nomination, submitted per procedures outlined in resolution 2014-48 and in City Code Sections 1151, and do hereby appoint \_\_\_\_\_ to the Planning Commission to fill the remaining term of Christopher Watt, expiring in December, 2022.

**PASSED AND ADOPTED** this 2<sup>nd</sup> day of October 2019, by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

\_\_\_\_\_  
Maureen Mulheren, Mayor

ATTEST:

\_\_\_\_\_  
Kristine Lawler, City Clerk



## AGENDA SUMMARY REPORT

**SUBJECT:** Discussion and Possible Action Regarding the Cancellation of the October 16, 2019, City Council Regular Meeting, with the Option for the Mayor and/or City Manager to Call for a Special Meeting on an Alternate Date if Time Sensitive Business Arises.

**DEPARTMENT:** City Clerk      **PREPARED BY:** Kristine Lawler, City Clerk

**ATTACHMENTS:**

None

**Summary:** Council will consider cancelling the October 16, 2019, Regular City Council meeting due to the Mayor being at the League of California Cities, and other Councilmembers having expressed that they may not be available.

**Background:** City Council has regular meetings scheduled for the first and third Wednesdays of each month. During the time of the regularly scheduled October 16, 2019, council meeting, the Mayor will be attending the Annual League of California Cities conference. Additionally, other councilmembers have expressed that they may not be available for a meeting at that time. Often, Council takes a summer break due to holidays falling on council meeting dates, which didn't happen this year.

**Discussion:** Staff is recommending the cancellation of the October 16, 2019, meeting. If time sensitive business arises, the Mayor and/or City Manager will call for a special meeting on an alternate date.

**Recommended Action:** Approve the cancellation of the October 16, 2019, Regular City Council Meeting with the option for the Mayor and/or City Manager to call for a special meeting on an alternate date if time sensitive business arises.

**BUDGET AMENDMENT REQUIRED:** N/A

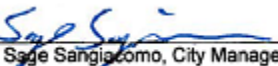
**CURRENT BUDGET AMOUNT:** N/A

**PROPOSED BUDGET AMOUNT:** N/A

**FINANCING SOURCE:** N/A

**PREVIOUS CONTRACT/PURCHASE ORDER NO.:** N/A

**COORDINATED WITH:** Sage Sangiacomo, City Manager

Approved:   
Sage Sangiacomo, City Manager



## AGENDA SUMMARY REPORT

**SUBJECT:** Receive Updates on City Council Committee and Ad Hoc Assignments and, if Necessary, Consider Modifications to Assignments and/or the Creation/Elimination of Ad hoc(s).

**DEPARTMENT:** City Clerk **PREPARED BY:** Kristine Lawler, City Clerk

**ATTACHMENTS:**

1. 2019 City Council Special Assignments and Ad Hocs

**Summary:** City Council members will provide reports and updates on their committee and ad hoc assignments. If necessary, the Council may consider modifications.

**Background:** City Council members are assigned to a number of committees and ad hoc activities. These assignments are included as Attachment #1.

**Discussion:** Previously, the City Council discussed having more time allocated to reporting on committee and ad hoc activities. Often, the Council Reports section of the regular agenda is rushed due to impending business (i.e., public hearings), and not enough time is afforded for reports beyond community activities.

In an effort to foster regular updates on committee and ad hoc assignments, this item is being placed on the agenda to provide the City Council members an expanded opportunity to report on assignments and modify assignments as necessary.

**Recommended Action:** Receive report(s). The Council may also consider modifications to committee and ad hoc assignments along with the creation/elimination ad hoc(s).

**BUDGET AMENDMENT REQUIRED:** No

**CURRENT BUDGET AMOUNT:** N/A

**PROPOSED BUDGET AMOUNT:** N/A

**FINANCING SOURCE:** N/A

**PREVIOUS CONTRACT/PURCHASE ORDER NO.:** N/A

**COORDINATED WITH:** Mayor Mulheren

Approved:   
Sage Sangiacomo, City Manager

Approved: \_\_\_\_\_  
Sage Sangiacomo, City Manager



2019 CITY COUNCIL SPECIAL ASSIGNMENTS

| COUNTY/REGIONAL<br>OnGoing One + Alternate                 | MTG DATE/TIME                                                                              | MEETING LOCATION                                                                                                                                                         | MAILING ADDRESS/CONTACT                                                                                           | COMMITTEE FUNCTION                                                                                                      | ASSIGNED TO                        | PRINCIPAL STAFF SUPPORT                                                                    |                         |
|------------------------------------------------------------|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|------------------------------------|--------------------------------------------------------------------------------------------|-------------------------|
| Disaster Council                                           | Shall meet a minimum of twice a year at a time and place designated upon call of the chair | Place designated upon call of the chair or, if she/he is unavailable or unable to call such meeting, the first vice chair and then the City Manager or her/his designee. | Emergency Management Coordinator<br>300 Seminary Ave.<br>Ukiah, CA 95482<br>467-5765 - Tami Bartolomei            | Develop any necessary emergency and mutual aid plans, agreements, ordinances, resolutions, rules, and regulations.      | Mulheren<br>Orozco- Alternate      | Tami Bartolomei, Community Services Administrator; 467-5765<br>tbartolomei@cityofukiah.com |                         |
| Greater Ukiah Business & Tourism Alliance                  | TBD                                                                                        | 200 S School St.<br>Ukiah, CA 95482                                                                                                                                      | 200 S School St.<br>Ukiah, CA 95482                                                                               | Promotes tourism and works to strengthen and promote the historic downtown and businesses within the greater Ukiah area | Mulheren                           | Shannon Riley, Deputy City Manager; 467-5793 sriley@cityofukiah.com                        |                         |
| Mendocino Council of Governments (MCOG)                    | 1st Monday of month, 1:30 p.m.                                                             | Board of Supervisors Chambers<br>501 Low Gap Road<br>Ukiah, CA                                                                                                           | Executive Director<br>367 N. State Street, Ste. 206<br>Ukiah, CA 95482<br>463-1859                                | Plan and allocate State funding, transportation, infrastructure and project County wide                                 | Brown<br>Mulheren- Alternate       | Rick Seanor, Deputy Director of Public Works; 463-6296 rseanor@cityofukiah.com             |                         |
| Mendocino County Inland Water and Power Commission (IWPC)  | 2nd Thursday of month, 6:00 p.m.                                                           | Civic Center<br>300 Seminary Avenue<br>conference room 5                                                                                                                 | IWPC Staff<br>P.O. Box 1247<br>Ukiah, CA 95482<br>391-7574 - Candace Horsley                                      | Develops coordination for water resources and current water rights: Potter Valley project - Eel River Diversion         | Orozco<br>Brown- Alternate         | Sean White, Director of Water Resources; 463-5712 swhite@cityofukiah.com                   |                         |
| Mendocino Solid Waste Management Authority (MSWMA)         | 3rd Thursday of every other month (varies), 10:00 a.m.                                     | Willits Council Chambers                                                                                                                                                 | Solid Waste Director<br>3200 Taylor Drive<br>Ukiah, CA 95482<br>468-9710                                          | County-wide Solid Waste JPA                                                                                             | Brown<br>Scalmanini- Alternate     | Tim Eriksen, Public Works Director/City Engineer; 463-6280 teriksen@cityofukiah.com        |                         |
| Mendocino Transit Authority (MTA) Board of Directors       | Last Wednesday of month, 1:30 p.m.                                                         | Alternating locations - Ukiah Conference Center or Fort Bragg, or Point Arena                                                                                            | Executive Director<br>241 Plant Road<br>Ukiah, CA 95482<br>462-1422                                               | County-wide bus transportation issues and funding                                                                       | Mulheren<br>Brown- Alternate       | Rick Seanor, Deputy Director of Public Works; 463-6296 rseanor@cityofukiah.com             |                         |
| North Coast Opportunities (NCO)                            | 4th Wednesday of month, 2 p.m.                                                             | Alternating locations - Ukiah and Lakeport                                                                                                                               | Ross Walker, Governing Board Chair<br>North Coast Opportunities<br>413 North State Street<br>Ukiah, CA 95482      | Assist low income and disadvantaged people to become self reliant                                                       | Bartolomei<br>(appointed 12/19/18) | Tami Bartolomei, Community Services Administrator; 467-5765<br>tbartolomei@cityofukiah.com |                         |
| North Coast Rail Authority (NCRA)                          | 2nd Wednesday of month, 10:30 a.m.                                                         | Various Locations - announced                                                                                                                                            | 419 Talmage Road, Suite M<br>Ukiah, CA 95482<br>463-3280                                                          | Provides a unified and revitalized rail infrastructure meeting the freight and passenger needs of the region            | Mayor                              | Shannon Riley, Deputy City Manager; 467-5793 sriley@cityofukiah.com                        |                         |
| Russian River Watershed Association (RRWA)                 | 4th Thursday of month, 9:00 a.m. (only 5 times a year)                                     | Windsor Town Hall                                                                                                                                                        | Russian River Watershed Association<br>Attn: Daria Isupov<br>425 South Main St., Sebastopol, CA 95472<br>666-4857 | Consider issues related to Russian river - plans projects and funding requests                                          | Mulheren<br>Brown- Alternate       | Rick Seanor, Deputy Director of Public Works; 463-6296 rseanor@cityofukiah.com             |                         |
| Ukiah Valley Basin Groundwater Sustainability Agency (GSA) | 2nd Thursday of month, 1:30 p.m.                                                           | Board of Supervisors Chambers;<br>501 Low Gap Road<br>Ukiah, CA                                                                                                          | County Executive Office<br>Nicole French<br>501 Low Gap Rd., Rm. 1010<br>Ukiah, CA 95482<br>463-4441              | GSA serves as the Groundwater Sustainability Agency in the Ukiah Valley basin                                           | Crane<br>Mulheren- Alternate       | Sean White, Director of Water Resources; 463-5712 swhite@cityofukiah.com                   |                         |
| COUNTY/REGIONAL<br>One + Staff Alternate                   | MTG DATE/TIME                                                                              | MEETING                                                                                                                                                                  | LOCATION                                                                                                          | MAILING ADDRESS/CONTACT                                                                                                 | COMMITTEE FUNCTION                 | ASSIGNED TO                                                                                | PRINCIPAL STAFF SUPPORT |
| Economic Development & Financing Corporation (EDFC)        | 2nd Thursday of month, 2:00 p.m.                                                           | Primarily 631 S. Orchard Street (location varies)                                                                                                                        | Executive Director<br>631 South Orchard Avenue<br>Ukiah, CA 95482<br>467-5953                                     | Multi-agency co-op for economic development and business loan program                                                   | Riley<br>(appointed 12/19/18)      | Shannon Riley, Deputy City Manager; 467-5793 sriley@cityofukiah.com                        |                         |
| Sun House Guild ex officio                                 | 2nd Tuesday of month, 4:30 p.m.                                                            | Sun House<br>431 S. Main St.<br>Ukiah, CA                                                                                                                                | 431 S. Main Street<br>Ukiah, CA 95482<br>467-2836                                                                 | Support and expand Grace Hudson Museum                                                                                  | Bartolomei<br>(appointed 12/19/18) | David Burton, Museum Director; 467-2836<br>dburton@cityofukiah.com                         |                         |



**2019 CITY COUNCIL SPECIAL ASSIGNMENTS**

| Continued -<br>COUNTY/REGIONAL<br>One + Staff Alternate                  | MTG DATE/TIME                                                               | MEETING                                                                          | LOCATION | MAILING ADDRESS/CONTACT                                                                                    | COMMITTEE FUNCTION                                                                                                                                                                           | ASSIGNED TO                                                           | PRINCIPAL STAFF SUPPORT                                                                                                                                                       |
|--------------------------------------------------------------------------|-----------------------------------------------------------------------------|----------------------------------------------------------------------------------|----------|------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Mendocino Youth Project JPA Board of Directors</b>                    | 3rd Wednesday of month, 7:45 a.m.                                           | 776 S. State Street Conference Room                                              |          | Mendocino Co. Youth Project<br>776 S. State Street, Ste. 107<br>Ukiah, CA 95482<br>707-463-4915            | targets all youth with a focus on drug and alcohol prevention, healthy alternatives and empowering youth to make healthy choices                                                             | <b>UPD Staff</b>                                                      | Recommend to be assigned to staff -<br>Forthcoming from UPD                                                                                                                   |
| <b>Northern California Power Agency (NCPA)</b>                           | 4th Thursday of month, 9:00 a.m. (see calendar from NCPA)                   | Roseville, CA and other locations                                                |          | 651 Commerce Drive<br>Roseville, CA 95678<br>916-781-4202                                                  | Pool of public utilities for electric generation and dispatch                                                                                                                                | <b>Crane Grandi - Alternate</b>                                       | <b>Mel Grandi</b> , Electric Utility Director; 463-6295 mgrandi@cityofukiah.com                                                                                               |
| LOCAL/COUNTY/REGIONAL/LIASONS<br>OnGoing One or Two Council and/or Staff | MTG DATE/TIME                                                               | LOCATION                                                                         |          | MAILING ADDRESS/CONTACT                                                                                    | COMMITTEE FUNCTION                                                                                                                                                                           | ASSIGNED TO                                                           | PRINCIPAL STAFF SUPPORT                                                                                                                                                       |
| <b>Adventist Health Community Advisory Council</b>                       | Quarterly:<br>Aug. 27, 6:45 a.m.<br>Nov 5, 6:45 a.m.                        | 275 Hospital Drive<br>Ukiah, CA 95482                                            |          | 275 Hospital Drive<br>Ukiah, CA 95482<br>707-463-7623<br>Allyne Brown - Allyne.Brown@ah.org                | Provides the Adventist Health Ukiah Valley (AHUV) Governing Board and Administration with advice, support, and suggestions on matter of importance to Mendocino, Lake and Sonoma Counties.   | <b>Brown</b>                                                          | <b>Kristine Lawler</b> , City Clerk, 463-6217<br>klawler@cityofukiah.com                                                                                                      |
| <b>League of California Cities Redwood Empire Legislative Committee</b>  | Prior to Division Meetings, meets 3x in person and then via conference call | Various locations that are announced                                             |          | Redwood Empire League President; Public Affairs Program Manager (916) 658-8243                             | Elected city officials and professional city staff attend division meetings throughout the year to share what they are doing and advocate for their interests in Sacramento                  | <b>Mulheren Brown- Alternate</b>                                      | <b>Sage Sangiacomo</b> , City Manager; 463-6221<br>ssangiacomo@cityofukiah.com                                                                                                |
| <b>City Selection Committee</b>                                          | Called as required by the Clerk of the Board                                | BOS Conference Room<br>501 Low Gap Rd. Rm. 1090<br>Ukiah, CA                     |          | C/O: BOS<br>501 Low Gap Rd., Rm 1090<br>Ukiah, CA 95482<br>463-4441                                        | Makes appointments to LAFCO and Airport Land Use Commission                                                                                                                                  | <b>Mayor</b>                                                          | <b>Kristine Lawler</b> , City Clerk; 463-6217<br>klawler@cityofukiah.com                                                                                                      |
| <b>Investment Oversight Committee</b>                                    | Varies                                                                      | Civic Center<br>300 Seminary Ave.<br>Ukiah, CA 95482                             |          | Civic Center<br>300 Seminary Ave.<br>Ukiah, CA 95482                                                       | Reviews City investments, policies, and strategies                                                                                                                                           | <b>Crane Alan Carter</b> , Treasurer                                  | <b>Dan Buffalo</b> , Director of Finance; 463-6220<br>dbuffalo@cityofukiah.com                                                                                                |
| <b>Library Advisory Board</b>                                            | 3rd Wednesdays of alternate months (beginning January), 1:00 p.m.           | Various Mendocino County Libraries                                               |          | Ukiah County Library<br>463-4491                                                                           | Review library policy and activities                                                                                                                                                         | <b>Bartolomei</b> (appointed 12/19/18)<br><b>Mulheren - Alternate</b> | <b>Kristine Lawler</b> , City Clerk; 463-6217;<br>klawler@cityofukiah.com                                                                                                     |
| <b>Ukiah Players Theater Board of Directors</b>                          | 3rd Tuesday of month, 6:00 p.m                                              | 1041 Low Gap Rd<br>Ukiah, CA 95482<br>462-1210                                   |          | 1041 Low Gap Rd<br>Ukiah, CA 95482<br>462-1210                                                             | To oversee the activities, organization and purpose of the Ukiah Players Theater                                                                                                             | <b>Greg Owen</b> , Airport Manager (appointed 12/19/18)               | <b>Kristine Lawler</b> , City Clerk; 463-6217<br>klawler@cityofukiah.com                                                                                                      |
| <b>Ukiah Unified School District (UUSD) Committee</b>                    | Quarterly                                                                   | 511 S. Orchard, Ste. D<br>Ukiah, CA 95482                                        |          | 511 S. Orchard<br>Ukiah, CA 95482                                                                          | Information exchange with UUSD Board Chair, Mayor, Superintendent, and City Manager                                                                                                          | <b>Mayor, City Manager and Police Chief</b>                           | <b>Sage Sangiacomo</b> , City Manager; 463-6221<br>ssangiacomo@cityofukiah.com                                                                                                |
| <b>Russian River Flood Control District (RRFCD) Liaison</b>              | 1st Monday of month, 5:30 p.m.                                              | 151 Laws Ave., Suite D<br>Ukiah, CA                                              |          | 151 Laws Ave., Ukiah, CA 95482;<br>rrfc@pacific.net; 462-5278                                              | Proactively manage the water resources of the upper Russian River for the benefit of the people and environment of Mendocino County                                                          | <b>Mulheren/Orozco White</b> (appointed 12/19/18)                     | <b>Sean White</b> , Director of Water Resources; 463-5712 swhite@cityofukiah.com                                                                                              |
| <b>HHSa Advisory Board</b>                                               | 2nd Wednesday of month; 9:00 a.m.                                           | Big Sur Room<br>County Department of Social Services                             |          | Executive Director<br>Jackie Williams - 462-1934<br>c/o Ford St. Project<br>139 Ford St.<br>Ukiah CA 95482 | Discussions and possible work on health and human service issues                                                                                                                             | <b>Brown - Liaison</b>                                                | <b>Shannon Riley</b> , Deputy City Manager; 467-5793<br>sriley@cityofukiah.com                                                                                                |
| <b>Mendocino County Local Area Formation Commission (LAFCO)</b>          | 1st Monday of month, 9:00 a.m.                                              | Board of Supervisors Chambers                                                    |          | Executive Director<br>200 S. School Street, Ste. 2<br>Ukiah, CA 95482<br>463-4470                          | Required by legislation - planning spheres of influence, annexation, service areas, and special districts                                                                                    | (positions not active)<br><b>Crane Mulheren- Alternate</b>            | <b>Craig Schlatter</b> , Director of Community Development; 463-6219;<br>cschlatter@cityofukiah.com                                                                           |
| <b>Mendocino County Airport Land Use Commission</b>                      | As needed                                                                   | BOS Conference Room<br>501 Low Gap Rd., Rm. 1090,<br>Ukiah, CA                   |          | Mendocino County Executive Office<br>501 Low Gap Rd. Rm. 1010<br>Ukiah, CA 95482                           | To formulate a land use compatibility plan, provide for the orderly growth of the airport and the surrounding area, and safeguard the general welfare of the inhabitants within the vicinity | <b>Owen/Schlatter</b>                                                 | <b>Greg Owen</b> , Airport Manager; 467-2855;<br>gowen@cityofukiah.com<br><b>Craig Schlatter</b> , Director of Community Development; 463-6219;<br>cschlatter@cityofukiah.com |
| <b>Mendocino County 2nd District Liaison</b>                             | 1st Wednesdays of month, 8:00 a.m.                                          | Civic Center Annex<br>conference room #5<br>411 West Clay St.<br>Ukiah, CA 95482 |          | Civic Center<br>300 Seminary Ave.<br>Ukiah, CA 95482                                                       | To coordinate activities and policy development with the City's 2nd District Supervisor                                                                                                      | <b>Brown Crane- Alternate</b>                                         | <b>Sage Sangiacomo</b> , City Manager; 463-6221; ssangiacomo@cityofukiah.com                                                                                                  |
| <b>Fire Executive Committee</b>                                          | 2nd Wednesdays of month, 3:45 p.m.                                          | Ukiah Valley Conference Center,<br>200 S. School Street<br>Ukiah, CA             |          | Stephanie Abba<br>Civic Center<br>300 Seminary Ave.<br>Ukiah, CA 95482<br>sabba@cityofukiah.com            | Per the recently adopted agreement between the City of Ukiah and the Ukiah Valley Fire Protection District                                                                                   | <b>Orozco/Brown</b>                                                   | <b>Dan Grebil</b> , Fire Authority Administrator; 462-7921 x400; dgrebil@cityofukiah.com                                                                                      |

| 2019 AD HOC COMMITTEES                                                     |                   |                                                                                                                                                                                                                                                                                                                                                   |
|----------------------------------------------------------------------------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| COMMITTEE                                                                  | ASSIGNED TO       | PRINCIPAL STAFF SUPPORT                                                                                                                                                                                                                                                                                                                           |
| Electric Grid Operational Improvements                                     | Crane/Scalmanini  | <b>Mel Grandi</b> , Electric Utility Director; 463-6295 mgrandi@cityofukiah.com                                                                                                                                                                                                                                                                   |
| Rate Studies for Electric, Water, Sewer                                    | Crane/Scalmanini  | <b>Mel Grandi</b> , Electric Utility Director; 463-6295 mgrandi@cityofukiah.com<br><b>Tim Eriksen</b> , Public Works Director/City Engineer; 463-6280 teriksen@cityofukiah.com<br><b>Sean White</b> , Director of Water Resources; 463-5712 swhite@cityofukiah.com<br><b>Dan Buffalo</b> , Director of Finance; 463-6220 dbuffalo@cityofukiah.com |
| Downtown Parking Management                                                | Mulheren/Brown    | <b>Shannon Riley</b> , Deputy City Manager; 467-5793 sriley@cityofukiah.com                                                                                                                                                                                                                                                                       |
| Budget Development Best Practices and Financial Policy For FY 19/20 Budget | Crane/Brown       | <b>Dan Buffalo</b> , Director of Finance; 463-6220 dbuffalo@cityofukiah.com<br><b>Sheri Mannion</b> , Human Resource Director/Risk Manager; 463-6272, smannion@cityofukiah.com                                                                                                                                                                    |
| Public Works Project Specification Development                             | Crane/Mulheren    | <b>Tim Eriksen</b> , Public Works Director/City Engineer; 463-6280 teriksen@cityofukiah.com                                                                                                                                                                                                                                                       |
| Uniform Cost Accounting                                                    | Crane/Mulheren    | <b>Tim Eriksen</b> , Public Works Director/City Engineer; 463-6280 teriksen@cityofukiah.com                                                                                                                                                                                                                                                       |
| Vichy Springs Resort Litigation                                            | Brown/Scalmanini  | <b>Sage Sangiacomo</b> , City Manager; 463-6221 ssangiacomo@cityofukiah.com                                                                                                                                                                                                                                                                       |
| Marbut Study Ad Hoc                                                        | Brown/Scalmanini  | <b>Justin Wyatt</b> , Police Operations Captain, 463-6760 jwyatt@cityofukiah.com                                                                                                                                                                                                                                                                  |
| Solar Proposal-Application Project                                         | Crane/Scalmanini  | <b>Sean White</b> , Director of Water Resources; 463-5712 swhite@cityofukiah.com                                                                                                                                                                                                                                                                  |
| Cannabis Events                                                            | Mulheren/Brown    | <b>Tami Bartolomei</b> , Community Services Administraor; 467-5765 tbartolomei@cityofukiah.com                                                                                                                                                                                                                                                    |
| Construction Related ADA Compliance                                        | Scalmanini/Orozco | <b>Tim Eriksen</b> , Public Works Director/City Engineer; 463-6280 teriksen@cityofukiah.com                                                                                                                                                                                                                                                       |
| Upper Russian River Water Discussions                                      | Crane/Brown       | <b>Sean White</b> , Director of Water Resources; 463-5712 swhite@cityofukiah.com                                                                                                                                                                                                                                                                  |