



City of Woodland

300 First Street
Woodland, CA 95695

Meeting Agenda - Final Traffic Safety Commission

Traffic Safety Commission

Wednesday, May 27, 2015

6:00 PM

Council Chambers

I. CALL TO ORDER

II. PUBLIC COMMENT

*An opportunity for members of the public to comment on many matter of concern.
Comments on scheduled agenda items should NOT be presented at this time.*

III. REGULAR AGENDA ITEMS

[14-776](#)

SUBJECT: Preferential Parking Area Establishment

Recommended Action

Staff recommends that Traffic Safety Commission (1) hold a public hearing to determine the eligibility of, and ascertain the boundaries for the Courthouse Preferential Parking Area and make a recommendation to the City Council and (2) approve conversion of existing all day parking to timed parking on Main, Fourth, Fifth and Sixth streets.

Attachments: [City Ordinance](#), [Preferential Parking Area Map](#), [Notification Letter](#)

[14-782](#)

SUBJECT: Gibson Rd./Matmor Rd. Intersection Improvements

Recommended Action

Staff recommends that Traffic Safety Commission approve recommendation to prohibit parking on Matmor Road near the intersection of Gibson Road and Matmor Road to provide for intersection improvements.

Attachments: [Notification Letter](#), [Map of Intersection](#)

[14-783](#) SUBJECT: Speed Zone Surveys

Recommended Action

Staff recommends that Traffic Safety Commission approve the attached speed zone surveys and the posting of speed limits as summarized herein.

Attachments: [Speed zone surveys](#)

IV. COMMITTEE REPORTS

- A. Secretary's Report**
- B. Police Department Report**

V. OTHER BUSINESS

Communications - Commission/Staff Statements and Requests

VI. ADJOURNMENT

The foregoing Agenda for the Traffic Safety Commission Meeting of the City of Woodland was posted 72 hours prior to the meeting in the outside display case at City Hall, 300 First Street, Woodland, CA, and was available to the public during normal business hours.



Legislation Details (With Text)

File #: 14-776 **Version:** 1 **Name:**
Type: Regular Agenda Item **Status:** Agenda Ready
File created: 5/21/2015 **In control:** Traffic Safety Commission
On agenda: 5/27/2015 **Final action:**
Title: SUBJECT: Preferential Parking Area Establishment

Recommended Action

Staff recommends that Traffic Safety Commission (1) hold a public hearing to determine the eligibility of, and ascertain the boundaries for the Courthouse Preferential Parking Area and make a recommendation to the City Council and (2) approve conversion of existing all day parking to timed parking on Main, Fourth, Fifth and Sixth streets.

Sponsors:

Indexes:

Code sections:

Attachments: [City Ordinance](#), [Preferential Parking Area Map](#), [Notification Letter](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

REPORT TO TRAFFIC SAFETY COMMISSION

DATE: May 27, 2015
SUBJECT: Preferential Parking Area Establishment

Recommended Action

Staff recommends that Traffic Safety Commission (1) hold a public hearing to determine the eligibility of, and ascertain the boundaries for the Courthouse Preferential Parking Area and

make a recommendation to the City Council and (2) approve conversion of existing all day parking to timed parking on Main, Fourth, Fifth and Sixth streets.

Background Discussion

With the construction of the new Yolo County Courthouse on Main Street between Fifth and Sixth streets, concerns have been raised by businesses and residents surrounding the site about the impacts to parking in the vicinity of the building. The Courthouse project has constructed two auxiliary parking lots for the use of jurors and courthouse patrons at the intersection of Sixth Street and Oak Avenue - a walk of just over a quarter mile to the building front entrance.

City staff is trying to coordinate with the Courthouse to include on their jury summons that parking for the Courthouse is in the lots at Sixth Street and Oak Avenue and for jurors to use East Street to Oak Avenue to access the lots. This direction will minimize the amount of traffic traveling down Main, Fifth and Sixth streets to access the facility. However, the concern is that the walking distance required from the parking lot to the facility will cause many patrons and jurors to park in the business and residential areas neighboring the Courthouse site.

Staff distributed the attached notice letter and map to all affected residents and property owners and has spoken with all available property owners. The map shows the limits of the proposed preferential parking area which needs recommendation to Council by the Commission and the proposed loading and timed parking zones which need Commission approval. All of the proposed parking restrictions, limitations and permit areas will be effective Monday through Friday from 8:00 am until 5:00 pm with the exception of holidays.

If the area is recommended by the Commission and approved by Council, permits for the residential, county and sworn officer parking areas will be administered by Yolo County per an MOU that will be approved by the Yolo County Board and the Woodland City Council. The Woodland public safety permits will be administered by the Woodland Police Department. No permits will be required for the areas designated for marked public safety vehicles only.

City staff is taking a proactive approach to minimize the impact of the new Courthouse facility on the nearby residents and businesses rather than reactively resolve issues after they arise. However, in doing so, there is some variability and a need for flexibility in the resolution. As such, the staff recommendation is to approve the proposed preferential parking area as eligible as defined and to approve the change from all day parking to timed parking or loading in coordination with adjacent businesses. Additionally, staff intends to revisit the issue after the Courthouse is in operation for at least six months to determine the effectiveness of the changes and to modify the restrictions as necessary.

Determination

Staff recommends the Traffic Safety Commission (1) make a determination that Oak and Lincoln avenues from Third to Fifth streets; Fourth Street from 435 Fourth Street to Oak Avenue; the west side of Fifth Street from Lincoln to Oak avenues; the east side Fifth street from Main Street to mid-way to Lincoln Avenue; Sixth Street from Main Street to Oak Avenue; are the eligible boundaries of

the Courthouse Preferential Parking Area and make a recommendation to the City Council and (2) approve the conversion of existing all day parking

Katie Wurzel, PE, TE

Transportation Engineer

Deputy Traffic Engineer

Attachment:

City Ordinance, Preferential Parking Area Map, Notification Letter

The Code of the City of Woodland, California

Sec. 14-7-10. Preferential parking—Definitions.

“Commuter vehicle” means a motor vehicle parked in a preferential parking area by a person not a resident thereof.

“Customer vehicle” means a motor vehicle parked for a period of less than two consecutive hours in a preferential parking area by a customer of a commercial establishment located therein.

“Dwelling unit” means a house, apartment or other residence with an assigned address as used by the U.S. Postal Service or as listed in the city directory.

“Lease” means that a person pays rent or other remuneration for use of a parcel of real property at his residence or place of business.

“Nonresident permit” means a permit issued by the police chief for use on a commuter vehicle in those preferential parking areas where the city council has, by resolution, authorized the use of such permits.

“Owns” means that a person has at least one-quarter of the fee interest in parcel of real property within a preferential parking area.

“Permit-issuing agent” means the individual or entity approved by the police department to issue parking permits.

“Police chief” means the chief of police of the city, his authorized representative or authorized agent.

“Preferential parking area” means an area designated as herein provided wherein motor vehicles displaying a valid permit as described herein shall be exempt from the time limit parking regulations which would otherwise be applicable.

“Resident” means a person who dwells in the preferential parking area on a permanent basis.

“Resident permit” means a permit issued by the police chief for use on a resident vehicle while parked in a preferential parking area. (Ord. No. 1221, § 6 (part).)

Sec. 14-7-10.1. Designation of preferential parking areas.

The city council, in accordance with the requirements of Sections 14-7-10.2 through 14-7-10.12, may designate as a preferential parking area any area which satisfies the criteria established in Section 14-7-10.2. Such areas shall be designated by resolution. Upon designation as a preferential parking area, motor vehicles displaying a valid parking permit may stand or be parked without limitation by parking time zone and regulations except as specifically set forth in the resolution designating preferential parking areas. Such resolution shall also state the applicable fees to be charged for permit issuance. (Ord. No. 1221, § 6 (part).)

Sec. 14-7-10.2. Criteria for designation of preferential parking areas.

(a) An area shall be deemed eligible for consideration as a preferential parking area if: surveys and studies prepared at the direction of the city traffic engineer and objective criteria establish that the area is adversely affected by commuter vehicles for any extended period during the day or night, on weekends, or during holidays. Additionally, the police department shall be given the opportunity to comment on any observed problems in the area and the comments shall be incorporated into the study report.

(b) In determining whether an area identified as eligible for preferential permit parking may be designated as a preferential parking area, the traffic engineer and the city council shall take into account factors which include, but are not limited to, the following:

- (1) The extent of the desire and need of the residents for preferential permit parking;

- (2) The extent to which legal on-street parking spaces are occupied by motor vehicles during the period proposed for parking regulations;
- (3) The extent to which motor vehicles parking in the area during the period proposed for parking regulations are commuter vehicles rather than resident vehicles or customer vehicles; and
- (4) The extent to which customer vehicles and motor vehicles registered to residents cannot be accommodated by the number of available off-street parking spaces. (Ord. No. 1221, § 6 (part).)

Sec. 14-7-10.3. Designation process of preferential parking areas.

The study of feasibility for establishment of a preferential parking area may be initiated by the city council, traffic safety commission or traffic engineer based upon their own motion or based upon petition of interested persons. However, prior to initiation of a feasibility study, a permit-issuing agent, who would typically be located within or adjacent to the proposed district, shall be proposed by those requesting the preferential parking area. After initiation of such a study, the process for establishment of a preferential parking area is as follows:

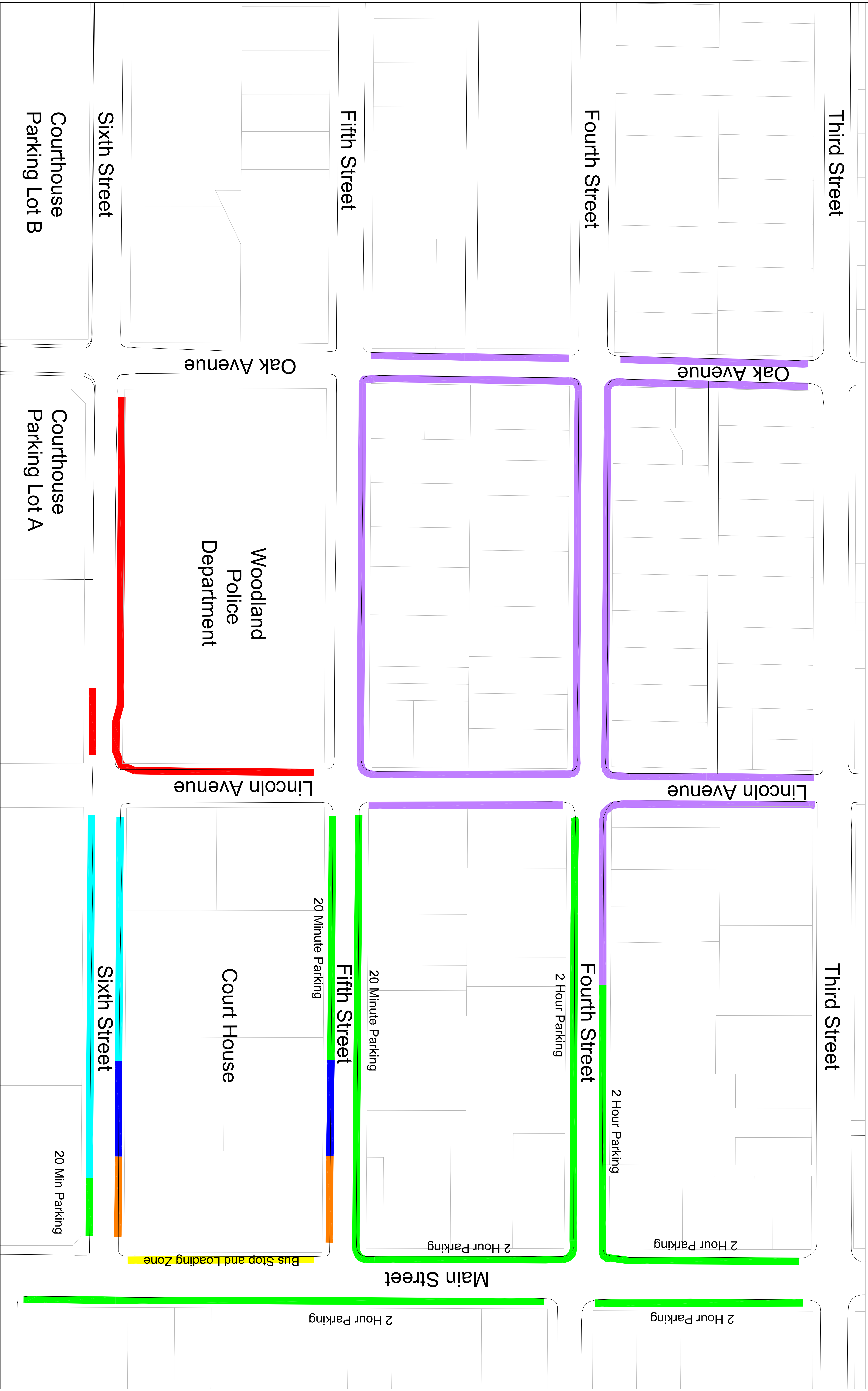
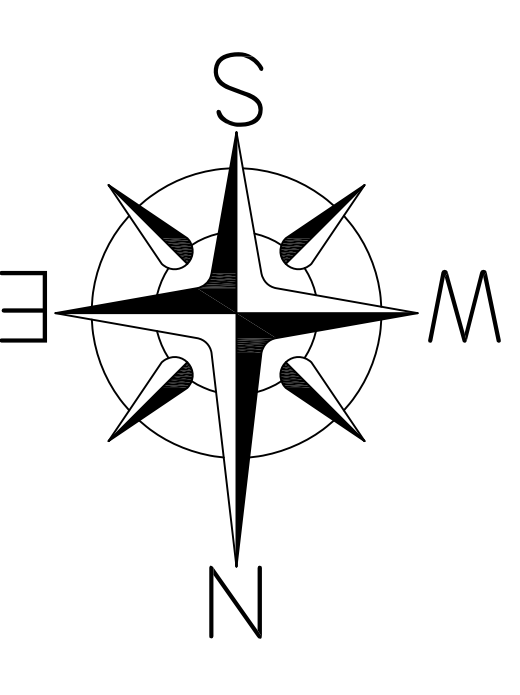
- (a) The traffic engineer shall undertake or cause to be undertaken such surveys or studies as are deemed necessary to determine whether the area is eligible to be a preferential parking area using the criteria set forth in Section 14-7-10.2.
- (b) Following the completion of surveys or studies to determine whether designation criteria are met, the traffic engineer shall notice as herein provided a public hearing or hearings before the city's traffic safety commission on the subject of the eligibility of the area under consideration for designation as a preferential parking area. The hearing or hearings shall also be conducted for the purpose of ascertaining boundaries for the proposed preferential parking area as well as the appropriate regulations.
- (c) Following the hearing provided for in subsection (b) above, the traffic safety commission shall recommend to the city council for or against the designation of the area under study as a preferential parking area. Such recommendation may also include a list of recommended conditions and regulations applicable to any area proposed for designation as a preferential parking area.
- (d) Upon receipt of the traffic safety commission recommendation, the city council shall conduct a noticed public hearing. If the city council determines that the area in question should be designated a preferential parking area, it shall adopt a resolution establishing the program for the area in question including the boundaries, parking regulations, fees, if any, and other appropriate conditions. Thereafter, the program shall be implemented as hereinafter provided.
- (e) Notice of the public hearing or hearings provided for herein shall be published in a newspaper published and circulated within the city at least ten days before the hearing date. The notice shall clearly state the purpose of the hearing, the location and boundaries tentatively considered for the proposed preferential parking area and, if applicable, the approximate permit fee to be charged therefor. During such hearing or hearings, any interested person shall be entitled to appear and be heard.
- (f) Majority protest by the residents of the proposed preferential parking area will require a two-thirds vote of the council to override the protest and create the preferential parking area.

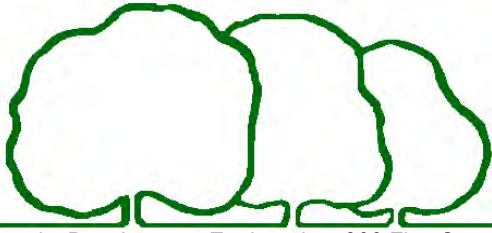
(Ord. No. 1221, § 6 (part).)

Proposed Courthouse Preferential Parking Area

LEGEND:

- Residential Permit Parking
- County Permit Parking
- Timed Parking
- Sworn Officers Permit Parking
- Public Safety Marked Vehicles
- Woodland Public Safety Permit Parking





City of Woodland

Community Development Engineering 300 First Street, Woodland, CA 95695 (530) 661-5820 www.cityofwoodland.org

May 15, 2015

RE: Preferential and Restricted Parking

Dear Resident, Property or Business Owner,

The City of Woodland is proposing to establish a preferential (permit) parking area surrounding the new Yolo County Courthouse to manage parking associated with the new facility. It is anticipated that many jurors and visitors to the Courthouse may choose to park adjacent residences and local businesses near the courthouse rather than use the new parking lots due to their proximity to the facility.

As proposed, and shown on the included map, the preferential parking area will include a residential parking area along Fourth Street, Fifth Street, Oak Avenue and Lincoln Avenue. It will also establish parking areas for public safety, county and sworn officer vehicles along Fifth Street, Sixth Street and Lincoln Avenue.

If established, the preferential parking area will restrict parking on public streets within the area between the hours of 8:00 am and 5:00 pm Monday through Friday. Vehicles displaying a valid parking permit or disabled person parking placard will be exempt from the restrictions.

Additionally, the City proposes to change existing all-day parking along Main, Fourth, Fifth and Sixth streets to timed parking. These changes are not part of the preferential parking area because parking will be timed but permits are not required.

As this parking area and the associated parking restrictions will impact your residence, property or business, I encourage you to contact me with any questions or concerns you may have. You may also attend the Traffic Safety Commission meeting on May 27, 2015 at 6:00 pm in City Hall at 300 First Street, Woodland, CA. At this meeting, the preferential parking area will be presented to the Commission for their recommendation. If recommended, a hearing will be held at a regularly scheduled City Council meeting to establish the preferred parking area.

Respectfully,

Katie Wurzel, P.E., T.E.
Principal Civil Engineer/City Traffic Engineer
530-661-5820
katie.wurzel@cityofwoodland.org

15 de Mayo del 2015

Asunto: Estacionamiento Preferente o Restringido

Estimado Residente, Dueño de Propiedad o Negocio,

La Ciudad de Woodland está proponiendo establecer una zona de estacionamiento con permiso en las áreas que rodean el nuevo edificio de la corte del Condado de Yolo para dirigir el estacionamiento asociado con el nuevo edificio. Se anticipa que los jurados y visitantes usaran los estacionamientos al lado de las residencias y los negocios cerca de la corte, en lugar de usar el estacionamiento especificado para uso de la corte.

Lo propuesto y como se muestra en el mapa incluido, la zona preferente de estacionamiento incluye una área residencial a lo largo de las calles Fourth Street, Fifth Street, Oak Avenue y Lincoln Avenue. También establecerá zonas de estacionamiento para vehículos de emergencia, del condado y de oficiales de policía y alguacil a lo largo de las calles Fifth Street, Sixth Street y Lincoln Avenue.

Si se establece, la zona de estacionamiento preferente restringirá el estacionamiento en calles públicas dentro del área establecida entre las horas de 8:00am y las 5:00pm de lunes a viernes. Vehículos mostrando un permiso valido de estacionamiento o una placa de discapacitados estarán fuera de las restricciones.

Además, la ciudad propone cambiar el estacionamiento actual de to todo el día a lo largo de las calles Main, Fourth, Fifth y Sixth a estacionamientos restringidos a tiempo. Estos cambios no son parte de la zona de estacionamientos preferencia, porque los estacionamientos serán medidos y permisos de estacionamiento no serán requeridos.

Como las restricciones y la zona establecida afectaran su residencia, propiedad o negocio, lo invito a ponerse en contacto conmigo para cualquier pregunta o preocupación que pueda tener. También puede asistir a la reunión de la Comisión de Seguridad de Trafico el 27 de mayo del 2015 a las 6:00pm en City Hall al domicilio 300 First Street, Woodland, CA. En esta reunión, la zona de estacionamiento de preferencia será presentada a la Comisión para sus recomendaciones. Si es recomendada, una audiencia se llevara a cabo en una de las reuniones regulares del Consejo de la Ciudad para que se establezca la zona de preferente.

Sinceramente,

Katie Wurzel, P.E., T.E.
Principal Civil Engineer/City Traffic Engineer
530-661-5820
katie.wurzel@cityofwoodland.org



Legislation Details (With Text)

File #: 14-782 Version: 1 Name:
 Type: Regular Agenda Item Status: Agenda Ready
 File created: 5/21/2015 In control: Traffic Safety Commission
 On agenda: 5/27/2015 Final action:
 Title: SUBJECT: Gibson Rd./Matmor Rd. Intersection Improvements

Recommended Action

Staff recommends that Traffic Safety Commission approve recommendation to prohibit parking on Matmor Road near the intersection of Gibson Road and Matmor Road to provide for intersection improvements.

Sponsors:

Indexes:

Code sections:

Attachments: [Notification Letter, Map of Intersection](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

REPORT TO TRAFFIC SAFETY COMMISSION

DATE: May 27, 2015

SUBJECT: Gibson Rd./Matmor Rd. Intersection Improvements

Recommended Action

Staff recommends that Traffic Safety Commission approve recommendation to prohibit parking on Matmor Road near the intersection of Gibson Road and Matmor Road to provide for intersection improvements.

Background Discussion

City staff has received multiple requests for improvements to the intersection of Gibson Road and Matmor Road. These requests cite concerns about left turn queues blocking the through movement and increasing the number of vehicles not yielding the right-of-way to pedestrians and bicyclists. Staff has modified the traffic signal timing to allow the pedestrian phase to begin before vehicle traffic is allowed to proceed. These changes have improved the intersection but have not alleviated the concerns. Nearby residential development has increased the volume of traffic utilizing this intersection during peak hours of the day.

After reviewing resident requests and studying traffic patterns at the intersection, staff determined that left turn lanes are appropriate to accommodate increasing traffic volumes and prevent excessive queues. However, to accommodate the width of the left turn lanes, parking must be prohibited on the north and south legs of the intersection (see attached map for extents of restrictions).

The impact of these changes is an overall reduction in parking. The spaces on the side yard of the homes at Matmor/Roosevelt are proposed to be restricted and north of the intersection seven spaces on each side of the road are proposed to be restricted to provide adequate width for the turn lane. It was determined that some of the existing red curb can be modified to allow one new parking space. These restrictions impact the properties adjacent the intersection. However, after full evaluation, staff is recommending that parking be restricted to allow for the installation of the turn lanes to increase the safety of vehicles, bicycles and pedestrians through the intersection.

The attached letter was mailed to affected property owners and residents to notify them that the proposed improvements and associated parking restrictions would be before the Traffic Safety Commission for approval.

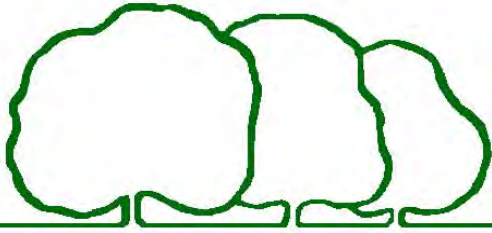
Katie Wurzel, PE, TE

Transportation Engineer

Deputy Traffic Engineer

Attachment:

Notification Letter, Map of Intersection



City of Woodland

Community Development Engineering 300 First Street, Woodland, CA 95695 (530) 661-5820 www.cityofwoodland.org

May 4, 2015

Current Resident
1387 Roosevelt Pl.
Woodland, CA 95776

Dear Resident,

It has been determined that left turn lanes need to be installed at the intersection of E. Gibson Road and Matmor Road. The turn lanes are needed to accommodate increasing traffic volumes associated with nearby development. For this project, the City will need to restrict street parking along Matmor Road as shown in the attached map. This work is anticipated to be complete by mid-August 2015.

At their next meeting, the Traffic Safety Commission will decide whether to recommend the inclusion of the new left turn lanes and the accompanying parking restriction. You are invited to attend this meeting to voice your concerns regarding this agenda item. The next meeting is Wednesday, May 27, 2015 at 6:00pm in City Hall Council Chambers, 300 First Street. If you cannot attend and would like to voice your opinion, you may also write a letter to the commission at the above address or call me.

Please see the attached map for the number of parking spaces being removed (-) or added (+). If you have any questions, please feel free to call me at (530) 661-5967 or e-mail me at diana.ayon@cityofwoodland.org. If I'm not available, you can also contact Brent Meyer, City Engineer, at (530) 661-5947 or e-mail him at brent.meyer@cityofwoodland.org.

Sincerely,

Diana R. Ayón, P.E.
Associate Civil Engineer



MATMOR RD.

E. GIBSON RD.

E. GIBSON RD.



-3 Spaces

-3 Spaces

-7 Spaces

MATMOR RD.

-7 Spaces

+1 Space



Legislation Details (With Text)

File #: 14-783 Version: 1 Name:

Type: Regular Agenda Item Status: Agenda Ready

File created: 5/21/2015 In control: Traffic Safety Commission

On agenda: 5/27/2015 Final action:

Title: SUBJECT: Speed Zone Surveys

Recommended Action

Staff recommends that Traffic Safety Commission approve the attached speed zone surveys and the posting of speed limits as summarized herein.

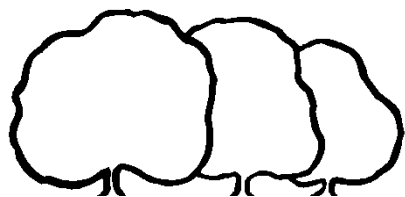
Sponsors:

Indexes:

Code sections:

Attachments: [Speed zone surveys](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

REPORT TO TRAFFIC SAFETY COMMISSION

DATE: May 27, 2015

SUBJECT: Speed Zone Surveys

Recommended Action

Staff recommends that Traffic Safety Commission approve the attached speed zone surveys and the posting of speed limits as summarized herein.

Background Discussion

Speed zone surveys are required by the California Vehicle Code when setting speed limits on collector and arterial roads. Surveys must be performed every five, seven or ten years, depending on conditions. Surveys are conducted by staff in accordance with guidelines set forth in the California Manual on Uniform Traffic Control Devices. Staff brings the surveys to the Commission for approval as required by Council resolution.

The surveys record the posted speed limit, existing speed of traffic, accident history and traffic volume among other factors. The 85th percentile traffic speed (the speed which 85% of drivers are driving at or below) is used as a baseline for determining speed limits and other factors may be applied to adjust the posted speed for conditions.

If the posted speed limit is not consistent with the speed zone survey the road segment can be declared a speed trap by the traffic court judge. Once a speed trap is declared, the Police Department loses the ability to enforce the speed limit using radar.

The streets included in this survey are listed below along with any changes to the existing posted speed limits.

1. Branigan Street- No changes proposed
2. Cannery Road -Industrial to Matmor - Speed increases from 25 mph to 30 mph
3. East Street - No changes proposed
4. El Dorado Drive - No changes proposed
5. Farmer's Central Road - No changes proposed
6. Heritage Parkway - Speed decreases from 40 mph to 35 mph
7. Industrial Way - Speed increases from 25 mph to 30 mph
8. Lemen Avenue - No changes proposed
9. Matmor Road - No changes proposed
10. North Street - No changes proposed
11. Ogden Street - No changes proposed
12. Pioneer Avenue - Speed increases from 40 mph to 45 mph north of E. Kentucky
13. Woodland Avenue - No changes proposed

Katie Wurzel, PE, TE

Transportation Engineer

Deputy Traffic Engineer

Attachment:

Speed zone surveys

LEGEND

- TRAFFIC SIGNAL
- ROAD SIGN
- FLASHING BEACON

REMARKS

TSC APPROVAL ON:
5/27/2015



- ALIGNMENT
- GRADIENT
- ROADWAY WIDTH
- NO. OF LANES
- SIGNAL/STOP DATA
- AVERAGE DAILY TRAFFIC
- CRITICAL SPEED
- OBSERVED SPEED PACE
- EXISTING SIGNED ZONE
- PROPOSED SPEED LIMIT

ACCIDENT RATE 11-13
MPH

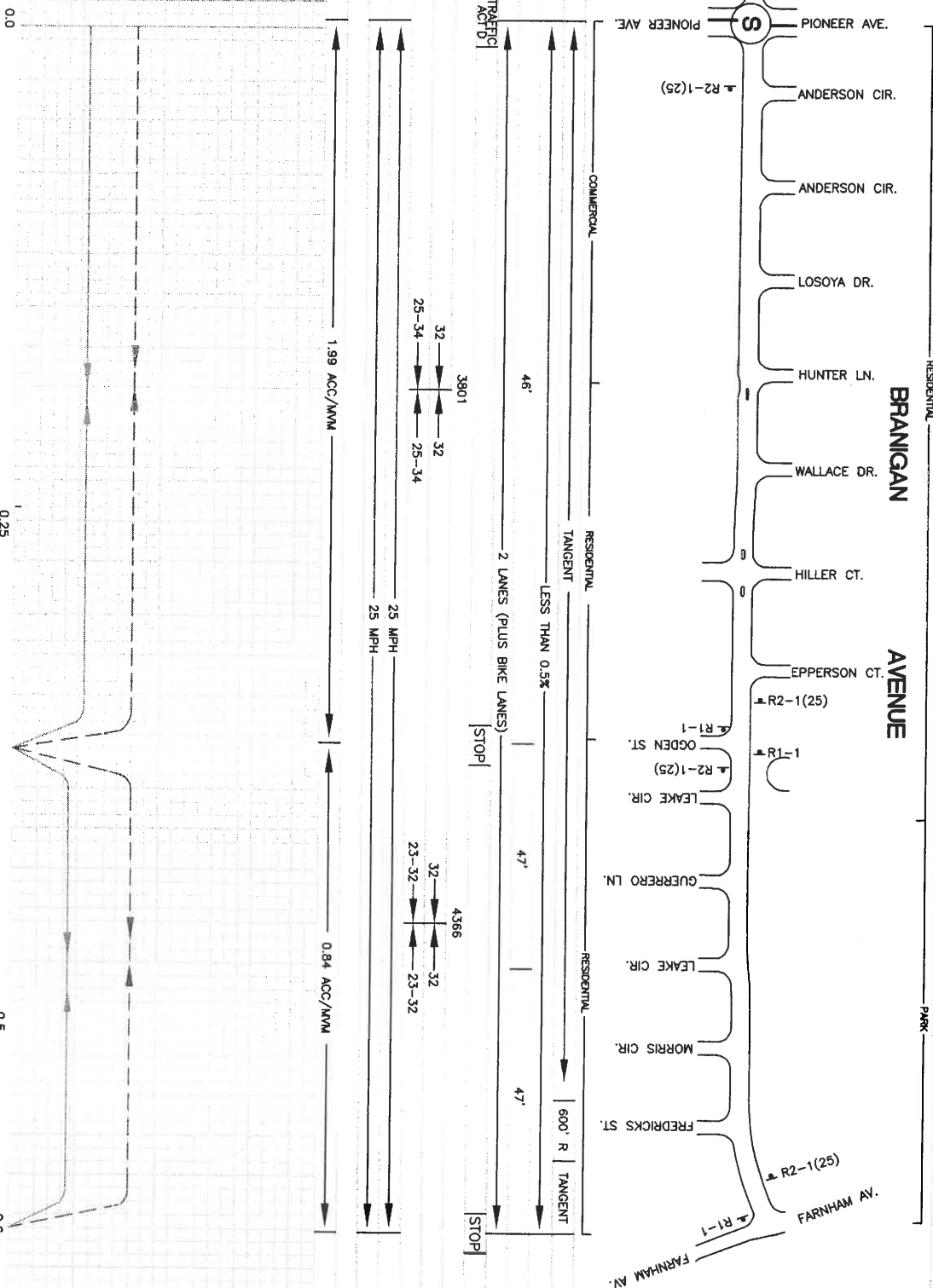
LEGEND

- Critical Speed
- Lower Limit of Pace

DISTANCE IN MILES

STREET BRANIGAN AVENUE

FROM PIONEER AV TO FARNHAM AV
SCALE 1"=1000'
DATE APR 2015



0.0

1.0

0.5

0.6

1.99 ACC/MM

0.84 ACC/MM

25 MPH

25 MPH

32

32

32

32

32

32

32

25-34

25-34

23-32

23-32

23-32

23-32

23-32

3801

4366

LESS THAN 0.5%

600' R

TRAFFIC SIGNAL

[STOP]

[STOP]

COMMERCIAL

RESIDENTIAL

RESIDENTIAL

TANGENT

PIONEER AVE.

R2-1(25)

PIONEER AVE.

ANDERSON CIR.

ANDERSON CIR.

LOSOYA DR.

HUNTER LN.

WALLACE DR.

HILLER CT.

EPPERSON CT.

R2-1(25)

R1-1

OGDEN ST.

R2-1(25)

LEAKE CIR.

GUERRERO LN.

LEAKE CIR.

MORRIS CIR.

FREDRICKS ST.

R2-1(25)

R1-1

FARNHAM AV.

BRANIGAN AVENUE

RESIDENTIAL

PARK

**CITY OF WOODLAND
SPEED ZONE SURVEY**

STREET: Branigan Avenue
LIMITS: Pioneer Avenue to Farnham Avenue
DATE: April 2015

ROADWAY CHARACTERISTICS & TRAFFIC CONTROL

Branigan Avenue has a total length of 0.6 miles and is classified and posted as listed below:

Pioneer Avenue to Farnham Avenue - Collector - 25 mph

The roadway carries major residential traffic volumes with a moderate portion of school related traffic and light commercial traffic. On-street parking is prohibited along the roadway. The pavement is in satisfactory to good condition.

The centerline is marked throughout. The intersection at Pioneer Avenue controlled by traffic signals timed for 30 mph approach speeds. The intersection at Ogden Street is all-way stop controlled. All others intersections are side street stop controlled.

BICYCLE AND PEDESTRIAN USES

There are Class II bike lane markings throughout. There is moderate to heavy bike and pedestrian traffic due to Pioneer Park, a school bus stop and being a corridor through a large residential area.

SPECIAL CONSIDERATIONS

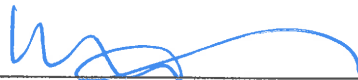
Due to the residential density, existence of a neighborhood park and bicycle and pedestrian use, the speed limit is set at the 5 mph increment below the 85th percentile speed per CVC Section 21400.

CERTIFICATION

This Engineering and Traffic Survey was conducted in accordance with methods determined by the Department of Transportation for use by State and Local authorities and includes all considerations required by the California Vehicle Code and the California Manual on Uniform Traffic Control Devices.

5/18/15

Date



Katie Wurzel, P.E., T.E.
Traffic Engineer

LEGEND

- TRAFFIC SIGNAL (Ⓢ)
- ROAD SIGN (Ⓩ)
- FLASHING BEACON (⚡)

REMARKS

TSC APPROVAL ON:
05/27/2015



ALIGNMENT
GRADIENT
ROADWAY WIDTH
NO. OF LANES
SIGNAL/STOP DATA
AVERAGE DAILY TRAFFIC
CRITICAL SPEED
OBSERVED SPEED PACE
EXISTING SIGNED ZONE
PROPOSED SPEED LIMIT

ACCIDENT RATE 11-13 MPH

LEGEND

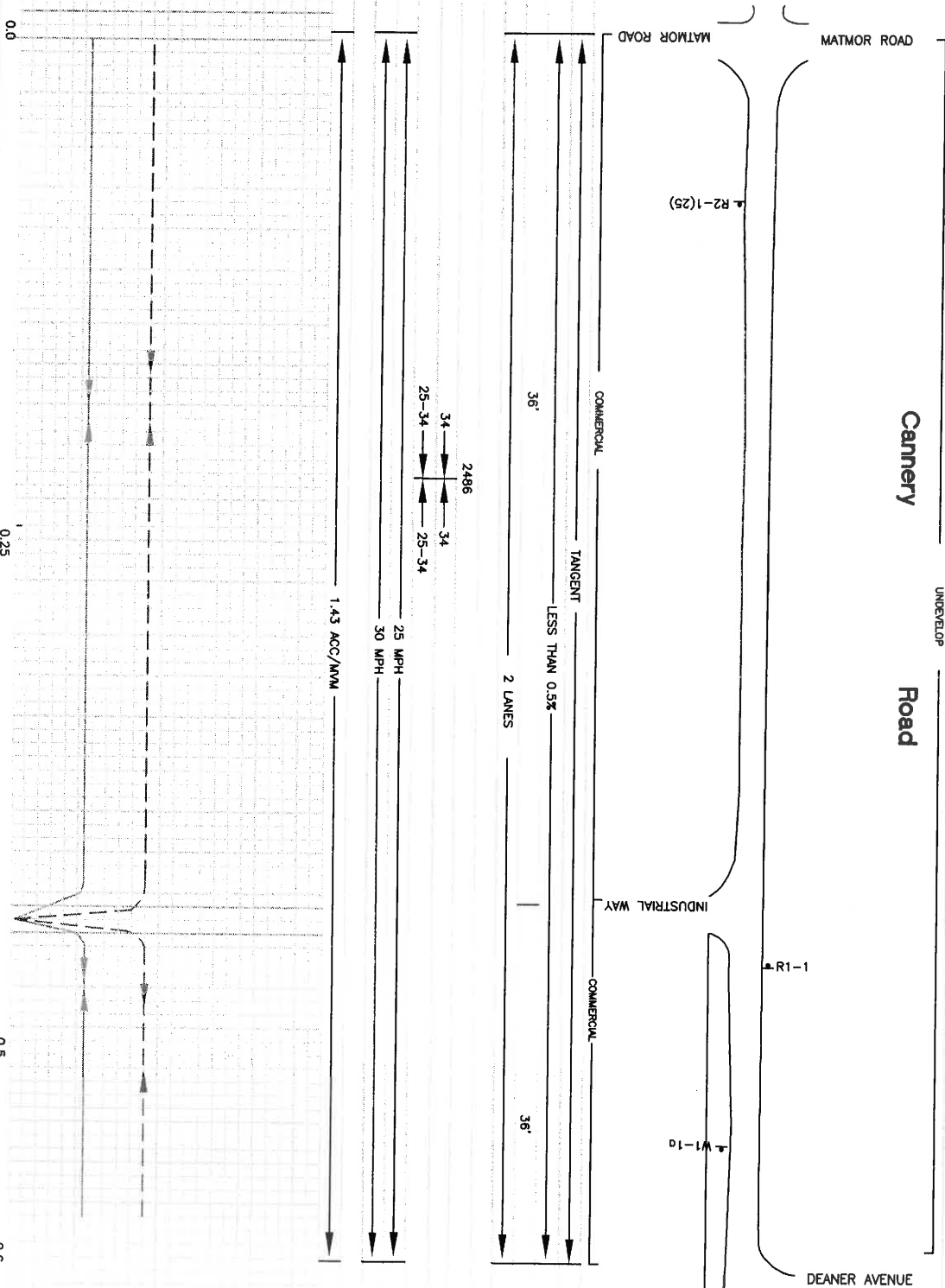
- Critical Speed - - - - - 50
- Lower Limit of Pace _____ 40
- _____ 30
- _____ 20

DISTANCE IN MILES

STREET CANNERY ROAD

FROM DEANER AV.
TO MATMOR RD.

SCALE 1"=1000'
DATE AUG 2014



**CITY OF WOODLAND
SPEED ZONE SURVEY**

STREET: Cannery Road
LIMITS: Matmor Rd to Deaner Av.
DATE: August 2014

ROADWAY CHARACTERISTICS & TRAFFIC CONTROL

Cannery road has a total length of 0.26 miles and is classified and posted as listed below:

Matmor Road to Industrial Way - Collector - 25 mph (Increase to 30 mph)

The roadway carries light residential traffic volumes and heavily commercial traffic, especially during the canning season. On-street parking is prohibited on the South side of the street. The pavement is in satisfactory to good condition.

The centerline is marked throughout. The intersection at Industrial way is side street controlled.

BICYCLE AND PEDESTRAIN USES

There is not a bike lane on the corridor; however there is a light to moderate number of bicycle traffic and many pedestrians during the canning seasons.

SPECIAL CONSIDERATIONS

The corridor is along an existing cannery and during canning seasons, there are many pedestrians along the roadway traveling to/from the cannery, nearby bus stops and housing developments. Because of these uses, the speed limit is set at the 5 mph increment below the 85th percentile speed per CVC Section 21400.

CERTIFICATION

This Engineering and Traffic Survey was conducted in accordance with methods determined by the Department of Transportation for use by State and Local authorities and includes all considerations required by the California Vehicle Code and the California Manual on Uniform Traffic Control Devices.

5/18/15

Date

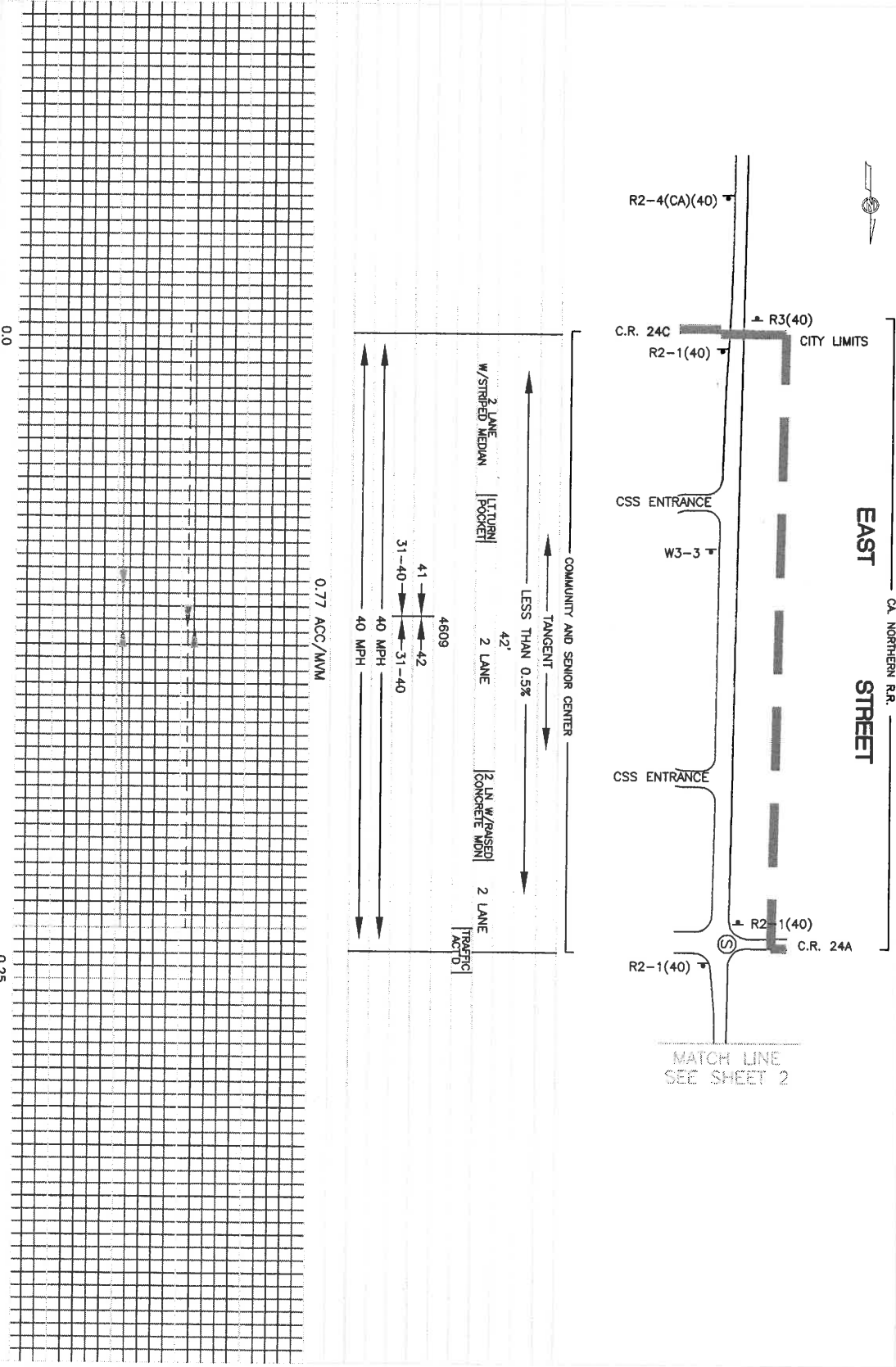


Katie Wurzel, P.E., T.E.
Traffic Engineer

LEGEND
 TRAFFIC SIGNAL (S)
 ROAD SIGN (P)
 FLASHING BEACON (F)
REMARKS
 TSC APPROVAL ON: 5/27/2015

ALIGNMENT
 GRADIENT
 ROADWAY WIDTH
 NO. OF LANES
 SIGNAL/STOP DATA
 AVERAGE DAILY TRAFFIC
 CRITICAL SPEED
 OBSERVED SPEED PACE
 EXISTING SIGNED ZONE
 PROPOSED SPEED LIMIT

ACCIDENT RATE 11-13 MPH
LEGEND
 Critical Speed - - - - -
 Lower Limit of Pace _____
 DISTANCE IN MILES



STREET EAST STREET

FROM CITY LIMITS TO C.R. 24A SCALE 1"=1000' DATE AUG 2014

Signs updated 10/9/2007

LEGEND

- TRAFFIC SIGNAL Ⓢ
- ROAD SIGN Ⓢ
- FLASHING BEACON *

REMARKS
TSC APPROVAL ON:
5/27/2015

ALIGNMENT
GRADIENT
ROADWAY WIDTH
NO. OF LANES
SIGNAL/STOP DATA
AVERAGE DAILY TRAFFIC
CRITICAL SPEED
OBSERVED SPEED PACE
EXISTING SIGNED ZONE
PROPOSED SPEED LIMIT

ACCIDENT RATE 11-13 MPH

LEGEND

- Critical Speed - - - - -
- Lower Limit of Pace - - - - -

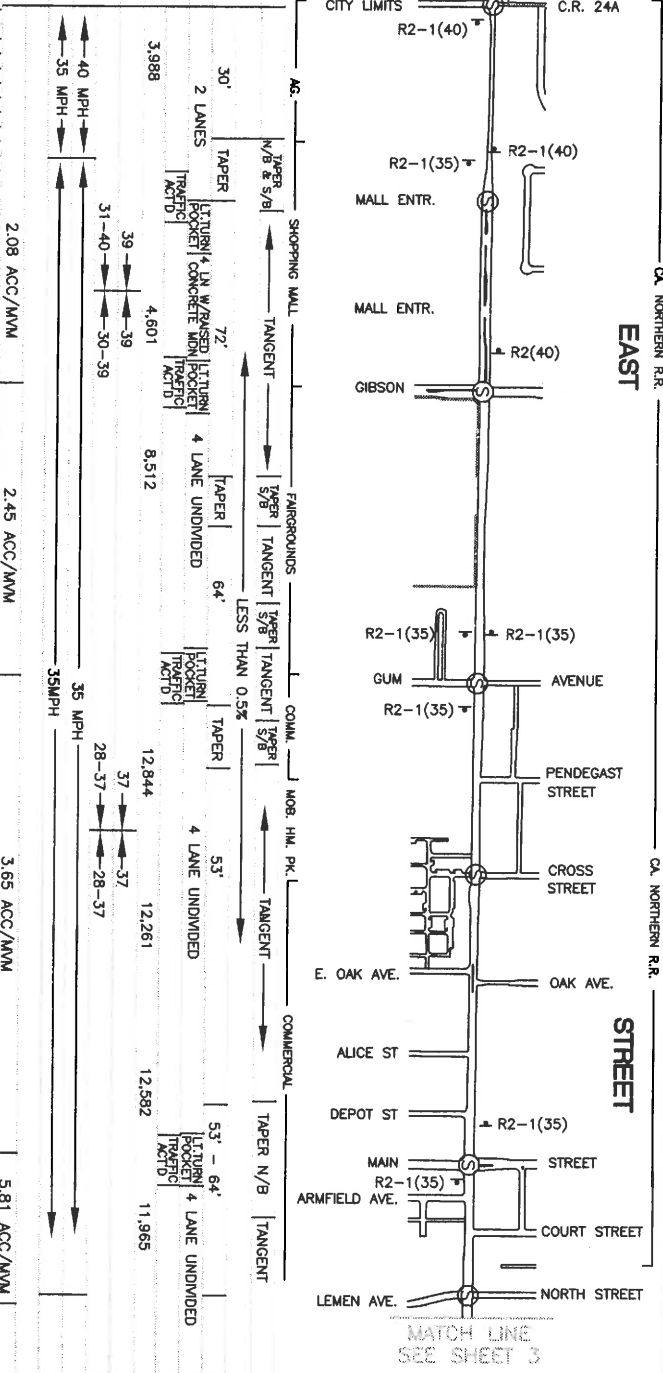
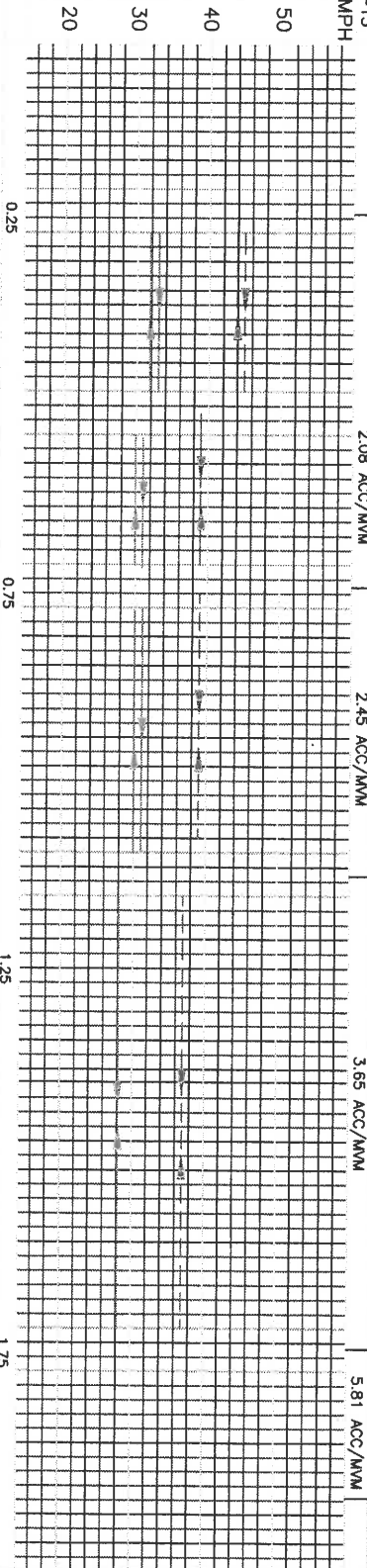
DISTANCE IN MILES

STREET EAST STREET

FROM C.R. 24A
TO LEMEN AVE

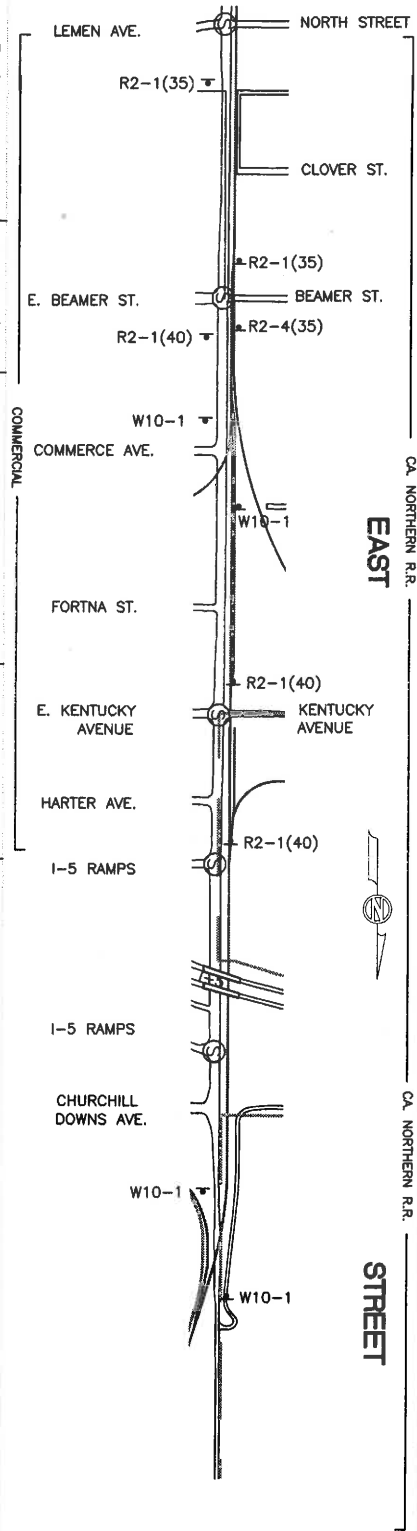
SCALE 1" = 1000'
DATE AUG 2014

Signs updated 10/9/2007



LEGEND
 TRAFFIC SIGNAL (S)
 ROAD SIGN (4)
 FLASHING BEACON (T)

REMARKS
 TSC APPROVAL ON: 5/27/2015

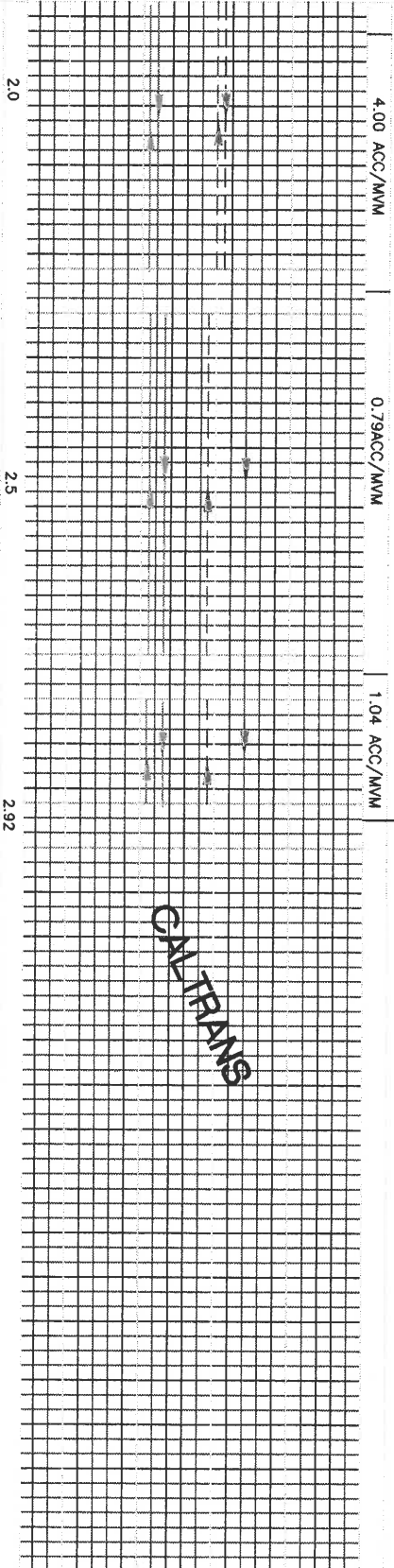


ALIGNMENT
 GRADIENT
 ROADWAY WIDTH
 NO. OF LANES
 SIGNAL/STOP DATA
 AVERAGE DAILY TRAFFIC
 CRITICAL SPEED
 OBSERVED SPEED PACE
 EXISTING SIGNED ZONE
 PROPOSED SPEED LIMIT

ACCIDENT RATE 11-13 MPH

LEGEND
 Critical Speed (---)
 Lower Limit of Pace (---)
 Proposed Speed Limit (---)

DISTANCE IN MILES



STREET EAST STREET

FROM LEMEN AVE TO .17 MI. NO. OF KENTUCKY

SCALE 1"=1000' DATE AUG 2014

Signs updated 4/30/2007

CALTRANS

CALTRANS

**CITY OF WOODLAND
SPEED ZONE SURVEY**

STREET: EAST STREET**LIMITS: South City Limit (County Road 24C) to the south return of the
Interstate 5 southbound on/off ramp****DATE: August 2014****ROADWAY CHARACTERISTICS & TRAFFIC CONTROL**

East Street has a total length of 3.0 miles and is classified and posted as listed below:

South City Limits to C.R. 24C - Collector - 40 mph

C.R. 24C to Beamer St - Collector - 35 mph

Beamer St to Interstate 5 Southbound - Collector - 40 mph

The roadway carries moderate to heavy amounts of commercial traffic. On street parking restricted the entire length of the speed zone survey. Routes for Yolo bus 42, 210 and 211 between Gibson Road and Main Street. Surface of travel lanes is good to fair throughout. The pavement is in satisfactory to good conditions.

Centerline and lane lines marked with raised pavement markers throughout. All major intersections are controlled by actuated traffic signals; all other streets are side street stop controlled. Railroad crossing gates at 3,643 feet north of Beamer Street and grade crossing is satisfactory.

BICYCLE AND PEDESTRAIN USES

Intersection of Gum Avenue and East Street receives school age pedestrians from school not located on East Street. Light amounts of bicycle and pedestrian traffic on the east sidewalk along East Street between Main Street and Gibson Road.

SPECIAL CONSIDERATIONS

Due to the concentration of businesses accessed by bicyclists and pedestrians, the speed limit is set at the 5 mph increment below the 85th percentile speed per CVC Section 21400.

CERTIFICATION

This Engineering and Traffic Survey was conducted in accordance with methods determined by the Department of Transportation for use by State and Local authorities and includes all considerations required by the California Vehicle Code and the California Manual on Uniform Traffic Control Devices.

5/18/15

Date

Katie Wurzel

Katie Wurzel, P.E., T.E.

Traffic Engineer

LEGEND

- TRAFFIC SIGNAL (S)
- ROAD SIGN (+)
- FLASHING BEACON (T)

REMARKS

TSC APPROVAL ON:
5/27/2015



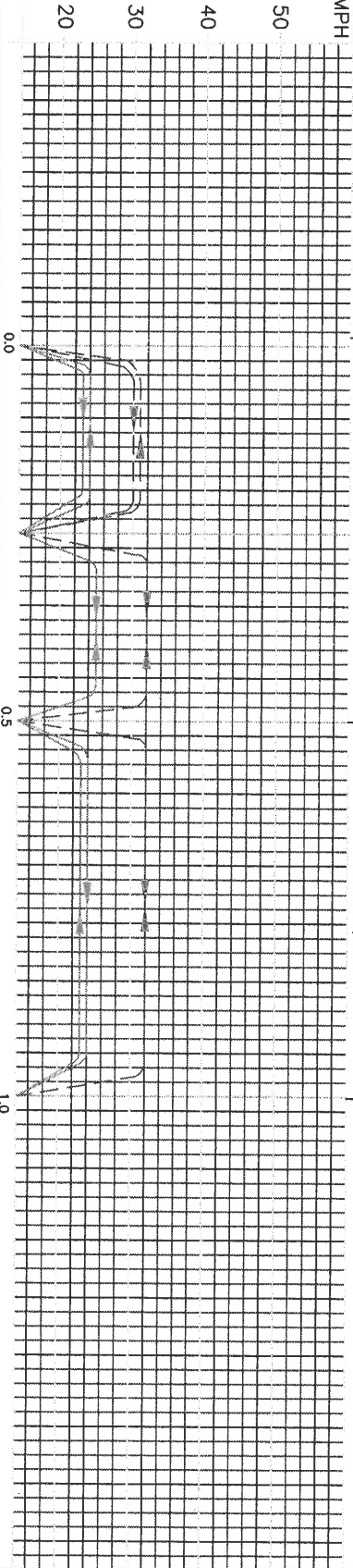
- ALIGNMENT
- GRADIENT
- ROADWAY WIDTH
- NO. OF LANES
- SIGNAL/STOP DATA
- AVERAGE DAILY TRAFFIC
- CRITICAL SPEED
- OBSERVED SPEED PACE
- EXISTING SIGNED ZONE
- PROPOSED SPEED LIMIT

ACCIDENT RATE 11-13

LEGEND

- Critical Speed (---)
- Lower Limit of Pace (---)

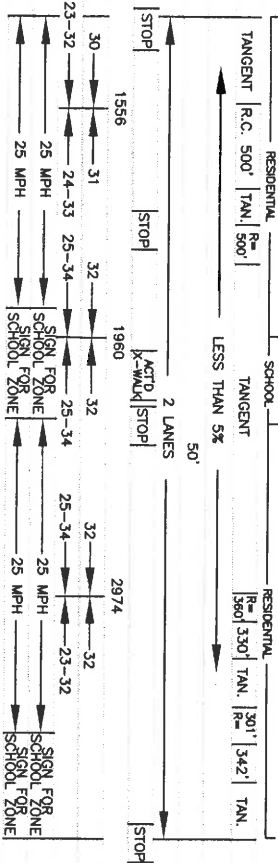
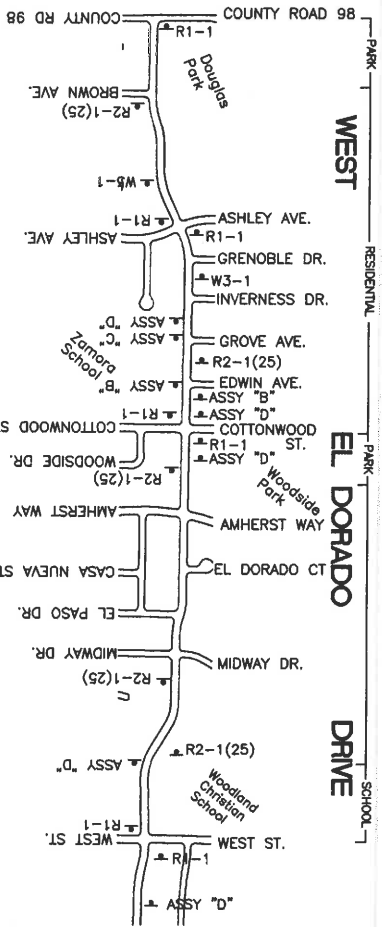
DISTANCE IN MILES



STREET WEST EL DORADO DRIVE

FROM CO RD 98 TO WEST

SCALE 1"=1000'
DATE APR 2015



3.52 ACC/MV

2.09 ACC/MV

LEGEND

- ⊙ TRAFFIC SIGNAL
- ⊕ ROAD SIGN
- * FLASHING BEACON

REMARKS

TSC APPROVAL ON:
5/27/2015



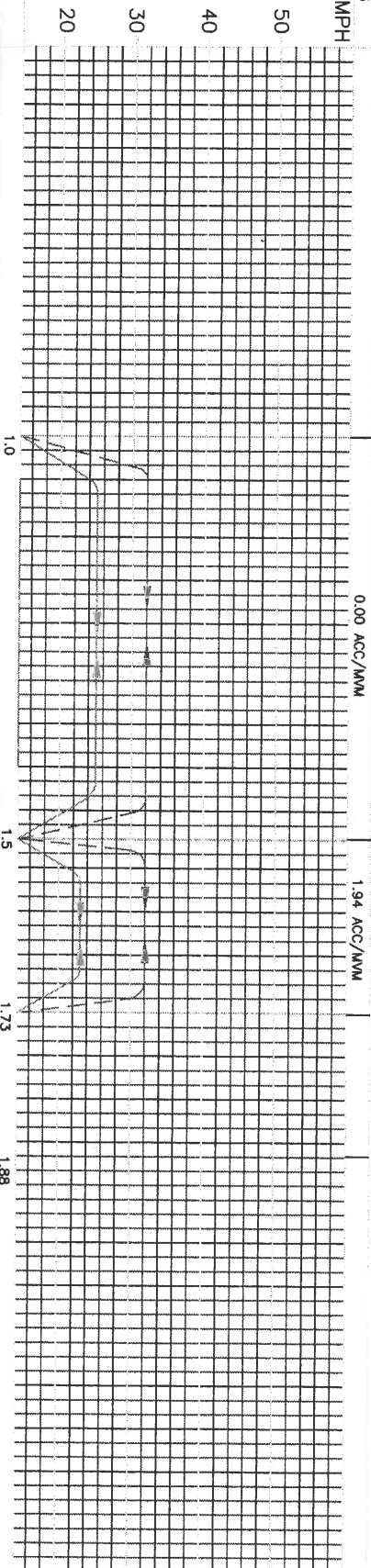
ALIGNMENT
GRADIENT
ROADWAY WIDTH
NO. OF LANES
SIGNAL/STOP DATA
AVERAGE DAILY TRAFFIC
CRITICAL SPEED
OBSERVED SPEED PACE
EXISTING SIGNED ZONE
PROPOSED SPEED LIMIT

ACCIDENT RATE 11-13

LEGEND

- 50 Critical Speed
- 40 Lower Limit of Pace

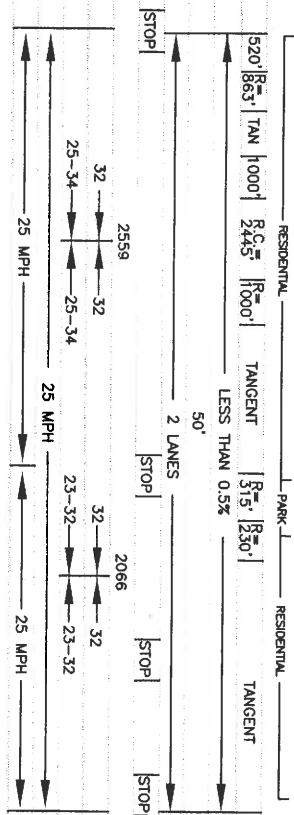
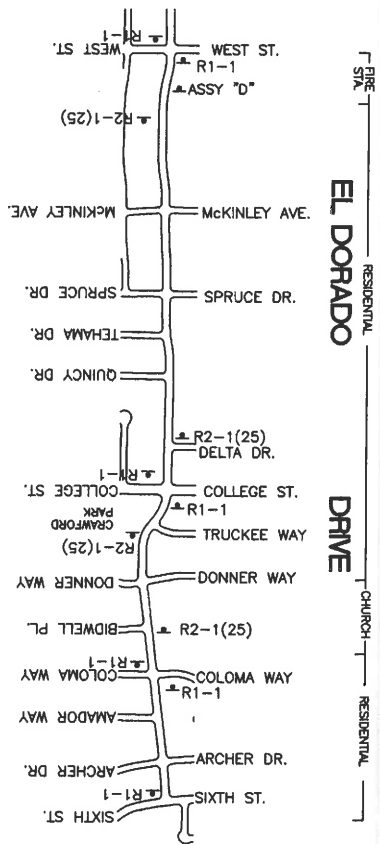
DISTANCE IN MILES



STREET EL DORADO DR.

FROM WEST TO COLOMA

SCALE 1"=1000'
DATE APR 2015



**CITY OF WOODLAND
SPEED ZONE SURVEY**

STREET: El Dorado Drive
LIMITS: County Road to 98 to Coloma Way
DATE: April 2015

ROADWAY CHARACTERISTICS & TRAFFIC CONTROL

El Dorado Drive has a total length of 2.0 miles and is classified and posted as listed below:

County Road 98 to Cottonwood Street - Collector - 25 mph
Cottonwood Street to College Street - Collector - 25 mph
College Street to Coloma Way - Collector - 25 mph

The roadway carries light to moderate traffic volumes throughout. There are light to moderate demands for on-street parking as well as areas of passenger loading and unloading at Zamora Elementary School (at Cottonwood Street) and Woodland Christian School (at West Street). There are several horizontal curves with design speeds between 25 mph and 35 mph. The pavement is rated satisfactory to good with varying conditions throughout.

The centerline is marked throughout. The intersections at Ashley, Cottonwood, West and College are multi-way stop controlled. All other major intersections are stop controlled. There is a pedestrian actuated flashing crosswalk at Edwin Avenue.

BICYCLE AND PEDESTRIAN USES

There is a Class II bike lane (on-street, striped and signed) throughout. There are heavy concentrations of pedestrian traffic at Douglas Park (at County Road 98), Zamora Elementary School (at Cottonwood) and Woodside Park (at Cottonwood Street), Woodland Christian School (at West Street) and Crawford Park (at College Street).

SPECIAL CONSIDERATIONS

The density in the residential areas of this street exceeds 16 dwelling units per 0.25 mi. Due to the concentrations of homes, parks, schools, bicycle and pedestrian use, the speed limit is set at the 5 mph increment below the 85th percentile speed per CVC Section 21400.

CERTIFICATION

This Engineering and Traffic Survey was conducted in accordance with methods determined by the Department of Transportation for use by State and Local authorities and includes all considerations required by the California Vehicle Code and the California Manual on Uniform Traffic Control Devices.

5/18/15

Date



Katie Wurzel, P.E., T.E.
Traffic Engineer

LEGEND

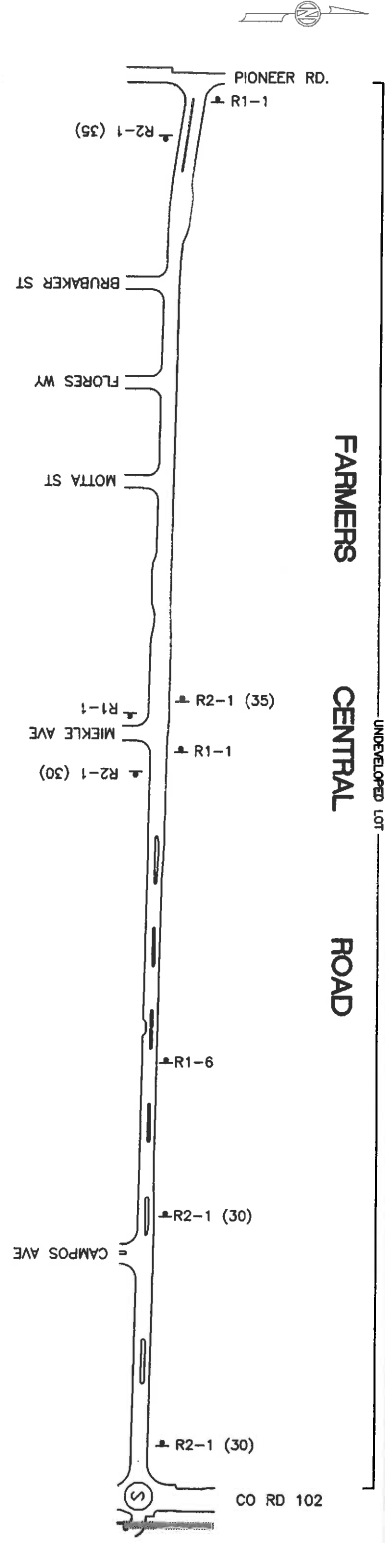
- TRAFFIC SIGNAL (S)
- ROAD SIGN (I)
- FLASHING BEACON (F)

REMARKS

TSC APPROVAL ON: 5/27/2015

FARMERS CENTRAL ROAD

UNDEVELOPED LOT



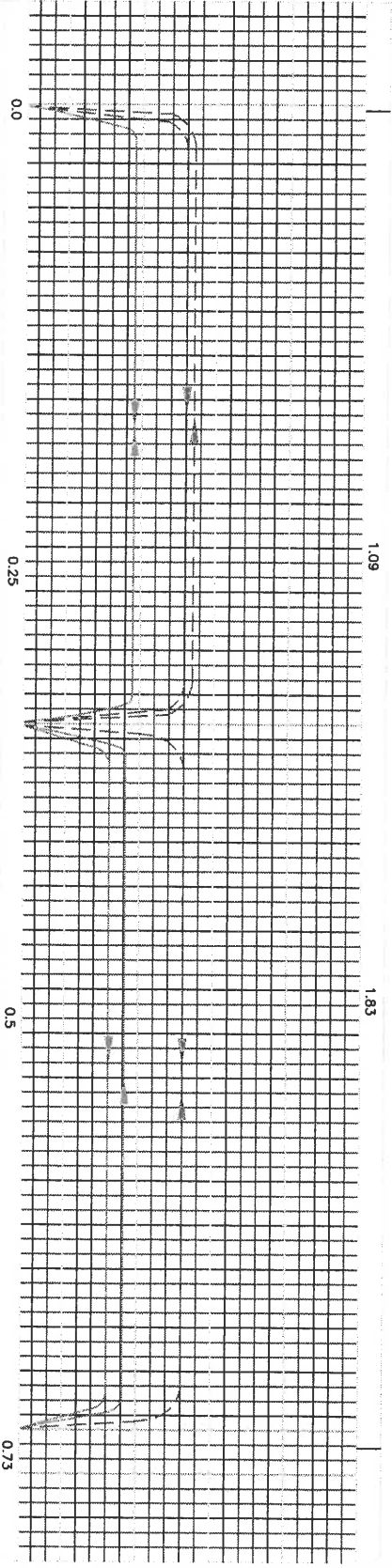
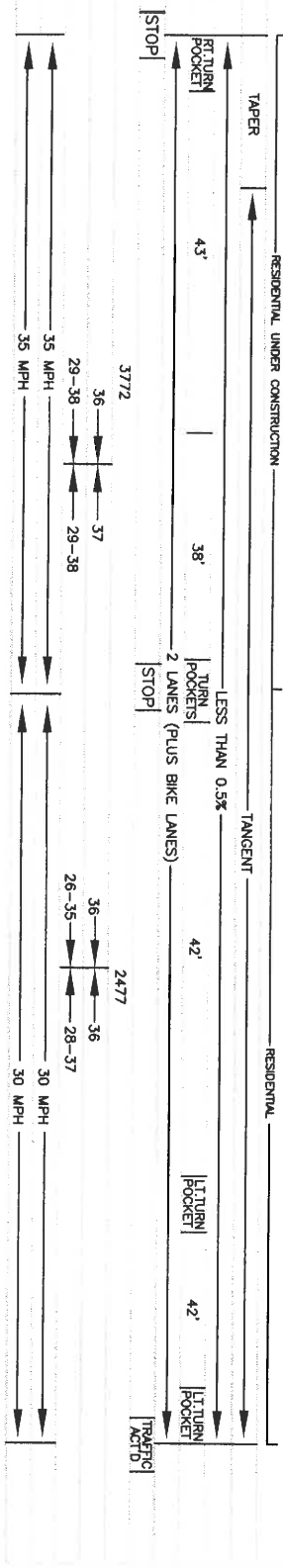
- ALIGNMENT
- GRADIENT
- ROADWAY WIDTH
- NO. OF LANES
- SIGNAL/STOP DATA
- AVERAGE DAILY TRAFFIC
- CRITICAL SPEED
- OBSERVED SPEED PACE
- EXISTING SIGNED ZONE
- PROPOSED SPEED LIMIT

ACCIDENT RATE 11-13

LEGEND

- Critical Speed ---
- Lower Limit of Pace ---

DISTANCE IN MILES



STREET FARMERS CENTRAL RD.

FROM PIONEER AV TO OR 102

SCALE 1"=1000' DATE SEP 2014

Signe updated 9/5/2007

**CITY OF WOODLAND
SPEED ZONE SURVEY**

STREET: Farmer Central Street
LIMITS: Pioneer Rd. to County Road 102
DATE: September 2014

ROADWAY CHARACTERISTICS & TRAFFIC CONTROL

Farmer Central Street has a total length of 0.63 miles and is classified and posted as listed below:

Pioneer Rd to Miekle Avenue- Collector - 35 mph
Miekle Avenue to County Rd 102- Collector - 30 mph

The roadway carries a moderate volume of residential traffic. On-street parking is prohibited on North side of the street. The pavement is in good condition.

The roadway has a raised median and lane markings throughout. The intersection at County Road 102 is controlled by a traffic signal timed for 30 mph approach speeds. The intersections at Miekle Avenue and Campos are all-way stop controlled. There is a flashing, pedestrian actuated crosswalk between Miekle Avenue and Campos Avenue.

BICYCLE AND PEDESTRIAN USES

There are Class II bike lanes (on-street, striped and signed) throughout. There is light to moderate pedestrian and bicycle use.

SPECIAL CONSIDERATIONS

Due to high residential density along the South side of the corridor, bicycle and pedestrian use; the speed limit is set at the 5 mph increment below the 85th percentile speed per CVC Section 21400.

CERTIFICATION

This Engineering and Traffic Survey was conducted in accordance with methods determined by the Department of Transportation for use by State and Local authorities and includes all considerations required by the California Vehicle Code and the California Manual on Uniform Traffic Control Devices.

5/18/15

Date



Katie Wurzel, P.E., T.E.
Traffic Engineer

LEGEND

- ⊙ TRAFFIC SIGNAL
- ⊠ ROAD SIGN
- ⊣ FLASHING BEACON

REMARKS

TSG APPROVAL ON:
5/27/2015



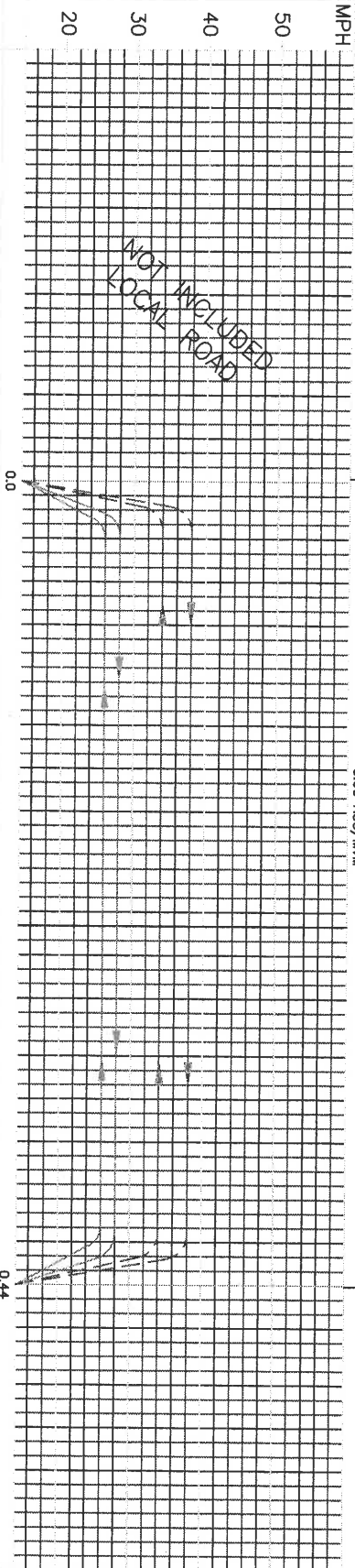
- ALIGNMENT
- GRADIENT
- ROADWAY WIDTH
- NO. OF LANES
- SIGNAL/STOP DATA
- AVERAGE DAILY TRAFFIC
- CRITICAL SPEED
- OBSERVED SPEED PACE
- EXISTING SIGNED ZONE
- PROPOSED SPEED LIMIT

ACCIDENT RATE 11-13

LEGEND

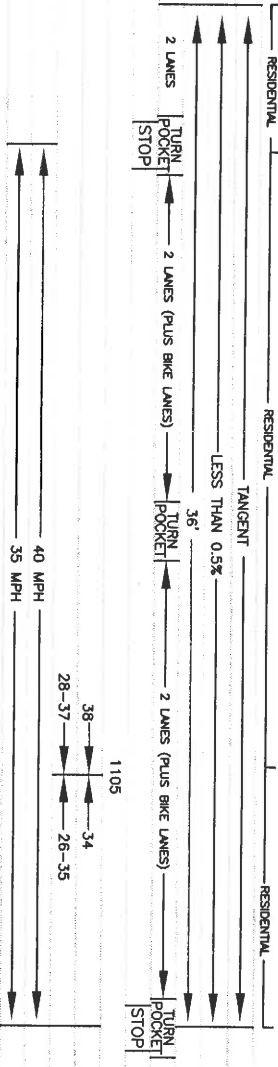
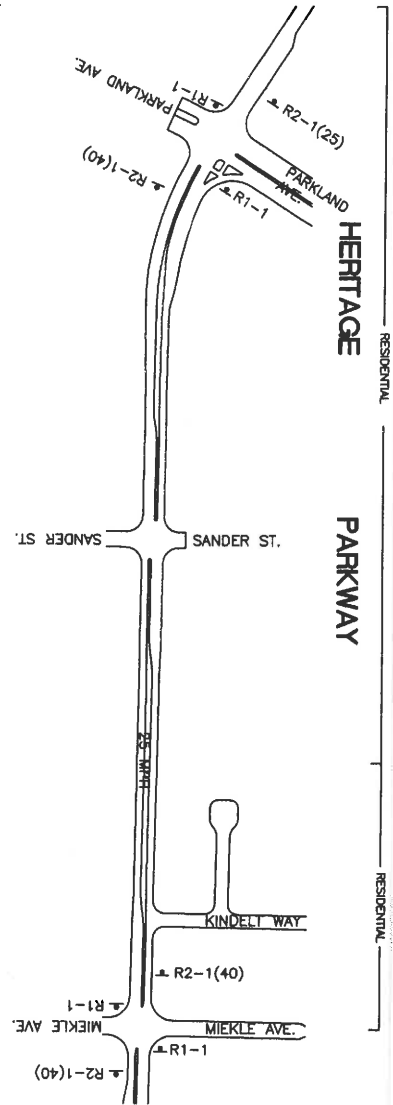
- Critical Speed
- - - Lower Limit of Pace

DISTANCE IN MILES



STREET HERITAGE PARKWAY

FROM MIEKLE AV. TO PARKLAND AV. SCALE 1"=400' DATE OCT 2014



0.00 ACC/MVM

40 MPH
35 MPH

LEGEND

- TRAFFIC SIGNAL (Symbol)
- ROAD SIGN (Symbol)
- FLASHING BEACON (Symbol)

REMARKS

TSG APPROVAL ON: 5/27/2015



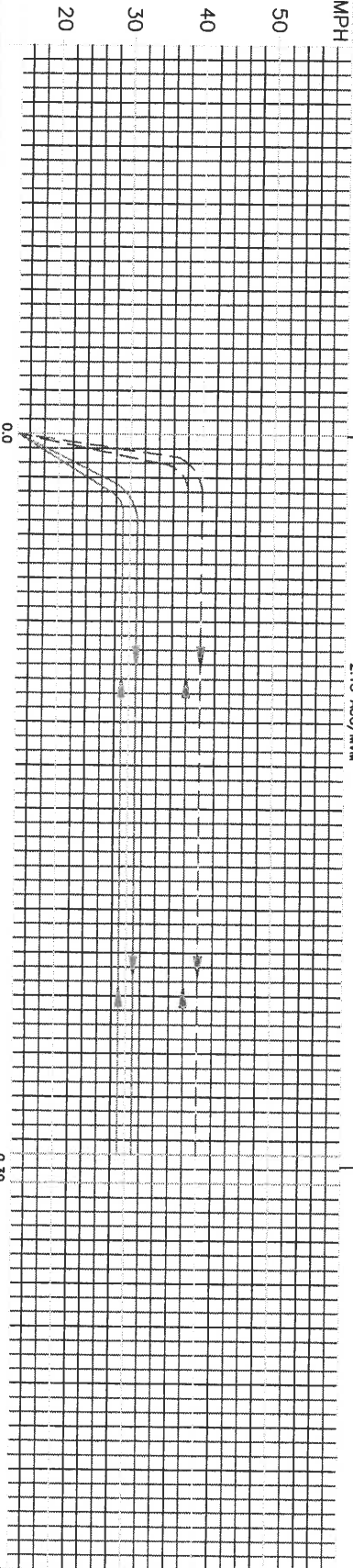
- ALIGNMENT
- GRADIENT
- ROADWAY WIDTH
- NO. OF LANES
- SIGNAL/STOP DATA
- AVERAGE DAILY TRAFFIC
- CRITICAL SPEED
- OBSERVED SPEED PACE
- EXISTING SIGNED ZONE
- PROPOSED SPEED LIMIT

ACCIDENT RATE 11-13

LEGEND

- Critical Speed (Symbol)
- Lower Limit of Pace (Symbol)

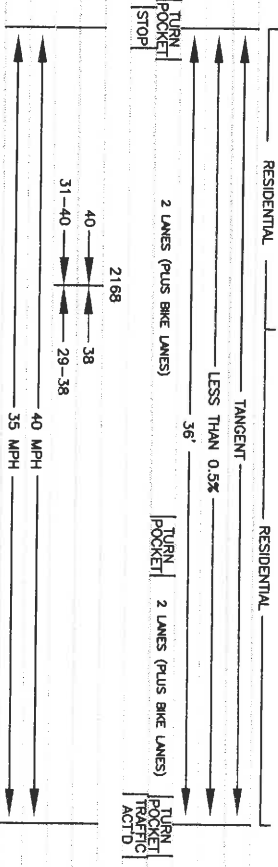
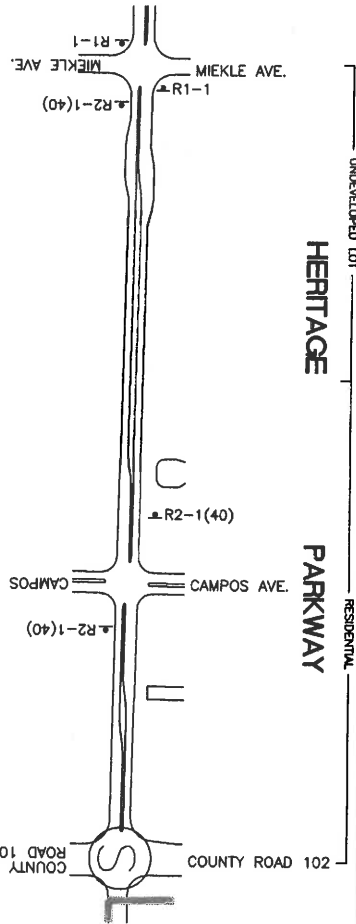
DISTANCE IN MILES



STREET HERITAGE PARKWAY

FROM MEKLE AVE. TO CR 102

SCALE 1"=400' DATE OCT 2014



CITY OF WOODLAND
SPEED ZONE SURVEY

STREET: Heritage Parkway
LIMITS: Parkland Road to County Road 102
DATE: October 2014

ROADWAY CHARACTERISTICS & TRAFFIC CONTROL

Heritage Parkway has a total length of 0.83 miles and is classified and posted as listed below:

Parkland Avenue to County Road 102- Major Arterial - 40 mph (Decrease to 35 mph)

The roadway carries a moderate volume of residential traffic. On-street parking is prohibited throughout. The pavement is in good condition.

The roadway has a raised median and lane markings throughout. The intersection at County Road 102 is controlled by a traffic signal timed for 35 mph approach speeds. The intersections at Mickle Avenue and Parkland Road are all-way stop controlled. There is a flashing, pedestrian actuated crosswalk between Mickle Avenue and Sanders Street.

BICYCLE AND PEDESTRIAN USES

There are Class II bike lanes (on-street, striped and signed) throughout. There is light to moderate pedestrian and bike use.

SPECIAL CONSIDERATIONS

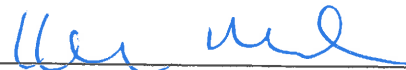
Due to high levels of residential density along the corridor, bicycle and pedestrian use, the speed limit is set at the 5 mph increment below the 85th percentile speed per CVC Section 21400.

CERTIFICATION

This Engineering and Traffic Survey was conducted in accordance with methods determined by the Department of Transportation for use by State and Local authorities and includes all considerations required by the California Vehicle Code and the California Manual on Uniform Traffic Control Devices.

5/18/15

Date



Katie Wurzel, P.E., T.E.
Traffic Engineer

LEGEND

- ⊙ TRAFFIC SIGNAL
- ⚡ ROAD SIGN
- ⚡ FLASHING BEACON

REMARKS

TSC APPROVAL ON:
5/27/2015



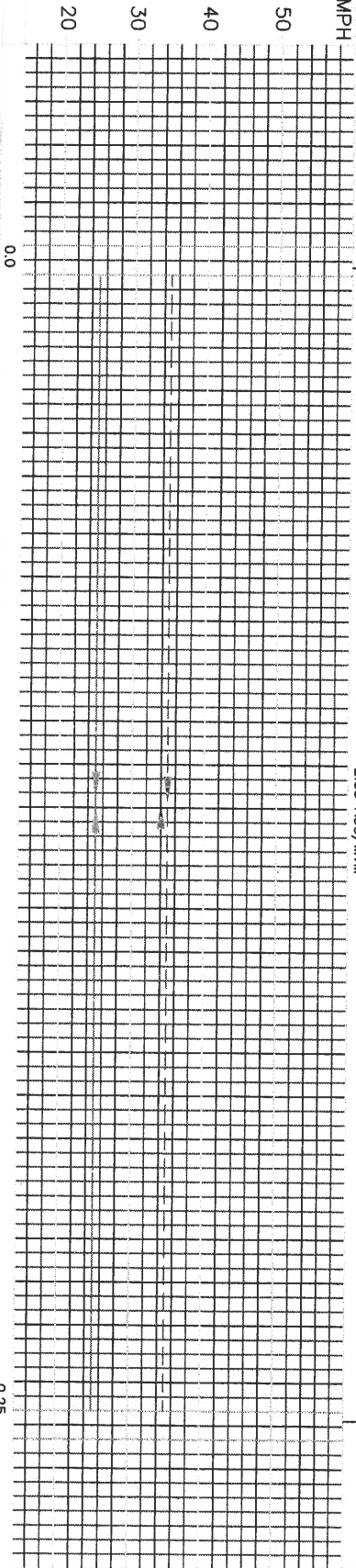
- ALIGNMENT
- GRADIENT
- ROADWAY WIDTH
- NO. OF LANES
- SIGNAL/STOP DATA
- AVERAGE DAILY TRAFFIC
- CRITICAL SPEED
- OBSERVED SPEED PACE
- EXISTING SIGNED ZONE
- PROPOSED SPEED LIMIT

ACCIDENT RATE 11-13 MPH

LEGEND

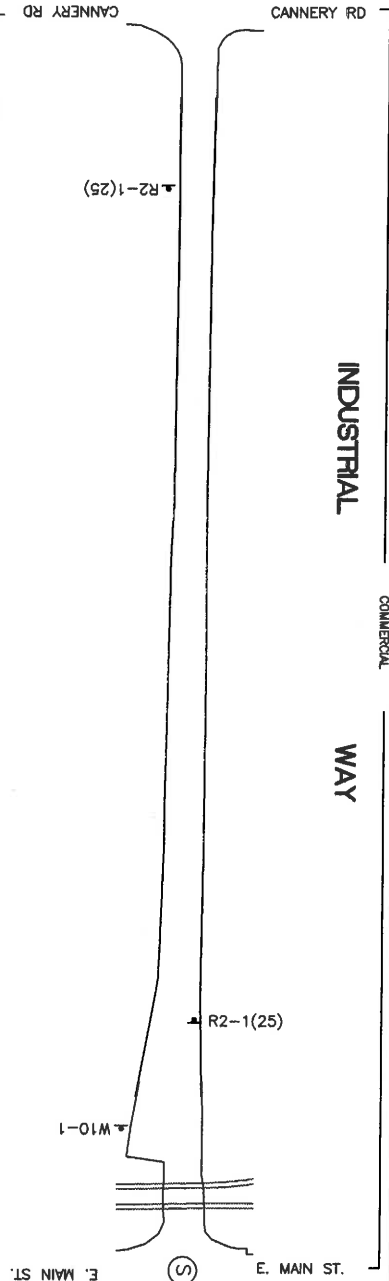
- Critical Speed
- - - Lower Limit of Pace

DISTANCE IN MILES



STREET INDUSTRIAL WAY

FROM E. MAIN ST. TO CANNERY RD. SCALE 1"=1000' DATE AUG 2014



**CITY OF WOODLAND
SPEED ZONE SURVEY**

STREET: Industrial Way
LIMITS: E. Main Street to Cannery Road
DATE: August 2014

ROADWAY CHARACTERISTICS & TRAFFIC CONTROL

Industrial Way has a total length of 0.25 miles and is classified and posted as listed below:

E. Main St to Cannery Rd - Collector - 25 mph (Increase to 30 mph)

The roadway carries light residential traffic volumes and heavy commercial traffic. On-street parking is prohibited on the West side of the street. The pavement is in satisfactory condition.

The centerline is marked throughout. The intersection at E. Main Street controlled by traffic signals timed for 30 mph approach speeds. The intersection at Cannery Rd is side street controlled.

BICYCLE AND PEDESTRIAN USES

There is a light bike and moderate pedestrian use due to presence of Yolo bus facility and four bus stops near corridor.

SPECIAL CONSIDERATIONS

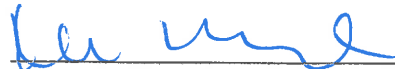
Due to the moderate concentrations of bicycle and pedestrian use, in addition to the existence Yolo bus facility and four bus stops near the corridor. The speed limit is set at the 5 mph increment below the 85th percentile speed per CVC Section 21400.

CERTIFICATION

This Engineering and Traffic Survey was conducted in accordance with methods determined by the Department of Transportation for use by State and Local authorities and includes all considerations required by the California Vehicle Code and the California Manual on Uniform Traffic Control Devices.

5/18/15

Date



Katie Wurzel, P.E., T.E.
Traffic Engineer

LEGEND

- TRAFFIC SIGNAL ⊙
- ROAD SIGN 4
- FLASHING BEACON 7

REMARKS

TSC APPROVAL ON:
5/27/2015



- ALIGNMENT
- GRADIENT
- ROADWAY WIDTH
- NO. OF LANES
- SIGNAL/STOP DATA
- AVERAGE DAILY TRAFFIC
- CRITICAL SPEED
- OBSERVED SPEED PACE
- EXISTING SIGNED ZONE
- PROPOSED SPEED LIMIT

ACCIDENT RATE 11-13
MPH

LEGEND

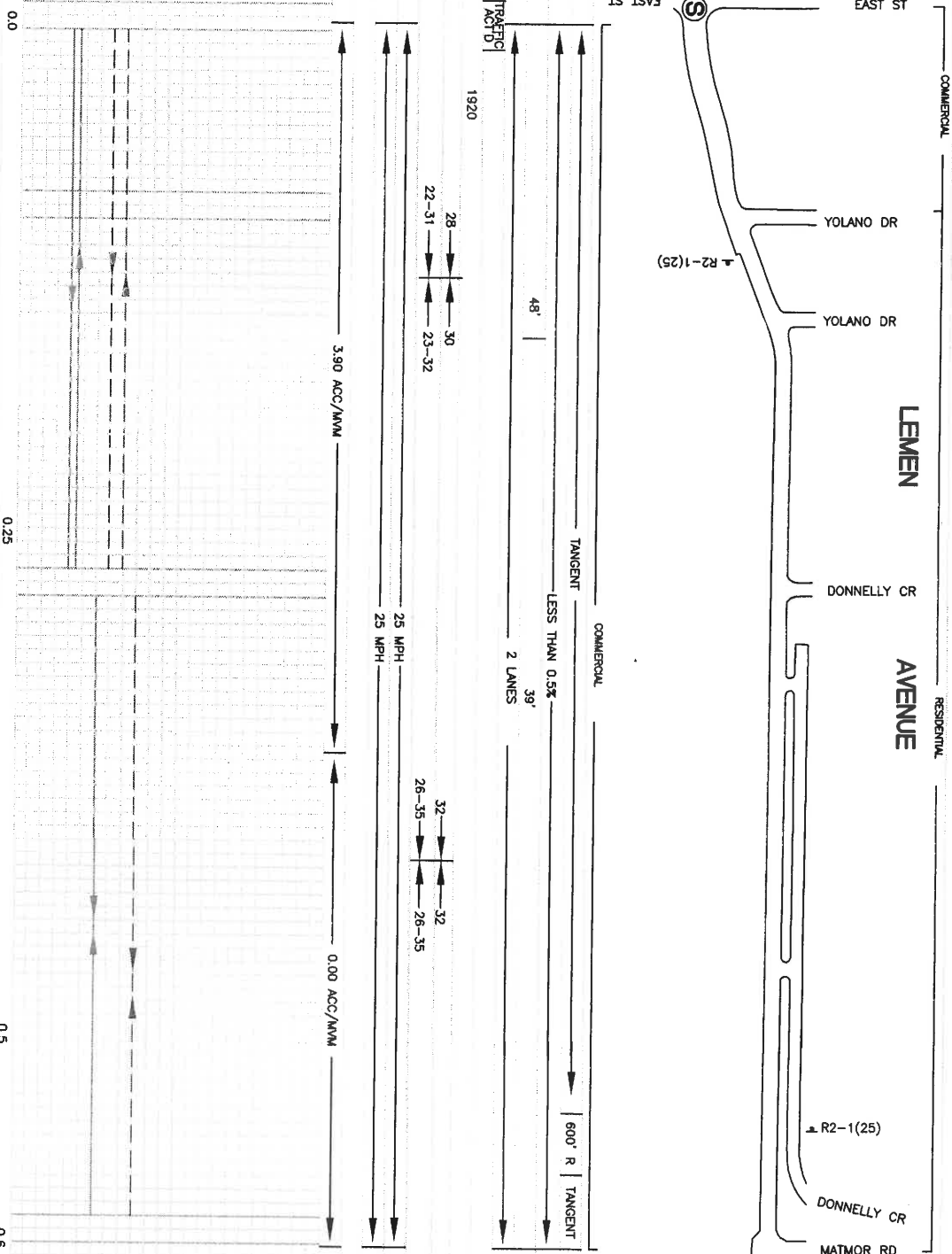
- Critical Speed - - - - -
- Lower Limit of Pace _____

20

DISTANCE IN MILES

STREET LEMEN AVENUE

FROM EAST STREET TO MATMOR RD
SCALE 1"=1000'
DATE APR 2015



**CITY OF WOODLAND
SPEED ZONE SURVEY**

STREET: Lemen Avenue**LIMITS:** East Street to Matmor Road**DATE:** April 2015**ROADWAY CHARACTERISTICS & TRAFFIC CONTROL**

Lemen Avenue has a total length of 0.50 miles and is classified and posted as listed below:

East Street to Matmor Road- Collector - 25 mph

The roadway carries moderate to heavy amounts of commercial and residential traffic. On street parking is unrestricted the entire length of the corridor. The pavement is rated satisfactory to good with varying conditions throughout.

Centerline and lane lines marked with raised pavement markers throughout. The intersections at East Street controlled by traffic signals timed for 35 mph approach speeds. All other streets are side street stop controlled.

BICYCLE AND PEDESTRIAN USES

Light amounts of bicycle and pedestrian use through the corridor.


SPECIAL CONSIDERATIONS

Due to the concentration of homes, the existence of a child development center, bicycle and pedestrian use, the speed limit is set at the 5 mph increment below the 85th percentile speed per CVC Section 21400.

CERTIFICATION

This Engineering and Traffic Survey was conducted in accordance with methods determined by the Department of Transportation for use by State and Local authorities and includes all considerations required by the California Vehicle Code and the California Manual on Uniform Traffic Control Devices.

5/18/15
Date



Katie Wurzel, P.E., T.E.
Traffic Engineer

LEGEND
 TRAFFIC SIGNAL (S)
 ROAD SIGN (P)
 FLASHING BEACON (F)

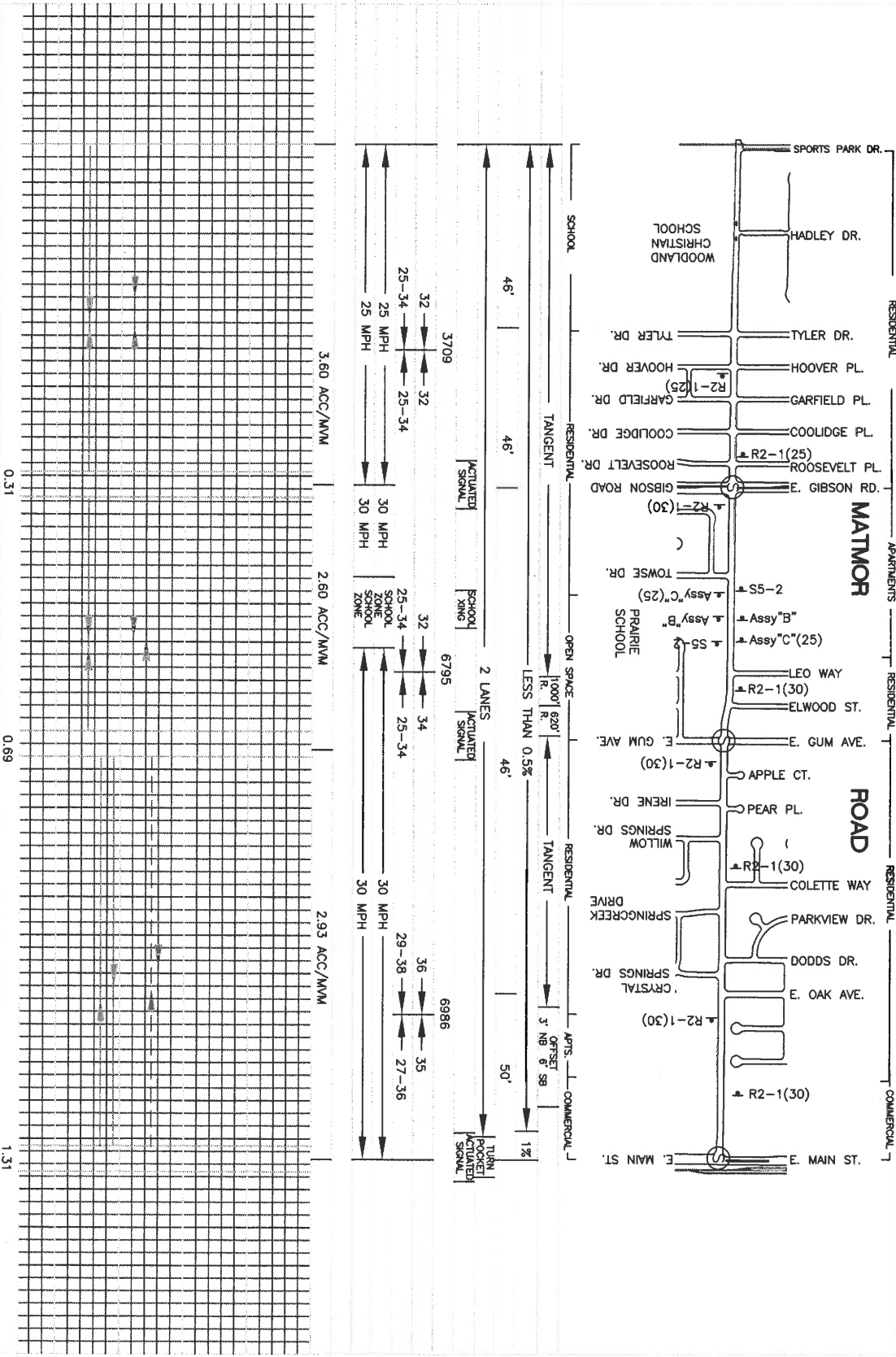
REMARKS
 TSC APPROVAL ON:
 5/27/2015



ALIGNMENT
 GRADIENT
 ROADWAY WIDTH
 NO. OF LANES
 SIGNAL/STOP DATA
 AVERAGE DAILY TRAFFIC
 CRITICAL SPEED
 OBSERVED SPEED PACE
 EXISTING SIGNED ZONE
 PROPOSED SPEED LIMIT

LEGEND
 Critical Speed ---
 Lower Limit of Pace ---

DISTANCE IN MILES



STREET MATMOR ROAD FROM SOUTH END TO E. MAIN ST. SCALE 1"=1000' DATE APR 2015

**CITY OF WOODLAND
SPEED ZONE SURVEY**

STREET: Matmor Road
LIMITS: Sports Park Drive to Main Street
DATE: April 2015

ROADWAY CHARACTERISTICS & TRAFFIC CONTROL

Matmor Road has a total length of 1.6 miles and is classified and posted as listed below:

Sports Park Dr to Gibson Rd- Collector - 25 mph

Gibson Rd to Main Street - Collector - 30 mph

The roadway carries moderate amounts of traffic with light commercial traffic. There is moderate to heavy on-street parking throughout. The pavement is rated from poor to satisfactory with the exception of the segment between Willow Springs Drive and Oak Street which is rated very poor.

The centerline is marked throughout. Actuated traffic signals control the intersections with Gibson Road and Gum Avenue. There is a pedestrian actuated, mid-block crosswalk located adjacent to Prairie Park.

BICYCLE AND PEDESTRIAN USES

Class II bike lanes (on-street, striped and signed) exist from Tyler Drive to Main Street. There is moderate to heavy bike and pedestrian traffic throughout due to Prairie Elementary School (near Gum Avenue), Woodland Christian High School (at the south limit) and a large retail complex at Main Street.

SPECIAL CONSIDERATIONS

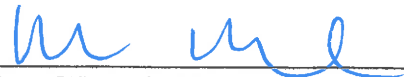
The density in the residential areas of this street exceeds 16 dwelling units per 0.25 mi. Due to the concentrations of homes, schools, bicycle and pedestrian uses, the speed limit is set at the 5 mph increment below the 85th percentile speed per CVC Section 21400.

CERTIFICATION

This Engineering and Traffic Survey was conducted in accordance with methods determined by the Department of Transportation for use by State and Local authorities and includes all considerations required by the California Vehicle Code and the California Manual on Uniform Traffic Control Devices.

5/18/15

Date



Katie Wurzel, P.E, T.E.
Traffic Engineer

LEGEND

- ⊙ TRAFFIC SIGNAL
- ⊣ ROAD SIGN
- ⊣ FLASHING BEACON

REMARKS
 TSC APPROVAL ON:
 5/27/2015



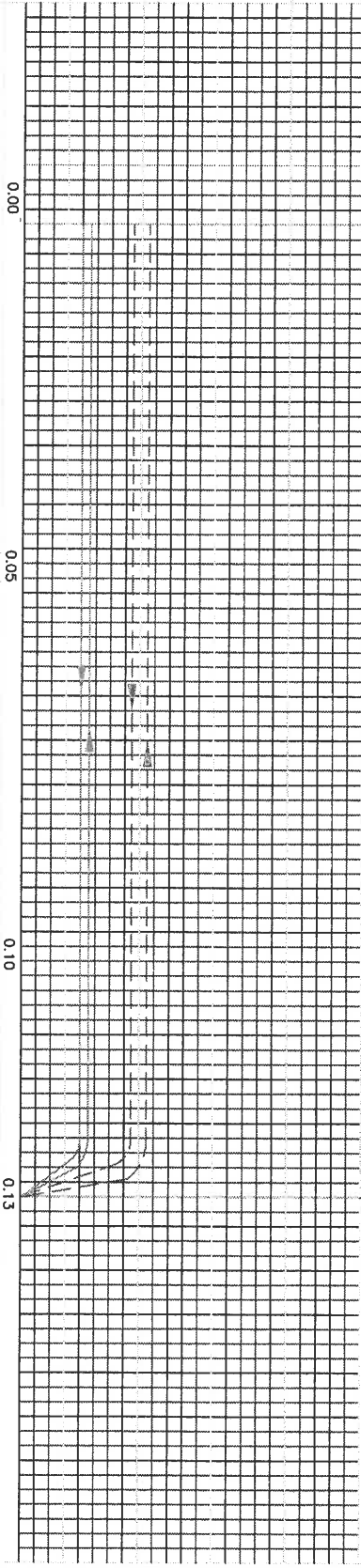
ALIGNMENT
 GRADIENT
 ROADWAY WIDTH
 NO. OF LANES
 SIGNAL/STOP DATA
 AVERAGE DAILY TRAFFIC
 CRITICAL SPEED
 OBSERVED SPEED PACE
 EXISTING SIGNED ZONE
 PROPOSED SPEED LIMIT

ACCIDENT RATE 11-13 MPH

LEGEND

- Critical Speed
- - - Lower Limit of Pace

DISTANCE IN MILES



STREET OGDEN STREET

FROM E. GIBSON RD.
TO BRANIGAN AV

SCALE 1" = 1000'
DATE AUG 2014

Signs updated 8/26/2017

OGDEN

STREET

RESIDENTIAL

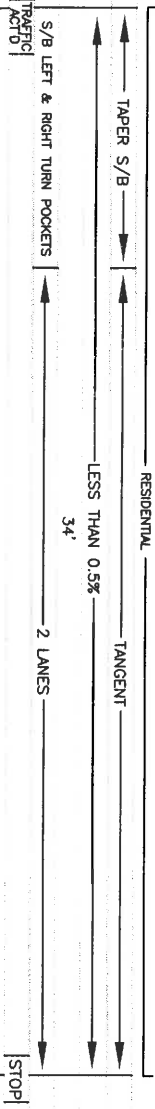
E. GIBSON RD.

MEZGER DR.

BRANIGAN AV.



⊣
⊣
⊣



4.79 ACC/WMM

**CITY OF WOODLAND
SPEED ZONE SURVEY**

STREET: Ogden Street
LIMITS: Gibson Road to Branigan Avenue
DATE: August 2014

ROADWAY CHARACTERISTICS & TRAFFIC CONTROL

Ogden Street has a total length of 0.14 miles and is classified and posted as listed below:
Gibson Rd. to Branigan Ave. – Collector – 25 mph

The roadway carries moderate amounts of traffic. On street parking is restricted the entire length of the corridor. Yolobus 212 and 214 routes travel and stop between Branigan Avenue and Gibson Road. The pavement is in good condition.

The centerline is marked throughout. There is a signal at intersection with Gibson Road. All-way stop control exists at the intersection with Branigan Avenue.

BICYCLE AND PEDESTRIAN USES

Class II bike lanes (on-street, striped and signed) exist on the entire length. There is moderate bike and pedestrian use throughout the corridor.


SPECIAL CONSIDERATIONS

Due to the concentrations of homes, bicyclist, pedestrian uses, the speed limit is set at the 5 mph increment below the 85th percentile speed per CVC Section 21400.

CERTIFICATION

This Engineering and Traffic Survey was conducted in accordance with methods determined by the Department of Transportation for use by State and Local authorities and includes all considerations required by the California Vehicle Code and the California Manual on Uniform Traffic Control Devices.

5/18/15
Date


Katie Wurzel, P.E., T.E.
Traffic Engineer

**CITY OF WOODLAND
SPEED ZONE SURVEY**

STREET: North Street
LIMITS: Fifth St to East Street
DATE: August 2014

ROADWAY CHARACTERISTICS & TRAFFIC CONTROL

Matmor Road has a total length of 0.12 miles and is classified and posted as listed below:

Fifth St to East St- Collector - 25 mph

The roadway carries moderate amounts of traffic with light commercial traffic. There is moderate to heavy on-street parking throughout. The pavement is in satisfactory conditions. The centerline is marked throughout.

BICYCLE AND PEDESTRIAN USES

No bike lanes exist from Fifth Street to East Street. There is light bicycles and pedestrian use throughout the corridor.

SPECIAL CONSIDERATIONS

Due to the concentrations of homes, bicycle and pedestrian use, the speed limit is set at the 5 mph increment below the 85th percentile speed per CVC Section 21400.

CERTIFICATION

This Engineering and Traffic Survey was conducted in accordance with methods determined by the Department of Transportation for use by State and Local authorities and includes all considerations required by the California Vehicle Code and the California Manual on Uniform Traffic Control Devices.

5/18/15

Date



Katie Wurzel, P.E, T.E.
Traffic Engineer

LEGEND

- TRAFFIC SIGNAL (S)
- ROAD SIGN (P)
- FLASHING BEACON (F)

REMARKS
TSC APPROVAL ON: 5/27/2015

- ALIGNMENT
- GRADIENT
- ROADWAY WIDTH
- NO. OF LANES
- SIGNAL/STOP DATA
- AVERAGE DAILY TRAFFIC
- CRITICAL SPEED
- OBSERVED SPEED PACE
- EXISTING SIGNED ZONE
- PROPOSED SPEED LIMIT

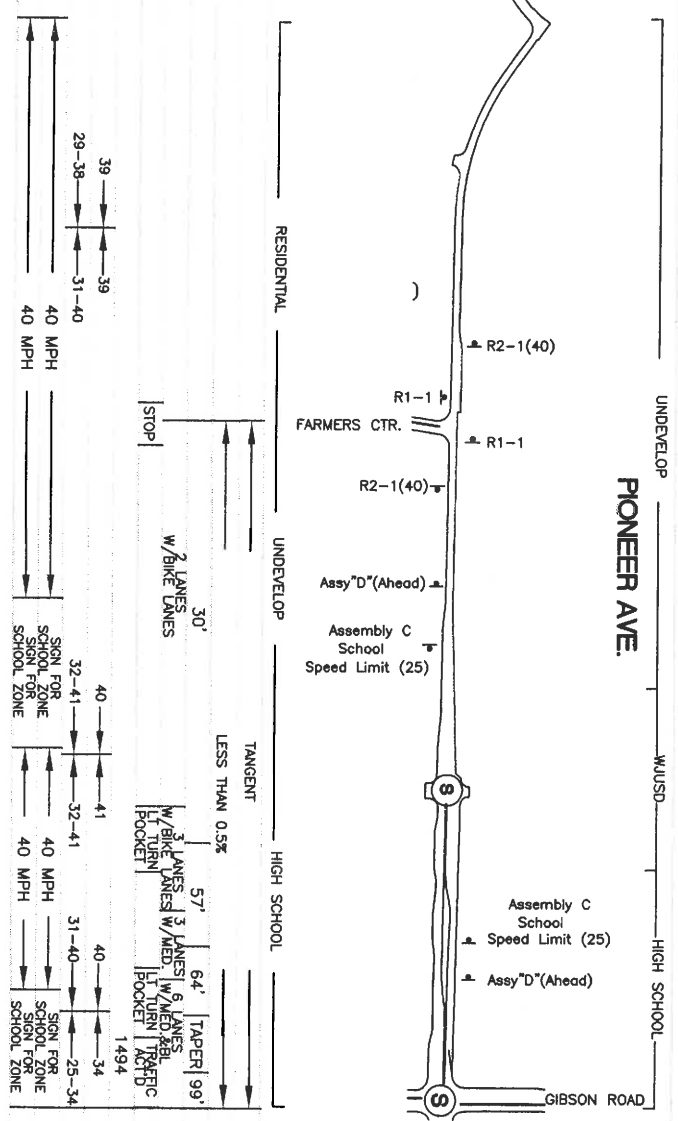
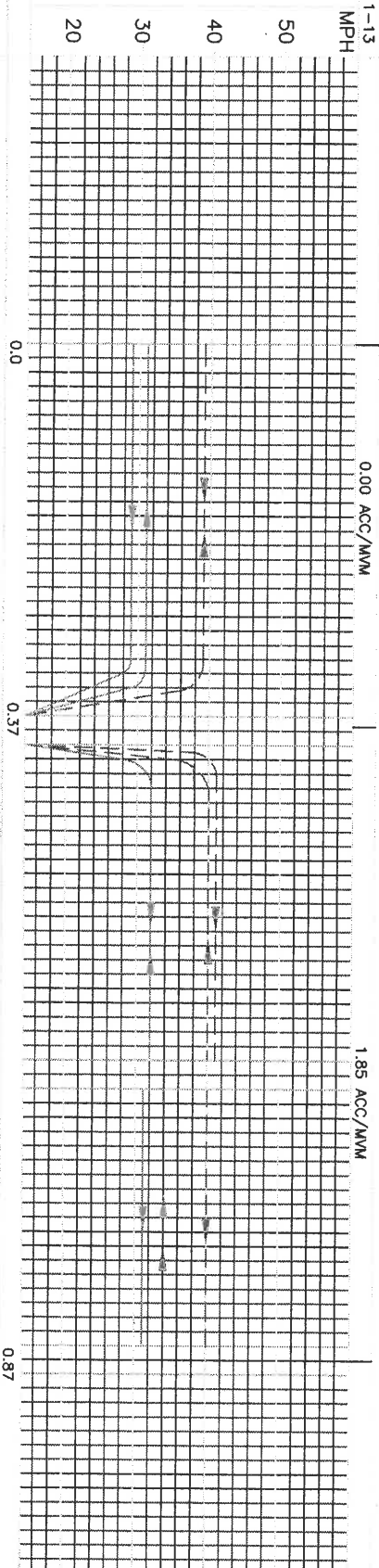
ACCIDENT RATE 11-13

LEGEND

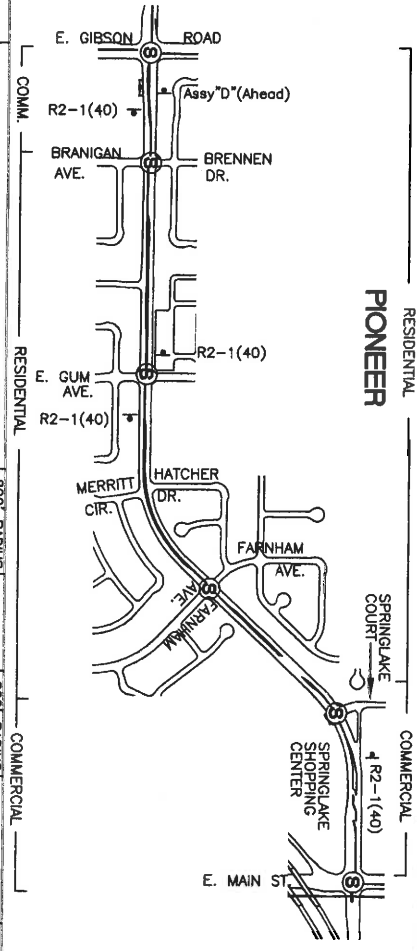
- Critical Speed (---)
- Lower Limit of Pace (---)
- Proposed Speed Limit (---)

DISTANCE IN MILES

STREET PIONEER AVE.
FROM FARMERS CENTRAL SCALE 1"=1000'
TO E. GIBSON ROAD DATE AUG 2014



LEGEND
 TRAFFIC SIGNAL (S)
 ROAD SIGN (A)
 FLASHING BEACON (F)
 REMARKS
 TSC APPROVAL ON: 5/27/2015



ALIGNMENT	GRADIENT	ROADWAY WIDTH	NO. OF LANES	SIGNAL/STOP DATA	AVERAGE DAILY TRAFFIC	CRITICAL SPEED	OBSERVED SPEED PACE	EXISTING SIGNED ZONE	PROPOSED SPEED LIMIT	ACCIDENT RATE
		99' TAPER	4 LANES W/RAISED MEDIAN	TRAFFIC SIGNAL	9,369	40	31-40	40 MPH	40 MPH	11-13
		74'	TRAFFIC SIGNAL	TRAFFIC SIGNAL	10,046	40	29-38	40 MPH	40 MPH	3.17 ACC/MNV
		72'	TRAFFIC SIGNAL	TRAFFIC SIGNAL	9,821	40	31-40	40 MPH	40 MPH	
		74'	TRAFFIC SIGNAL	TRAFFIC SIGNAL	10,492	40	31-40	40 MPH	40 MPH	
		72'	TRAFFIC SIGNAL	TRAFFIC SIGNAL	9,619	40	31-40	40 MPH	40 MPH	
		98'	TRAFFIC SIGNAL	TRAFFIC SIGNAL	12,931	40	31-40	40 MPH	40 MPH	
		98'	TRAFFIC SIGNAL	TRAFFIC SIGNAL	17,013	40	31-40	40 MPH	40 MPH	

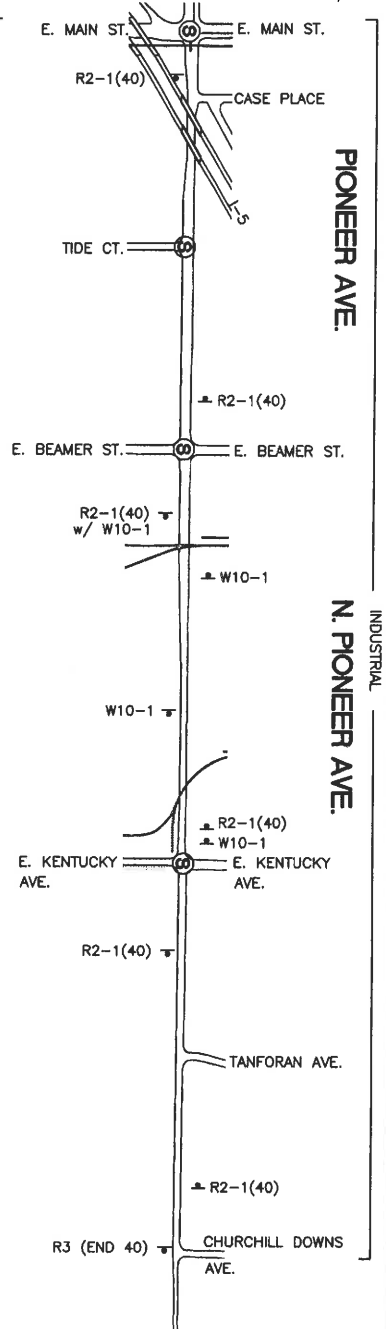


STREET PIONEER AVE FROM E. GIBSON RD TO E. MAIN ST SCALE 1"=1000' DATE AUG 2014

LEGEND

- TRAFFIC SIGNAL (S)
- ROAD SIGN (P)
- FLASHING BEACON (F)

REMARKS
FLASHING BEACON
5/27/2015



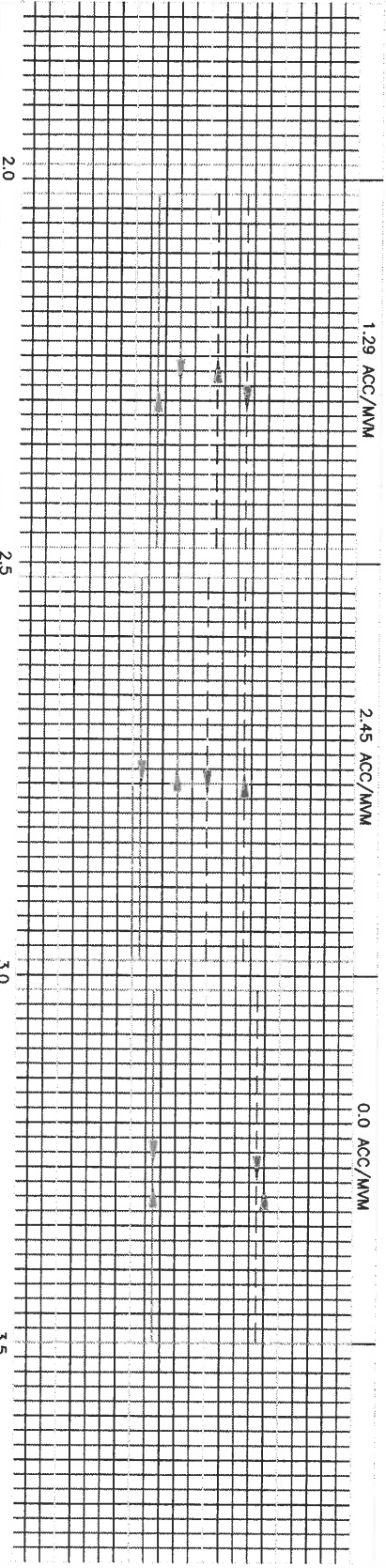
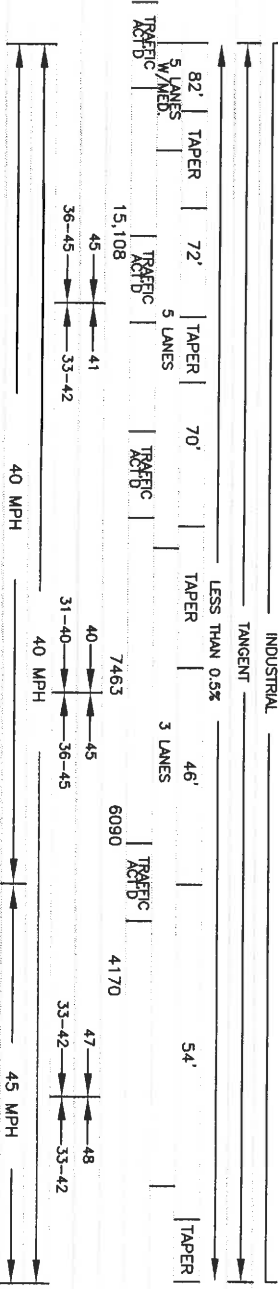
ALIGNMENT
GRADIENT
ROADWAY WIDTH
NO. OF LANES
SIGNAL/STOP DATA
AVERAGE DAILY TRAFFIC
CRITICAL SPEED
OBSERVED SPEED PACE
EXISTING SIGNED ZONE
PROPOSED SPEED LIMIT

ACCIDENT RATE 11-13 MPH

LEGEND

- Critical Speed (solid line)
- Lower Limit of Pace (dashed line)
- Proposed Speed Limit (dotted line)

DISTANCE IN MILES



STREET PIONEER AVE.

FROM E. MAIN ST. TO CHURCHILL DOWNS

SCALE 1"=1000'
DATE AUG. 2014

**CITY OF WOODLAND
SPEED ZONE STUDY**

STREET: Pioneer Avenue
LIMITS: Heritage Parkway to Churchill Downs Avenue
DATE: August 2014

ROADWAY CHARACTERISTICS & TRAFFIC CONTROL

Pioneer Avenue has a total length of 3.5 miles and is classified and posted as listed below:

Heritage Parkway to Churchill Downs Avenue -Collector - 40 mph

The roadway carries high volumes of traffic. North of Main Street has significant percentage commercial vehicles and south of Main Street is moderate commercial traffic. On-street parking is prohibited along the roadway. The pavement condition is good with the exception of the portion between Kentucky Avenue and Churchill Downs Avenue where the pavement is in serious to failed condition.

The centerline and lane lines are marked throughout. Actuated traffic signals control all major intersections. There are three gate controlled railroad crossings north of Main Street.

BICYCLE AND PEDESTRIAN USES

Pioneer Avenue north of Tide Court and between East Main Street and Spring Lake Court is classified as a Class II bike lane (on-street, striped and signed); south of Tide Court is a Class III (on-street, signed only). Between East Main Street and Gibson road bicycles are permitted to share the 8 ft concrete path with pedestrians. Light amounts of bicyclists travel north of Main Street and moderate to high bicycle and pedestrian uses exists south of Main Street.

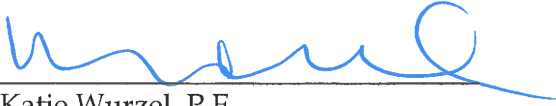
SPECIAL CONSIDERATIONS

Due to the presence of bicycles, pedestrian uses and the on-street bike lanes. As well as the gated but not stop controlled railroad crossings between Beamer Street and Kentucky Avenue, the speed limit is set at the 5 mph increment below the 85th percentile speed per CVC Section 21400.

CERTIFICATION

This Engineering and Traffic Survey was conducted in accordance with methods determined by the Department of Transportation for use by State and Local authorities and includes all considerations required by the California Vehicle Code and the California Manual on Uniform Traffic Control Devices.

5/18/15
Date


Katie Wurzel, P.E.
Traffic Engineer

SPEED ZONE SURVEY

CITY OF WOODLAND

LEGEND

- TRAFFIC SIGNAL (S)
- ROAD SIGN (+)
- FLASHING BEACON (*)

REMARKS
TSC APPROVAL ON:
5/27/2015



- ALIGNMENT
- GRADIENT
- ROADWAY WIDTH
- NO. OF LANES
- SIGNAL/STOP DATA
- AVERAGE DAILY TRAFFIC
- CRITICAL SPEED
- OBSERVED SPEED
- EXISTING SIGNED ZONE
- PROPOSED SPEED LIMIT

ACCIDENT RATE 11-13

LEGEND

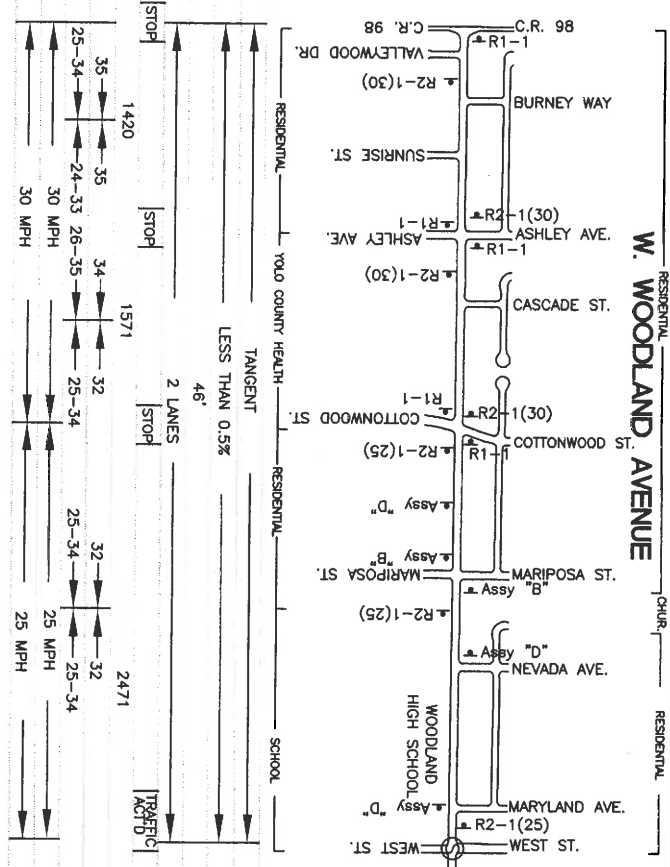
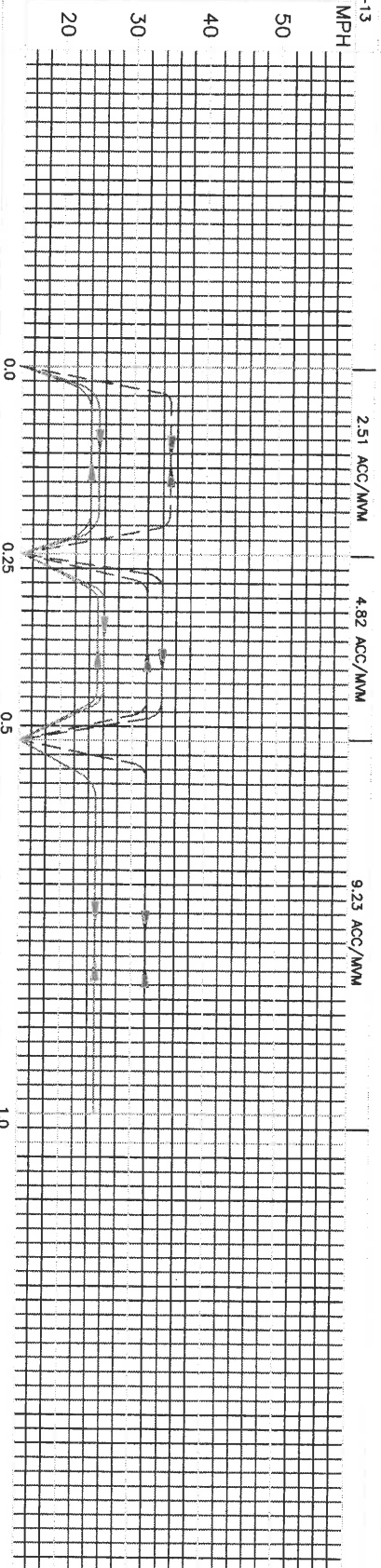
- Critical Speed (---)
- Lower Limit of Pace (.....)

DISTANCE IN MILES

STREET W. WOODLAND/WOODLAND AVE

FROM CR-98 TO PALM AVE

SCALE 1"=1000'
DATE APR 2015



**CITY OF WOODLAND
SPEED ZONE SURVEY**

STREET: Woodland Avenue
LIMITS: County Road 98 to West Street
DATE: April 2015

ROADWAY CHARACTERISTICS & TRAFFIC CONTROL

Woodland Avenue has a total length of 1.01 miles and is classified and posted as listed below:

County Road 98 to Cottonwood Street- Collector - 30 mph
Cottonwood Street to West Street - Collector - 25 mph (also school zone)

The roadway carries moderate traffic volumes with minimal commercial traffic. There are moderate demands for on-street parking with heavy loading and unloading zones at Woodland High School. The pavement is rated from serious to good with varying conditions throughout.

The centerline is marked from Cottonwood Street to West Street. The intersection at West Street is signal controlled and timed for 30 mph. The intersections Ashley Avenue, Cottonwood Street are stop controlled.

BICYCLE AND PEDESTRIAN USES

There are Class II bike lanes (on-street, striped and signed) from Mariposa Street to West Street. There is moderate bicycle and moderate to heavy pedestrian traffic due to Woodland High School and Freeman School (at West Street).

SPECIAL CONSIDERATIONS

Due to the concentrations of homes, a park, schools, bicycle and pedestrian use, the speed limit is set at the 5 mph increment below the 85th percentile speed per CVC Section 21400.

CERTIFICATION

This Engineering and Traffic Survey was conducted in accordance with methods determined by the Department of Transportation for use by State and Local authorities and includes all considerations required by the California Vehicle Code and the California Manual on Uniform Traffic Control Devices.

5/18/15

Date



Katie Wurzel, P.E., T.E.
Traffic Engineer