



**CITY OF HUGHSON
CITY COUNCIL MEETING
CITY COUNCIL CHAMBERS
7018 Pine Street, Hughson, CA**

AGENDA

MONDAY, AUGUST 9, 2021 – 7:00 P.M.

How to participate in, or observe the Meeting:

- In person in the City Council Chambers (people not fully vaccinated are asked to wear a mask in compliance with State Public Health Officer Order of June 11, 2021)
- Interactively, via WebEx Videoconference, by accessing this link:
<https://cityofhughson.my.webex.com/cityofhughson.my/j.php?MTID=m2a6226f864bf5fd64c033c41865650b9>
- Observe only via YouTube live, by accessing this link:
https://www.youtube.com/channel/UC-PwkdlrKoMmOJDzBSodu6A?view_as=subscriber
- In addition, recorded City Council meetings are posted on the City's website the first business day following the meeting. Recorded videos can be accessed with the following link:
<http://hughson.org/our-government/city-council/#council-agenda>

How to submit written Public Comment:

- Email will be available prior to 5:00 PM on August 9, 2021, to provide public comment for the Public Comment Period, or for a specific agenda item. Please email agose@hughson.org. Written comment will be distributed to the City Council and kept on file as part of official record of the Council meeting.

CALL TO ORDER: Mayor George Carr

ROLL CALL: Mayor George Carr
Mayor Pro Tem Harold Hill
Councilmember Ramon Bawanan
Councilmember Samuel Rush
Councilmember Michael Buck

FLAG SALUTE: Mayor George Carr

INVOCATION: Hughson Ministerial Association

1. PUBLIC BUSINESS FROM THE FLOOR (No Action Can Be Taken):

Members of the audience may address the City Council on any item of interest to the public pertaining to the City and may step to the podium, state their name and city of residence for the record (requirement of name and city of residence is optional) and make their presentation. Please limit presentations to five minutes. Since the City Council cannot take action on matters not on the agenda, unless the action is authorized by Section 54954.2 of the Government Code, items of concern, which are not urgent in nature can be resolved more expeditiously by completing and submitting to the City Clerk a "Citizen Request Form" which may be obtained from the City Clerk.

2. PRESENTATIONS:

3. CONSENT CALENDAR:

All items listed on the Consent Calendar are to be acted upon by a single action of the City Council unless otherwise requested by an individual Councilmember for special consideration. Otherwise, the recommendation of staff will be accepted and acted upon by roll call vote.

3.1: Approve the Minutes of the Regular Meeting of July 26, 2021.

3.2: Approve the Warrants Register.

3.3: Reappoint Michael J. Day as the Hughson Representative to the Measure L Citizens Oversight Committee.

4. UNFINISHED BUSINESS:

- 4.1:** Approve the Comments to be Submitted on Behalf of the City Council to the California Public Utilities Commission regarding the Pacific Gas and Electric Rate Increase.

5. PUBLIC HEARING TO CONSIDER THE FOLLOWING: NONE.

6. NEW BUSINESS:

- 6.1:** Adopt Resolution No. 2021-29, Approving the Pavement Management Plan Program, Cooperative Funding Agreement with StanCOG.
- 6.2:** Adopt Resolution No. 2021-30, Approving a Two-Year Extension of the Engineering and Traffic Survey (ETS) for Modifying Speed Limits.

7. CORRESPONDENCE: NONE.

8. COMMENTS:

- 8.1:** Staff Reports and Comments: (Information Only – No Action)

City Manager:

Deputy City Clerk:

Community Development Director:

Director of Finance and Administrative Services:

Police Services:

City Attorney:

- 8.2:** Council Comments: (Information Only – No Action)

- 8.3:** Mayor's Comments: (Information Only – No Action)

9. CLOSED SESSION TO DISCUSS THE FOLLOWING:

- 9.1** CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (Paragraph (1) of subdivision (d) of Section 54956.9)

Name of Case: Building Industry Association of the Greater Valley vs. City of Hughson et. al, Case No. CV-21-000815, Superior Court of California, County of Stanislaus.

9.2 PUBLIC EMPLOYEE PERFORMANCE EVALUATION

Title: City Manager

ADJOURNMENT:

Notice Regarding Non-English Speakers:

Pursuant to California Constitution Article III, Section IV, establishing English as the official language for the State of California, and in accordance with California Code of Civil Procedures Section 185, which requires proceedings before any State Court to be in English, notice is hereby given that all proceedings before the City of Hughson City Council shall be in English and anyone wishing to address the Council is required to have a translator present who will take an oath to make an accurate translation from any language not English into the English language.

WAIVER WARNING

If you challenge a decision/direction of the City Council in court, you may be limited to raising only those issues you or someone else raised at a public hearing(s) described in this Agenda, or in written correspondence delivered to the City of Hughson at or prior to, the public hearing(s).

AMERICANS WITH DISABILITIES ACT/CALIFORNIA BROWN ACT NOTIFICATION FOR THE CITY OF HUGHSON

This Agenda shall be made available upon request in alternative formats to persons with a disability as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Section 12132) and the Ralph M. Brown Act (California Government Code Section 54954.2).

Disabled or Special needs Accommodation: In compliance with the Americans with Disabilities Act, persons requesting a disability related modification or accommodation in order to participate in the meeting and/or if you need assistance to attend or participate in a City Council meeting, please contact the City Clerk's office at (209) 883-4054. Notification at least 48-hours prior to the meeting will assist the City Clerk in assuring that reasonable accommodations are made to provide accessibility to the meeting.

UPCOMING EVENTS:

August 10	<ul style="list-style-type: none"> ▪ Parks, Recreation and Entertainment Commission Meeting, City Council Chambers/WebEx Videoconference/YouTube Live Stream, 6:00 PM, Cancelled
August 11	<ul style="list-style-type: none"> ▪ City / 2+2 Committee Meeting, Fire District Office, 5:30 PM
August 17	<ul style="list-style-type: none"> ▪ Planning Commission Meeting, City Council Chambers/WebEx Videoconference/YouTube Live Stream, 6:00 PM, Cancelled
August 23	<ul style="list-style-type: none"> ▪ Economic Development Committee Meeting, Hughson City Hall, 5:30 PM
August 23	<ul style="list-style-type: none"> ▪ City Council Meeting, City Council Chambers/WebEx Videoconference/YouTube Live Stream, 7:00 PM, Cancelled
August 24	<ul style="list-style-type: none"> ▪ Combined Council / Planning Commission / Parks and Recreation Commission Meeting, Time TBD

General Information: The Hughson City Council meets in the Council Chambers on the second and fourth Mondays of each month at 7:00 p.m., unless otherwise noticed.

Council Agendas: The City Council agenda is now available for public review at the City's website at and City Clerk's Office, 7018 Pine Street, Hughson, California on the Friday, prior to the scheduled meeting. Copies and/or subscriptions can be purchased for a nominal fee through the City Clerk's Office.

Questions: Contact the City Clerk at (209) 883-4054.

AFFIDAVIT OF POSTING

DATE: August 6 **TIME:** 3:00 PM
NAME: Sarah Chavarin **TITLE:** Accounting Manager



CITY COUNCIL AGENDA ITEM NO. 3.1 SECTION 3: CONSENT CALENDAR

Meeting Date: August 9, 2021
Subject: Approval of the City Council Minutes
Presented By: Ashton Gose, Deputy City Clerk

Approved By:



Staff Recommendation:

Approve the Minutes of the Regular Meeting of July 26, 2021.

Background and Overview:

The draft minutes of the July 26, 2021 meeting are prepared for the Council's review.



**CITY OF HUGHSON
CITY COUNCIL MEETING
CITY COUNCIL CHAMBERS
7018 PINE STREET, HUGHSON, CA**

**MINUTES
MONDAY, JULY 26, 2021 – 7:00 P.M.**

CALL TO ORDER: Mayor George Carr

ROLL CALL:

Present: Mayor George Carr
Mayor Pro Tem Harold Hill
Councilmember Sam Rush
Councilmember Michael Buck
Councilmember Ramon Bawanan

Staff Present: Merry Mayhew, City Manager
Ashton Gose, Deputy City Clerk
Daniel Schroeder, City Attorney
Anna Nicholas, Director of Finance and Admin Services
Rachel Wyse, Community Development Director
Jose Vasquez, Public Works Superintendent
Jaime Velazquez, Utilities Superintendent
Fidel Landeros, Chief of Police

1. PUBLIC BUSINESS FROM THE FLOOR (No Action Can Be Taken):

NONE.

2. PRESENTATIONS:

2.1: Valley Water Collaborative.

Parry Klassen presented on the Valley Water Collaborative.

3. CONSENT CALENDAR:

All items listed on the Consent Calendar are to be acted upon by a single action of the City Council unless otherwise requested by an individual Councilmember for special consideration. Otherwise, the recommendation of staff will be accepted and acted upon by roll call vote.

3.1: Approve the Minutes of the Regular Meeting of July 12, 2021.

3.2: Approve the Warrants Register.

3.3: Adopt Resolution No. 2021-27, Approving the 2021-2022 Subrecipient Agreement for Community Development Block Grant (CDBG) Entitlement Funds with Stanislaus County.

Mayor Carr pulled Consent Calendar item 3.4 for special consideration.

Councilmember Buck pulled Consent Calendar item 3.5 for special consideration.

CARR/HILL 5-0-0-0 motion passes to approve the consent calendar excluding items 3.4 and 3.5, with the following roll call vote:

BAWANAN	RUSH	BUCK	HILL	CARR
AYE	AYE	AYE	AYE	AYE

3.4: Adopt Resolution No. 2021-28, Authorizing the City Manager to Execute an Annual Funding Agreement with the City of Turlock/Stanislaus County HOME Consortium Designating the City of Hughson as a Subrecipient of HOME Investment Partnership Program Funds for Fiscal Year 2021-2022.

3.5: Adopt Resolution No. 2021-29, Accepting the Final Map for Vesting Tentative Subdivision Map No. 06-02 - Euclid North.

BAWANAN/BUCK 5-0-0-0 motion passes to approve consent calendar items 3.4 and 3.5, with the following roll call vote:

BAWANAN	RUSH	BUCK	HILL	CARR
AYE	AYE	AYE	AYE	AYE

4. UNFINISHED BUSINESS: NONE.

5. PUBLIC HEARING TO CONSIDER THE FOLLOWING:

5.1: A. Adopt Resolution No. 2021-30, Confirming Diagrams, Assessments and Reports and Levying Assessments for Fiscal Year 2021-2022 for All

Landscape and Lighting Districts and All Benefit Assessment Districts within the City of Hughson.

B. Adopt Resolution No. 2021-31, Confirming Diagrams, Assessments and Reports and Levying Assessments for Fiscal Year 2021-2022 for the Community Facilities District within the City of Hughson.

Director Wyse presented the staff report in this item.

Mayor Carr opened the public hearing at 7:39 PM. There was no public comment. Mayor Carr closed the public hearing at 7:39 PM.

HILL/CARR 5-0-0-0 motion passes to adopt Resolution No. 2021-30, Confirming Diagrams, Assessments and Reports and Levying Assessments for Fiscal Year 2021-2022 for All Landscape and Lighting Districts and All Benefit Assessment Districts within the City of Hughson, and adopt Resolution No. 2021-31, Confirming Diagrams, Assessments and Reports and Levying Assessments for Fiscal Year 2021-2022 for the Community Facilities District within the City of Hughson, with the following roll call vote:

BAWANAN	RUSH	BUCK	HILL	CARR
AYE	AYE	AYE	AYE	AYE

6. NEW BUSINESS: NONE.

7. CORRESPONDENCE:

7.1: Notice of Pacific Gas and Electric Company's Request to Increase Rates to Make Targeted Investments for a Safe, Reliable, Clean Energy Future as Part of Its 2023 General Rate Case Application (A.21-06-021).

Council directed staff to draft a formal response to the Notice of Pacific Gas and Electric Company's Request to Increase Rates to Make Targeted Investments for a Safe, Reliable, Clean Energy Future as Part of Its 2023 General Rate Case Application (A.21-06-021).

8. COMMENTS:

8.1: Staff Reports and Comments: (Information Only – No Action)

City Manager:

City Manager Mayhew provided a reminder regarding National Night Out on August 3, 2021.

Community Development Director:

Any documents produced by the City and distributed to a majority of the City Council regarding any item on this Agenda will be made available at the City Clerk's counter at City Hall located at 7018 Pine Street, Hughson, CA.

Director Wyse attended the Hughson Economic Development meeting on July 26, 2021. She provided an update on the general plan update process, and regarding various projects within the City.

Director of Finance and Admin Services:

Director Nicholas provided an update regarding various employment recruitments within the City.

Police Services:

Chief Landeros provided the City Council with the latest Crime Statistic Report.

8.2: Council Comments: (Information Only – No Action)

Councilmember Bawanan thanked City staff and Hughson Police Services for their continued service.

Councilmember Buck attended the Hughson Economic Development Committee meeting on July 26, 2021. He attended a Hughson Lions Club BBQ on July 17, 2021, and reported that some proceeds were donated to the Hughson High School Football Program.

Mayor Pro Tem Hill attended a Hughson Lions Club BBQ on July 17, 2021. He attended a Lebright Fields Community meeting on July 14, 2021 and the Hughson Economic Development Committee meeting on July 26, 2021.

8.3: Mayor's Comments: (Information Only – No Action)

Mayor Carr attended the Stanislaus County Fair FFA Swine Program. He encouraged residents to continue to wear their masks if they are not vaccinated.

9. CLOSED SESSION TO DISCUSS THE FOLLOWING: NONE.

ADJOURNMENT:

HILL/BAWANAN 5-0-0-0 motion passes to adjourn the regular meeting of July 26, 2021, at 7:59 PM with the following roll call vote:

BAWANAN	RUSH	BUCK	HILL	CARR
AYE	ABSENT	AYE	AYE	AYE

APPROVED:

GEORGE CARR, Mayor

ATTEST:

ASHTON GOSE, Deputy City Clerk



CITY COUNCIL AGENDA ITEM NO. 3.2

SECTION 3: CONSENT CALENDAR

Meeting Date: August 9, 2021
Subject: Approval of Warrants Register
Enclosure: Warrants Register
Presented By: Anna Nicholas, Director of Finance

Approved By: Merry Mayhew

Staff Recommendation:

Approve the Warrants Register as presented.

Background and Overview:

The warrants register presented to the City Council is a listing of all expenditures paid from July 20, 2021 through August 4, 2021.

Fiscal Impact:

There are reductions in various funds for payment of expenses.



Hughson

Check Report

By Check Number

Date Range: 07/20/2021 - 08/04/2021

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
Bank Code: Payable Bank-Payable Bank						
00005	A&A PORTABLES, INC	07/20/2021	Regular	0.00	80.78	54208
114-12142321	Invoice	06/30/2021	Fence Rental	0.00	80.78	
00016	ABS PRESORT	07/20/2021	Regular	0.00	1,062.95	54209
127504	Invoice	06/28/2021	CCR 2020 Report	0.00	1,062.95	
00019	ACCOMTEMP	07/20/2021	Regular	0.00	903.44	54210
57966504	Invoice	07/05/2021	Finance Extra Help	0.00	903.44	
00094	AT&T MOBILITY	07/20/2021	Regular	0.00	404.52	54211
287303621604X0...	Invoice	06/30/2021	PHONES	0.00	404.52	
00109	BADGER METER, INC	07/20/2021	Regular	0.00	116.88	54212
80075665	Invoice	06/29/2021	Beacon MBL Hosting Serv Unit	0.00	116.88	
01533	Betty Johnson	07/20/2021	Regular	0.00	500.00	54213
INV0005513	Invoice	07/17/2021	Senior Center Deposit Refund- Johnson	0.00	500.00	
00284	CHARTER COMMUNICATION	07/20/2021	Regular	0.00	234.07	54214
13555070121	Invoice	06/30/2021	IP ADDRESS- PINE ST	0.00	234.07	
00332	CONDOR EARTH TECHNOLOGIES	07/20/2021	Regular	0.00	1,341.25	54215
85126	Invoice	06/30/2021	PROFESSIONAL SERVICES FOR MS4	0.00	1,341.25	
01570	CSG Consultants	07/20/2021	Regular	0.00	5,434.20	54216
37131	Invoice	06/11/2021	Contract Services Planning/Building	0.00	4,500.00	
B210751	Invoice	06/01/2021	Contract Services Planning/Building	0.00	511.76	
B210957	Invoice	06/30/2021	Contract Services Planning/Building	0.00	422.44	
01623	David Nagle	07/20/2021	Regular	0.00	100.00	54217
INV0005514	Invoice	07/03/2021	PArk Deposit Refund- Nagle	0.00	100.00	
01340	DIVISION OF THE STATE ARCHITECT	07/20/2021	Regular	0.00	13.20	54218
INV0005510	Invoice	06/30/2021	Disability Access & Education Fee 4th Qtr	0.00	13.20	
00463	EXPRESS PERSONNEL SERVICE	07/20/2021	Regular	0.00	510.72	54219
25661964	Invoice	06/30/2021	Extra Help- PW	0.00	510.72	
00474	FERGUSON ENTERPRISES,INC	07/20/2021	Regular	0.00	1,142.58	54220
1615809	Invoice	04/23/2021	Service Leak Parts	0.00	1,142.58	
01612	GreatAmerica Financial Svcs.	07/20/2021	Regular	0.00	358.92	54221
29615272	Invoice	06/29/2021	LEASE	0.00	358.92	
00822	NESTLE WATERS	07/20/2021	Regular	0.00	23.00	54222
6702767521	Invoice	06/30/2021	WATER FOR WWTP	0.00	23.00	
01435	North Valley Labor Compliance Services	07/20/2021	Regular	0.00	900.00	54223
4728	Invoice	06/30/2021	Phase II Tank Construction	0.00	900.00	
00855	OPERATING ENGINEERS LOCAL	07/20/2021	Regular	0.00	260.00	54224
INV0005511	Invoice	06/30/2021	LOCAL UNION DUES #3	0.00	260.00	
00855	OPERATING ENGINEERS LOCAL	07/20/2021	Regular	0.00	-260.00	54224
00901	PREFERRED ALLIANCE, INC.	07/20/2021	Regular	0.00	154.76	54225
0168159-IN	Invoice	06/30/2021	OFF-SITE PARTICIPANT	0.00	154.76	
01040	STANISLAUS COUNTY SHERIFF	07/20/2021	Regular	0.00	135,173.24	54226

Check Report

Date Range: 07/20/2021 - 08/04/2021

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
2021-HPS11	Invoice	05/31/2021	LAW ENFORCEMENT SERVICES- MAY	0.00	135,173.24	
01434	State of California Department of Justice	07/20/2021	Regular	0.00	32.00	54227
520001	Invoice	06/30/2021	Fingerprints- Plascencia	0.00	32.00	
01069	STEELEY, JARED WATER & WA	07/20/2021	Regular	0.00	3,200.50	54228
9053	Invoice	06/30/2021	CONSULTING SERVICES	0.00	3,200.50	
01089	SUTTER GOULD MEDICAL FOUN	07/20/2021	Regular	0.00	78.00	54229
INV0005508	Invoice	06/22/2021	Occupational Health- Plascencia	0.00	78.00	
01093	SYNAGRO WEST, LLC	07/20/2021	Regular	0.00	4,873.59	54230
22918	Invoice	06/30/2021	SLUDGE REMOVAL	0.00	4,873.59	
01171	URBAN FUTURES INCORP	07/20/2021	Regular	0.00	1,892.75	54231
CD20211043	Invoice	06/30/2021	Tax Allocation Refunding Bonds	0.00	1,892.75	
01225	WILLDAN ENGINEERING	07/20/2021	Regular	0.00	28,993.75	54232
334446	Invoice	04/26/2021	ENGINEERING SERVICES	0.00	1,575.00	
334451	Invoice	04/26/2021	Walker Apartment	0.00	2,675.74	
334463	Invoice	04/26/2021	Euclid North Subdivision	0.00	9,450.00	
334666	Invoice	05/21/2021	ENGINEERING SERVICES	0.00	150.00	
334669	Invoice	05/21/2021	WHITMORE AVE SIDEWALK	0.00	5,455.01	
621207	Invoice	05/31/2021	Sewer Improvements	0.00	9,688.00	
00114	BARCO PRODUCTS	07/20/2021	Regular	0.00	1,977.52	54233
SORCO66182	Invoice	06/17/2021	Grills and dog waste bags for parks	0.00	1,977.52	
00614	HUGHSON FARM SUPPLY	07/20/2021	Regular	0.00	799.49	54234
H382182	Invoice	06/02/2021	BLANKET P.O. HUGHSON FARM SUPPLY	0.00	135.87	
H382286	Invoice	06/03/2021	Blanket PO	0.00	72.18	
H382428	Invoice	06/04/2021	Blanket PO	0.00	5.38	
H382479	Invoice	06/04/2021	Blanket PO	0.00	1.31	
H382488	Invoice	06/04/2021	Blanket PO	0.00	77.65	
H382950	Invoice	06/09/2021	Blanket PO	0.00	43.03	
H383204	Invoice	06/11/2021	Blanket PO	0.00	21.46	
H383271	Invoice	06/11/2021	Blanket PO	0.00	34.80	
H383455	Invoice	06/14/2021	Blanket PO	0.00	8.62	
H383887	Invoice	06/17/2021	Blanket PO	0.00	16.17	
H384387	Invoice	06/22/2021	Blanket PO	0.00	329.45	
H384526	Invoice	06/23/2021	Blanket PO	0.00	11.61	
H385017	Invoice	06/28/2021	Blanket PO	0.00	29.47	
H385141	Invoice	06/29/2021	Blanket PO	0.00	12.49	
00627	HUGHSON NAPA AUTO & TRUCK	07/20/2021	Regular	0.00	463.80	54235
313222	Invoice	06/09/2021	BLANKET P.O. NAPA AUTO PARTS	0.00	8.11	
313581	Invoice	06/14/2021	Blanket PO Fleet maintenance	0.00	263.51	
313856	Invoice	06/17/2021	BLANKET P.O. NAPA AUTO PARTS	0.00	144.19	
313857	Invoice	06/17/2021	Blanket PO Fleet maintenance	0.00	47.99	
00682	KAISER FOUNDATION HEALTH	07/20/2021	Regular	0.00	3,869.47	54236
INV0005260	Invoice	05/25/2021	MEDICAL SERVICES- JULY	0.00	3,869.47	
01257	1ST SECURITY & SOUND INC	07/22/2021	Regular	0.00	149.85	54237
185096	Invoice	07/01/2021	MONITORING	0.00	149.85	
00019	ACCOMTEMP	07/22/2021	Regular	0.00	1,599.15	54238
58008473	Invoice	07/12/2021	Finance Extra Help	0.00	661.05	
58052691	Invoice	07/19/2021	Finance Extra Help	0.00	938.10	
00049	ALLIED ADMINISTRATORS	07/22/2021	Regular	0.00	1,885.72	54239
INV0005536	Invoice	07/01/2021	DELTA DENTAL	0.00	1,885.72	
01625	B&B Plumbing	07/22/2021	Regular	0.00	54.00	54240

Check Report

Date Range: 07/20/2021 - 08/04/2021

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
INV0005541	Invoice	07/21/2021	Business License Refund (Inv. 2527)	0.00	54.00	
01624	Certified Collision Center Oakdale	07/22/2021	Regular	0.00	1,750.81	54241
INV0005535	Invoice	07/21/2021	Mendes, T WorkID e91f4a82 repairs	0.00	1,750.81	
00284	CHARTER COMMUNICATION	07/22/2021	Regular	0.00	92.75	54242
54047071021	Invoice	07/10/2021	IP ADDRESS- 1ST	0.00	92.75	
00305	CITY OF HUGHSON	07/22/2021	Regular	0.00	5,388.48	54243
INV0005542	Invoice	07/01/2021	LLDS & STARN PARK	0.00	5,388.48	
00310	CLARK'S PEST CONTROL	07/22/2021	Regular	0.00	180.00	54244
28519878	Invoice	07/09/2021	PEST CONTROL	0.00	113.00	
28547642	Invoice	07/09/2021	PEST CONTROL	0.00	67.00	
01538	Colonial Life	07/22/2021	Regular	0.00	489.82	54245
5405907-0701036	Invoice	07/01/2021	Colonial Life	0.00	489.82	
00364	CSJVRMA	07/22/2021	Regular	0.00	163,803.00	54246
RMA 2022-0018	Invoice	07/21/2021	21/22 1st Qtr Deposits	0.00	163,803.00	
00463	EXPRESS PERSONNEL SERVICE	07/22/2021	Regular	0.00	680.96	54247
25726719	Invoice	07/21/2021	Extra Help- PW	0.00	680.96	
00624	HUGHSON FIRE DEPARTMENT	07/22/2021	Regular	0.00	564.98	54248
21-06	Invoice	07/14/2021	AED Battery	0.00	564.98	
00682	KAISER FOUNDATION HEALTH	07/22/2021	Regular	0.00	4,704.28	54249
INV0005543	Invoice	07/21/2021	MEDICAL SERVICES- August	0.00	4,704.28	
01622	Matthew Shuayto	07/22/2021	Regular	0.00	150.00	54250
INV0005538	Invoice	07/10/2021	Park Cancellation- Shuayto	0.00	150.00	
01459	Merry Mayhew	07/22/2021	Regular	0.00	82.50	54251
INV0005537	Invoice	07/07/2021	Staff Meeting snack	0.00	82.50	
00611	Mid Valley Publications	07/22/2021	Regular	0.00	176.46	54252
115432	Invoice	07/01/2021	Publication of Ad for Code Enforcement Offi...	0.00	176.46	
00855	OPERATING ENGINEERS LOCAL	07/22/2021	Regular	0.00	260.00	54253
INV0005545	Invoice	07/01/2021	LOCAL UNION DUES #3	0.00	260.00	
00884	PITNEY BOWES	07/22/2021	Regular	0.00	500.00	54254
INV0005544	Invoice	07/13/2021	POSTAGE	0.00	500.00	
01009	SHRED-IT USA LLC	07/22/2021	Regular	0.00	173.33	54255
8182371481	Invoice	07/21/2021	Shredding	0.00	173.33	
01422	Stanislaus Council of Government StanCOG	07/22/2021	Regular	0.00	525.00	54256
INV0005539	Invoice	07/01/2021	StanCOG FY 21/22 Dues	0.00	525.00	
01033	STANISLAUS COUNTY	07/22/2021	Regular	0.00	12,413.00	54257
R21-517781	Invoice	07/15/2021	Debt Services 21/22 1st Qtr	0.00	1,190.00	
R21-517782	Invoice	07/15/2021	Operational Cost 21/22 1st Qtr	0.00	11,223.00	
01049	STANISLAUS COUNTY	07/22/2021	Regular	0.00	3,253.85	54258
FY 21-22 Hughson	Invoice	07/01/2021	LAFCO Annual Fees	0.00	3,253.85	
01040	STANISLAUS COUNTY SHERIFF	07/22/2021	Regular	0.00	5,000.00	54259
2122-HPS	Invoice	07/15/2021	Annual Cash Contributions FY21/22	0.00	5,000.00	
01090	SUTTER HEALTH PLUS	07/22/2021	Regular	0.00	14,804.33	54260
1670251	Invoice	07/01/2021	MEDICAL INSURANCE- August	0.00	14,804.33	
01169	UNUM LIFE INSURANCE CO.	07/22/2021	Regular	0.00	545.39	54261
INV0005540	Invoice	07/12/2021	LIFE INSURANCE WITHHOLDING	0.00	545.39	

Check Report

Date Range: 07/20/2021 - 08/04/2021

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
00744	MAIN STREET DELI & BAKERY	07/23/2021	Regular	0.00	56.70	54262
INV0005546	Invoice	07/26/2021	Food for EDC Meeting	0.00	56.70	
01420	CALIFORNIA STATE DISBURSEMENT UNIT	08/03/2021	Regular	0.00	40.12	54263
INV0005556	Invoice	07/30/2021	INCOME WITHHOLDING FOR CHILD SUPPORT	0.00	40.12	
01603	Amazon Capital Services, Inc.	08/04/2021	Regular	0.00	248.62	54264
13K4-VNR7-TT66	Invoice	06/25/2021	Office Supplies	0.00	129.99	
14cw-kf3t-yxvq	Credit Memo	06/30/2021	Credit Memo	0.00	-3.98	
19H7-VFHF-YF1D	Invoice	06/30/2021	Office Supplies	0.00	81.64	
1CJX-TCF9-T9FP	Invoice	06/23/2021	Connections for Owls- Council Meetings	0.00	22.17	
1gt7-k7rp-fg66	Invoice	06/07/2021	Office Supplies	0.00	113.15	
1MJJ-PHWF-JK4L	Credit Memo	06/30/2021	Credit Memo	0.00	-37.71	
1VYM-PQMG-NY...	Invoice	06/30/2021	Office Supplies	0.00	18.80	
1WWM-J7XR-3C4L	Credit Memo	06/30/2021	Office Supplies	0.00	-37.72	
1YCD-F76G-KDKH	Credit Memo	06/30/2021	Credit Memo	0.00	-37.72	
01539	Gateway Pacific Contractors, Inc.	08/04/2021	Regular	0.00	4,904.30	54265
INV0005573	Invoice	06/25/2021	Well 7 Replacement Phase IV Retention pay...	0.00	4,904.30	
01539	Gateway Pacific Contractors, Inc.	08/04/2021	Regular	0.00	93,181.71	54266
INV0005572	Invoice	06/25/2021	Well & Replacement Phase IV	0.00	93,181.71	
00528	GILTON SOLID WASTE MANAGE	08/04/2021	Regular	0.00	50,205.74	54267
INV0005574	Invoice	06/30/2021	GARBAGE SERVICE- JUNE	0.00	50,205.74	
00005	A&A PORTABLES, INC	08/04/2021	Regular	0.00	80.78	54268
114-12249226	Invoice	07/31/2021	Well 7 Fence	0.00	80.78	
00016	ABS PRESORT	08/04/2021	Regular	0.00	945.99	54269
127649	Invoice	07/13/2021	BILL PRINTING- JULY	0.00	945.99	
00019	ACCOUNTEMPS	08/04/2021	Regular	0.00	853.49	54270
581808144	Invoice	07/27/2021	Finance Extra Help	0.00	853.49	
00463	EXPRESS PERSONNEL SERVICE	08/04/2021	Regular	0.00	1,702.40	54271
25690032	Invoice	07/07/2021	Extra Help- PW	0.00	851.20	
25767220	Invoice	07/21/2021	Extra Help- PW	0.00	851.20	
00464	EZ NETWORK SOLUTIONS	08/04/2021	Regular	0.00	4,726.04	54272
40062	Invoice	07/30/2021	IT SERVICES	0.00	503.29	
TS40138	Invoice	08/01/2021	IT SERVICES	0.00	4,222.75	
01282	JAIME VELAZQUEZ	08/04/2021	Regular	0.00	20.00	54273
INV0005578	Invoice	07/23/2021	Department Supplies	0.00	20.00	
00682	KAISER FOUNDATION HEALTH	08/04/2021	Regular	0.00	4,704.28	54274
INV0005575	Invoice	08/25/2021	MEDICAL SERVICES- SEPTEMBER	0.00	4,704.28	
00824	NEUMILLER & BEARDSLEE	08/04/2021	Regular	0.00	12,016.08	54275
318694	Invoice	06/30/2021	LEGAL SERVICES	0.00	1,600.00	
319284	Invoice	06/30/2021	LEGAL SERVICES	0.00	10,416.08	
00879	PG & E	08/04/2021	Regular	0.00	115.43	54276
INV0005576	Invoice	07/27/2021	UTILITIES	0.00	115.43	
01628	Santiago Vazquez	08/04/2021	Regular	0.00	447.36	54277
INV0005577	Invoice	07/24/2021	Senior Center Deposit Refund- Vazquez	0.00	447.36	
01599	SMILE BUSINESS PRODUCTS, INC	08/04/2021	Regular	0.00	178.92	54278
968858	Invoice	07/23/2021	COPIES	0.00	178.92	
01192	VISION SERVICE PLAN	08/04/2021	Regular	0.00	451.47	54279
812831655	Invoice	07/19/2021	MEDICAL INSURANCE WITHHELD-AUGUST	0.00	451.47	
01206	WARDEN'S OFFICE	08/04/2021	Regular	0.00	35.33	54280

Check Report

Date Range: 07/20/2021 - 08/04/2021

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
2059328-0	Invoice	07/21/2021	MISC OFFICE SUPPLIES	0.00	21.14	
2059328-1	Invoice	07/22/2021	MISC OFFICE SUPPLIES	0.00	14.19	

Bank Code Payable Bank Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	111	73	0.00	589,037.80
Manual Checks	0	0	0.00	0.00
Voided Checks	0	1	0.00	-260.00
Bank Drafts	0	0	0.00	0.00
EFT's	0	0	0.00	0.00
	111	74	0.00	588,777.80

All Bank Codes Check Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	111	73	0.00	589,037.80
Manual Checks	0	0	0.00	0.00
Voided Checks	0	1	0.00	-260.00
Bank Drafts	0	0	0.00	0.00
EFT's	0	0	0.00	0.00
	111	74	0.00	588,777.80

Fund Summary

Fund	Name	Period	Amount
999	POOLED CASH/CONSOLIDATED CASH	7/2021	413,919.74
999	POOLED CASH/CONSOLIDATED CASH	8/2021	174,858.06
			588,777.80



CITY COUNCIL AGENDA ITEM NO. 3.3

SECTION 3: CONSENT CALENDAR

Meeting Date: August 9, 2021
Subject: Consider Reappointing Michael J. Day as the Hughson Representative to the Measure L Citizens Oversight Committee
Enclosure: Michael J. Day Letter
Presented By: Ashton Gose
Approved By: Merry Mayhew

Staff Recommendation:

Reappoint Michael J. Day as the Hughson Representative to the Measure L Citizens Oversight Committee.

Background and Overview:

Measure L is a Transportation Sales Tax and Expenditure Plan approved by Stanislaus County voters on November 8, 2016. The measure raises the sales tax in Stanislaus County by one-half percent for a total period of 25 years to improve our local streets and roads, improve connectivity and reduce congestion. This money is administered by the Stanislaus Council of Governments (StanCOG) and pays for specific voter-approved transportation projects for local street and road improvements, and regional projects and transit programs specified in the Plan.

In May 2017, StanCOG advertised available positions on the Measure L Citizens Oversight Committee, which will oversee compliance as specified in the Transportation Measure and Expenditure Plan. Measure L Citizens Oversight Committee members represent each of StanCOG's 10 member agencies.

On June 26, 2017, the Hughson City Council appointed Michael J. Day to the Measure L Citizens Oversight Committee and in September 2017 the StanCOG Policy Board accepted the appointment of Mr. Day for a four-year term. Mr. Day's term will end in September 2021 and has notified StanCOG and the City of his interest in continuing as the Hughson representative on the committee (Attachment A).

City Staff are recommending that Mr. Day be reappointed for a term of three years, expiring in September 2024.

Measure L Citizens Oversight Committee

The Measure L Citizens Oversight Committee is governed by a ten-member Committee. The responsibilities of the ten-member Measure L Citizens Oversight Committee are to:

- Ensure all transportation revenue collected from Measure I is spent in accordance with the measure L Ordinance and Expenditure Plan;
- Hold public meetings as necessary regarding the expenditure and status of funds generated by Measure L;
- Review independent audits of the expenditure of tax and implementation of the programs and projects in the Expenditure Plan; and
- Issue an annual report on its findings regarding compliance with the requirements of the Expenditure Plan and the Ordinance to the StanCOG Board.

The terms for the committee members began on July 1, 2017, and the representatives' terms were staggered with three-, four-, and five-year terms. As they are renewed, all terms will be three years. The committee meets on a quarterly basis.

All Citizens oversight Committee members are required to sign a conflict-of-interest form when accepting appointment.

Each member is appointed by the City Council they represent, and the StanCOG Policy Board accepts the appointment.

Fiscal Impact:

There is no fiscal impact to the City of Hughson associated with this item. This is a volunteer position, and no monetary compensation will be paid to committee members.



Merry Mayhew
City Manger
City of Hughson
Sent via e-mail: mmayhew@hughson.org

Dear Ms. Mayhew,

This letter is to express my willingness to be re-appointed to the Measure L Citizens Advisory Committee as Hughson's Representative

Sincerely,

Michael (Mike) J. Day

MICHAEL J. DAY

Citizen of Hughson

1909 Thomas Taylor Drive,
Hughson, CA 95326

CONTACT

PHONE:
(661) 201-3521

EMAIL:
mday@ppeng.com



CITY COUNCIL AGENDA ITEM NO. 4.1

SECTION 4: UNFINISHED BUSINESS

Meeting Date: August 9, 2021
Subject: Approval to Submit Comments Regarding Pacific Gas and Electric Rate Increase to the California Public Utilities Commission
Presented By: Merry Mayhew
Approved By: Merry Mayhew

Staff Recommendation:

Approve the Comments to be Submitted on Behalf of the City Council to the California Public Utilities Commission regarding the Pacific Gas and Electric Rate Increase.

Background and Discussion:

In a letter dated July 6, 2021, Pacific Gas and Electric (PG&E) noticed the City of Hughson of their application to the California Public Utilities Commission (CPUC) to increase gas and electricity rates by over 18%.

At the July 26, 2021 City Council meeting, the Mayor expressed his dismay at the increase in rates and requested that City staff bring recommended comments to the City Council at the next meeting for discussion and approval. Once comments are finalized and approved, staff will then submit the comments to the CPUC.

The following comments are submitted for the Council's review, discussion, and approval:

"To address increasing energy challenges..." "to make targeted investments to provide a safe, reliable, and clean energy future..." the misleading verbiage that PG&E is using to justify an over 18% rate increase on California residents.

An 18% increase is extraordinarily excessive. California residents deserve better than this. Residents cannot afford an increase of this amount. Not only is it taking longer than anticipated to get public health restrictions lifted and for people to feel safe getting out and moving around without fear for their health during a pandemic, but many residents are still unemployed,

businesses are struggling, and PG&E wants to increase rates by 18%. This is outrageous and quite simply offensive and tone deaf to rate payers.

Increases by PG&E are not unusual, in fact, history shows that PG&E raises rates over 4% annually, which far outweighs the cost of living or California residents' annual income increases. In addition, California's electricity prices are among the highest in the country. PG&E customers pay 80% more than the national average. These costs are falling disproportionately on residents that are already struggling to pay their bills. The tiered rate system PG&E proposes will disproportionately affect the elderly and the low-income.

California needs a comprehensive wildfire prevention plan on how to finance fire prevention efforts that is equitable. Sticking rate payers with the bill is not equitable.

The City Council of the City of Hughson is calling on the CPUC to definitively deny PG&E's request for an increase.

Fiscal Impact:

There is no fiscal impact to the City of Hughson associated with this item.



CITY COUNCIL AGENDA ITEM NO. 6.1

SECTION 6: NEW BUSINESS

Meeting Date: August 9, 2021
Subject: Approval to Adopt Resolution No. 2021-29, Approving the Pavement Management Program Cooperative Funding Agreement with StanCOG
Enclosure: Cooperative Funding Agreement
Presented By: Rachel, Wyse, Community Development Director
Approved By: Merry Mayhew

Staff Recommendation:

1. Adopt Resolution No. 2021-29, Approving the Pavement Management Plan Program, Cooperative Funding Agreement with StanCOG.
2. Authorize the City Manager to execute the Cooperative Funding Agreement with StanCOG, inclusive of any final edits by the City Attorney.

Background and Discussion:

The City of Hughson is responsible for the repair and maintenance of approximately 27.5 centerline miles of streets of which 8.8 miles are collectors and 18.7 miles are residential/local streets. Streets or pavements are one of the City's most valuable assets, and the replacement value was previously estimated to be approximately \$25 million, as of 2012.

Stanislaus Council of Governments (StanCOG), a joint powers authority, of which the City of Hughson is a member, assists jurisdictions by contracting for an assessment of pavement conditions on all locally owned roadways, referred to as the Pavement Management Program (PMP). Through a Pavement Condition Index (PCI) each street's condition is rated based on a scale of 0-100. Individual streets with a rating between 0-25 are considered very poor in condition, a rating of 25-50 is considered poor condition, a 50-70 rating is considered as fair in condition, and a rating of 70-100 is considered to be in good to excellent condition. The previous PMP in 2013 showed that the City of Hughson's average PCI was 82.

Maintaining a current PMP is helpful in maintaining the City's streets inventory, prioritizing street repair projects by allocating available resources in the most cost-effective manner, and in planning for capital improvement projects.

On April 15, 2020, the StanCOG Policy Board approved its Overall Work Program for Fiscal Year 2020-21, which identified the PMP as a priority task for StanCOG staff. After issuing a Request for Proposals for consulting services to prepare the PMP, Nichols Consulting Engineers (NCE) was selected as the Consultant. StanCOG will administer the contract and coordinate with the cities on the Consultant's work effort.

The County of Stanislaus and the cities of Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock, and Waterford will share in the cost of the PMP, an amount not to exceed \$578,837, with the same percentages allocated to each jurisdiction for the Measure L "Local Control – Streets and Roads" funds. The cost to the City of Hughson for the PMP is \$6,055.80 and City staff elected to select an optional task for the additional cost of \$7,591. The Budgetary Analysis will estimate the amount of funding needed to address pavement conditions based on the pavement assessment and give three budget scenarios. Budget scenarios would be performed based on funding levels provided by each agency. City staff are recommending the optional budgetary analysis as it will provide needed information to establish a current Capital Improvement Program (CIP) moving forward. A CIP is necessary to determine development fees.

Fiscal Impact:

The City of Hughson's shared cost for the Pavement Management Plan is \$6,055.80 and the cost for the optional Budgetary Analysis is \$7,591, for a total cost of \$13,646.80. The cost of this Agreement will be funded from Measure L "Local Control – Streets and Roads" funds, Fund 325, that currently has a balance of approximately \$776,132.

**CITY OF HUGHSON
CITY COUNCIL
RESOLUTION NO. 2021-29**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUGHSON APPROVING
THE PAVEMENT MANAGEMENT PROGRAM COOPERATIVE FUNDING AGREEMENT
BETWEEN THE STANISLAUS COUNCIL OF GOVERNMENTS AND THE CITY OF
HUGHSON AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE
AGREEMENT**

WHEREAS, the Stanislaus Council of Governments, a joint powers authority, of which the City of Hughson is a member has contracted for an assessment of pavement conditions on all locally owned roadways, referred to as the Pavement Management Program; and

WHEREAS, the City of Hughson has chosen to participate in the Pavement Management Program, which will assist city staff in maintaining a city streets inventory, prioritize street repair projects by allocating available resources in the most cost-effective manner, and plan for capital improvement projects; and

WHEREAS, the County of Stanislaus and the cities of Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock, and Waterford will share in the cost of the Pavement Management Program at a cost not to exceed \$578,837; and

WHEREAS, the cost to the City of Hughson for the Pavement Management Program is \$6,055.80 and the additional cost for the budgetary analysis is \$7,591 for a total cost of \$13,646.80.

NOW, THEREFORE, BE IT RESOLVED that the Hughson City Council does hereby approve the Pavement Management Program Cooperative Funding Agreement between the Stanislaus Council of Governments and the City of Hughson attached hereto as Attachment A and authorizes the City Manager to execute the Agreement.

PASSED AND ADOPTED by the City Council of the City of Hughson at its regularly scheduled meeting on this 9th day of August 2021, by the following roll call vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

»
»
»
»

APPROVED:

GEORGE CARR, Mayor

ATTEST:

ASHTON GOSE, Deputy City Clerk

COOPERATIVE FUNDING AGREEMENT
Pavement Management Program

This Cooperative Funding Agreement for the Pavement Management Program ("Agreement") is dated for reference purposes April 21, 2021 by and between the Stanislaus Council of Governments, a joint powers authority established under California Government Code section 6500 et seq. ("StanCOG"), Stanislaus County, a political subdivision of the State of California ("County"), the City of Ceres, a municipal corporation ("Ceres"), the City of Hughson, a municipal corporation ("Hughson"), the City of Modesto, a municipal corporation ("Modesto"), the City of Newman, a municipal corporation ("Newman"), the City of Oakdale, a municipal corporation ("Oakdale") the City of Patterson, a municipal corporation ("Patterson"), the City of Riverbank, a municipal corporation ("Riverbank"), the City of Turlock, a municipal corporation ("Turlock") and the City of Waterford, a municipal corporation ("Waterford"), jointly referred to herein as the "Parties" and singularly as the "Party."

Recitals

A. The Parties seek the preparation of an assessment of pavement conditions on all locally owned roadways referred to as the Pavement Management Program ("PMP").

B. The PMP will determine the pavement conditions of all locally owned streets by the Parties to identify pavement maintenance and rehabilitation treatments necessary for the state of good repair of the roadways within the region. The intended benefit of the PMP is to enable the Parties to effectively maintain their locally owned roadways and to develop improvement projects.

C. On April 15, 2020, the StanCOG Policy Board approved its Overall Work Program ("OWP") for Fiscal Year 2020-21, which identified the PMP as a priority task for StanCOG staff and has allocated funds to support preparation and oversight of the PMP.

D. On February 5, 2021, StanCOG issued a Request for Proposals for consulting services to prepare the PMP and through a competitive selection process has selected a consultant to perform the work ("Consultant").

E. The Parties desire to share the costs of the Consultant for its work on the PMP.

NOW, THEREFORE, in consideration of the mutual promises, covenants, terms, and conditions hereinafter contained, the parties hereto agree as follows:

AGREEMENT

1. Responsibilities of the Parties. StanCOG has selected the Consultant to prepare the PMP for an amount not to exceed \$578,837.00. StanCOG will administer the Consultant contract. In that role, StanCOG will convene project management meetings with the Consultant, process payments for the services of the Consultant, and coordinate with the parties on the Consultants' work effort including, but not limited to, providing the Parties with draft documents, reports, and memorandums prepared by the Consultant during the performance of the contract for the parties review, comment and input.

2. Cost Sharing and Payment.

2.1. The Parties agree to share the cost of the Consultant's services in accordance with the same percentages allocated to each Party for the Measure L "Local Control – Streets and Roads" funds, as contained in the table below. Each of the Parties acknowledge and agree the agency's share of the Consultant contract cost identified in the table below is an estimate and may be adjusted based on the scope of work and any optional tasks agreed upon by the Parties.

Member Agency	Shared Cost %	Member Agency Shared Cost	Optional Task 1: Budgetary Analysis	Optional Task 2: GIS	Optional Task 3: Training	Total Member Agency Cost
Ceres	6.36%	\$30,567.37	-	-	-	\$30,567.37
Hughson	1.26%	\$6,055.80	\$7,591.00	-	-	\$13,646.80
Modesto	35.79%	\$172,013.54	-	\$7,805.00	-	\$179,818.54
Newman	1.26%	\$6,055.80	\$7,591.00	\$4,972.00	\$6,717.00	\$25,335.80
Oakdale	3.86%	\$18,551.89	-	-	-	\$18,551.89
Patterson	4.55%	\$21,868.16	-	\$4,972.00	\$6,717.00	\$33,557.16
Riverbank	3.42%	\$16,437.17	\$7,591.00	\$4,972.00	\$6,717.00	\$35,717.17
Stanislaus County	26.98%	\$129,671.01	\$12,181.00	\$13,675.00	\$6,717.00	\$162,244.01
Turlock	15.26%	\$73,342.46	-	-	-	\$73,342.46
Waterford	1.26%	\$6,055.80	-	-	-	\$6,055.80
Total		\$480,619.00	\$34,954.00	\$36,396.00	\$26,868.00	\$578,837.00

2.2. Upon StanCOG's execution of an agreement with the Consultant for preparation of the PMP, each of the Parties will be invoiced by StanCOG for its share of the contribution amount, as set forth in Paragraph 2.1.

2.3. The total obligations of the Parties under this Agreement shall not exceed \$578,837.00, collectively, and the amounts identified in Paragraph 2.1 individually, unless agreed to by all the Parties in writing.

2.4. Each Party will have the opportunity to review the scope of services and cost proposal provided by the Consultant and elect optional tasks understanding the electing Party will be wholly responsible for the optional task cost, unless the task is collectively agreed upon by all the Parties and each Party will be responsible for its share of the optional task in accordance with the percentages set forth in Paragraph 2.1.

2.5. StanCOG will submit to the Parties for review all Consultant invoices for work performed under the Consulting Agreement in their jurisdiction.

3. Cooperation. The Parties agree to work cooperatively and in a timely fashion to implement the Consultant agreement. All decisions regarding changes in the scope of work to the Consultant agreement or estimated costs shall be made by the Parties and approved in writing.

4. Independent Capacity. In the performance of this Agreement, each Party, and its employees, shall act in an independent capacity and not as officers or employees of the other Party. It is understood and agreed that no Party, nor any officer or employee thereof, is responsible for any damage or liability occurring by reason of anything done or omitted to be

done by another Party under or in connection with any work, authority or jurisdiction delegated to any other Party under this Agreement.

5. Notice. Any notice or official communication required for which a party desires to give under this Agreement shall be in writing by certified mail, return receipt requested with appropriate postage paid, by personal delivery, by facsimile or by private courier service to the address or facsimile number set forth below for the respective party, provided that if any party gives notice of a change of name or address or number, notices to that party shall thereafter be given as demanded in that notice. All notices and demand so given shall be effective only upon receipt by the party to whom notice or demand is being given.

Stanislaus Council of Governments
Attention: Executive Director
2401 East Orangeburg #675-311
Modesto, CA 95355

City of Ceres
Attention: City Manager
2220 Magnolia Street
Ceres, CA 95307

City of Hughson
Attention: City Manager
7018 Pine Street | PO Box 9
Hughson, CA 95326

City of Modesto
Attention: City Manager
1010 10th Street
Modesto, CA 95354

City of Newman
Attention: City Manager
938 Fresno Street
Newman, California 95360

City of Oakdale
Attention: City Manager
280 N. Third Avenue
Oakdale CA 95361

City of Patterson
Attention: City Manager
1 Plaza P.O. Box 667
Patterson, CA 95363

City of Riverbank
Attention: City Manager
6707 3rd Street
Riverbank, CA

Stanislaus County
Attention: Christopher Brady
Public Works Department
1716 Morgan Road
Modesto, California 95354

City of Turlock
Attention: City Manager
156 S. Broadway, Ste. 230
Turlock, CA 95380-5454

City of Waterford
Attention: City Manager
101 E. Street
Waterford, CA 95386

6. No Third Party Beneficiaries. This Agreement is not intended to create a third party beneficiary or define duties, obligations, or rights in parties not signatory to this Agreement. This Agreement is not intended to affect the legal liability of the parties to this Agreement by imposing any standard of care for completing the work contemplated herein different from the standards imposed by law.

7. Compliance with Laws. Each Party to this Agreement shall be responsible for complying with all applicable federal, state, and local laws and regulations and for securing any required consent or permits. Upon written request, each Party shall provide written proof that such consent or permit was properly obtained.

8. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of California.

9. Attorney's Fees. Each party shall bear its own attorneys' fees and expenses in the preparation and review of this Agreement. In the event that any party institutes an action or proceeding for a declaration of the rights of the parties under this Agreement, for injunctive relief, for an alleged breach or default of, or any other action arising out of, this Agreement, or the transactions contemplated hereby, or in the event any party is in default of its obligations pursuant thereto, whether or not suit is filed or prosecuted to final judgment, the non-defaulting party or prevailing party shall be entitled to its actual attorneys' fees and to any court costs incurred, in addition to any other damages or relief awarded.

10. Assignment. No party to this Agreement shall assign this Agreement or its rights and obligations hereunder without the written consent of all other parties to this Agreement.

11. Entire Agreement. This Agreement represents the entire agreement among the parties and supersedes all prior negotiations, representations or agreements, whether written or oral on the subject matter herein. No changes, additions or deletions, alterations or modifications of the terms and conditions of this Agreement shall be made without the written consent of all parties to this Agreement.

12. Counterparts and Electronic Signatures. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original and all of which taken together shall constitute one and the same instrument. Each party agrees that this Agreement and any other documents to be delivered in connection herewith may be electronically signed, and that

any electronic signatures appearing on this Agreement or such other documents are the same as handwritten signatures for purposes of validity, enforceability, and admissibility.

13. Partial Invalidity. If any provision of this Agreement is held by a court of competent jurisdiction to be invalid or unenforceable, the remainder of the Agreement shall continue in full force and effect and shall in no way be impaired or invalidated.

14. Authority. By signing below, each party represents that they have the authority of their respective agency to execute and carry out the terms of this Agreement.

******Signatures Contained on Next Page******

///

///

///

///

///

///

///

///

///

///

///

///

///

///

///

///

///

IN WITNESS WHEREOF, the parties hereto have signed this Cooperative Funding Agreement which shall be deemed executed when it has been sign by all parties.

STANISLAUS COUNCIL OF GOVERNMENTS

By: _____
Rosa De León Park
Executive Director

Date: _____

APPROVED AS TO FORM

By: _____
Monica Streeter
General Counsel

CITY OF HUGHSON

By: _____
Merry Mayhew
City Manager

Date: _____

APPROVED AS TO FORM

By: _____

CITY OF NEWMAN

By: _____
Michael Holland
City Manager

Date: _____

APPROVED AS TO FORM

By: _____

CITY OF CERES

By: _____
Tom Westbrook
City Manager

Date: _____

APPROVED AS TO FORM

By: _____
Tom Hallinan
City Attorney

CITY OF MODESTO

By: _____
Joseph Lopez
City Manager

Date: _____

APPROVED AS TO FORM

By: _____

CITY OF OAKDALE

By: _____
Bryan Whitemyer
City Manager

Date: _____

APPROVED AS TO FORM

By: _____

CITY OF PATTERSON

By: _____
Fernando Ulloa
Director of Engineering, Building, &
Capital Projects

Date: _____

APPROVED AS TO FORM

By: _____

CITY OF RIVERBANK

By: _____
Sean Scully
City Manager

Date: _____

APPROVED AS TO FORM

By: _____

STANISLAUS COUNTY

By: _____
David A Leamon
Public Works Director

Date: _____

APPROVED AS TO FORM
Thomas E. Boze
County Counsel

By: _____
Todd James
Deputy County Counsel

CITY OF TURLOCK

By: _____
Sarah Tamey Eddy
Interim City Manager

Date: _____

APPROVED AS TO FORM

By: _____

CITY OF WATERFORD

By: _____
Michael Pitcock
City Manager

Date: _____

APPROVED AS TO FORM

By: _____



CITY COUNCIL AGENDA ITEM NO. 6.2

SECTION 6: NEW BUSINESS

Meeting Date: August 9, 2021
Subject: Consideration to Adopt Resolution No. 2021-30,
Approving a Two-Year Extension of the Engineering and
Traffic Survey (ETS) for Modifying Speed Limits
Enclosure: Draft Engineering and Traffic Surveys dated 2016 and
2021
Presented By: Rachel Wyse, Community Development Director
Approved By: Merry Mayhew

Staff Recommendation:

Adopt Resolution No. 2021-30, approving a Two-Year Extension of the Engineering and Traffic Survey (ETS) for Modifying Speed Limits.

Background:

A Draft Engineering and Traffic Survey (hereinafter Speed Survey) was started in 2015 and brought before the Hughson City Council in November 2016. The primary purpose of the 2016 Speed Survey was to justify the use of radar for speed limit enforcement as enforcement helps ensure streets are safe for all users. For radar speeding tickets to be valid in traffic court, the California Vehicle Code requires busier, or “non-local” roads as defined by the California Road System undergo a Speed Survey every 5 years (*CVC Section 40802 (a)(2)*). For Hughson, these non-local roads are Santa Fe and Whitmore Avenues and Hatch, Whitmore, Tully, and Euclid Roads. The 2016 Speed Survey analyzed these streets and justified modifying the speed limits as follows:

Santa Fe Avenue

- Increase the speed on Santa Fe Avenue from 45 miles per hour (mph) to 50 mph between Hatch Road and Los Alamos Drive.
- Increase the speed on Santa Fe Avenue from 40 mph to 45 mph between Los Alamos Drive and Whitmore Avenue.
- Increase the speed limit on Santa Fe Avenue from 45 mph to 50 mph between Whitmore Avenue and 7th Street.

Hatch Road

- Add a speed limit of 55 mph on Hatch Road (where no speed limit was previously established) from the western city limit to the eastern city limit.

Whitmore Avenue

- Average the existing speed limit range of 35/25 mph to 30 mph between Tully Road and Euclid Avenue.

Tully Road

- Reduce the speed limit from 45 mph to 40 mph between the south City limit and Whitmore Avenue.
- Increase the speed on Tully Road between Whitmore Avenue and Fox Road from 25 mph to 30 mph.
- Maintain the existing speed limit of 25 mph on Tully Road between Fox and Hatch Roads.

Euclid Avenue

- Maintain the existing speed limit of 25 mph on Euclid Avenue between Hatch and Fox Roads.

Discussion:

The remaining streets in Hughson are categorized as local streets under the California Road System and have a default or “prima facie” speed limit of 25 mph per the CVC (*Section 22352 (b)(1)*). Many streets in Hughson, including residential streets, fall into this category. Local streets are not subject to the 5-year speed survey requirement (*Section 40802 (b)(1)*) and so are not studied as a part of the Speed Survey.

Reducing or increasing speed limits on any city street (i.e. local and non-local) can occur if justified by a speed survey and established by ordinance (*CVC Section 22357*). Once a speed limit is changed, it must be justified every 5 years through a radar speed survey. The speed limits have not been changed on any Hughson streets since enacting the initial improvements as recommended by the 2016 Speed Survey. These revised speed limits are codified in Hughson Municipal Code. A caveat in California Code permits the recertification/restamping of an existing approved Speed Survey when the jurisdiction’s law enforcement is up to date on the training required to operate a speed gun and cite drivers for exceeding the posted mph. As such, City staff recommends that the 2016 updated Speed Survey be extended for two additional years since all Hughson Police Services officers have the required training necessary to allow for such an extension.

Should the City Council approve to extend the 2016 Speed Survey by two additional years, Hughson Police Services will be given a binder containing all related items in the event the information is needed for traffic court.

Fiscal Impact:

There is no additional cost associated with this action. Gas Tax funding to replace regulatory signs including speed limit signs is included in the FY 2021-22 Budget.

**CITY OF HUGHSON
CITY COUNCIL
RESOLUTION NO. 2021-30**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUGHSON APPROVING A
TWO-YEAR EXTENSION OF THE ENGINEERING AND TRAFFIC SURVEY (ETS) FOR
MODIFYING SPEED LIMITS**

WHEREAS, on July 25, 2016 the Hughson City Council amended Ordinance 10.40.020 modifying speed limits based on an Engineering and Traffic Survey (ETS); and

WHEREAS, the City has not changed the speed limits on any streets since enacting the initial improvements as recommended by the 2016 ETS.; and

WHEREAS, the California Vehicle Code permits the recertification of an existing approved ETS upon certain criteria being met; and

WHEREAS, the 2016 ETS has been certified by an engineer.

NOW, THEREFORE, BE IT RESOLVED that the Hughson City Council does hereby recertifies and approves the 2016 ETS through 2023.

PASSED AND ADOPTED by the City Council of the City of Hughson at its regularly scheduled meeting on this 9th day of August 2021, by the following roll call vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

»
»
»
»

APPROVED:

GEORGE CARR, Mayor

ATTEST:

ASHTON GOSE, Deputy City Clerk

1

**CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY**

STREET SANTA FE AVENUE
FROM HATCH ROAD

CERTIFICATION DATE
TO LOS ALAMOS DRIVE

SPEED FACTORS

Date of Speed Survey	11/16/2015	Posted Speed Limit	45 mph
Time of Speed Survey	9:30	Speed Justification	
50th Percentile Speed (Mean Speed)	47 mph	CLOSEST TO 85TH PERCENTILE	
85th Percentile Speed	52 mph	SPEED	
Average Speed	47 mph		
10 mph Pace Speed	43-52		
Percentage of Vehicles in Pace	83	Recommended Speed Limit	50 mph
Number of Survey Samples	206		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	1
Annual Collision Rate	0.33 accidents/year
Collisions per Million Vehicle Miles	0.201

TRAFFIC FACTORS

Average Daily Traffic	8,593	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ HATCH RD.		
Crosswalks?	NONE		
Pedestrian Traffic	NONE		
Truck Traffic	MODERATE		
On-Street Parking	NONE		
Sidewalks?	NONE		
Driveways?	NO		



ROADWAY FACTORS

Length of Segment	0.53 miles
Width	28 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD
Roadway Conditions	GOOD
Lighting	NONE
Adjacent Land Use	INDUSTRIAL & RAILROAD TRACKS



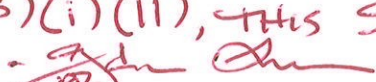
Field Study By GL Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

PER CVC 40802(c)(2)(B)(i)(II), THIS SURVEY REMAINS
VALID UNTIL 6/7/23.  5/28/21

**CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY**

2

STREET SANTA FE AVENUE
FROM LOS ALAMOS DRIVE

CERTIFICATION DATE
TO WHITMORE AVENUE

SPEED FACTORS

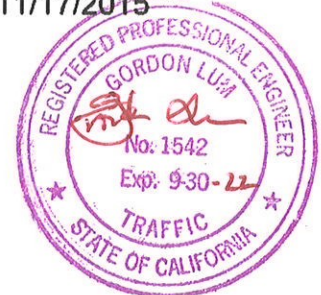
Date of Speed Survey	11/16/2015	Posted Speed Limit	40 mph
Time of Speed Survey	10:30	Speed Justification	
50th Percentile Speed (Mean Speed)	46 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	49 mph		
Average Speed	46 mph		
10 mph Pace Speed	40-49		
Percentage of Vehicles in Pace	85	Recommended Speed Limit	45 mph
Number of Survey Samples	215		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	5
Annual Collision Rate	1.67 accidents/year
Collisions per Million Vehicle Miles	0.664

TRAFFIC FACTORS

Average Daily Traffic	7,901	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ TULLY RD. & WHITMORE AVE.		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT AT WHITMORE AVE.		
Truck Traffic	MODERATE		
On-Street Parking	NORTHEAST SIDE		
Sidewalks?	NONE		
Driveways?	YES		



ROADWAY FACTORS

Length of Segment	0.87 miles
Width	28 feet
Vertical Curve?	NONE
Horizontal Curve?	YES
Visibility	FAIR
Roadway Conditions	FAIR
Lighting	NORTHEAST SIDE
Adjacent Land Use	INDUSTRIAL, COMMERCIAL & RAILROAD



Field Study By GL


Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

PER CVC 40802 (C)(2)(B)(i)(II), THIS SURVEY REMAINS
VALID UNTIL 6/7/23. -  5/28/21

3

**CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY**

STREET **SANTA FE AVENUE** **CERTIFICATION DATE**
FROM **WHITMORE AVENUE** **TO** **7TH STREET**

SPEED FACTORS

Date of Speed Survey	11/16/2015	Posted Speed Limit	45 mph
Time of Speed Survey	11:25	Speed Justification	
50th Percentile Speed (Mean Speed)	46 mph	CLOSEST TO 85TH PERCENTILE	
85th Percentile Speed	51 mph	SPEED	
Average Speed	46 mph		
10 mph Pace Speed	40-49		
Percentage of Vehicles in Pace	80	Recommended Speed Limit	50 mph
Number of Survey Samples	219		

COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Annual Collision Rate	0	accidents/year
Collisions per Million Vehicle Miles	0.000	

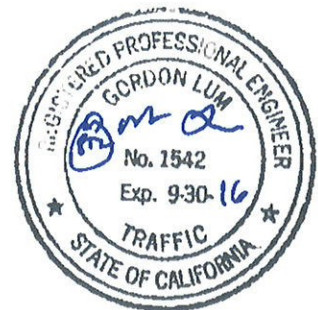
TRAFFIC FACTORS

Average Daily Traffic	7,483	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ WHITMORE AVE.		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT AT WHITMORE AVE.		
Truck Traffic	MODERATE		
On-Street Parking	NONE		
Sidewalks?	NONE		
Driveways?	YES		



ROADWAY FACTORS

Length of Segment	0.50	miles
Width	28	feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	NONE	
Adjacent Land Use	INDUSTRIAL, COMMERCIAL & RAILROAD	




Field Study By GL Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

PER CVC 40802 (C) (2) (B) (i) (II), THIS SURVEY REMAINS
VALID UNTIL 6/7/23.  5/28/21

**CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY**

4

STREET HATCH ROAD
FROM WEST CITY LIMIT

CERTIFICATION DATE
TO EAST CITY LIMIT

SPEED FACTORS

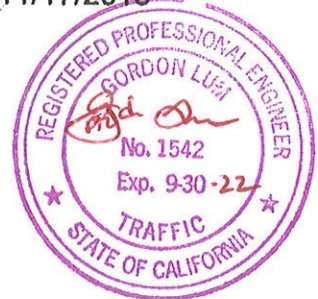
Date of Speed Survey	11/16/2015	Posted Speed Limit	NONE mph
Time of Speed Survey	12:30	Speed Justification	
50th Percentile Speed (Mean Speed)	54 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	59 mph		
Average Speed	54 mph		
10 mph Pace Speed	50-59		
Percentage of Vehicles in Pace	72	Recommended Speed Limit	55 mph
Number of Survey Samples	200		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	2
Annual Collision Rate	0.67 accidents/year
Collisions per Million Vehicle Miles	0.135

TRAFFIC FACTORS

Average Daily Traffic	7,529	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ SANTA FE AVE.		
Crosswalks?	NONE		
Pedestrian Traffic	NONE		
Truck Traffic	MODERATE		
On-Street Parking	NONE		
Sidewalks?	NONE		
Driveways?	YES		



ROADWAY FACTORS

Length of Segment	1.80 miles
Width	31 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD
Roadway Conditions	GOOD
Lighting	NONE
Adjacent Land Use	AGRICULTURAL



Field Study By GL

Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

(Signature)
Gordon Lum
PR

6/7/16
Date

TE 1542
State Registration Number

PER CVC 40802(c)(2)(B)(i)(ii), THIS SURVEY REMAINS
VALID UNTIL 6/7/23. - *(Signature)*, 5/28/21
PR

5

**CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY**

STREET WHITMORE AVENUE
FROM TULLY ROAD

CERTIFICATION DATE
TO EUCLID AVENUE

SPEED FACTORS

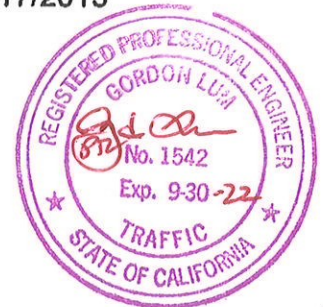
Date of Speed Survey	5/23/2016	Posted Speed Limit	35/25 mph
Time of Speed Survey	10:00	Speed Justification	
50th Percentile Speed (Mean Speed)	29 mph	MUTCD OPTION 2	
85th Percentile Speed	34 mph		
Average Speed	29 mph		
10 mph Pace Speed	24-33		
Percentage of Vehicles in Pace	82	Recommended Speed Limit	30 mph
Number of Survey Samples	117		

COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Annual Collision Rate	0	accidents/year
Collisions per Million Vehicle Miles	0.000	

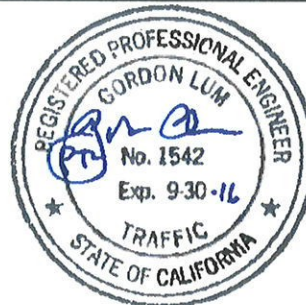
TRAFFIC FACTORS

Average Daily Traffic	5,000	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ 5TH AVE. & 7TH ST.		
Crosswalks?	@ 4TH ST, 5TH ST, 6TH ST. & 7TH ST.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	NORTH SIDE		
Sidewalks?	BOTH SIDES		
Driveways?	YES		



ROADWAY FACTORS

Length of Segment	1.00	miles
Width	22	feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	NORTH SIDE	
Adjacent Land Use	RESIDENTIAL, SCHOOL, RETAIL & AGRICULTURAL	



Field Study By GL Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

PER CVC 40802 (1)(2)(3)(i)(ii), THIS SURVEY REMAINS
VALID UNTIL 6/7/23. - , 5/28/21

6

CITY OF HUGHSON ENGINEERING AND TRAFFIC SURVEY

STREET TULLY ROAD
FROM SOUTH CITY LIMIT

CERTIFICATION DATE
TO WHITMORE AVENUE

SPEED FACTORS

Date of Speed Survey	11/17/2015	Posted Speed Limit	45 mph
Time of Speed Survey	9:30	Speed Justification	
50th Percentile Speed (Mean Speed)	44 mph	HIGHER THAN STATE AVERAGE	
85th Percentile Speed	46 mph	COLLISION RATE	
Average Speed	44 mph		
10 mph Pace Speed	38-47		
Percentage of Vehicles in Pace	90	Recommended Speed Limit	40 mph
Number of Survey Samples	106		

COLLISION HISTORY

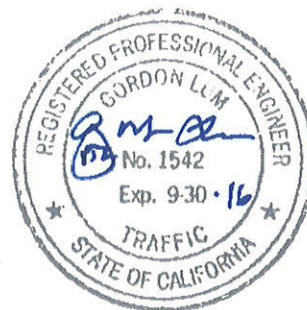
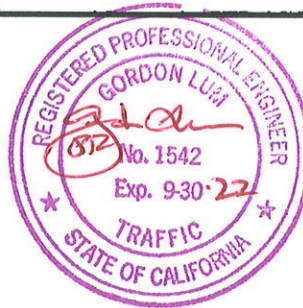
Number of Years Studied	2 years
Total Collisions	1
Annual Collision Rate	0.5 accidents/year
Collisions per Million Vehicle Miles	1.188

TRAFFIC FACTORS

Average Daily Traffic	2,307	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ ROEDING RD. & WHITMORE AVE.		
Crosswalks?	NONE		
Pedestrian Traffic	NONE		
Truck Traffic	NONE		
On-Street Parking	WEST SIDE BETWEEN WHITMORE & JOE RUDDY CT		
Sidewalks?	EAST SIDE BETWEEN WHITMORE & JOE RUDDY CT		
Driveways?	YES		

ROADWAY FACTORS

Length of Segment	0.50 miles
Width	24 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD
Roadway Conditions	GOOD
Lighting	EAST SIDE
Adjacent Land Use	AGRICULTURAL AND LIGHT INDUSTRIAL



Field Study By GL


Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

PER CVC 40802 (C)(2)(B)(i)(II), THIS SURVEY REMAINS
VALID UNTIL 6/7/23. -  Gordon Lum, 5/28/21

7

CITY OF HUGHSON ENGINEERING AND TRAFFIC SURVEY

STREET TULLY ROAD
FROM WHITMORE AVENUE

CERTIFICATION DATE
TO FOX ROAD

SPEED FACTORS

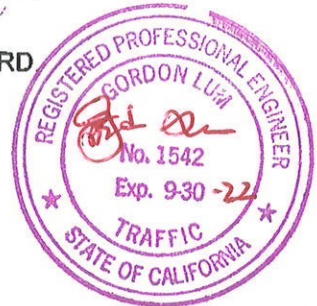
Date of Speed Survey	11/17/2015	Posted Speed Limit	25 mph
Time of Speed Survey	11:45	Speed Justification	
50th Percentile Speed (Mean Speed)	30 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	34 mph		
Average Speed	30 mph		
10 mph Pace Speed	23-41		
Percentage of Vehicles in Pace	83	Recommended Speed Limit	30 mph
Number of Survey Samples	104		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	0
Annual Collision Rate	0 accidents/year
Collisions per Million Vehicle Miles	0.000

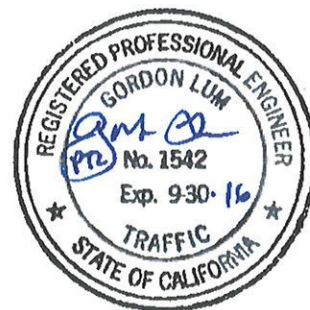
TRAFFIC FACTORS

Average Daily Traffic	2,849	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ WHITMORE AVE, SANTA FE AVE. & FOX RD		
Crosswalks?	NONE		
Pedestrian Traffic	NONE		
Truck Traffic	NONE		
On-Street Parking	NONE		
Sidewalks?	NONE		
Driveways?	YES		



ROADWAY FACTORS

Length of Segment	0.50 miles
Width	24 feet
Vertical Curve?	RAILROAD TRACKS
Horizontal Curve?	NONE
Visibility	GOOD
Roadway Conditions	FAIR
Lighting	NONE
Adjacent Land Use	AGRICULTURAL & RESIDENTIAL




Field Study By GL Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

PER CVC 40802(C)(2)(B)(i)(11), THIS SURVEY REMAINS
VALID UNTIL 6/7/23.  5/28/21

8

**CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY**

STREET TULLY ROAD
FROM FOX ROAD

CERTIFICATION DATE
TO HATCH ROAD

SPEED FACTORS

Date of Speed Survey	11/17/2015	Posted Speed Limit	25 mph
Time of Speed Survey	13:10	Speed Justification	
50th Percentile Speed (Mean Speed)	25 mph	CLOSEST TO 85TH PERCENTILE	
85th Percentile Speed	27 mph	SPEED	
Average Speed	25 mph		
10 mph Pace Speed	20-29		
Percentage of Vehicles in Pace	95	Recommended Speed Limit	25 mph
Number of Survey Samples	60		

COLLISION HISTORY

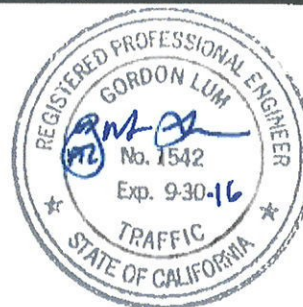
Number of Years Studied	3 years
Total Collisions	0
Annual Collision Rate	0 accidents/year
Collisions per Million Vehicle Miles	0.000

TRAFFIC FACTORS

Average Daily Traffic	2,199	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ FOX RD, KENWORTHY CT./ NARCISCO WAY & HATCH		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT		
Truck Traffic	NONE		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	YES		

ROADWAY FACTORS

Length of Segment	0.50 miles
Width	38 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD
Roadway Conditions	GOOD
Lighting	WEST SIDE
Adjacent Land Use	RESIDENTIAL



Field Study By GL


Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

Per CVC 40802 (c)(2)(B)(i)(ii), THIS SURVEY REMAINS
VALID UNTIL 6/7/23. - , 5/28/21

940

**CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY**

STREET EUCLID AVENUE
FROM HATCH ROAD

CERTIFICATION DATE
TO FOX ROAD

SPEED FACTORS

Date of Speed Survey	11/18/2015	Posted Speed Limit	25 mph
Time of Speed Survey	9:30	Speed Justification	
50th Percentile Speed (Mean Speed)	44 mph	VOLUME TOO LOW, RADAR	
85th Percentile Speed	46 mph	ENFORCEMENT NOT NEEDED	
Average Speed	44 mph		
10 mph Pace Speed	37-46		
Percentage of Vehicles in Pace	85	Recommended Speed Limit	25 mph
Number of Survey Samples	33		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	0
Annual Collision Rate	0 accidents/year
Collisions per Million Vehicle Miles	0.000

TRAFFIC FACTORS

Average Daily Traffic	645	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ HATCH RD. & FOX RD.		
Crosswalks?	@ HATCH RD.		
Pedestrian Traffic	NONE		
Truck Traffic	NONE		
On-Street Parking	NONE		
Sidewalks?	NONE		
Driveways?	YES		



ROADWAY FACTORS

Length of Segment	0.50 miles
Width	20 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD
Roadway Conditions	BAD
Lighting	NONE
Adjacent Land Use	AGRICULTURAL & RESIDENTIAL



Field Study By GL


Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

PER CVC 40802(c)(2)(B)(i)(ii), THIS SURVEY REMAINS
VALID UNTIL 6/7/23. - , 5/28/21

CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY

10

STREET EUCLID AVENUE
FROM FOX ROAD

CERTIFICATION DATE
TO WHITMORE AVENUE

SPEED FACTORS

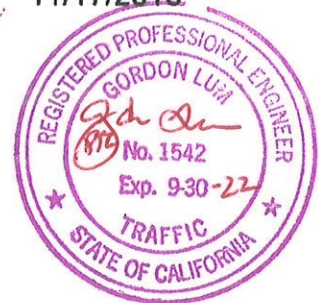
Date of Speed Survey	11/18/2015	Posted Speed Limit	25 mph
Time of Speed Survey	11:40	Speed Justification	
50th Percentile Speed (Mean Speed)	29 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	34 mph		
Average Speed	29 mph		
10 mph Pace Speed	24-33		
Percentage of Vehicles in Pace	79	Recommended Speed Limit	30 mph
Number of Survey Samples	107		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	0
Annual Collision Rate	0 accidents/year
Collisions per Million Vehicle Miles	0.000

TRAFFIC FACTORS

Average Daily Traffic	1,182	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ FOX RD. & WHITMORE AVE.		
Crosswalks?	NONE		
Pedestrian Traffic	NONE		
Truck Traffic	NONE		
On-Street Parking	NONE		
Sidewalks?	NONE		
Driveways?	YES		



ROADWAY FACTORS


Length of Segment	0.50 miles
Width	32 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	FAIR
Roadway Conditions	BAD
Lighting	NONE
Adjacent Land Use	AGRICULTURAL



Field Study By GL


Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


PTL Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

PER CVC 40802(C)(27)(B)(1), THIS SURVEY REMAINS
VALID UNTIL 6/7/23.  5/28/21

12

**CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY**

STREET **FOX ROAD**
FROM **EUCLID AVENUE**

CERTIFICATION DATE
TO **7TH STREET**

SPEED FACTORS

Date of Speed Survey	11/18/2015	Posted Speed Limit	25 mph
Time of Speed Survey	13:10	Speed Justification	
50th Percentile Speed (Mean Speed)	25 mph	CLOSEST TO 85TH PERCENTILE	
85th Percentile Speed	27 mph	SPEED	
Average Speed	25 mph		
10 mph Pace Speed	21-30		
Percentage of Vehicles in Pace	100	Recommended Speed Limit	25 mph
Number of Survey Samples	112		

COLLISION HISTORY

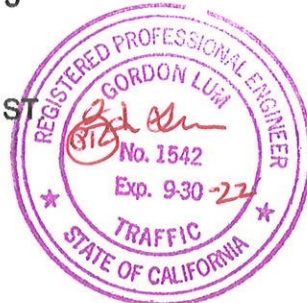
Number of Years Studied	3	years
Total Collisions	0	
Annual Collision Rate	0	accidents/year
Collisions per Million Vehicle Miles	0.000	

TRAFFIC FACTORS

Average Daily Traffic	2,013	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ 7TH ST.		
Crosswalks?	@ THOMAS TAYLOR DR, FOX GLEN DR. & 7TH ST		
Pedestrian Traffic	LIGHT		
Truck Traffic	NONE		
On-Street Parking	NORTH SIDE		
Sidewalks?	BOTH SIDES		
Driveways?	YES		

ROADWAY FACTORS

Length of Segment	0.50	miles
Width	28	feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	NORTH SIDE	
Adjacent Land Use	RESIDENTIAL & SCHOOL ZONE	



Field Study By GL

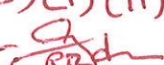
Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

Per CVC 40802(c)(2)(B)(i)(ii), THIS SURVEY REMAINS
VALID UNTIL 6/7/23. -  5/28/21

12

**CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY**

STREET **FOX ROAD**
FROM **7TH STREET**

CERTIFICATION DATE
TO **TULLY ROAD**

SPEED FACTORS

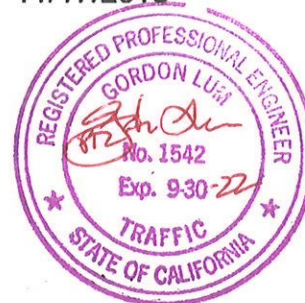
Date of Speed Survey	11/18/2015	Posted Speed Limit	25 mph
Time of Speed Survey	14:20	Speed Justification	
50th Percentile Speed (Mean Speed)	27 mph	RESIDENTIAL DENSITY ON SOUTH	
85th Percentile Speed	32 mph	SIDE	
Average Speed	27 mph		
10 mph Pace Speed	23-32		
Percentage of Vehicles in Pace	85	Recommended Speed Limit	25 mph
Number of Survey Samples	112		

COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Annual Collision Rate	0	accidents/year
Collisions per Million Vehicle Miles	0.000	

TRAFFIC FACTORS

Average Daily Traffic	2,506	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ 7TH ST. & TULLY RD.		
Crosswalks?	@ 7TH ST, 6TH ST. & CHARLES ST.		
Pedestrian Traffic	MODERATE		
Truck Traffic	NONE		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	YES		



ROADWAY FACTORS

Length of Segment	0.50	miles
Width	34	feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	NORTH SIDE	
Adjacent Land Use	RESIDENTIAL & SCHOOL ZONE	



Field Study By GL

Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

872
PER CVC 40802(c)(2)(B)(i)(ii), THIS SURVEY REMAINS
VALID UNTIL 6/7/23. - Gordon Lum, 5/28/21

2016 ENGINEERING AND TRAFFIC SURVEY

Prepared for:

Mr. Jaylen French
Community Development Director
City of Hughson
7018 Pine Street
Hughson, CA 95326

Prepared by:

Willdan Engineering
9281 Office Park Circle, Suite 100
Elk Grove, California 95758
Telephone (510) 695-7434
Fax (916) 478-6005


Gordon Lum, TE #1542
Licensed CA Traffic Engineer



6/7/16
Date

June 7, 2016

Mr. Jaylen French
Community Development Director
City of Hughson
7018 Pine Street | P.O. Box 9
Hughson, CA 95326
(209)883-4054
jfrench@hughson.org

Subject: 2016 Engineering and Traffic Survey

Dear Mr. French:

As requested, Willdan has completed an Engineering and Traffic Survey to justify and update the posted speed limits along 12 street segments in the City of Hughson. These segments were last surveyed in 2008, and require an update to comply with the 7-year limitation set forth in the California Vehicle Code (CVC).

We are pleased to submit the enclosed Report that describes the E&T survey procedures and contains recommendations for posted speed limits on the City's arterial and collector street system. A summary of these recommendations is included in the Analysis. Supporting documentation for each speed zone recommendation is provided in the Appendices.

The Report was conducted in accordance with applicable provisions of the CVC, following procedures outlined in the California Manual on Uniform Traffic Control Devices dated November 2014, and as required by Section 627 of the California Vehicle Code. The Report is intended to satisfy the requirements of Section 40802 of the CVC to enable the continued use of radar for traffic speed enforcement.

We appreciate the opportunity to serve the City of Hughson and the assistance and cooperation afforded to us during the course of this study.

Very truly yours,

WILLDAN ENGINEERING



Gordon Lum, T.E.
Traffic Engineer II

Enclosure

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	1-2
Elements of the Engineering and Traffic Survey	2-3
SURVEY CONDITIONS	4
Survey Locations	4
Data Collection	4
Speed Data.....	4
Collision Data.....	5
Field Review Data.....	5
ANALYSIS.....	6
Criteria	6
Results and Recommendations.....	6-7
Table 1-Street Segments With Recommended Speed Changes	7
Table 2-Summary of Recommendations	8
Segments with Special Conditions	9-10
LEGISLATIVE REFERENCES.....	11
Applicable Sections of California Vehicle Code.....	11-16
APPENDIX A - Segment Data	
Street Segment Sheets	
Radar Speed Distribution Forms	
APPENDIX B - Collision Rates and Traffic Counts	
APPENDIX C - Survey Equipment Used	

INTRODUCTION

This Engineering and Traffic Survey is intended to be the basis for the establishment, revision, and enforcement of speed limits for selected streets within the City of Hughson. This Engineering and Traffic Survey presents recommended speed limits for 13 street segments in the City of Hughson. Engineering and Traffic Surveys are required by the State of California to establish intermediate speed limits on local streets and to enforce those limits using radar or other speed measuring devices. These surveys must be updated every 5 or 7 years to ensure the speeds reflect current conditions as dictated by the California Vehicle Code (CVC). The CVC also requires that the surveys be conducted based on the methodology required by the California Manual on Uniform Traffic Control Devices (California MUTCD) dated November 2014.

The survey was requested by the City for the proper posting of speed limits and to enable the Stanislaus County Sheriff Department to utilize radar or other electronic speed measuring devices for speed enforcement. CVC Sections 40801 and 40802 require Engineering and Traffic Surveys that verify the prima facie speed limit before enforcement by such a device is legal. The law further specifies that these surveys be conducted every 5 years. The surveys can be extended to 7 years provided the County's sheriff(s) have completed a 24-hour radar operator course [CVC 40802(c)(2)(B)(i)(I)]. Additionally, some surveys may be extended to 10 years if a traffic engineer certifies that no changes in roadway or traffic conditions have occurred [CVC 40802 (c)(2)(B)(i)(II)]. These provisions assure that posted speed limits are kept reasonably current.

The Engineering and Traffic Surveys for the City were conducted in accordance with procedures outlined in the California MUTCD and as required by Section 627 of the CVC. The CVC further describes three elements of an engineering and traffic survey:

1. Measurement of prevailing speed;
2. Collision history; and
3. Roadway characteristics not readily apparent to the motorist.

Posted speed limits are established primarily to protect the general public from the reckless and unpredictable behavior of dangerous drivers. They provide law enforcement with a clearly understood method to identify and apprehend violators of the basic speed law (CVC Section 22350). This law states that "No person shall drive a vehicle on a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property." The posted speed limit gives motorists a clear warning of the maximum speed that is reasonable and prudent under typical driving conditions.

The basic fundamentals for establishing speed limits recognize that the majority of drivers behave in a safe and reasonable manner, and therefore, the normally careful and competent actions of a reasonable driver should be considered legal. Speed limits established on these fundamentals conform to the consensus that those who drive the highway determine what speed is reasonable and safe, not on the judgment of one or a few individuals. A radar speed study is usually used to record the prevailing speed of reasonable drivers.

Speed limits are also established to advise drivers of conditions which may not be readily apparent to a reasonable driver. For this reason, collision history, roadway conditions, traffic characteristics, and land use must also be analyzed before determining speed limits. Speed limit changes are usually made in coordination with physical changes in roadway conditions or roadside developments. Unusually short zones of less than one-half mile in length should be avoided to reduce driver confusion.

Additionally, it is generally accepted that speed limits cannot be successfully enforced without voluntary compliance by a majority of drivers. Consequently, only the driver whose behavior is clearly out of line with the normal flow of traffic is usually targeted for enforcement.

ELEMENTS OF THE ENGINEERING AND TRAFFIC SURVEY

The three basic elements of the Engineering and Traffic Survey are discussed in more detail below.

Speed Sampling

Existing vehicle speeds are surveyed by a certified radar operator with a calibrated radar unit in an unmarked vehicle. Speed samples are taken for each segment representing a statistically significant sample of current traffic. This data is then evaluated to identify the distribution of speeds. A key element in the evaluation is the identification of the 85th percentile speed. The 85th percentile speed is the speed at or below which 85 percent of the traffic travels. This threshold represents what is historically found to be a safe and reasonable speed for most drivers based on common roadway conditions. Therefore, a speed limit is established at the nearest 5-mile per hour (mph) increment to the 85th percentile speed, except as shown in the two options below.

Options:

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Section 627 and 22358.5.
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b).

If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit. The reasons for the lower speed limit shall be in compliance with CVC Section 627 and 22358.5

The following examples are provided to explain the application of these speed limit criteria:

- A. Using Option 1 above and first step is to round down: If the 85th percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. As indicated by the option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if conditions and justification for using this lower speed limit are documented in the E&TS.
- B. Using Option 1 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. As indicated by the option, this 35 mph speed limit could be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS.
- C. Using Option 2 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, instead of rounding up to 35 mph, the speed limit can be established at 30 mph, but no further reduction can be applied.

Collision History

Reported midblock collisions are reviewed for each street segment to determine if there is a higher than average rate of collisions. A segment that has an above-average collision rate typically suggests conditions that are not readily apparent to motorists.

A summary of the collision rates for the 13 surveyed street segments is provided in Appendix B.

Conditions Not Readily Apparent To Motorists

Each street segment is field inspected to identify roadway conditions that may not be readily apparent to motorists. A determination is made whether any conditions are significant and warrant the recommendation of the speed limit 5 mph or more below the basic speed limit. It is important to note that the California MUTCD recommends exercising great care when establishing speed limits 5 mph or more below the basic speed limit.

SURVEY CONDITIONS

SURVEY LOCATIONS

The procedures described below describe the criteria and methods used to survey selected streets within the City of Hughson. The specific location of the radar speed survey for each street segment was selected after considering the following:

1. Minimum stop sign and traffic signal influence.
2. Minimum visibility restrictions.
3. Non-congested traffic flow away from intersections and driveways.
4. Minimum influence from curves or other roadway conditions that would affect the normal operation of a vehicle.

DATA COLLECTION

Data of existing conditions was obtained including prevailing speed of vehicles, traffic collisions, visibility restrictions, and roadway conditions within the community. Speed data and field reviews were conducted during the month of November 2015.

Speed Data

Radar speed measurements were conducted at 13 locations during November 2015 and at one location during May 2016. All surveys were conducted in good weather conditions, during off-peak hours on weekdays. The radar unit was operated from an unmarked vehicle to minimize any influence on driver behavior. Typically, a minimum sample size of 100 vehicles or the total samples during a maximum period of 2 hours were obtained for each segment. Traffic speeds in both directions were recorded for individual segments.

Collision Data

Collision data was obtained from the California Highway Patrol's SWITRS electronic collision database. For this study, collision data was used from a recent 3 year period (January 1, 2011 to December 31, 2013) of reported accidents from. The collision rates for the 12 segments are expressed in accidents per million vehicle miles (A/MVM). To calculate these rates, 24-hour traffic volumes were collected for each street segment. This information was then entered into the following formula to determine the collision rate:

$$R = \frac{A \times 1,000,000}{t \times 365 \frac{\text{days}}{\text{year}} \times l \times v}$$

A = Number of midblock collisions over time period

R = Collision Rate (accidents/million vehicle miles)

t = Time Period Covered (in years)

l = Length of Segment (miles)

v = Traffic Volume (average daily traffic or ADT)

The segment collision rate was then compared to the average statewide collision rate. The average statewide collision rates were obtained from 2011 Collision Data on California State Highways published by Caltrans.

Field Review Data

A field review was conducted for each of the selected street segments in the City with consideration for the following factors:

1. Street width and alignment (design speed);
2. Pedestrian activity and traffic flow characteristics;
3. Number of lanes and other channelization and striping patterns;
4. Frequency of intersections, driveways, and on-street parking;
5. Location of stop signs and other regulatory traffic control devices;
6. Visibility obstructions;
7. Land use and proximity to schools;
8. Pedestrian and bicycle usage;
9. Uniformity with existing speed zones and those in adjacent jurisdictions; and
10. Any other unusual condition not readily apparent to the driver.

ANALYSIS

CRITERIA

Survey data was compiled and analyzed to determine the recommended speed limit in accordance with several criteria contained in The California Manual on Uniform Traffic Control Devices (CA MUTCD) dated November 2014. Some of the criteria used are:

- A. The critical speed or 85th percentile speed is that speed at or below which 85 percent of the traffic is moving. This speed is the baseline value in determining what the majority of drivers believe is safe and reasonable. Speed limits set higher than the critical speed are not considered reasonable and safe. Speed limits set lower than the critical speed make a large number of reasonable drivers "unlawful," and do not facilitate the orderly flow of traffic. The "basic speed limit" is the nearest 5 mph increment to the 85th percentile speed.
- B. The 10 mph pace speed is the 10 mph increment that contains the highest percentage of vehicles. It is a measure of the dispersion of speeds across the range of the samples surveyed. An accepted practice is to keep the speed limit within the 10 mph pace while considering the critical speed and other factors that might require a speed lower than the critical speed.
- C. The collision rate for each street segment is compared to average collision rates that can be reasonably expected to occur on streets and highways in other jurisdictions, in proportion to the volume of traffic per lane mile. These average collision rates have been developed by the State of California and are considered reasonable for use in the City of Hughson.

RESULTS AND RECOMMENDATIONS

The Engineering and Traffic Survey Forms, presented in Appendix A, illustrate results of a thorough evaluation of the available data and recommend a speed limit for each street segment surveyed. A complete summary of all recommendations is shown in Table 2. In each case, the recommended speed limit was consistent with the prevailing behavior as demonstrated by the radar speed measurements. Typically, a speed limit in the upper range of the 10-mile pace was selected unless a collision rate significantly higher than expected was discovered or roadway conditions not readily apparent to the driver were identified. Any segments with recommended speed limits 5 mph or more below the basic speed limit are fully explained later in this report.

The Legislature, in adopting Section 22358.5 of the CVC, has made it clear 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 be the basis for special downward speed zoning. In these cases, the basic speed law (CVC Section 22350) is sufficient to regulate such conditions.

The recommendations contained in this Report are intended to establish prima facie speed limits. They are not intended to be absolute for all prevailing conditions. All prima facie

speed violations are actually violations of the basic speed law (Section 22350 of California Vehicle Code). This statute states that a person shall not drive a vehicle at a speed greater than is safe having regard for traffic, roadway, and weather conditions. A prima facie limit is intended to establish a maximum safe speed under normal conditions.

Table 1 identifies the street segments with recommended changes in posted speed limits and Table 2 summarizes the recommendations for all surveyed segments.

**TABLE 1
STREET SEGMENTS WITH RECOMMENDED SPEED LIMIT CHANGES**

No	STREET	BETWEEN		EXISTING (MPH)	NEW (MPH)
1	SANTA FE AVE.	HATCH ROAD	LOS ALAMOS DR.	45	50
2	SANTA FE AVE.	LOS ALAMOS DR.	WHITMORE AVE.	40	45
3	SANTA FE AVE.	WHITMORE AVE.	7 TH STREET	45	50
4	HATCH ROAD	WEST CITY LIMIT	EAST CITY LIMIT	NOT POSTED	55
5	WHITMORE AVE.	EUCLID AVENUE	TULLY ROAD	25/35	30
6	TULLY ROAD	SOUTH CITY LIMIT	WHITMORE AVE.	45	40
7	TULLY ROAD	WHITMORE AVE.	FOX ROAD	25	30
10	EUCLID AVENUE	FOX ROAD	WHITMORE AVE.	25	30

Table 2

Summary of Recommendations

No. Street	Between		Posted			Comments
			Speed Limit	Critical Speed	Recommended Speed Limit	
1 SANTA FE AVE.	HATCH ROAD	LOS ALAMOS DR.	45	52	50	CLOSEST 5 MPH INCREMENT
2 SANTA FE AVE.	LOS ALAMOS DR.	WHITMORE AVE.	40	49	45	CA MUTCD OPTION 2
3 SANTA FE AVE.	WHITMORE AVE.	7 TH STREET	45	51	50	CLOSEST 5 MPH INCREMENT
4 HATCH ROAD	WEST CITY LIMIT	EAST CITY LIMIT	NONE	59	55	CA MUTCD OPTION 2
5 WHITMORE AVE.	EUCLID AVENUE	TULLY ROAD	25 / 35	34	30*	CA MUTCD OPTION 2
6 TULLY ROAD	SOUTH CITY LIMIT	WHITMORE AVE.	45	46	40	HIGH COLLISION RATE
7 TULLY ROAD	WHITMORE AVE.	FOX ROAD	25	34	30	CA MUTCD OPTION 2
8 TULLY ROAD	FOX ROAD	HATCH ROAD	25	27	25	CLOSEST 5 MPH INCREMENT
9 EUCLID AVENUE	HATCH ROAD	FOX ROAD	25	46	25	LEAVE AS IS, WITH NO RADAR ENFORCEMENT (ADT=645)
10 EUCLID AVENUE	FOX ROAD	WHITMORE AVE.	25	34	30	C A M U T C D O P T I O N 2
11 FOX ROAD	EUCLID AVENUE	7 TH STREET	25	27	25	CLOSEST 5 MPH INCREMENT
12 FOX ROAD	7 TH STREET	TULLY ROAD	25	32	25	RESIDENTIAL DENSITY MET

* = 25 mph when children are present

SEGMENTS WITH SPECIAL CONDITIONS

The following segments surveyed have recommended speed limits that are 5 miles per hour (mph) or more below the critical speed due to conditions not readily apparent to the driver. Each segment is discussed below.

Segment #6 – Tully Road between South City Limit and Whitmore Avenue

This segment currently posted at 45 mph and has one through lane in each direction with an ADT of 2,307 vehicles per day. The adjacent land uses are agricultural and light industrial. The critical speed is 46 mph and would normally justify keeping the 45 mph posted speed limit. However, due to a collision rate of 1.19 A/MVM (which is higher than the average statewide rate of 0.82 A/MVM), it is recommended that the speed limit be reduced to 40 mph.

Segment #9 – Euclid Avenue between Hatch Road and Fox Road

Currently, this segment is not radar enforced. The adjacent land use is agricultural. The critical speed is 46 mph, which would normally justify a 45 mph posted speed limit. Since the posted speed limit is 25 mph, the 46 mph critical speed indicates that most drivers drive at a speed that they feel is safe (with little regard to the posted speed limit). This portion of Euclid Avenue has one through lane in each direction with an ADT of only 645 vehicles per day. If the peak hourly volume is 60, there may be roughly nine vehicles (or an average of one vehicle every six minutes) that exceed the critical speed of 46 mph. With such a low frequency of speeders, it is very unlikely that one of them would fight a speeding citation in court. Therefore, due to low traffic volumes, it is recommended that the posted speed limit of 25 mph remains.

Segment #12 – Fox Road between 7th Street and Tully Road

This segment currently posted at 25 mph and has one through lane in each direction with an ADT of 2,506 vehicles per day. The adjacent land use is primarily residential with a park on the northwest corner of Fox Road and Charles Street. The critical speed is 32 mph and would normally justify a 30 mph posted speed limit. When qualifying an appropriate speed limit, local authorities may consider the residential density of a segment (i.e., if a quarter mile portion of a roadway has 13 or more separate dwelling units on one side of the road). On a 0.25 mile stretch of the south side (between 6718 Fox Road and 7106 Fox Road) there are 13 separate homes. Since the residential density criteria is met, it is recommended that the posted speed limit of 25 mph remains.

LEGISLATIVE REFERENCES

APPLICABLE SECTIONS OF CALIFORNIA VEHICLE CODE

SECTION 1. Section 627 of the Vehicle Code:

Section 627.

- (a) *"Engineering and traffic survey,"* as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.
- (b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:
 - (1) Prevailing speeds as determined by traffic engineering measurements.
 - (2) Accident records.
 - (3) Highway, traffic, and roadside conditions not readily apparent to the driver.
- (c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:
 - (1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
 - a. Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
 - b. Upon both sides of the 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.
 - c. The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).
 - (2) Pedestrian and bicyclist safety.

Basic Speed Law

22350. No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

Speed Law Violations

Section 22351.

- (a) The speed of any vehicle upon a highway not in excess of the limits specified in Section 22352 or established as authorized in this code is lawful unless clearly proved to be in violation of the basic speed law.
- (b) The speed of any vehicle upon a highway in excess of the prima facie speed limits in Section 22352 or established as authorized in this code is prima facie unlawful unless the defendant

establishes by competent evidence that the speed in excess of said limits did not constitute a violation of the basic speed law at the time, place and under the conditions then existing.

Prima Facie Speed Limits

Section 22352.

The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along such railway. This subdivision does not apply in the case of any railway grade crossing where a human flagman is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways, if during the last 100 feet of the driver's approach to the intersection, the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

(1) 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.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Pedestrian Safety Account pursuant to Section 894.7 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

Increase of Local Speed Limits to 65 Miles Per Hour

Section 22357.

- (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55 or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25 mile per hour prima facie limit, which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens.
- (b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

Downward Speed Zoning

Section 22358.5.

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.

Boundary Line Streets

Section 22359.

With respect to boundary line streets and highways where portions thereof are within different jurisdictions, no ordinance adopted under Sections 22357 and 22358 shall be effective as to any such portion until all authorities having jurisdiction of the portions of the street concerned have approved the same. This section shall not apply in the case of boundary line streets consisting of separate roadways within different jurisdictions.

Speed Trap Prohibition

Section 40801.

No peace officer or other person shall use a speedtrap in arresting, or participating or assisting in the arrest of, any person for any alleged violation of this code nor shall any speed trap be used in securing evidence as to the speed of any vehicle for the purpose of an arrest or prosecution under this code.

Speed Trap

Section 40802.

(a) A "speed trap" is either of the following:

- (1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
- (2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving object. This paragraph does not apply to a local street, road, or school zone.

(b)(1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

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

(2) For purposes of this section "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign.

(c)(1) When all the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

- (A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.
- (B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

- (C)(i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).
 - (ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.
 - (D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.
- (2) A "speed trap" is either of the following:
- (A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
 - (B)(i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:
 - (I) Except as specified in subclause (II), seven years.
 - (II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 10 years.
 - (ii) This subparagraph does not apply to a local street, road, or school zone.

Speed Trap Evidence

Section 40803.

- (a) No evidence as to the speed of a vehicle upon a highway shall be admitted in any court upon the trial of any person in any prosecution under this code upon a charge involving the speed of a vehicle when the evidence is based upon or obtained from or by the maintenance or use of a speedtrap.

- (b) In any prosecution under this code of a charge involving the speed of a vehicle, where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects, the prosecution shall establish, as part of its prima facie case, that the evidence or testimony presented is not based upon a speed trap as defined in paragraph (2) of subdivision (a) of Section 40802.
- (c) When a traffic and engineering survey is required pursuant to paragraph (2) of subdivision (a) of Section 40802, evidence that a traffic and engineering survey has been conducted within five years of the date of the alleged violation or evidence that the offense was committed on a local street or road as defined in paragraph (2) of subdivision (a) of Section 40802 shall constitute a prima facie case that the evidence or testimony is not based upon a speed trap as defined in paragraph (2) subdivision (a) of Section 40802.

APPENDIX A

Street Segment Data

1

CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY

STREET **SANTA FE AVENUE**
FROM **HATCH ROAD**

CERTIFICATION DATE
TO **LOS ALAMOS DRIVE**

SPEED FACTORS

Date of Speed Survey	11/16/2015	Posted Speed Limit	45 mph
Time of Speed Survey	9:30	Speed Justification	
50th Percentile Speed (Mean Speed)	47 mph	CLOSEST TO 85TH PERCENTILE	
85th Percentile Speed	52 mph	SPEED	
Average Speed	47 mph		
10 mph Pace Speed	43-52		
Percentage of Vehicles in Pace	83	Recommended Speed Limit	50 mph
Number of Survey Samples	206		

COLLISION HISTORY

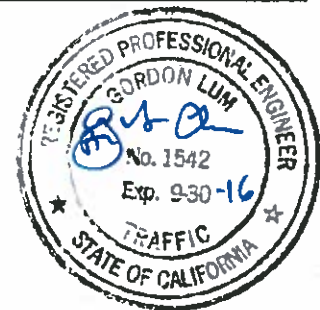
Number of Years Studied	3 years
Total Collisions	1
Annual Collision Rate	0.33 accidents/year
Collisions per Million Vehicle Miles	0.201

TRAFFIC FACTORS

Average Daily Traffic	8,593	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ HATCH RD.		
Crosswalks?	NONE		
Pedestrian Traffic	NONE		
Truck Traffic	MODERATE		
On-Street Parking	NONE		
Sidewalks?	NONE		
Driveways?	NO		

ROADWAY FACTORS

Length of Segment	0.53 miles
Width	28 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD
Roadway Conditions	GOOD
Lighting	NONE
Adjacent Land Use	INDUSTRIAL & RAILROAD TRACKS



Field Study By GL

Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum


Date

TE 1542
State Registration Number

CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY

2

STREET **SANTA FE AVENUE** **CERTIFICATION DATE**
FROM **LOS ALAMOS DRIVE** **TO** **WHITMORE AVENUE**

SPEED FACTORS

Date of Speed Survey	11/16/2015	Posted Speed Limit	40 mph
Time of Speed Survey	10:30	Speed Justification	
50th Percentile Speed (Mean Speed)	46 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	49 mph		
Average Speed	46 mph		
10 mph Pace Speed	40-49		
Percentage of Vehicles in Pace	85	Recommended Speed Limit	45 mph
Number of Survey Samples	215		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	5
Annual Collision Rate	1.67 accidents/year
Collisions per Million Vehicle Miles	0.664

TRAFFIC FACTORS

Average Daily Traffic	7,901	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ TULLY RD. & WHITMORE AVE.		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT AT WHITMORE AVE.		
Truck Traffic	MODERATE		
On-Street Parking	NORTHEAST SIDE		
Sidewalks?	NONE		
Driveways?	YES		

ROADWAY FACTORS

Length of Segment	0.87 miles
Width	28 feet
Vertical Curve?	NONE
Horizontal Curve?	YES
Visibility	FAIR
Roadway Conditions	FAIR
Lighting	NORTHEAST SIDE
Adjacent Land Use	INDUSTRIAL, COMMERCIAL & RAILROAD



Field Study By GL Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

 Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY

3

STREET SANTA FE AVENUE
FROM WHITMORE AVENUE

CERTIFICATION DATE
TO 7TH STREET

SPEED FACTORS

Date of Speed Survey	11/16/2015	Posted Speed Limit	45 mph
Time of Speed Survey	11:25	Speed Justification	
50th Percentile Speed (Mean Speed)	46 mph	CLOSEST TO 85TH PERCENTILE	
85th Percentile Speed	51 mph	SPEED	
Average Speed	46 mph		
10 mph Pace Speed	40-49		
Percentage of Vehicles in Pace	80	Recommended Speed Limit	50 mph
Number of Survey Samples	219		

COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Annual Collision Rate	0	accidents/year
Collisions per Million Vehicle Miles	0.000	

TRAFFIC FACTORS

Average Daily Traffic	7,483	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ WHITMORE AVE.		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT AT WHITMORE AVE.		
Truck Traffic	MODERATE		
On-Street Parking	NONE		
Sidewalks?	NONE		
Driveways?	YES		

ROADWAY FACTORS

Length of Segment	0.50	miles
Width	28	feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	NONE	
Adjacent Land Use	INDUSTRIAL, COMMERCIAL & RAILROAD	



Field Study By GL

Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

4

**CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY**

STREET HATCH ROAD **CERTIFICATION DATE**
FROM WEST CITY LIMIT **TO** EAST CITY LIMIT

SPEED FACTORS

Date of Speed Survey	11/16/2015	Posted Speed Limit	NONE mph
Time of Speed Survey	12:30	Speed Justification	
50th Percentile Speed (Mean Speed)	54 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	59 mph		
Average Speed	54 mph		
10 mph Pace Speed	50-59		
Percentage of Vehicles in Pace	72	Recommended Speed Limit	55 mph
Number of Survey Samples	200		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	2
Annual Collision Rate	0.67 accidents/year
Collisions per Million Vehicle Miles	0.135

TRAFFIC FACTORS

Average Daily Traffic	7,529	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ SANTA FE AVE.		
Crosswalks?	NONE		
Pedestrian Traffic	NONE		
Truck Traffic	MODERATE		
On-Street Parking	NONE		
Sidewalks?	NONE		
Driveways?	YES		

ROADWAY FACTORS

Length of Segment	1.80 miles
Width	31 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD
Roadway Conditions	GOOD
Lighting	NONE
Adjacent Land Use	AGRICULTURAL



Field Study By GL Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

P12
Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

5

CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY

STREET **WHITMORE AVENUE**
FROM **TULLY ROAD**

CERTIFICATION DATE
TO **EUCLID AVENUE**

SPEED FACTORS

Date of Speed Survey	5/23/2016	Posted Speed Limit	35/25 mph
Time of Speed Survey	10:00	Speed Justification	
50th Percentile Speed (Mean Speed)	29 mph	MUTCD OPTION 2	
85th Percentile Speed	34 mph		
Average Speed	29 mph		
10 mph Pace Speed	24-33		
Percentage of Vehicles in Pace	82	Recommended Speed Limit	30 mph
Number of Survey Samples	117		

COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Annual Collision Rate	0	accidents/year
Collisions per Million Vehicle Miles	0.000	

TRAFFIC FACTORS

Average Daily Traffic	5,000	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ 5TH AVE. & 7TH ST.		
Crosswalks?	@ 4TH ST, 5TH ST, 6TH ST. & 7TH ST.		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	NORTH SIDE		
Sidewalks?	BOTH SIDES		
Driveways?	YES		

ROADWAY FACTORS

Length of Segment	1.00	miles
Width	22	feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	NORTH SIDE	
Adjacent Land Use	RESIDENTIAL, SCHOOL, RETAIL & AGRICULTURAL	



Field Study By GL

Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

6

CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY

STREET TULLY ROAD
FROM SOUTH CITY LIMIT

CERTIFICATION DATE
TO WHITMORE AVENUE

SPEED FACTORS

Date of Speed Survey	11/17/2015	Posted Speed Limit	45 mph
Time of Speed Survey	9:30	Speed Justification	
50th Percentile Speed (Mean Speed)	44 mph	HIGHER THAN STATE AVERAGE	
85th Percentile Speed	46 mph	COLLISION RATE	
Average Speed	44 mph		
10 mph Pace Speed	38-47		
Percentage of Vehicles in Pace	90	Recommended Speed Limit	40 mph
Number of Survey Samples	106		

COLLISION HISTORY

Number of Years Studied	2 years
Total Collisions	1
Annual Collision Rate	0.5 accidents/year
Collisions per Million Vehicle Miles	1.188

TRAFFIC FACTORS

Average Daily Traffic	2,307	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ ROEDING RD. & WHITMORE AVE.		
Crosswalks?	NONE		
Pedestrian Traffic	NONE		
Truck Traffic	NONE		
On-Street Parking	WEST SIDE BETWEEN WHITMORE & JOE RUDDY CT		
Sidewalks?	EAST SIDE BETWEEN WHITMORE & JOE RUDDY CT		
Driveways?	YES		

ROADWAY FACTORS

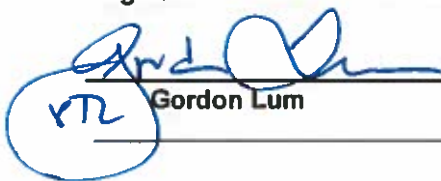
Length of Segment	0.50 miles
Width	24 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	GOOD
Roadway Conditions	GOOD
Lighting	EAST SIDE
Adjacent Land Use	AGRICULTURAL AND LIGHT INDUSTRIAL



Field Study By GL

Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

78

CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY

STREET TULLY ROAD **CERTIFICATION DATE**
FROM WHITMORE AVENUE **TO** FOX ROAD

SPEED FACTORS

Date of Speed Survey	11/17/2015	Posted Speed Limit	25 mph
Time of Speed Survey	11:45	Speed Justification	
50th Percentile Speed (Mean Speed)	30 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	34 mph		
Average Speed	30 mph		
10 mph Pace Speed	23-41		
Percentage of Vehicles in Pace	83	Recommended Speed Limit	30 mph
Number of Survey Samples	104		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	0
Annual Collision Rate	0 accidents/year
Collisions per Million Vehicle Miles	0.000

TRAFFIC FACTORS

Average Daily Traffic	2,849	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ WHITMORE AVE, SANTA FE AVE. & FOX RD.		
Crosswalks?	NONE		
Pedestrian Traffic	NONE		
Truck Traffic	NONE		
On-Street Parking	NONE		
Sidewalks?	NONE		
Driveways?	YES		

ROADWAY FACTORS

Length of Segment	0.50 miles
Width	24 feet
Vertical Curve?	RAILROAD TRACKS
Horizontal Curve?	NONE
Visibility	GOOD
Roadway Conditions	FAIR
Lighting	NONE
Adjacent Land Use	AGRICULTURAL & RESIDENTIAL



Field Study By GL Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

8

**CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY**

STREET TULLY ROAD
FROM FOX ROAD

CERTIFICATION DATE
TO HATCH ROAD

SPEED FACTORS

Date of Speed Survey	11/17/2015	Posted Speed Limit	25 mph
Time of Speed Survey	13:10	Speed Justification	
50th Percentile Speed (Mean Speed)	25 mph	CLOSEST TO 85TH PERCENTILE	
85th Percentile Speed	27 mph	SPEED	
Average Speed	25 mph		
10 mph Pace Speed	20-29		
Percentage of Vehicles in Pace	95	Recommended Speed Limit	25 mph
Number of Survey Samples	60		

COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Annual Collision Rate	0	accidents/year
Collisions per Million Vehicle Miles	0.000	

TRAFFIC FACTORS

Average Daily Traffic	2,199	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ FOX RD, KENWORTHY CT./ NARCISCO WAY & HATCH		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT		
Truck Traffic	NONE		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	YES		

ROADWAY FACTORS

Length of Segment	0.50	miles
Width	38	feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	WEST SIDE	
Adjacent Land Use	RESIDENTIAL	



Field Study By GL

Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

910

**CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY**

STREET EUCLID AVENUE
FROM HATCH ROAD

CERTIFICATION DATE
TO FOX ROAD

SPEED FACTORS

Date of Speed Survey	11/18/2015	Posted Speed Limit	25 mph
Time of Speed Survey	9:30	Speed Justification	
50th Percentile Speed (Mean Speed)	44 mph	VOLUME TOO LOW, RADAR	
85th Percentile Speed	46 mph	ENFORCEMENT NOT NEEDED	
Average Speed	44 mph		
10 mph Pace Speed	37-46		
Percentage of Vehicles in Pace	85	Recommended Speed Limit	25 mph
Number of Survey Samples	33		

COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Annual Collision Rate	0	accidents/year
Collisions per Million Vehicle Miles	0.000	

TRAFFIC FACTORS

Average Daily Traffic	645	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ HATCH RD. & FOX RD.		
Crosswalks?	@ HATCH RD.		
Pedestrian Traffic	NONE		
Truck Traffic	NONE		
On-Street Parking	NONE		
Sidewalks?	NONE		
Driveways?	YES		

ROADWAY FACTORS

Length of Segment	0.50	miles
Width	20	feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	BAD	
Lighting	NONE	
Adjacent Land Use	AGRICULTURAL & RESIDENTIAL	



Field Study By GL

Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

872 Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY

10

STREET EUCLID AVENUE
FROM FOX ROAD

CERTIFICATION DATE
TO WHITMORE AVENUE

SPEED FACTORS

Date of Speed Survey	11/18/2015	Posted Speed Limit	25 mph
Time of Speed Survey	11:40	Speed Justification	
50th Percentile Speed (Mean Speed)	29 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	34 mph		
Average Speed	29 mph		
10 mph Pace Speed	24-33		
Percentage of Vehicles in Pace	79	Recommended Speed Limit	30 mph
Number of Survey Samples	107		

COLLISION HISTORY

Number of Years Studied	3 years
Total Collisions	0
Annual Collision Rate	0 accidents/year
Collisions per Million Vehicle Miles	0.000

TRAFFIC FACTORS

Average Daily Traffic	1,182	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ FOX RD. & WHITMORE AVE.		
Crosswalks?	NONE		
Pedestrian Traffic	NONE		
Truck Traffic	NONE		
On-Street Parking	NONE		
Sidewalks?	NONE		
Driveways?	YES		

ROADWAY FACTORS

Length of Segment	0.50 miles
Width	32 feet
Vertical Curve?	NONE
Horizontal Curve?	NONE
Visibility	FAIR
Roadway Conditions	BAD
Lighting	NONE
Adjacent Land Use	AGRICULTURAL



Field Study By GL

Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

12

**CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY**

STREET FOX ROAD
FROM EUCLID AVENUE

CERTIFICATION DATE
TO 7TH STREET

SPEED FACTORS

Date of Speed Survey	11/18/2015	Posted Speed Limit	25 mph
Time of Speed Survey	13:10	Speed Justification	
50th Percentile Speed (Mean Speed)	25 mph	CLOSEST TO 85TH PERCENTILE	
85th Percentile Speed	27 mph	SPEED	
Average Speed	25 mph		
10 mph Pace Speed	21-30		
Percentage of Vehicles in Pace	100	Recommended Speed Limit	25 mph
Number of Survey Samples	112		

COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Annual Collision Rate	0	accidents/year
Collisions per Million Vehicle Miles	0.000	

TRAFFIC FACTORS

Average Daily Traffic	2,013	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ 7TH ST.		
Crosswalks?	@ THOMAS TAYLOR DR, FOX GLEN DR. & 7TH ST.		
Pedestrian Traffic	LIGHT		
Truck Traffic	NONE		
On-Street Parking	NORTH SIDE		
Sidewalks?	BOTH SIDES		
Driveways?	YES		

ROADWAY FACTORS

Length of Segment	0.50	miles
Width	28	feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	NORTH SIDE	
Adjacent Land Use	RESIDENTIAL & SCHOOL ZONE	



Field Study By GL

Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

12

**CITY OF HUGHSON
ENGINEERING AND TRAFFIC SURVEY**

STREET **FOX ROAD**
FROM **7TH STREET**

CERTIFICATION DATE
TO **TULLY ROAD**

SPEED FACTORS

Date of Speed Survey	11/18/2015	Posted Speed Limit	25 mph
Time of Speed Survey	14:20	Speed Justification	
50th Percentile Speed (Mean Speed)	27 mph	RESIDENTIAL DENSITY ON SOUTH	
85th Percentile Speed	32 mph	SIDE	
Average Speed	27 mph		
10 mph Pace Speed	23-32		
Percentage of Vehicles in Pace	85	Recommended Speed Limit	25 mph
Number of Survey Samples	112		

COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Annual Collision Rate	0	accidents/year
Collisions per Million Vehicle Miles	0.000	

TRAFFIC FACTORS

Average Daily Traffic	2,506	Date Counted	11/17/2015
Number of Lanes	2		
Type of Traffic Control	STOP @ 7TH ST. & TULLY RD.		
Crosswalks?	@ 7TH ST, 6TH ST. & CHARLES ST.		
Pedestrian Traffic	MODERATE		
Truck Traffic	NONE		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	YES		

ROADWAY FACTORS

Length of Segment	0.50	miles
Width	34	feet
Vertical Curve?	NONE	
Horizontal Curve?	NONE	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	NORTH SIDE	
Adjacent Land Use	RESIDENTIAL & SCHOOL ZONE	



Field Study By GL

Checked By GL

CERTIFICATION: I, Gordon Lum, do hereby certify that this Engineering and Traffic Survey within the City of Hughson was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Gordon Lum

6/7/16
Date

TE 1542
State Registration Number

Radar Speed Distribution Forms

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Hughson

Survey Time: 9:30 - 10:15

Street Width: 28 Ft

DATE: 11/16/2015

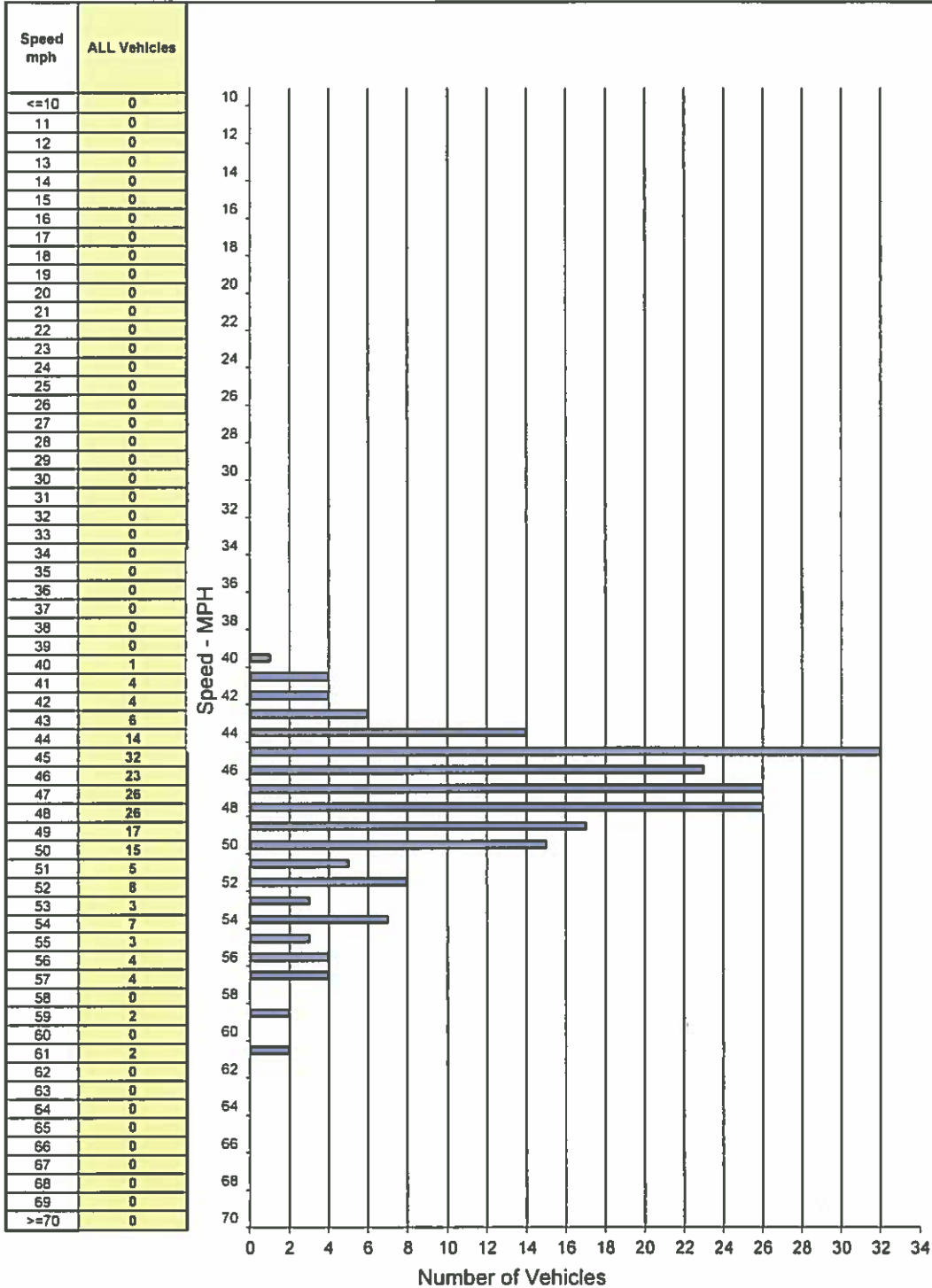
Location: 1686 Santa Fe Avenue

DAY: Monday

Posted Speed: 45 MPH

Project #: 15-7886-001

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent In Pace	% / # Below Pace	% / # Above Pace
ALL	206	40 - 61	47 mph	52 mph	43 - 52	172	83%	4% / 9	13% / 25

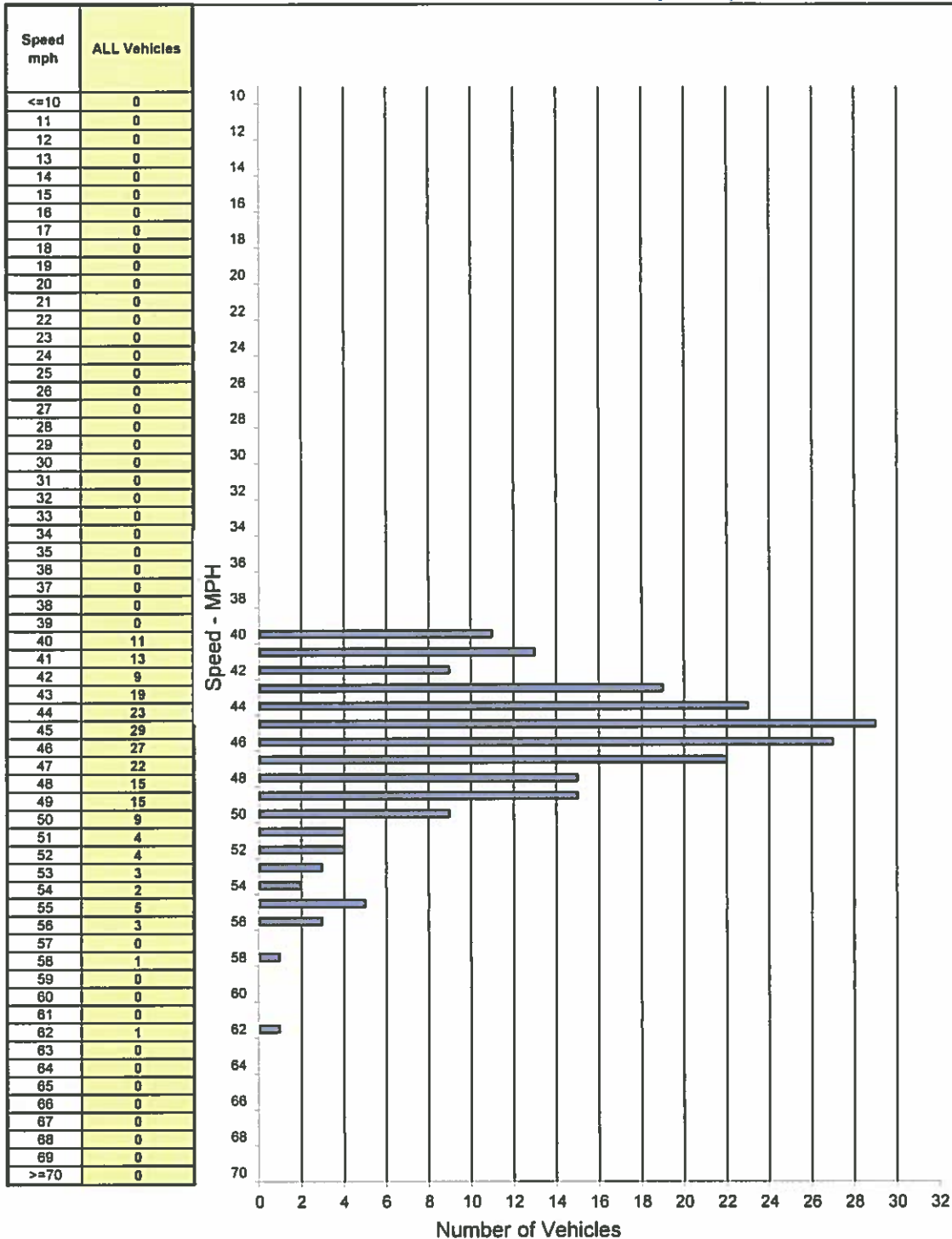
Spot Speed Study

Prepared by: National Data & Surveying Services

City of Hughson

Survey Time: 10:30 - 11:10 Street Width: 28 Ft
 DATE: 11/16/2015 Location: 2160 Santa Fe Avenue
 DAY: Monday Posted Speed: 40 MPH Project #: 15-7886-002

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# In Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	215	40 - 62	46 mph	49 mph	40 - 49	183	85%	0% / 0	15% / 32

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Hughson

Survey Time: 11:25 - 12:10

Street Width: 28 Ft

DATE: 11/16/2015

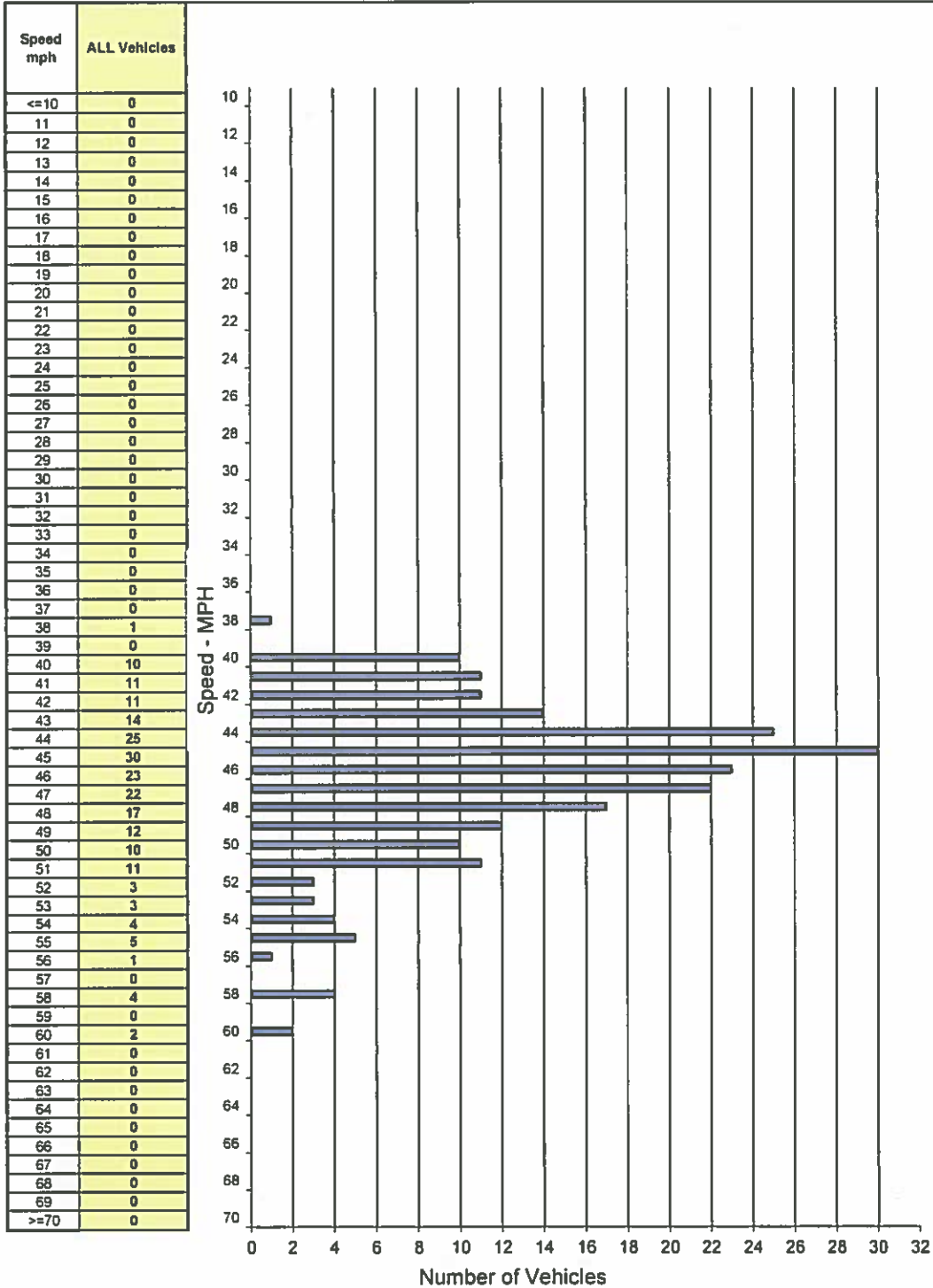
Location: 2808 Santa Fe Avenue

DAY: Monday

Posted Speed: 45 MPH

Project #: 15-7886-003

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# In Pace	Percent In Pace	% / # Below Pace	% / # Above Pace
ALL	219	38 - 60	46 mph	51 mph	40 - 49	175	80%	0% / 1	20% / 43

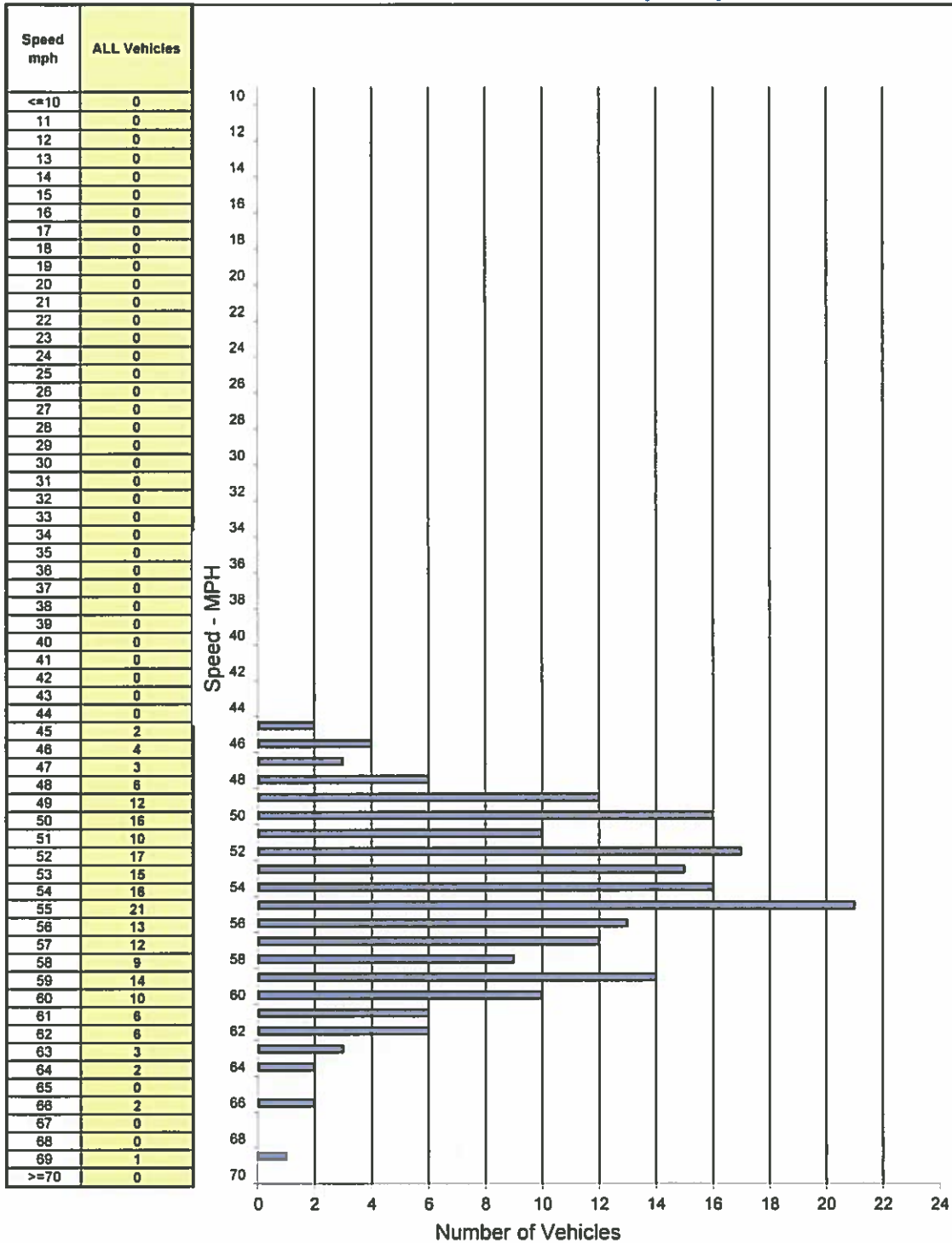
Spot Speed Study

Prepared by: National Data & Surveying Services

City of Hughson

Survey Time: 12:30 - 13:20 Street Width: 31 Ft
 DATE: 11/16/2015 Location: 6425 Hatch Road
 DAY: Monday Posted Speed: 45 MPH Project #: 15-7886-004

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# In Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	200	45 - 69	54 mph	59 mph	50 - 59	143	72%	13% / 27	15% / 30

Spot Speed Study

Prepared by: National Data & Surveying Services

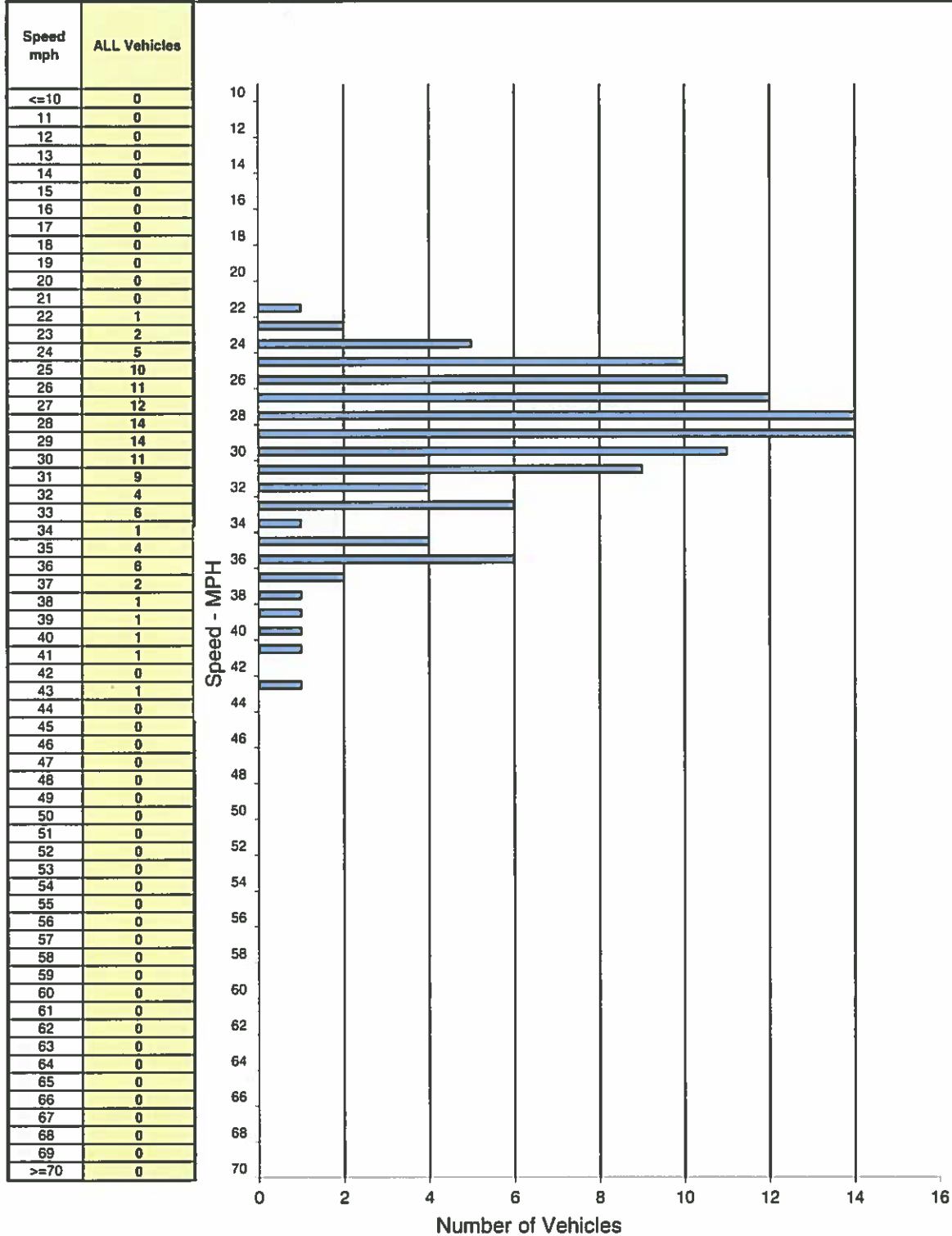
City of Hughson

Survey Time: 10:00-11:00
DATE: 5/23/2016
DAY: Monday

Street Width: 29 Ft
Location: 6748 E Whitmore Avenue
Posted Speed: 25 MPH

Project #: 16-7410-001

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	117	22-43	29 mph	34 mph	24 - 33	96	82%	2% / 3	16% / 18

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Hughson

Survey Time: 9:30 - 11:00

Street Width: 24 Ft

DATE: 11/17/2015

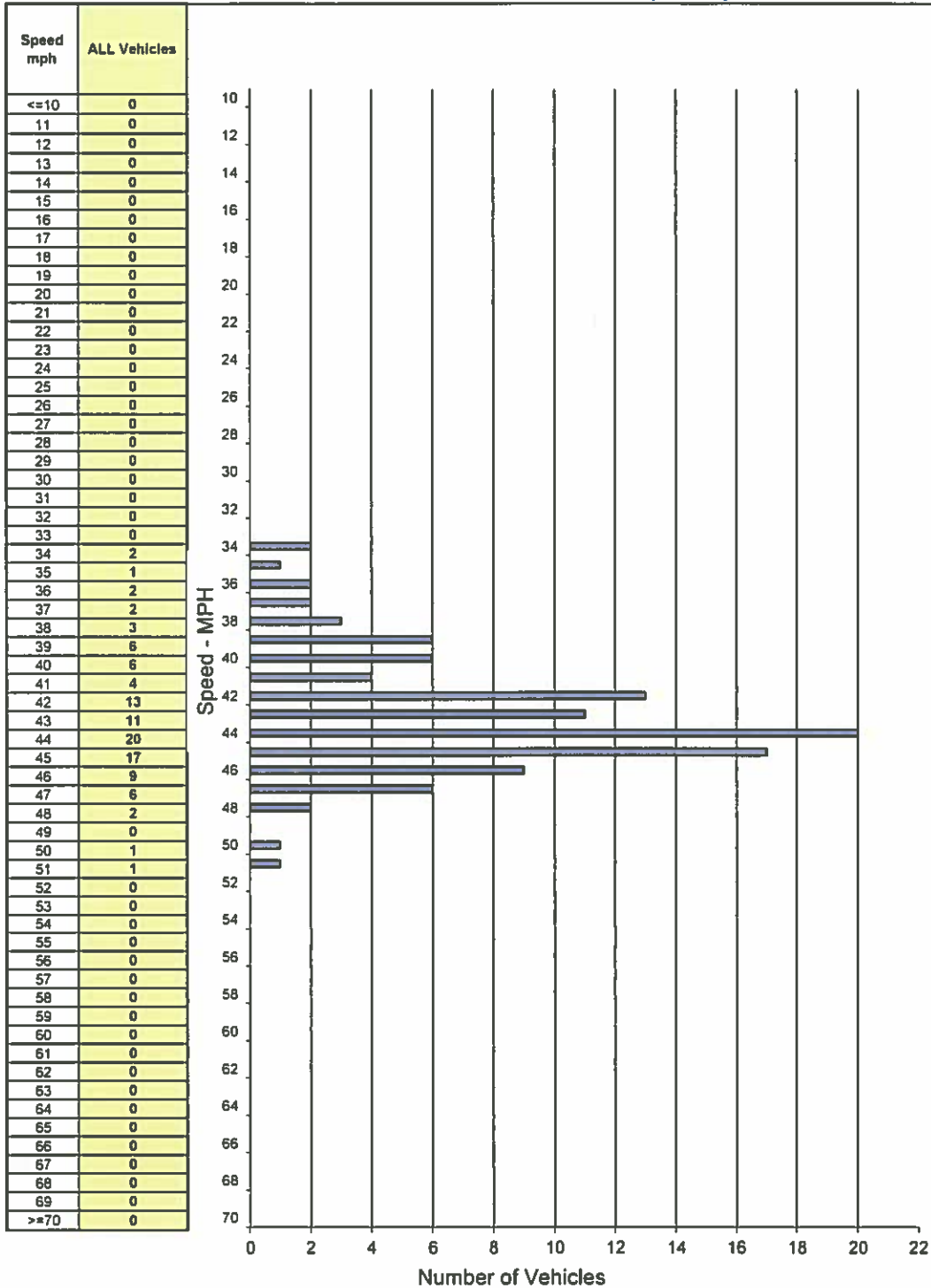
Location: 2931 Tully Road

DAY: Tuesday

Posted Speed: 45 MPH

Project #: 15-7886-007

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent In Pace	% / # Below Pace	% / # Above Pace
ALL	106	34 - 51	44 mph	46 mph	38 - 47	95	90%	6% / 7	4% / 4

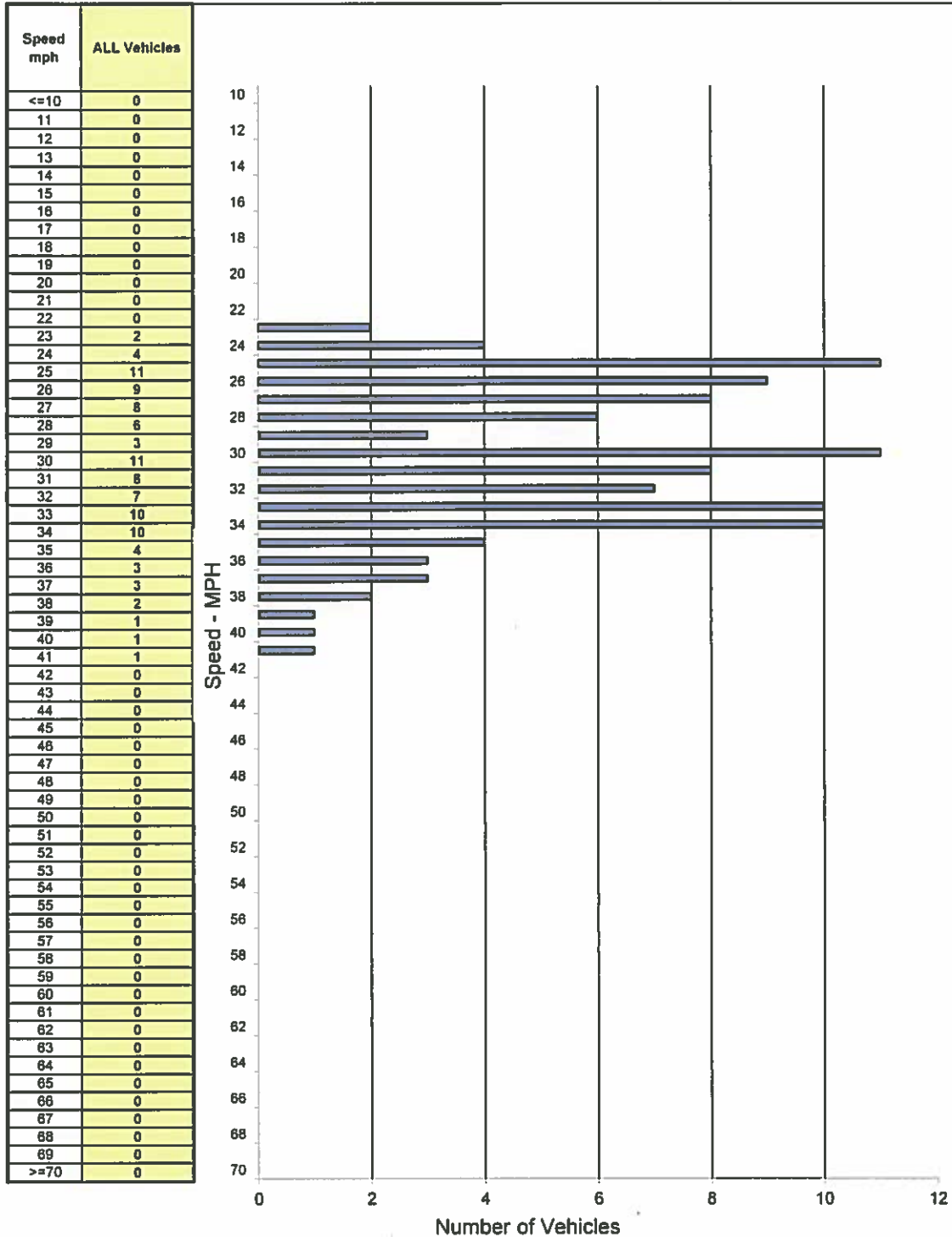
Spot Speed Study

Prepared by: National Data & Surveying Services

City of Hughson

Survey Time: 11:45- 12:55 Street Width: 24 Ft
 DATE: 11/17/2015 Location: 2136 Tully Road
 DAY: Tuesday Posted Speed: 25 MPH Project #: 15-7886-008

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent In Pace	% / # Below Pace	% / # Above Pace
ALL	104	23 - 41	30 mph	34 mph	25 - 34	83	80%	5% / 8	15% / 15

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Hughson

Survey Time: 13:10 - 15:10

Street Width: 38 Ft

DATE: 11/17/2015

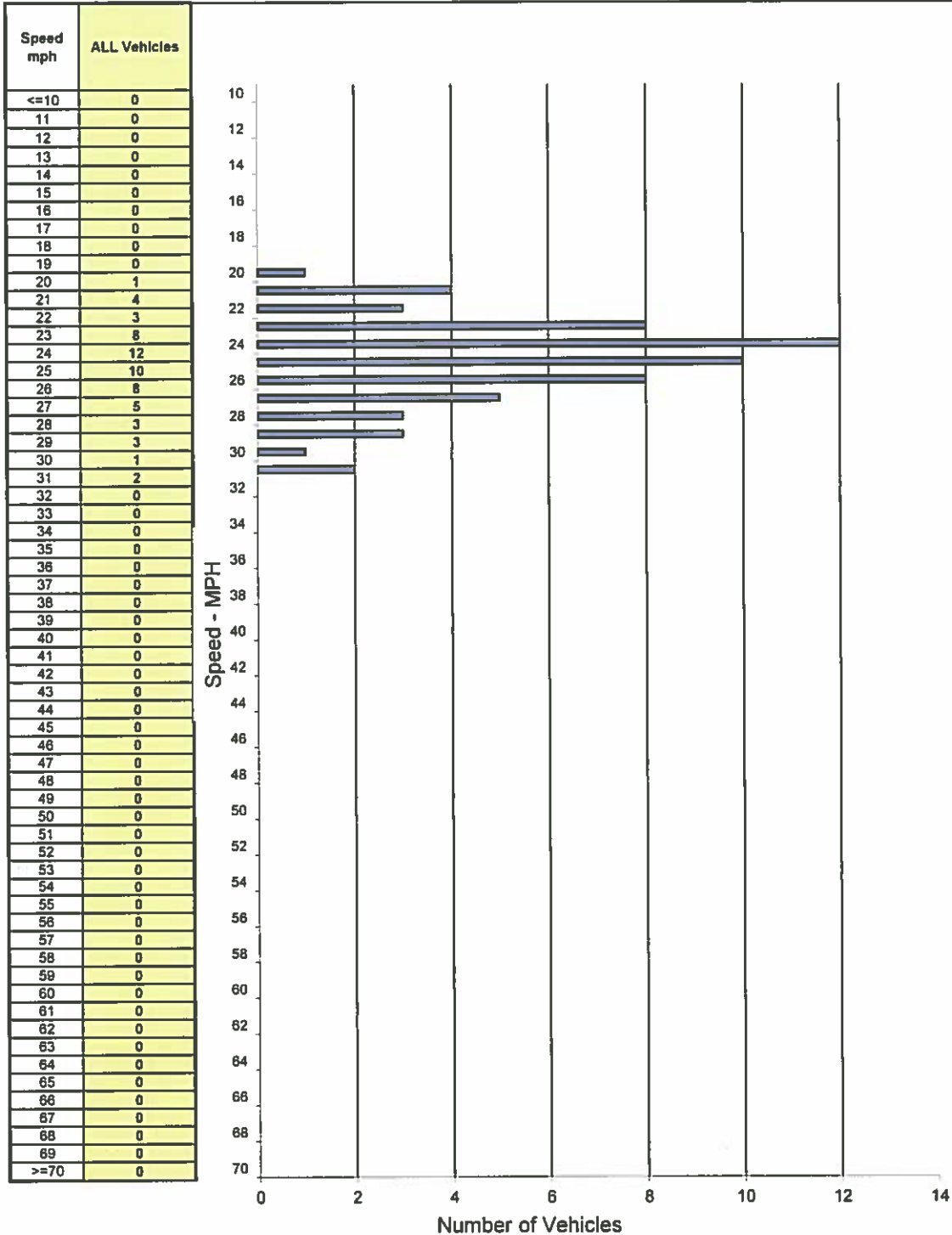
Location: 1725 Tully Road

DAY: Tuesday

Posted Speed: 25 MPH

Project #: 15-7886-009

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	65th Percentile	10 MPH Pace	# in Pace	Percent In Pace	% / # Below Pace	% / # Above Pace
ALL	60	20 - 35	25 mph	27 mph	20 - 29	57	95%	0% / 0	5% / 3

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Hughson

Survey Time: 9:30 - 11:30

Street Width: 20 Ft

DATE: 11/18/2015

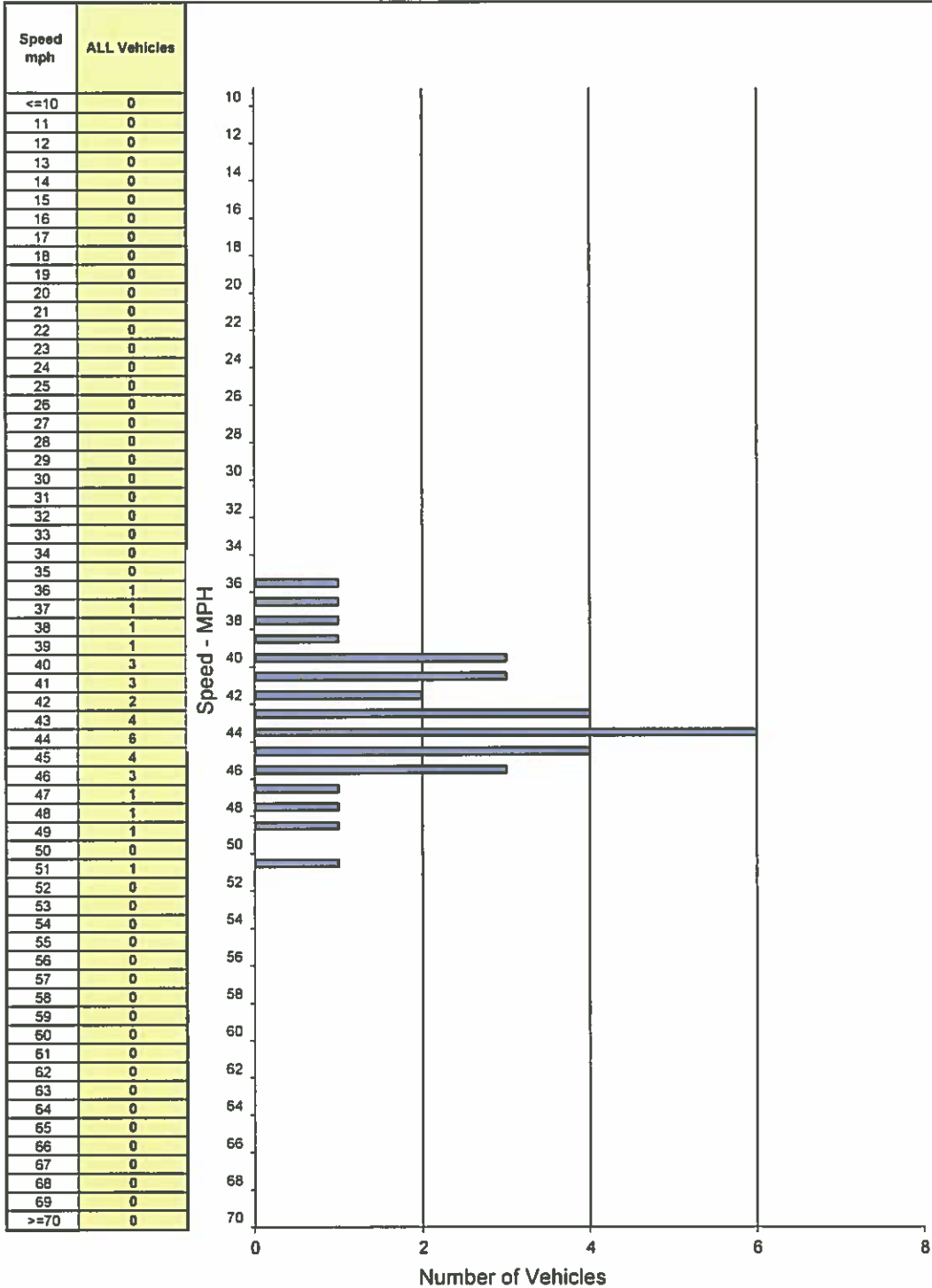
Location: 1716 Euclid Avenue

DAY: Wednesday

Posted Speed: 25 MPH

Project #: 15-7886-010

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# In Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	33	36 - 51	44 mph	46 mph	37 - 46	28	85%	3% / 1	13% / 4

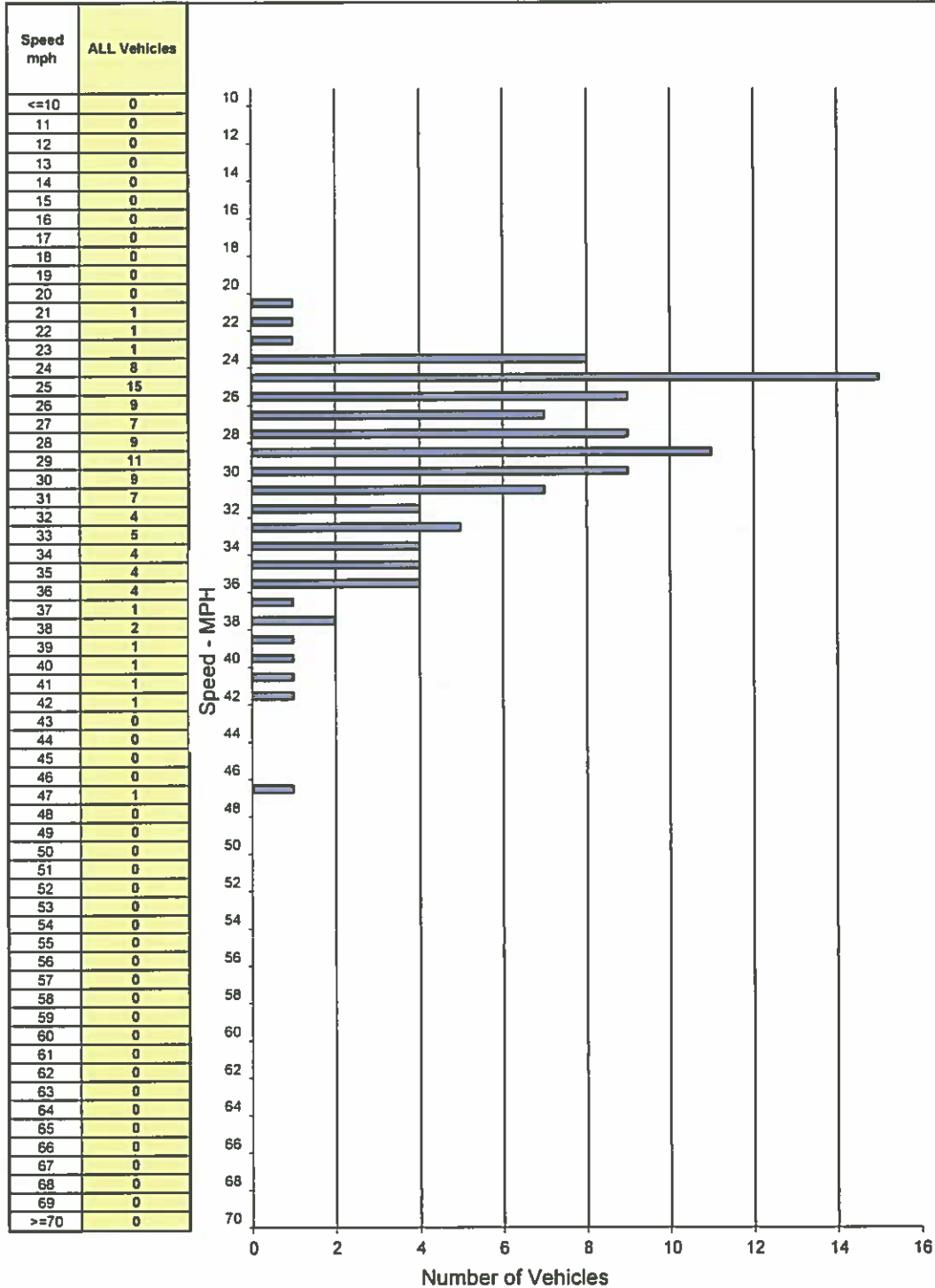
Spot Speed Study

Prepared by: National Data & Surveying Services

City of Hughson

Survey Time: 11:40 - 13:00 Street Width: 32 Ft
 DATE: 11/18/2015 Location: 2128 Euclid Avenue
 DAY: Wednesday Posted Speed: 25 MPH Project #: 15-7886-011

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	65th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	107	21 - 47	29 mph	34 mph	24 - 33	84	79%	2% / 3	19% / 20

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Hughson

Survey Time: 13:10 - 14:10

Street Width: 28 Ft

DATE: 11/18/2015

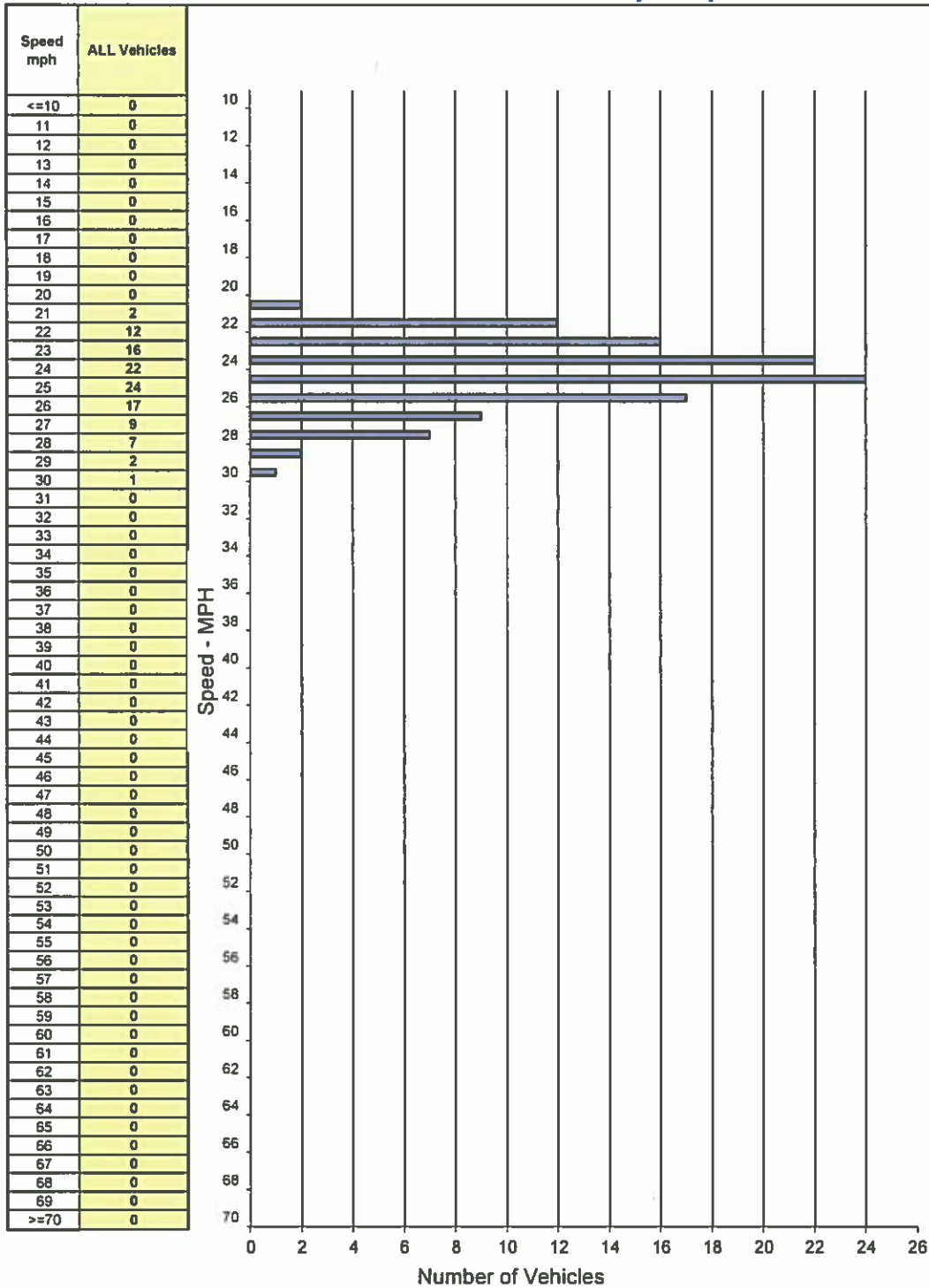
Location: 7509 Fox Road

DAY: Wednesday

Posted Speed: 25 MPH

Project #: 15-7886-012

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# In Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	112	21 - 30	25 mph	27 mph	21 - 30	112	100%	0% / 0	0% / 0

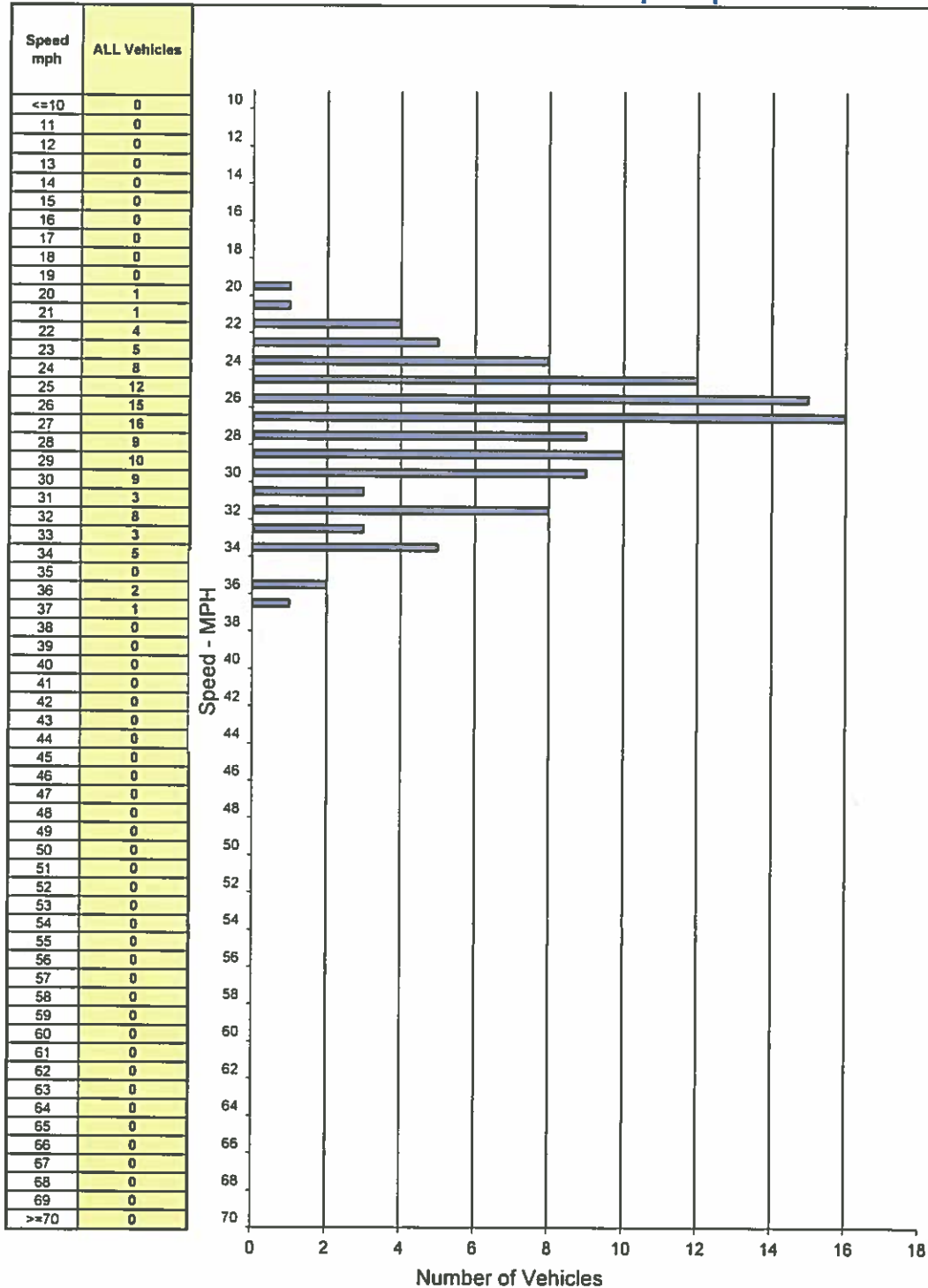
Spot Speed Study

Prepared by: National Data & Surveying Services

City of Hughson

Survey Time: 14:20 - 15:20 Street Width: 34 Ft
 DATE: 11/18/2015 Location: 6800 Fox Road
 DAY: Wednesday Posted Speed: 25 MPH Project #: 15-7886-013

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent In Pace	% / # Below Pace	% / # Above Pace
ALL	112	20 - 37	27 mph	32 mph	23 - 32	95	85%	5% / 6	10% / 11

APPENDIX B

Collision Rates and Traffic Volume

Table 3								
Collision Rates								
No. Street	Between		Midblock Collisions (3 Years)	Approx. Length of Segment (mi)	Calculated Accident Rate (Acc/MVM)	Statewide Accident Rate (Acc/MVM)		
1	SANTA FE AVE.	HATCH ROAD	LOS ALAMOS DRIVE	1	8593	0.53	0.20	0.82
2	SANTA FE AVE.	LOS ALAMOS DR.	WHITMORE AVENUE	5	7901	0.87	0.66	0.82
3	SANTA FE AVE.	WHITMORE AVE.	7 TH STREET	0	7483	0.5	0.00	0.82
4	HATCH RD.	WEST CITY LIMIT	EAST CITY LIMIT	2	7529	1.8	0.13	0.82
5	WHITMORE AVE.	SANTA FE AVE.	EUCLID AVENUE	0	5,000	1.00	0.00	0.82
6	TULLY RD.	SOUTH CITY LIMIT	WHITMORE AVENUE	1	2307	0.5	1.19*	0.82
7	TULLY RD.	WHITMORE AVENUE	FOX ROAD	0	2849	0.5	0.00	0.82
8	TULLY RD.	FOX ROAD	HATCH ROAD	0	2199	0.5	0.00	0.82
9	EUCLID AVE.	HATCH ROAD	FOX ROAD	0	645	0.5	0.00	0.82
10	EUCLID AVE.	FOX ROAD	WHITMORE AVENUE	0	1182	0.5	0.00	0.82
11	FOX RD.	EUCLID AVENUE	7 TH STREET	0	2013	0.5	0.00	0.82
12	FOX RD.	7 TH STREET	TULLY ROAD	0	2506	0.5	0.00	0.82

* = Rate based on 2 years of collision data.

APPENDIX C

Survey Equipment

SURVEY EQUIPMENT USED

The radar equipment used to collect speed measurements for this survey was a Phantom Type III Hand-Held Traffic Radar manufactured by Astro Products. The calibration of the unit was checked before each series of measurements were taken. Tests of the unit were conducted in accordance with the manufacturer's specifications. The Phantom Type III Hand-Held Traffic Radar was last calibrated on December 16, 2013 by RHF Inc.

CERTIFICATE OF COMPLETION

THIS IS TO CERTIFY THAT –

1. Richard Grant of ATD Traffic/NDS Data has successfully completed a Radar Operator course. This was based upon the national standards as outlined by the National Highway Traffic Safety Administration, and the national text "Understanding Police Traffic Radar and Laser" by Les Langford. This instructor is Steve Chauncey, a police officer since 1981 and a California P.O.S.T. certified Radar and Laser Instructor since 1991.
2. Richard Grant completed the classroom instruction on operation and theory of Radar devices, case law, traffic and engineering surveys, FCC regulations, the California Vehicle Code and California case law as well as the test, set-up, operation and identification of erroneous readings.
3. Richard Grant demonstrated competence in test and set-up of the Radar device, in making accurate visual speed estimations and identifying erroneous readings in field settings.
4. Richard Grant of ATD Traffic/NDS Data is hereby certified as having completed a course of instruction for the purposes of Radar operation for determining car counts and raw data for traffic and engineering surveys as out lined in sections 627, 21400, the 22350 series and the 40800 series of the California Vehicle Code, Chapter 8 of the former Cal Trans Manual and applicable sections of Chapter 2 of MUTCD issued January 13, 2012. This certification is awarded on this 21st Day of August, 2013.



Steve Chauncey
P.O.S.T. Certified Radar Instructor



16202 Keats Circle
Westminster, Calif. 92683

TRAFFIC RADAR CERTIFICATION

TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS
(NHTSA) National Highway and Traffic Safety Administration.
(IACP) International Association of Chiefs of Police.

R.H.F. is a certified independent testing and repair facility.

1	TEST ID	Date Received 12-16-13	Certification Number 65947		
2	DEVICE ID	Manufacturer ASTRO PRODUCTS	Model: PHANTOM	Type (I-IV) III	Directional radar Yes / No
		Counting unit S/N 1618	Antenna-1 S/N N/A	Antenna-2 S/N N/A	Same direction Yes / No
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)
		High speed fork S/N 1618 TF	Last date calib.	Freq. (Hz)	Speed (mph)
				Measured (Hz)	Measured (Hz)
					(PASS) FAIL.
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS	Stationary mode	Fork speed (mph)	35	65
			Disp. Speed (mph)	35	65
		Moving mode Opposite Direction	TARGET SPEED (Hi fork - Lo fork)	Expected. (mph) N/A	Displayed. (mph) N/A
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork Ho fork - Lo fork	Expected. (mph) N/A	Displayed. (mph) N/A
					(PASS) FAIL.
5	§ 2.6.1 / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 24.154	Antenna 2 Freq. GHz N/A	
		Standard supply Voltage - 20% (V) 10.8 V	Antenna 1 Freq. GHz 24.154	Antenna 2 Freq. GHz N/A	(PASS) FAIL
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 24.154	Antenna 2 Freq. GHz N/A	
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 5	Antenna 1 Power (mW/cm) .5	Antenna 2 Power (mW/cm) N/A	(PASS) FAIL
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8V	LVA activates (V) 7.5	LVA deactivates (V) 8.2	(PASS) FAIL.
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal B. Functioning audio volume-adjustment control			Yes No Yes No
					(PASS) FAIL.
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec.	60	Test results	60
					(PASS) FAIL.
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar B. Selects only targets moving away from radar			Yes No Yes No
					(PASS) FAIL
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 20	Lo speed disp. 20	
			Hi speed spec. 199	Hi speed disp. 199	
		Moving Mode target channel (mph)	Low speed spec. N/A	Lo speed disp. N/A	
			Hi speed spec. N/A	Hi speed disp. N/A	(PASS) FAIL
		Moving Mode: patrol channel (mph)	Low speed spec. N/A	Lo speed disp. N/A	
			Hi speed spec. N/A	Hi speed disp. N/A	
12	§ 2.13 / § 5.13 RFI TEST				(PASS) FAIL.
13	LABORATORY COMMENTS				
14	NHTSA/IACP CERTIFICATION	This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802 <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL			
		Certified by: Ford Bauman			Date: 12-16-13
15	INVENTORY	Fork Cert Manual 2nd Ant. Remote Bat. Carrying Case Other: (please list)			



TRAFFIC RADAR CERTIFICATION

TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS
(NHTSA) National Highway and Traffic Safety Administration.
(IACP) International Association of Chiefs of Police.

16202 Keats Circle
Westminster, Calif. 92683

R.H.F. is a certified independent testing and repair facility.

1	TEST ID	Date Received 12-16-13	Certification Number 65948		
2	DEVICE ID	Manufacturer ASTRO PRODUCTS	Model: PHANTOM	Type (I-IV) III	Directional radar Yes <input checked="" type="checkbox"/> No
		Counting unit S/N 1619	Antenna-1 S/N N/A	Antenna-2 S/N N/A	Same direction Yes <input checked="" type="checkbox"/> No
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N 1619TF	Last date calib.	Freq. (Hz)	Speed (mph)
		High speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)
					Measured (Hz)
					Measured (Hz)
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS	Stationary mode	Fork speed (mph)	35	65
			Disp. Speed (mph)	35	65
		Moving mode Opposite Direction	TARGET SPEED (Hi fork - Lo fork)	Expected. (mph) N/A	Displayed. (mph) N/A
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork Ho fork - Lo fork	Expected. (mph) N/A	Displayed. (mph) N/A
5	§ 2.6.1 / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 24.163	Antenna 2 Freq. GHz N/A	
		Standard supply Voltage - 20% (V) 10.8 V	Antenna 1 Freq. GHz 24.163	Antenna 2 Freq. GHz N/A	
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 24.163	Antenna 2 Freq. GHz N/A	
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 5	Antenna 1 Power (mW/cm) .4	Antenna 2 Power (mW/cm) N/A	
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8V	I.V.A activates (V) 7.9	I.V.A deactivates (V) 8.5	
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal B. Functioning audio volume-adjustment control			Yes <input checked="" type="checkbox"/> No Yes <input checked="" type="checkbox"/> No
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. 60	Test results 60		
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL.	A. Selects only targets moving towards radar B. Selects only targets moving away from radar			Yes <input checked="" type="checkbox"/> No Yes <input checked="" type="checkbox"/> No
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 20	Lo speed disp. 20	
			Hi speed spec. 199	Hi speed disp. 199	
		Moving Mode target channel (mph)	Low speed spec. N/A	Lo speed disp. N/A	
			Hi speed spec. N/A	Hi speed disp. N/A	
		Moving Mode: patrol channel (mph)	Low speed spec. N/A	Lo speed disp. N/A	
			Hi speed spec. N/A	Hi speed disp. N/A	
12	§ 2.13 / § 5.13 RFI TEST				
13	LABORATORY COMMENTS				
14	NHTSA/IACP CERTIFICATION	This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802 <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL			
		Certified by: Ford T. Bauman		Date: 12-16-13	
15	INVENTORY	Fork Cert <input type="checkbox"/> Manual <input type="checkbox"/> 2nd Ant. <input type="checkbox"/> Remote <input type="checkbox"/> Bat. <input type="checkbox"/> Carrying Case <input type="checkbox"/> Other: (please list) <input type="checkbox"/>			