



AGENDA

REGULAR JOINT MEETING OF THE OAKLEY CITY COUNCIL/OAKLEY CITY COUNCIL ACTING AS THE SUCCESSOR AGENCY TO THE OAKLEY REDEVELOPMENT AGENCY AND SPECIAL MEETING OF THE OAKLEY PUBLIC FINANCING AUTHORITY

Tuesday, September 26, 2023

6:30 PM

Oakley City Council Chambers located at 3231 Main Street, Oakley, California 94561. Unless stated otherwise on the agenda, every item on the agenda is exempt from CEQA Guidelines Sections 15060(c), 15061(b)(3), 15273, 15378, 15301, 15323 and/or Public Resources Code Section 21065.

MISSION STATEMENT: The City of Oakley will create a resilient future that fosters and attracts a vibrant and evolving community that welcomes and values all people.

VISION STATEMENT: The City of Oakley celebrates our unique Delta lifestyle and small-town feel where we **Live** in a safe, dynamic community, **Work** together to build the future, and **Play** in our own backyard.

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A complete packet of information containing staff reports and exhibits related to each item is available for public review prior to an Oakley City Council and/or City Council Acting as the Successor Agency to the Oakley Redevelopment Agency/Oakley Public Financing Authority meeting at Oakley City Hall, 3231 Main Street, Oakley, CA 94561. Any writings or documents provided to a majority of the Oakley City Council, Oakley City Council Acting as the Successor Agency to the Oakley Redevelopment Agency or Oakley Public Financing Authority regarding any item on this agenda will be made available for public inspection, during regular business hours, at the front counter in the Main Lobby of the Oakley City Hall located at 3231 Main Street, Oakley, CA 94561. Agendas may be picked up at the Oakley City Hall located at 3231 Main Street, Oakley, CA 94561 for no charge. To request information regarding placement on the City's agenda e-mail distribution list, please contact us at (925) 625-7000.

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If you have a physically challenging condition and require special accommodations, please call the City

Clerk's office at (925) 625-7000.

Please keep cell phones/electronic devices turned off during the meeting. Please be advised that City Council meetings are video recorded and attendees may appear on video.

Information Regarding Public Comment

Members of the public may address the Council on items of interest that are within the City's jurisdiction. In compliance with State law, the council may not take action or have discussion on any item that is not specifically listed on the agenda. Public comment on items not listed on the agenda will be heard under the Public Comments section of the agenda. Public comments on items listed on the agenda will be heard as the Mayor calls the items. In compliance with State law, the Council may not take action on an item that is not specifically listed on the agenda. If you would like to speak on any agenda item, please fill out a public speaker card available in the lobby and submit it to the City Clerk seated in the Council Chamber **prior to the agenda item being called**. The Mayor will call you by name to the podium to hear your comment. PUBLIC COMMENTS ARE LIMITED TO THREE (3) MINUTES. Online public comments are accepted until 5 p.m. the day of the meeting and can be submitted at <https://www.ci.oakley.ca.us/online-public-comment-card/>.

1.OPENING MATTERS

- 1.1 Call to Order and Roll Call of the Oakley City Council/Oakley City Council Acting as the Successor Agency to the Oakley Redevelopment Agency/Oakley Public Financing Authority**
- 1.2 Pledge of Allegiance to the Flag**
- 1.3 Update from Contra Costa Animal Services (Beth Ward, Animal Services Director, Contra Costa Animal Services)**
- 1.4 Update from BART Director Mark Foley**
- 1.5 Update from Nonprofits Awarded American Rescue Plan Act (ARPA) State and Local Fiscal Recovery Grant Funds (a) Eleonore Zwinger, Senior Staff Attorney/East Bay Regional Director, Immigration Institute of the Bay Area (b) Lauren Huffmaster, Founder, Adventure Therapy Foundation**

2.PUBLIC COMMENTS

At this time, the public is permitted to address the Oakley City Council/Oakley City Council Acting as the Successor Agency to the Oakley Redevelopment Agency/Oakley Public Financing Authority on non-agendized items.

3.CONSENT CALENDAR

Consent Calendar items are typically non-controversial in nature and are considered for approval by the Oakley City Council/ Oakley City Council Acting as the Successor Agency to the Oakley Redevelopment Agency/Oakley Public Financing Authority with one single action. Members of the audience, Staff or the Oakley City Council/ Oakley City Council Acting as the Successor Agency to the Oakley Redevelopment Agency/Oakley Public Financing Authority who would like an item removed from the Consent Calendar for purposes of public input may request the Mayor remove the item. The public may request to remove an item(s) to provide input by completing a public speaker card and submitting it to the City Clerk prior to the item(s) being called by the Mayor.

3.1 Approve Minutes from the Regular Joint City Council/City Council Acting as the Successor Agency to the Redevelopment Agency/Public Financing Authority Meeting Held September 12, 2023 (Libby Vreonis, City Clerk)

[Minutes 9-12-23](#)

3.2 Accept Report Out of Closed Session Memo (Derek Cole, City Attorney)

[Memo](#)

3.3 Adoption of a Resolution to Establish Special Speed Zones for Specific City Streets (Kevin Rohani, P.E., Public Works Director/City Engineer)

[Staff Report](#)

[1. Resolution](#)

[2. Engineering and Traffic Survey](#)

3.4 Acceptance of work with the City Hall Human Resources Department Remodeling Project - Capital Improvement Project Number 290 (Kevin Rohani, P.E., Public Works Director/City Engineer)

[Staff Report](#)

[1. Resolution](#)

[2. Notice of Completion](#)

3.5 Adopt a Resolution Authorizing the City Manager to Enter Into a One-Year Agreement with Townsend Public Affairs, Inc. for On-Call Grant Writing Services (Danielle Navarro, Assistant City Manager)

[Staff Report](#)

[1. Proposed Resolution w/ Exhibit A](#)

4.PUBLIC HEARINGS

4.1 Update to the Master Fee Schedule (Kitchen Fees) (Jeri Tejada, Administrative Services Director)

Suggested Action: Staff Recommendation: 1) Receive the Staff Report, 2) Receive Questions from the City Council, 3) Open the Public Hearing, 4) Receive Public Testimony, 5) Close the Public Hearing, 6) Deliberate, 7) Summarize the Deliberation 8) Adopt the Resolution

[Staff Report](#)

[1. Resolution](#)

[2. Master Fee Schedule](#)

5.REGULAR CALENDAR

6.REPORTS

6.1 CITY MANAGER (a) City Manager

6.2 OAKLEY CITY COUNCIL/OAKLEY CITY COUNCIL ACTING AS THE SUCCESSOR AGENCY TO THE OAKLEY REDEVELOPMENT AGENCY

(a) Reports from Council Liaisons to Regional Committees, Commissions and Boards AND Oakley City Council/Oakley City Council Acting as the Successor Agency to the Oakley Redevelopment Agency

(b) Requests for Future Agendas

7.WORK SESSION

7.1 Review the results of the second online survey for the Oakley Regional Park and for City Council to provide recommendations on a preferred alternative to finalize the Master Plan for this park (Kevin Rohani, P.E., Public Works Director/City Engineer)

[Staff Report](#)

[1. Community Meeting #2 Survey Data Summary](#)

8.CLOSED SESSIONS

8.1 CONFERENCE WITH LABOR NEGOTIATORS

Agency designated representatives: Jack Hughes, Legal Counsel, Liebert Cassidy Whitmore; Joshua McMurray, City Manager and Jeri Tejada,

Administrative Services Director Employee organization: Oakley Peace Officers Association

9.ADJOURN



Minutes of the Regular Joint Meeting of the Oakley City Council/Oakley City Council Acting as the Successor Agency to the Oakley Redevelopment Agency/Oakley Public Financing Authority held September 12, 2023

1) OPENING MATTERS

1.1 Call to Order and Roll Call of the Oakley City Council/Oakley City Council Acting as the Successor Agency to the Oakley Redevelopment Agency/Oakley Public Financing Authority

Mayor Aaron Meadows called the meeting to order at 6:30 p.m. in the Oakley City Council Chambers located at 3231 Main Street, Oakley, California. Vice Mayor Anissa Williams and Councilmembers Dr. George Fuller, Hugh Henderson and Shannon Shaw were also present.

1.2 Pledge of Allegiance to the Flag (Parker Holder, Laurel Elementary School Student)

Laurel Elementary School Student Parker Holder led the Pledge of Allegiance to the Flag.

1.3 Update from Diablo Water District General Manager Dan Muelrath

Diablo Water District General Manager Dan Muelrath provided a PowerPoint presentation.

In relation to the portion of Mr. Muelrath's presentation that addressed a 20% reduction in residential water in the next 7 years, Dr. Fuller inquired how it will be measured and if newer homes with energy efficiencies will be in the same categories as older neighborhoods.

Mr. Muelrath mentioned 20% is the state number and they recognize that some customers may have only 5% more reduction they can make due to efficiencies already in place whereas others may have 30-40%. He mentioned they will not be targeting the customer, but rather taking a community approach.

Mayor Meadows commented that he likes that the District is proactively calling customers when a spike in usage is noticed.

1.4 Update from Nonprofits Awarded American Rescue Plan Act (ARPA) State and Local Fiscal Recovery Grant Funds (a) Joey Ogo, Director/CFO, Be Exceptional (b) Janette Kennedy, Executive Director, Development and External Relations, Loaves and Fishes of Contra Costa (c) Robin Ryder, Founder/President No Paws Left Behind Kitty Rescue (d) Marivel Mendoza, Co-Founder & Executive Director, Hijas del Campo

Loaves and Fishes of Contra Costa

Janette Kennedy, Executive Director, Loaves and Fishes of Contra Costa, provided a PowerPoint presentation.

Vice Mayor Williams requested the hours of operation for the Oakley location and Ms. Kennedy responded that the Oakley location hours are 11:00 a.m.-12:45 p.m. Monday through Friday, and its website has locations, service hours, and directions.

No Paws Left Behind Kitty Rescue

Robin Ryder, Founder/President, No Paws Left Behind Kitty Rescue, shared work they are doing with spaying/neutering services, fostering, education for the public, and a new partnership, all because of the ARPA grant money awarded.

Vice Mayor Williams inquired what their plan is for future funding and Ms. Ryder responded that the cost per animal is approximately \$176 to fix and vaccinate, and they will continue fundraisers and campaigns in their work and in helping the City.

Mayor Meadows inquired about the 85 cats Ms. Ryder mentioned during her presentation and if people bring the cats to them or if they trap them and Ms. Ryder responded that both happen. She explained that they have a TNR (trap, neuter, return) program which they recently applied to cats on Delta Road as well as people contacting them, and they cover the cost for everything, i.e., supplies, food, medical, fostering.

Hijas del Campo

Executive Director Marivel Mendoza and Program Director Dorina Salgado-Moraida with Hijas del Campo, provided a PowerPoint presentation.

Dr. Fuller inquired if there are concentration areas in Oakley of the distribution mentioned during their presentation and Ms. Mendoza mentioned it is all over the City.

Vice Mayor Williams inquired what their plan is for future funding and Ms. Mendoza explained they will raise funds and get donations from the community, i.e., back to school drive, Halloween costume drive for new costumes, and support from the community health fund.

Be Exceptional

Joey Ogo with Be Exceptional, shared that funding has been applied toward recreation classes. social events, skateboarding, tumbling, gymnastic, dance, biddy sports, a sensory room, social groups/growth, to provide an inclusive program, and now with a location, they can increase the volume of Oakley participants.

Vice Mayor Williams inquired what their plan is for future funding and Mr. Ogo explained increased participants provides increased funding and they are looking to grow into a new location.

Mayor Meadows inquired where they are located, and Mr. Ogo responded in downtown Antioch.

1.5 Presentation-Oakley Chamber of Commerce (Oleksii Chuiko)

Oleksii Chuiko provided a Powerpoint presentation and announced he will host a Chamber kick-off meeting on September 20, 2023, beginning at 6:00 p.m. in the Oakley City Council Chambers.

Dr. Fuller thanked him for recognizing and supporting non-profits in the community along with what he is doing with businesses.

2) PUBLIC COMMENTS

Mayor Meadows announced online public comments were received and will be made part of the meeting record. He called upon Lauren Stone to speak but she was not present. Online public comments were submitted by Bethe Mounce, Daniel Molleson, Lauren Stone, Michael Dupray, Blank Blank, Ryan Hink and Anonymous 1.

Michael Dupray submitted written comments which he read aloud with some modifications.

Bud Chaddock discussed the pond at Emerson Park, toxic algae, the need for aeration of the pond, and before more ponds are built, to take care of it in a better manner.

Lisa Gonsalves suggested placing arrows on Main Street heading in the direction of the freeway for safety to let drivers know there is only one lane.

Oke Johnson, Executive Vice President of WinnResidential, the property management company for The Oaks, mentioned there are 509 units and more than 2,500 residents at The Oaks. He mentioned they take pest control very seriously and they know from experience that pest control problems are not eradicated in one treatment nor are they solved in isolation from other factors like housekeeping, ability to effectively treat units, the condition of surrounding apartments, abutting properties or undeveloped land, or the pest itself; it takes time to be effective and cooperation and partnership of residents. He mentioned at The Oaks, pest control is performed twice a month on individual apartments, interior common areas and the building exterior. He also mentioned that management inspected 509 units and those that identified with pest issues are slated for treatment and will remain on the treatment list until their vendor communicates to them that those treatments have been successful. He added that last month, 56 apartments were inspected and determined to need treatment (42 had requested treatment and 14 were identified as needing treatment); unfortunately, 19 of the 56 either denied entry for the vendor or did not cooperate with preparation for service which means pest control cannot be effectively administered. He mentioned in cases where housekeeping is chronically contributing to pest control issues and where residents refuse to cooperate with control measures, they have and will continue to initiate eviction proceedings against households that have consistently refused to cooperate because if one household refuses to cooperate, it contributes to pest issues for the entire community. He encouraged all residents to report all maintenance issues, including pest issues, to management staff (online, by phone, or in person) so they may be addressed promptly. He added that they cannot address individual concerns that have not been reported to them and they evaluate and adjust their operation as needed to meet demands because they take their mission and responsibility seriously. He expressed that they hear, understand, and appreciate the concerns expressed by their residents and they have raised the bar of expectations of their staff. He asked that residents work with them as active, constructive partners in this effort.

John Gonzalez submitted a public speaker card that was made part of the meeting record.

3) CONSENT CALENDAR

3.1 Approve Minutes from the Regular Joint City Council/City Council Acting as the Successor Agency to the Redevelopment Agency/Public Financing Authority Meeting held August 8, 2023 (Libby Vreonis, City Clerk)

- 3.2 Approve Minutes from the Special City Council Meeting held August 22, 2023 (Libby Vreonis, City Clerk)**
- 3.3 Accept Report Out of Closed Session Memo (Derek P. Cole, City Attorney)**
- 3.4 Ratify Election: Adopt Ordinance No. 4-23 Authorizing the Levy of a Special Tax on Parcels of Land within Tax Area Zone 188 within the Oakley Special Police Tax Area for Police Protection Services for the Honey Creekside project (Subdivision 9579) located at 463 and 560 Honey Lane (APNs 033-030-028 and 033-030-032) (Kevin Rohani, P.E., Public Works Director/City Engineer)**
- 3.5 Acceptance of Work Associated with the Sheriff Annex Building Demolition Project-Capital Improvement Project Number 271 (Kevin Rohani, P.E., Public Works Director/City Engineer)**
- 3.6 Review and Adoption of 2023 Economic Development Work Plan (Harumi Murata, Economic Development Analyst)**
- 3.7 Approval of Response to Civil Grand Jury Report No. 2306, Affordable Housing: A Plan Without a Home (Joshua McMurray, City Manager)**
- 3.8 Annexation No. 35 (Honey Creekside SD 9579) to the City of Oakley Community Facilities District No. 2015-2 (Parks, Streetlight, Landscape and Stormwater Services) (Kevin Rohani, Public Works Director/City Engineer)**
- 3.9 Annexation No. 9 (Elm Lane Apartments) to the City of Oakley Community Facilities District No. 2018-1 (Fire Protection Services) (Kevin Rohani, P.E., Public Works Director/City Engineer)**
- 3.10 Annexation No. 36 (McDonald's at Laurel Plaza) to the City of Oakley Community Facilities District No. 2015-2 (Parks, Streetlight, Landscape and Stormwater Services) (Kevin Rohani, P.E., Public Works Director/City Engineer)**

Dr. Fuller requested agenda items 3.6 and 3.7 be pulled for discussion.

It was moved by Dr. Fuller and seconded by Councilmember Shaw to approve the remainder of the Consent Calendar. Motion was unanimous and so ordered. (5-0)

Item 3.6

Dr. Fuller requested to change page 2, Competitive Analysis, Challenges, bullet point reading: "Senior population (age 60+) is growing at a much faster rate than the incoming talent pipeline (under age 19) which could indicate a future workforce shortage; fortunately Oakley employers can draw from a workforce of 1.2 million in a 30-mile radius." He mentioned he takes issue with saying the talent is under the age of 19 and the burden is age 60+ since many people are working past 60 years of age, sometimes even 70 years of age. He requested the bullet point be changed to read: "Senior population (age 60+) is growing at a much faster rate than the under age 19 population which could indicate a future workforce shortage; Oakley employers can draw from a workforce of 1.2 million in a 30-mile radius."

Mayor Meadows commented that he is okay with that and does not want "unfortunately" included. He inquired if the Council is okay with that and there were no objections.

Dr. Fuller requested to change page 17, Challenges, bullet point reading: "The share of Oakley's population with higher education degrees is unimpressive (18.6%), fortunately employers are able to draw workers from throughout the county which reports 42% of the population over the age of 25 has a bachelor, graduate, or doctorate degree." He expressed that it bothers him that they are marginalizing those without higher degrees through use of the words "unimpressive" and "fortunately". He requested the bullet point be changed to read: "The share of Oakley's population with higher education degrees is 18.6%, employers are able to draw workers from throughout the county which reports 42% of the population over the age of 25 has a bachelor, graduate, or doctorate degree." He mentioned they have a diversified work force, and everyone is making a contribution.

Councilmember Shaw requested clarification if Dr. Fuller is requesting to remove "unimpressive" and "fortunately" and Dr. Fuller confirmed that is correct. Councilmember Shaw confirmed she is fine with that.

Councilmember Henderson approved.

It was moved by Dr. Fuller and seconded by Councilmember Shaw to adopt the resolution with the aforementioned changes to the 2023 Economic Development Work Plan. Motion was unanimous and so ordered. (5-0)

Item 3.7

Dr. Fuller commented that the portion of the draft response for F9 concerns him that reads: "Voters need to approve virtually all new funding or financing mechanisms to generate the revenues or funds needed to preserve existing affordable housing and construct or finance new affordable housing. The Board of Supervisors and Town/City Councils cannot, for example, float bonds any longer without voter approval." He mentioned this will become a public document and they have not yet decided on AB 1657 or SB 555 of which they are not sure they are backing because they wish to maintain local control, but here they would be saying bond money is needed to sustain affordable housing. He suggested they change it to exclude the aforementioned portion and add, "Municipalities cannot arrange for financing of affordable housing." He explained that he could see someone reaching down in a campaign and saying that if bonds are passed (\$20 billion), Oakley will fill affordable housing.

Mayor Meadows requested clarification if Dr. Fuller is requesting to remove "...ability to create new funding sources."

Dr. Fuller confirmed to remove that portion and the remainder. He made a motion to approve the item with those changes. The motion died for lack of a second.

It was moved by Councilmember Henderson and seconded by Councilmember Shaw to approve the item as presented by staff. AYES: Henderson, Meadows, Shaw, Williams. NOES: Fuller. (4-1)

4) PUBLIC HEARINGS

4.1 Adoption of the State of California Density Bonus Law (SDBL) - Repeal Local Density Bonus Regulations (Oakley Municipal Code Section 9.1.412) and Replace with Adoption of the State Density Bonus Law by Reference (RZ 03-23) (Ken Strelo, Planning Manager)

Planning Manager Ken Strelo presented the staff report and provided a PowerPoint presentation.

Mayor Meadows called for questions of the Council. There being none, he opened the public hearing and called for public comments. There being none, he closed the public hearing.

Dr. Fuller expressed concerned regarding AB1657, SB 555, and others coming out of the Assembly and Legislature and in the past, because the state has and is redefining our density. He mentioned there is a clause in AB 1657 that they can change requirements for affordable housing, and this is how the state works in relation to SB 9. He shared that he will vote for the item but this is one example how the state dictates how the City uses its land and that is disconcerting to him and he thinks many others.

Councilmember Shaw commented that this looks like it includes a link to the state website, not a copy and paste of state law within. She inquired if it is required and keeps the City from having to update it anytime the law changes, but staff will still keep on top of any changes.

Mr. Strelo explained that there could be extra allowances to developers if the City is not in compliance with state law, and thus far staff has been relying on the clause that indicates any inconsistency falls on state law and this would eliminate that. He further explained that any changes in state law would supersede this ordinance.

Councilmember Shaw commented that she wants to know when any changes that affect the City occur so they are aware and Mr. Strelo agreed that staff can provide updates to the Council.

It was moved by Vice Mayor Williams and seconded by Councilmember Shaw to waive the first reading and introduce the ordinance. Motion was unanimous and so ordered. (5-0)

4.2 Grand Cypress Preserve Development Agreements Master Amendment (DA 01-23) Continued from August 8, 2023 (Ken Strelo, Planning Manager)

Mayor Meadows announced staff has requested to continue this item to date uncertain.

5) REGULAR CALENDAR

5.1 Oakley Union Elementary School District Freestanding Electronic Reader Boards (SP 03-23) Consideration of a proposed Sign Permit to replace multiple letterboard marquee static freestanding signs along various elementary and middle school frontages with double-sided freestanding electronic reader boards (Ken Strelo, Planning Manager)

Planning Manager Ken Strelo presented the staff report and provided a PowerPoint presentation.

It was moved by Vice Mayor Williams and seconded by Dr. Fuller to adopt the resolution. Motion was unanimous and so ordered. (5-0)

5.2 Adopt a Resolution to Establish an Affordable Housing Ad-Hoc Advisory Committee (Joshua McMurray, City Manager)

City Manager Joshua McMurray presented the staff report.

Vice Mayor Williams commented that Mayor Meadows asked for the committee to be specific to Carol Lane and the name of this committee seems more general. She inquired if the intent is for it to be broader or a narrow focus.

Mr. McMurray responded that he understood the ask from the Mayor was to form an ad-hoc committee with the intent to address the issues at Carol Lane. Mayor Meadows confirmed that is correct.

Vice Mayor Williams suggested they reduce confusion and name it more specifically for clarity.

Dr. Fuller requested they add that the ad-hoc committee will focus on The Oaks, with the December 31, 2023 deadline and they can bring it back if needed, and the ad-hoc committee will not take action without the entire Council.

Public Comments

Michael Dupray submitted an online public comment that was made part of the meeting record.

Oke Johnson, Executive Vice President for WinnResidential, commented he endorses the concept of an ad hoc committee to support affordable housing residents, owners and operators in Oakley as safe and affordable housing is a vision that they all share, and community support and partnership play an important part to its success. He requested owners and operators be included. He reminded all that affordable housing is heavily regulated field at the federal, state and local level and requested that committee members receive training on subsidy programs, income restrictions for the area, Fair Housing law and regulations that govern landlord/tenant actions.

Councilmember Shaw commented that she is interested in being on the committee. She shared that she manages affordable housing in her day job and has the training mentioned. She requested the committee have a few seats for The Oaks residents to have true representation. She expressed concern regarding the December date working as it takes time to get applications and get seated so she would like to extend it a few months out.

Mayor Meadows expressed that he would like to be on the committee. He shared that he works in property management. He requested two members from The Oaks on the committee and would also be okay with Oke Johnson present.

Vice Mayor Williams commented that she wants to include more people and make progress. She explained when she was first seated, she expressed how bad it was there and they are back to the same thing. She mentioned extending the timeline concerns her as the people living there need action and she wants to see some traction. She also mentioned she wants reassurance that there are currently steps being taken to improve their conditions in the interim of appointing an ad-hoc committee. She mentioned residents and owners should be involved and she would like to have a report at each Council meeting to update them on progress.

Councilmember Henderson requested they keep the timeline staff provided as to not slow down the process, and if they need to extend because it gets close to the deadline, they can extend.

Councilmember Shaw commented that she is thinking with upcoming holidays in November and December there is a lot going on, but she is okay if they want to keep the December date and extend out if needed. She mentioned she wants to be clear that the committee is not being formed to be a mediator between residents and management.

Vice Mayor Williams inquired if staff could bring it forward at the October meeting, if they can appoint a certain number of people now, and if they can set a first meeting date now so people applying for it know what they are committing to.

Mr. McMurray responded that it is premature to set date at this meeting, staff would need to put the word out and receive applications, and they need to know the schedules of everyone who will be part of the committee so they can determine when they can meet. He mentioned the ad-hoc committee would be subject to open meeting law, so they will need to publicly notice the meetings and hold public meetings. He asked the Council to provide direction if it is desired to keep the December date and have committee members from the Council, public and property management.

Mayor Meadows proposed that the committee consist of himself and Councilmember Shaw, two members from The Oaks and 1 person from management that has authority.

It was moved by Dr. Fuller and seconded by Vice Mayor Williams to establish an Affordable Housing Ad-Hoc Advisory Committee consisting of Mayor Meadows and Councilmember Shaw and 3 public members, targeting the Oaks Apartments, with no action taken by the committee without Council approval, and that it will terminate December 31, 2023. Motion was unanimous and so ordered. (5-0)

6) REPORTS

6.1 CITY MANAGER (a) City Manager

City Manager Joshua McMurray announced upcoming events:

- Heart of Oakley Festival, September 23, 2023, 11:00 a.m.-5:00 p.m. in Civic Center Plaza
- Friday Night Bites and Concert Series, October 6, 2023, 5:00 p.m.-9:00 p.m., with Maya Latin Roots performing.

(b) August Business License Report

Mr. McMurray mentioned he will provide a report to the Council the first meeting of each month covering the prior month.

6.2 OAKLEY CITY COUNCIL/OAKLEY CITY COUNCIL ACTING AS THE SUCCESSOR AGENCY TO THE OAKLEY REDEVELOPMENT AGENCY

(a) Reports from Council Liaisons to Regional Committees, Commissions and Boards AND Oakley City Council/Oakley City Council Acting as the Successor Agency to the Oakley Redevelopment Agency

Councilmember Henderson reported that since the last regular Council meeting, he has attended the Diablo Water District meeting, Friday Night Bites, and the Habitat Conservancy meeting.

Dr. Fuller reported he attended the Freedom Fuel Café at Freedom High School ran by the life skills class. He also reported he watched the BAHFA/MTC committee meeting in August where MTC was absent and BAHFA was approving things for both, and they want a regional 2/3 vote on a general obligation bond of \$20 billion for the entire ABAG region, and they are not telling cities how to run affordable housing, but they are adamant that no city will get money unless they meet BAHFA standards. He shared that he tried to ask about RHNA. He explained that

Berkeley Mayor Arreguin and others are trying to reduce their RHNA numbers and move them out. He mentioned they ignored his question as well as his question on discrimination. He also mentioned there will be several ABAG informational meetings and they acknowledge they can't campaign so they will have many informational meetings on this.

Vice Mayor Williams reported she attended the Tri-Delta Transit Board meeting where they discussed the bus feeder service for 2025 and beyond; \$6.8 million comes to this region from BART to fund service and BART will be reporting a \$93 million budget shortfall in 2025, therefore Tri-Delta will lose 36,000 hours from its total allotted 192,000 for fixed route services. She mentioned Tri-Delta distributed Pass2Class which gives high school and middle school students use of the bus system and 908 students received 2 passes each to help them get to school at the beginning of the year. She also mentioned Clipper Start was discussed for people 200% of the federal poverty level or less that receive a 20% discount on fare and the Board increased it to a 50% discount. She mentioned at that meeting she made a future agenda request item for bus shelter and shading based on a public comment received at a Council meeting. She shared that she attended a BAHFA workshop and met with an executive director from BAHFA and confirmed this funding allows no changes to RHNA but rather provides a funding mechanism to incentivize affordable housing and neither BAHFA or the County can require those units to be built; the state will continue enforcement; it's just a way to get return to source funds to encourage more affordable housing. She mentioned more follow-up needs to be done but she did get information that she will share. She reported she met with the family of Michael Orr and wanted to make sure Police know they appreciate them, and the public to know the work that they did.

Councilmember Shaw reported she attended the Annual Fishing Derby to help hand out awards, the Ironhouse Sanitary District Board meeting where good governance, communication, including some policy on social media, were discussed and they discussed going to two meetings a month. She shared that she caught the end of the BAHFA workshop virtually, she attended the special Oakley City Council meeting, and she attended the Tri-Delta Transit Board meeting. She shared that the extension for the Clipper Start program will start in January 2024. She also reported she attended the Contra Costa Mayors Conference, Freedom High School homecoming, and had many texts, emails, and calls regarding Carol Lane.

Mayor Meadows reported he attended the MCE meeting, Mayors Conference, and a meeting with the County Agriculture Department and a state agency regarding the quarantine of 100 square miles of which \$150 million in agricultural product has been affected by the fruit fly found along Lone Tree Way; farmers can't farm locally like they need to which creates a huge impact on farmers as the list of crops is huge.

(b) Requests for Future Agendas

Dr. Fuller requested a work session regarding residential low-cost rehabilitation loans for residents to make repairs to their property, i.e., paint, repair roofs, etc. Mayor Meadows commented he supports it if they can include "depending on staff time" to which Dr. Fuller agreed. Dr. Fuller also requested staff look into how to leave ABAG. There was no support for this item.

7) WORK SESSIONS

None.

8) CLOSED SESSION

Mayor Meadows announced the closed session item and that the meeting will adjourn thereafter. He mentioned the next regular Council meeting will be held September 26, 2023, beginning at 6:30 p.m., in the Oakley City Council Chambers. He announced a five-minute break.

8.1 CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION-SIGNIFICANT EXPOSURE TO LITIGATION Pursuant to Government Code Section 54956.9(d)(2). One potential case.

The Council reconvened to its antechamber and heard the item.

9) ADJOURN

There being no further business, the meeting was adjourned at 8:45 p.m.

Respectively Submitted,

Libby Vreonis
City Clerk

Date: September 13, 2023
To: Mayor and City Councilmembers
From: Derek P. Cole, City Attorney
CC: Joshua McMurray, City Manager
Subject: Closed Session Report-Out Memo

For Consideration at the City Council Meeting of September 26, 2023

Background and Analysis

The City Council considered the following closed session item during its regular meeting held September 12, 2023:

CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION-SIGNIFICANT EXPOSURE TO LITIGATION

Pursuant to Government Code Section 54956.9(d)(2). One potential case.

Direction was provided to staff. There was no reportable action.

Fiscal Impact

None.

Recommendation

Receive and file this report.

Attachments

None.



DATE: September 26, 2023
TO: Joshua McMurray, City Manager
FROM: Kevin Rohani, P.E., Public Works Director/City Engineer
SUBJECT: Adoption of a Resolution to Establish Special Speed Zones for Specific City Streets

Approved and
Forwarded to the
City Council

Background and Analysis

The California Vehicle Code (CVC) requires that all speed limits in excess of 25 miles per hour be established on the basis of an engineering and traffic survey conducted in accordance with procedures adopted by Caltrans if they are to be enforceable by the use of police radar. These special speed zone surveys are required to be updated every seven (7) years to continue the use of radar enforcement by police officers. Speed survey data was collected in April and May 2023 for preparation of the special speed zone surveys used to establish the speed limits recommended in the attached resolution.

In general, the speed limit of a roadway is set at the nearest five mile per hour interval where eighty-five percent of the vehicles travel at or below the speed, known as the 85th percentile or critical speed. Based on the engineering survey the speed limit can be adjusted downward depending on the physical characteristics of the road, such as abrupt changes in horizontal and/or vertical alignment, and pavement width, so as to enhance its safety. In order for speeding violations to be enforceable in court the Police Department must have current speed zone certifications on file at the courthouse.

The recommended speed limits contained in the attached resolution reflect the current traffic conditions on Bethel Island Road, Brown Road, Carpenter Road, Main Street, Neroly Road, Rose Avenue, and Vintage Parkway. The recommended speed limits include maintaining the existing posted speed limits on Bethel Island Road, Carpenter Road, four segments on Main Street, Neroly Road, and Rose Avenue and increasing the currently posted speed limit on Brown Road (Neroly Road to Carpenter Road), two segments of Main Street (Highway 160 to Big Break Road and Big Break Road to Empire Avenue), and Vintage Parkway (Main Street to Rutherford Lane) an additional 5 MPH from the existing speed limit. Adoption of these speed limits will allow enforcement by the use of Police radar.

The recommended speed limits shown in the attached resolution are based on an analysis of the traffic survey data and engineering and traffic studies. Adoption of the attached resolution will approve the recommendations and traffic order of the City



Engineer establishing the speed limits on the listed streets consistent with the California Vehicle Code and The City's Municipal Code.

All traffic surveys used for development of the traffic order were prepared in accordance with the standards adopted by Caltrans. A copy of the surveys, along with a copy of the approved resolution, will be maintained in the Public Works and Engineering files, with a copy in the Police Department and a copy delivered to the Contra Costa County Traffic Court.

Consistency with the Oakley Strategic Plan 27+

This action is consistent with the Oakley Strategic Plan 27+ under the Community Health and Safety goal to provide safe streets. The adopted speed limits for these roadway sections allow the Police Department's Traffic Enforcement Team to improve traffic safety by having an approved Engineering and Traffic Survey Report to enforce the required speed limits in our roadway network.

Fiscal Impact

Adoption of the resolution will maintain the existing signed speed limits on Bethel Island Road, Carpenter Road, four segments on Main Street, Neroly Road, and Rose Avenue, and establish a new speed limit on Brown Road (Neroly Road to Carpenter Road), two segments of Main Street (Highway 160 to Big Break Road and Big Break Road to Empire Avenue), and Vintage Parkway (Main Street to Rutherford Lane). Existing speed limit signs will be replaced for the new speed limits, and additional signs will be installed as needed to increase motorist's awareness of the speed limit and to advise radar enforcement. The cost of the replacement and additional signs is included in the current Public Works operations budget.

Staff Recommendation

Staff is recommending that the City Council adopt a resolution to approve the special speed zones being recommended by the City Engineer as a result of the most recent speed studies of Brown Road, two segments of Main Street (Highway 160 to Big Break Road and Big Break Road to Empire Avenue), and Vintage Parkway.

Attachments

1. Resolution
2. Engineering and Traffic Survey



RESOLUTION NO. XX-23

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY ADOPTING A TRAFFIC ORDER OF THE CITY ENGINEER ESTABLISHING SPEED LIMITS

WHEREAS, in April and May of 2023, the City Engineer had engineering and traffic surveys conducted for purposes of establishing prima facie speed limits on specific City streets; and

WHEREAS, on August 30, 2023, a final Engineering and Traffic Survey Report was prepared by TJKM Transportation Consultants outlining the findings of the speed surveys and the recommendations to speed limits on certain roadway segments; and

WHEREAS, based on the Engineering and Traffic Survey report, the following listed streets and speed limits are recommended by the City Engineer.

<u>Street</u>	<u>Limits</u>	<u>Speed Limit (mph)</u>	<u>Study Date</u>
Bethel Island Road	E. Cypress Road to Sandmound Blvd.	50	4/26/2023
Brown Road	Carpenter Road to Neroly Road	30	4/25/2023
Carpenter Road	Empire Avenue to Brown Road	40	4/25/2023
Carpenter Road	Brown Road to O'Hara Avenue	40	4/25/2023
Carpenter Road	O'Hara Avenue to Rose Avenue	30	4/25/2023
Main Street	Highway 160 to Big Break Road	50	4/25/2023
Main Street	Big Break Road to Empire Avenue	45	4/26/2023
Main Street	Rose Avenue to E. Cypress Road	45	4/26/2023
Main Street	E. Cypress Road to Bernard Road	45	4/25/2023

Main Street	Bernard Road to Delta Road	40	4/25/2023
Neroly Road	Empire Avenue to Brown Road	35	4/25/2023
Neroly Road	Brown Road to O'Hara Avenue	30	4/25/2023
Rose Avenue	Main Street to W. Cypress Road	35	5/31/2023
Rose Avenue	W. Cypress Road to Laurel Road	40	4/26/2023
Vintage Parkway	Walnut Meadows to Main Street	35	5/31/2023
Main Street	Empire Avenue to Teakwood Drive	40	5/31/2023

NOW THEREFORE, the City Council of the City of Oakley hereby resolves to approve the recommendations and Traffic Order of the City Engineer as listed above.

PASSED AND ADOPTED by the City Council of the City of Oakley this 26th day of September 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

APPROVED:

Aaron Meadows, Mayor

ATTEST:

Libby Vreonis, City Clerk

Date



Engineering and Traffic Survey



City of Oakley, California

August 30, 2023

This Citywide Engineering and Traffic Survey has been prepared under the direction of a licensed Civil Engineer. The licensed Civil Engineer attests to the technical information contained therein, and has judged the qualifications of any technical specialists providing engineering data, which recommendations, conclusions and decisions are based. These surveys conform to Sections 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommend speed limits appropriate to facilitate the safe and orderly movement of traffic.

Prepared By:



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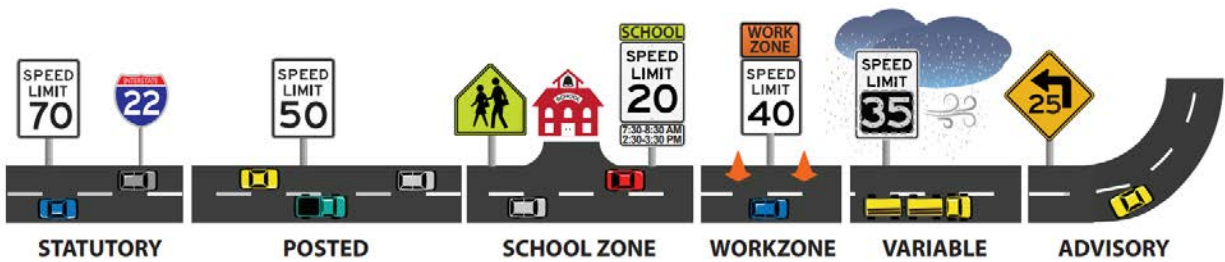
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1.0 INTRODUCTION

The California State Legislature sets in place the regulations for California speed limits and the California Vehicle Code (CVC) places these regulations into language used primarily for enforcement purposes. Various jurisdictions have responsibility for roadways throughout California, including the responsibility to set speed limits on these roadways according to the standards and procedures established by Caltrans. The guidelines from the *California Manual for Setting Speed Limits published by Caltrans (Rev. February, 2020)* are used in this study. These guidelines help in establishing speed limits that are uniform throughout the state and avoid influence from political pressure or emotional perceptions. The different types of speed limits are shown on **Figure 1**.

The purpose of this survey is to evaluate the posted speed limits for 15 street segments within the City of Oakley and recommend speed limit changes, if any, in accordance with the State of California regulations and guidelines. CVC Section 40802 requires that Engineering and Traffic Survey (E&TS) for speed limits should be conducted at least once every 5, 7 or 10 years based on established criteria. State and local agencies re-evaluate non-statutory speed limits on their street segments that have undergone a significant change in roadway characteristics or surrounding land uses since the speed limits were last reviewed.

Figure 1: Types of Speed Limits



Source: FHWA

Speed limits are established primarily for protecting the public from the behavior of reckless, unreliable, or dangerous drivers. Speed limits are generally established at or near the 85th percentile speed. The 85th percentile speed, also referred to as the critical speed, is defined as the speed at or below which 85 percent of traffic is moving in free flow conditions. Speed limits established on this basis conform to the consensus of those who drive on the roadways as to what speed is reasonable and safe under normal driving conditions.

Many factors influence drivers and their perception of the safe speed at which to operate a vehicle. These factors should be considered as a whole because it is not practical to consider each individually. The design and physical characteristics of the roadway place limitations on the safe operating speed of vehicles. These characteristics include:

- Roadway geometrics, shoulder condition, grade, alignment, and sight distance
- Roadside development, zoning, and environment
- Parking practices, bicycle and pedestrian activity
- Driveway density
- Signalized or stop-controlled intersections
- Rural, residential or developed areas

This report presents the results of the E&TS conducted in April, 2023 for 15 street segments throughout the City of Oakley, and includes radar speed surveys, daily traffic counts, collision summary and analysis of roadway characteristics. The 15 survey segments included in the study are classified in the manner shown below:

- Nine street segments are designated as “Arterial”
- Seven street segments are designated as “Collector”

The street segments surveyed in this E&TS report are listed in **Table 1** and shown in **Figure 2**. The existing speed limits for the survey segments are illustrated in **Figure 3**.

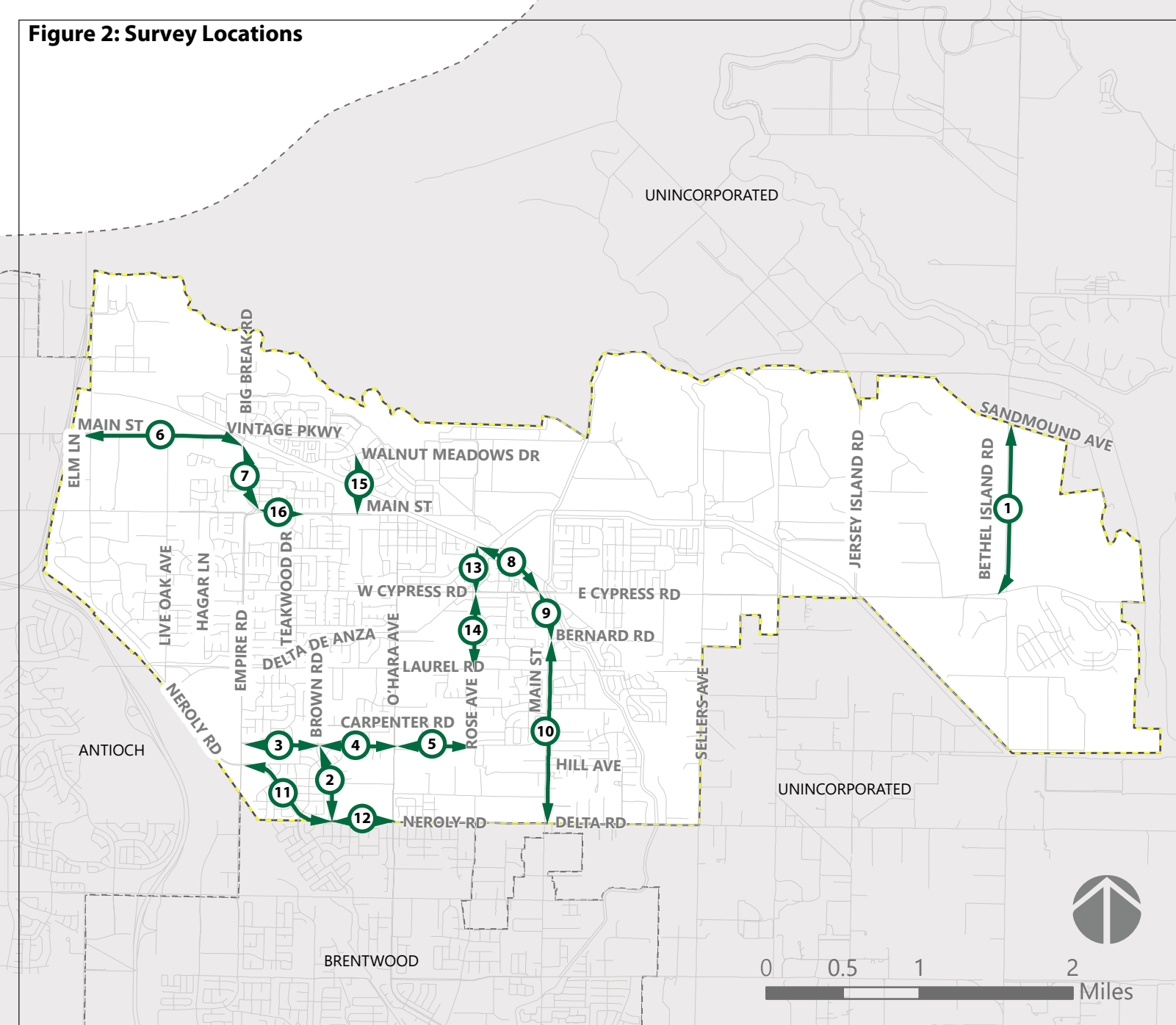
Table 1: Survey Segments

#	Street Name	Survey Limits	Roadway Classification	No. of Lanes	Width ¹ (feet)	Ave. Lane width (feet)	Length (miles)	Existing Speed Limit (mph)
1	Bethel Island Road	E. Cypress Road to Sandmound Avenue	Arterial	2	26	13	1.09	50
2	Brown Road	Carpenter Road to Neroly Road	Collector	2	35	12	0.51	25
3	Carpenter Road	Empire Avenue to Brown Road	Collector	2	25-38	14	0.49	40
4	Carpenter Road	Brown Road to O'Hara Avenue	Collector	2	38	14	0.50	40
5	Carpenter Road	O'Hara Avenue to Rose Avenue	Collector	2	25-38	12-18	0.49	30
6	Main Street	SR-160 to Big Break Road	Arterial	4	65	12	1.13	45
7	Main Street	Big Break Road to Empire Avenue	Arterial	4	78	12	0.45	40
8	Main Street	Rose Avenue to E. Cypress Road	Arterial	2 - 4	48 - 80	12	0.53	45
9	Main Street	E. Cypress Road to Bernard Road	Arterial	2 - 4	75	13	0.32	45
10	Main Street	Bernard Road to Delta Road	Arterial	2 - 4	24 - 80	12	1.20	40
11	Neroly Road	Empire Avenue to Brown Road	Arterial	4	80	12	0.73	35
12	Neroly Road	Brown Road to O'Hara Avenue	Arterial	4	80	13	0.42	30
13	Rose Avenue	Main Street to W. Cypress Road	Collector	2	22	11	0.31	35
14	Rose Avenue	W. Cypress Road to Laurel Road	Collector	2	22	11	0.50	40
15	Vintage Parkway	Walnut Meadows to Main Street	Collector	2	33	12	0.39	30
16	Main Street	Empire Avenue to Teakwood Drive	Arterial	4	78	12	0.26	40

Notes: ¹ Width represents curb-to-curb width as determined using Google Earth.



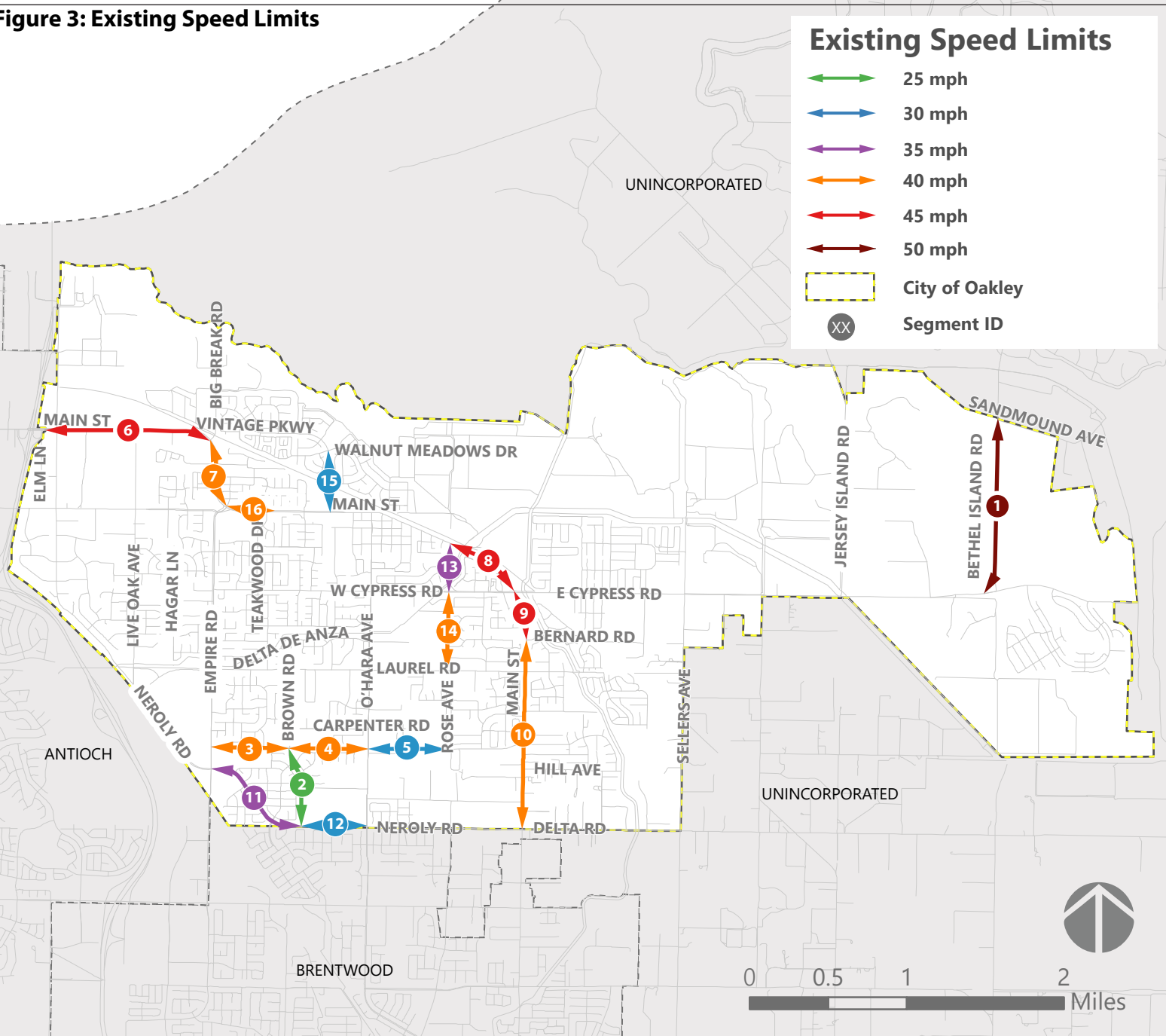
Figure 2: Survey Locations



Study Segments

- | | |
|---|--|
| ① Bethel Island Road - East Cypress Rd. to Sandmound Ave. | ⑨ Main Street - E Cypress Rd. to Bernard Rd. |
| ② Brown Road - Carpenter Rd. to Neroly Rd. | ⑩ Main Street - Bernard Rd. to Delta Rd. |
| ③ Carpenter Road - Empire Ave. to Brown Rd. | ⑪ Neroly Road - Empire Ave. to Brown Rd. |
| ④ Carpenter Road - Brown Rd. to O'Hara Ave. | ⑫ Neroly Road - Brown Rd. to O'Hara Ave. |
| ⑤ Carpenter Road - O'Hara Ave. to Rose Ave. | ⑬ Rose Avenue - Main St. to W. Cypress Rd. |
| ⑥ Main Street - Highway 160 to Big Break Rd. | ⑭ Rose Avenue - W. Cypress Rd. to Laurel Rd. |
| ⑦ Main Street - Big Break Rd. to Empire Ave. | ⑮ Vintage Parkway - Rutherford Ln. to Main St. |
| ⑧ Main Street - Rose Ave. to E. Cypress Rd. | ⑯ Main Street - Empire Ave. to Teakwood Dr. |

Figure 3: Existing Speed Limits



Study Segments

- Bethel Island Road - East Cypress Rd. to Sandmound Ave.
- Brown Road - Carpenter Rd. to Neroly Rd.
- Carpenter Road - Empire Ave. to Brown Rd.
- Carpenter Road - Brown Rd. to O'Hara Ave.
- Carpenter Road - O'Hara Ave. to Rose Ave.
- Main Street - Highway 160 to Big Break Rd.
- Main Street - Big Break Rd. to Empire Ave.
- Main Street - Rose Ave. to E. Cypress Rd.
- Main Street - E Cypress Rd. to Bernard Rd.
- Main Street - Bernard Rd. to Delta Rd.
- Neroly Road - Empire Ave. to Brown Rd.
- Neroly Road - Brown Rd. to O'Hara Ave.
- Rose Avenue - Main St. to W. Cypress Rd.
- Rose Avenue - W. Cypress Rd. to Laurel Rd.
- Vintage Parkway - Rutherford Ln. to Main St.
- Main Street - Empire Ave. to Teakwood Dr.

1.1 Relevant California Vehicle Code Sections

Applicable California Vehicle Code (CVC) Code sections for conducting an E&TS are summarized below:

CVC SECTION 235 – BUSINESS DISTRICT: An area in which at least 50 percent of the properties are used for business for a minimum distance of 400 feet on one side or 300 feet on both sides of a highway.

CVC SECTION 515 – RESIDENCE DISTRICT: An area outside of the Business District along a highway that has a minimum of 13 separate dwelling units on one side, or 16 on both sides within a distance of a quarter mile.

CVC SECTION 627 – ENGINEERING AND TRAFFIC SURVEY: A survey of highway and traffic conditions in accordance with methods determined by the California Department of Transportation (Caltrans) for use by state and local authorities, which shall include consideration of prevailing speeds as determined by traffic engineering measurements, accident records, and highway, traffic, and roadside conditions not readily apparent to the driver. Local authorities may also consider residential district density (as defined in Section 515) and pedestrian and bicyclist safety.

CVC SECTION 21400 – ROUNDING OF SPEED LIMITS: Allows for setting the speed limit at the 5 mph increment below the 85th percentile even if mathematical rounding would require the speed to be posted above the 85th percentile. If this option is used, then the additional 5 mph reduction cannot be used. In effect, this law allows an engineer to round down to the lower 5 mph increment near the 85th instead of rounding up even when the higher 5 mph increment is closer. The engineer cannot then take a further reduction.

CVC SECTION 22349 – MAXIMUM SPEED LIMITS: Provides that no person shall drive a vehicle upon a highway at a speed greater than 65 mph. An exception to this, as stated in CVC Section 22356, is that Caltrans may increase the speed and these increases can only be made after consultation with the California Highway Patrol (CHP) and based on an engineering and traffic survey. Even if the maximum speed is raised, certain vehicles are still not permitted to be driven over 55 mph. These are listed below.

- Motor trucks having three or more axles or any truck towing another vehicle
- Passenger vehicles towing other vehicles
- School buses transporting school pupils
- Farm labor vehicles transporting passengers
- Vehicles transporting explosives

CVC SECTION 22350 – BASIC SPEED LAW: Provides that 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. In other words, a driver violates the basic speed law if he or she is driving at unsafe speeds, even if that speed is lower than the posted regulatory speed limit sign.



CVC SECTION 22351 – SPEED LAW VIOLATIONS: States that the speed of any vehicle upon a highway not in excess of the limits specified in CVC Section 22352 or established as authorized in the CVC is lawful unless clearly proved to be in violation of the Basic Speed Law. This same section also states that the speed of any vehicle upon a highway in excess of the prima facie speed limits in CVC Section 22352 or established as authorized in the CVC is 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.

CVC SECTION 22352 – PRIMA FACIE SPEED LIMITS: Establishes prima facie speed limits for local roads and streets. The term “prima facie”, as used in the CVC, is a speed limit that applies when no other specific speed limit is posted. It is a Latin term meaning “at first face” or “at first appearance”. It is also defined as “first view” and “before investigation”. Prima facie evidence is evidence sufficient to establish fact, or to raise presumption of fact, unless rebutted. These speed limits shall be applicable unless changed as authorized in the CVC and, if so changed, only when signs have been erected giving notice thereof. It sets two speed limits covering six classes of location.

A speed limit of 15 MPH applies at railroad crossings, at uncontrolled highway intersections with obstructed view, and on alleys. A speed limit of 25 MPH applies on any highway other than State highways in any business or residence district, unless a different limit is established by procedures described in the CVC. The 25 MPH limit also applies in school zones.

CVC SECTION 22357 (INCREASE OF LOCAL SPEED LIMITS TO 65 MPH) AND CVC SECTION 22358 (DECREASE OF LOCAL SPEED LIMITS): Authorizes local authorities to establish prima facie speed limits on streets and roads under their jurisdiction, on the basis of an engineering and traffic survey.

CVC SECTION 22358.3 (DECREASE ON NARROW STREETS) AND CVC SECTION 22358.4 (DECREASE OF LOCAL LIMITS NEAR SCHOOLS OR SENIOR CENTERS): Authorizes local agencies to reduce prima facie speed limits to 20 or 15 mph on narrow streets (with roadway width less than 25 feet), school zones, or senior centers on the basis of engineering and traffic surveys.

CVC SECTION 22358.5 – DOWNWARD SPEED ZONING: 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.

CVC SECTION 22358.6 – ROUNDING SPEED LIMIT: Allows to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. A local authority may additionally lower the speed limit as provided in Sections 22358.7 and 22358.8.



CVC SECTION 22358.7 – ADDITIONAL 5 MPH REDUCTION: Allows additional 5 mph reduction for either of the following reasons:

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

CVC SECTION 22358.8 – RETAIN THE CURRENT SPEED LIMIT: Authorizes to retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

CVC SECTION 40802 (A)(2) – PRIMA FACIE SPEED LIMITS: Provides that prima facie speed limits established under CVC Sections 22352(b)(1), 22354, 22357, 22358, and 22358.3 may not be enforced by radar unless the speed limit has been justified by an engineering and traffic survey within the last five years. This CVC section does not apply to a local street, road or school zone.

CVC SECTION 40802 (B) – PRIMA FACIE SPEED LIMITS: 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:

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

CALIFORNIA ASSEMBLY BILL 43: A new California law was approved by the Governor on October 8, 2021 (effective January 1, 2022) that deals with various aspects of establishing and enforcing speed limits. Currently, speed limits in residential districts and business districts are 25 mph, but not on state highways. Now, state highways are included in this provision. Currently a local authority and Caltrans may establish speed limits from 65 mph to 25 mph on their roadways based on speed studies prescribed by Caltrans. The new law also allows speeds of 20 mph and 15 mph to be established on the same basis. Current law allows speed limits to be automatically set near school grounds without a study. The new law extends this provision to business districts.

When establishing speed studies, the current provisions require rounding the results of the 85th percentile speeds to the nearest 5 mph increment. The new law allows rounding to the lower 5 mph



increment. An additional 5 mph reduction is allowed based on a number of factors, which now includes the presence of a “safety corridor”, which is a roadway that generates high concentrations of bicyclists or pedestrians, especially the young, the old, those disabled, and those unhoused. A local agency may designate up to 20 percent of its streets as safety corridors. Safety corridors can be identified as those highways with high collision rates involving serious injuries and fatalities. The net effect of such changes is likely to result in lower speed limits in many California cities and counties.

Current law allows public agencies to extend the effective dates of speed limits to seven and ten years if a registered engineer indicates that no significant changes have occurred. The new law extends this to 14 years. The new law also addresses enforcement procedures when speed limits have been reduced to require the use of warning citations for the first 30 days.

2.0 DATA COLLECTION AND ANALYSIS

The basic purpose of this study was to evaluate selected arterial, collector and local streets within the City of Oakley limits and to recommend appropriate speed limit revisions consistent with current laws and practices of California. The TJKM team, in coordination with the City of Oakley staff, conducted the E&TS. The data collection procedure and speed survey analysis methodology are briefly discussed below:

2.1 Radar Speed Surveys and Analysis

The speed surveys involve the use of radar guns to collect sample speeds on selected street segments. A key aspect for conducting the surveys is to ensure that street segments with unique characteristics are individually surveyed. The most crucial component of a speed zone survey is the selection of locations for the data collection task. The prevailing speed at the data collection point was selected to be representative of the entire speed zone area.

The project team worked with the City of Oakley staff and finalized the 15 street segments to be analyzed in this E&TS. Radar speed surveys were conducted in April, 2023 on days with fair weather, clear visibility and dry pavement conditions. The survey locations were selected where the prevailing speeds were representative of the entire street segment and not too close to any traffic control device. The selected locations were situated beyond the influence of stops, dips, curves, parked vehicles and any other condition that may affect the normal rate of travel. An effort was made to ensure that the presence of radar survey equipment did not affect the speed of the traffic being surveyed.

The radar speed surveys for each roadway segment was conducted using calibrated radar equipment by certified technicians. Most samples sizes for a particular segment included 100-200 vehicles. In case of low volume roadways, surveys were conducted for a minimum review of 90 minutes.

A Speed Survey Form was used to collect and summarize the following attributes:

- Street surveyed
- Precise location
- Street direction
- Date/day of the survey
- Start time & end time of survey
- Number of vehicles surveyed
- 85th percentile speed, 50th percentile speed, 10 mile pace
- Percent and number of vehicles observed within the 10 mph pace speed
- Percent and number of vehicles observed below pace
- Percent and number of vehicles observed above pace
- Range of speeds observed and standard deviation



A description of some of the attributes is provided below:

50TH PERCENTILE SPEED (MEDIAN SPEED): The speed above and below which 50 percent of the sample speeds were observed.

85TH PERCENTILE SPEED (CRITICAL SPEED): The speed at or below which 85 percent of the sample speeds were observed. The 85th percentile speed of a spot speed survey is the primary indicator of the appropriate speed limit for a section of the roadway.

10 MPH PACE SPEED: The 10 mph increment (range) of speeds containing the greatest number of vehicles. In most cases, the 85th percentile speed and the recommended speed lie within the range, frequently in the middle to upper range of the interval. The percent of vehicles that fall within the pace speed is an indicator of the bunching of vehicular speeds. The number of observed vehicles within the 10 mph pace is often between 40 and 80 percent of the entire sample.

AVERAGE SPEED: The average speed is simply the cumulative speed divided by the number of observed vehicles.

SPEED RANGE: The range of speed is the speed of the fastest and slowest vehicles observed. A large range of speeds (in excess of 30 mph, for example) indicates less favorable conditions than a smaller range. The greater the range, the more inconsistency in travel speeds with a greater likelihood of traffic collisions. In general, uniform speeds result in the smooth progression of traffic.

The radar speed survey data was compiled and analyzed to determine the 50th percentile speed, 85th percentile speed, average speed, speed range, 10 mph pace speed and the percent of vehicles observed within the 10 mph pace.

Table 2 presents the speed survey summary with existing speed limits, median speed, critical speed, 10 mile pace speed, and the percent of vehicles observed within pace. The completed speed survey forms for all 15 study segments are included in **Appendix B**.

2.2 Average Daily Traffic (ADT) Volumes

The TJKM team collected average daily traffic (ADT) counts for all study segments. These counts were used to determine the accident rates for each segment, which in turn was used as a factor in determining the appropriate speed limit for each segment. **Table 3** summarizes the roadway classification and average daily traffic volumes for all of the study segments. The existing average daily traffic volumes for the survey segments are illustrated in **Figure 4**. The collected summary sheets are available in **Appendix C**.

2.3 Field Observations

A final field check was conducted by driving each study segment while “floating” with prevailing traffic to determine the speed of traffic that is reasonable from the engineer’s viewpoint. The traffic engineer evaluates the appropriateness of the 85th percentile speed and adds the perspective of human judgment to set the appropriate speed limit. Factors such as roadside development, the number and location of driveways, parked vehicles; emergency shoulder areas, schools and playgrounds, areas frequented by pedestrians, horizontal and vertical alignment of the roadway, intersection spacing, visibility and control, landscaping, street fixtures, and other less tangible factors, all contribute to finalizing the recommended speed limits.

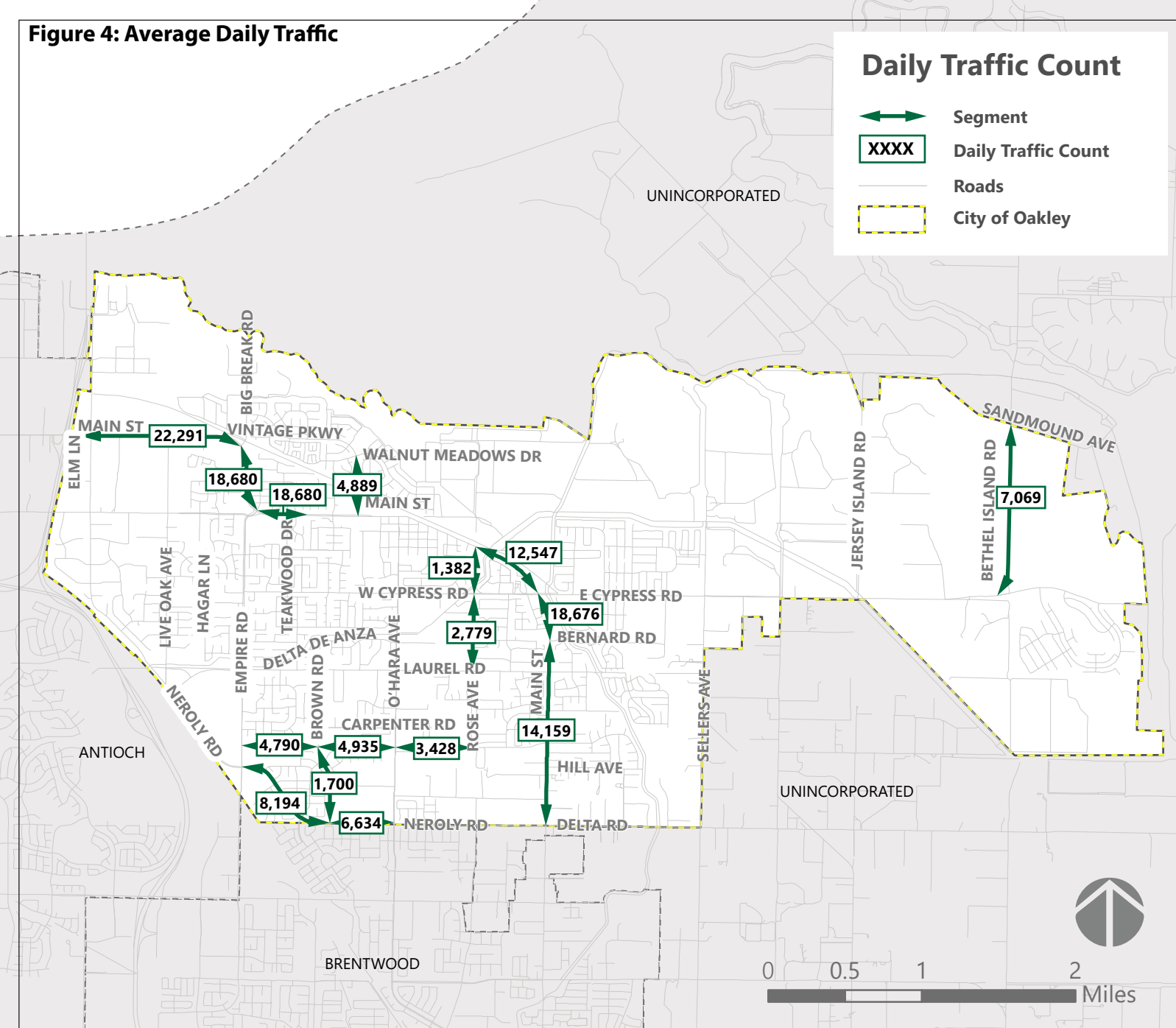
Table 2: Speed Survey Summary

#	Street	Survey Limits	Existing Speed Limit (mph)	# Speed Data Collected	Median Speed	85th Percentile	10-Mile Pace	Percent w/in Pace
1	Bethel Island Road	E. Cypress Road to Sandmound Avenue	50	109	44	50	36-45	72%
2	Brown Road	Carpenter Road to Neroly Road	25	81	32	38	26-35	81%
3	Carpenter Road	Empire Avenue to Brown Road	40	110	42	46	37-46	78%
4	Carpenter Road	Brown Road to O'Hara Avenue	40	114	42	46	37-46	87%
5	Carpenter Road	O'Hara Avenue to Rose Avenue	30	113	33	35	28-37	96%
6	Main Street	SR-160 to Big Break Road	45	190	50	55	46-55	72%
7	Main Street	Big Break Road to Empire Avenue	40	170	44	51	39-48	58%
8	Main Street	Rose Avenue to E. Cypress Road	45	125	42	47	39-48	65%
9	Main Street	E. Cypress Road to Bernard Road	45	166	46	51	41-50	69%
10	Main Street	Bernard Road to Delta Road	40	146	43	48	39-48	83%
11	Neroly Road	Empire Avenue to Brown Road	35	104	38	43	34-43	72%
12	Neroly Road	Brown Road to O'Hara Avenue	30	139	39	45	34-43	70%
13	Rose Avenue	Main Street to W. Cypress Road	35	114	32	39	27-36	62%
14	Rose Avenue	W. Cypress Road to Laurel Road	40	118	40	47	33-42	58%
15	Vintage Parkway	Walnut Meadows to Main Street	30	143	37	42	33-42	77%
16	Main Street	Empire Avenue to Teakwood Drive	40	200	42	46	38-47	76%

Table 3: Average Daily Traffic Volumes

#	Street	Survey Limits	Direction	Roadway Classification	NB/EB	SB/WB	Avg. Daily Traffic
1	Bethel Island Road	E. Cypress Road to Sandmound Avenue	NB/SB	Arterial	3,627	3,442	7,069
2	Brown Road	Carpenter Road to Neroly Road	NB/SB	Collector	963	737	1,700
3	Carpenter Road	Empire Avenue to Brown Road	EB/WB	Collector	2,507	2,283	4,790
4	Carpenter Road	Brown Road to O'Hara Avenue	EB/WB	Collector	2,603	2,332	4,935
5	Carpenter Road	O'Hara Avenue to Rose Avenue	EB/WB	Collector	1,822	1,606	3,428
6	Main Street	SR-160 to Big Break Road	EB/WB	Arterial	11,537	10,754	22,291
7	Main Street	Big Break Road to Empire Avenue	NB/SB	Arterial	8,813	9,867	18,680
8	Main Street	Rose Avenue to E. Cypress Road	EB/WB	Arterial	6,461	6,086	12,547
9	Main Street	E. Cypress Road to Bernard Road	NB/SB	Arterial	9,428	9,248	18,676
10	Main Street	Bernard Road to Delta Road	NB/SB	Arterial	7,250	6,909	14,159
11	Neroly Road	Empire Avenue to Brown Road	EB/WB	Arterial	3,981	4,213	8,194
12	Neroly Road	Brown Road to O'Hara Avenue	EB/WB	Arterial	3,397	3,237	6,634
13	Rose Avenue	Main Street to W. Cypress Road	NB/SB	Collector	399	983	1,382
14	Rose Avenue	W. Cypress Road to Laurel Road	NB/SB	Collector	1,196	1,583	2,779
15	Vintage Parkway	Walnut Meadows to Main Street	NB/SB	Collector	2,435	2,454	4,889
16	Main Street	Empire Avenue to Teakwood Drive	EB/WB	Arterial	10,177	8,961	19,138

Figure 4: Average Daily Traffic



Study Segments

- ① Bethel Island Road - East Cypress Rd. to Sandmound Ave.
- ② Brown Road - Carpenter Rd. to Neroly Rd.
- ③ Carpenter Road - Empire Ave. to Brown Rd.
- ④ Carpenter Road - Brown Rd. to O'Hara Ave.
- ⑤ Carpenter Road - O'Hara Ave. to Rose Ave.
- ⑥ Main Street - Highway 160 to Big Break Rd.
- ⑦ Main Street - Big Break Rd. to Empire Ave.
- ⑧ Main Street - Rose Ave. to E. Cypress Rd.
- ⑨ Main Street - E Cypress Rd. to Bernard Rd.
- ⑩ Main Street - Bernard Rd. to Delta Rd.
- ⑪ Neroly Road - Empire Ave. to Brown Rd.
- ⑫ Neroly Road - Brown Rd. to O'Hara Ave.
- ⑬ Rose Avenue - Main St. to W. Cypress Rd.
- ⑭ Rose Avenue - W. Cypress Rd. to Laurel Rd.
- ⑮ Vintage Parkway - Rutherford Ln. to Main St.
- ⑯ Main Street - Empire Ave. to Teakwood Dr.

2.4 Traffic Collision Data

Collisions reported at study roadway segments were obtained from the Statewide Integrated Traffic Records System (SWITRS) database for a period of 5 years from January 2017 to December 2021. Collision rates are a significant factor in determining the appropriate speed limits.

Table 4 summarizes the type and the total number of collisions for all study segments. **Table 5** summarizes the collision rate for the study segments in comparison with the statewide averages.

Definitions for Collision Types: The types of collisions and their definitions as defined by CHP are listed below:

	Head-On: Two motor vehicles, approaching from opposite directions, make direct contact. For example, the front of one vehicle collides with the front of another, or prior to impact, one vehicle skids sideways, causing the side of the skidding vehicle to collide with the front of the other.
	Sideswipe: One motor vehicle strikes the side of another with a glancing blow. For example, two vehicles are proceeding in the same direction or from opposite directions, and the side of one vehicle strikes the side of the other.
	Rear End: Two motor vehicles, traveling in the same direction, make direct contact. For example, the front of one vehicle strikes the rear of another vehicle, or Vehicle #1 approaches Vehicle #2 from the rear and skids sideways during a braking action, causing the side of Vehicle #1 to strike the rear of Vehicle #2.
	Broadside: One motor vehicle strikes another vehicle at an angle greater than that of a sideswipe.
	Hit Object: A motor vehicle strikes a fixed object or other object.
	Overtuned: A motor vehicle overturns and no prior collision or hitting an object caused the overturning. This would include a motorcyclist losing control, causing the vehicle to lie down on its side.
	Auto/Ped: A vehicle strikes a pedestrian.
	Other: A collision not covered in the preceding elements. This entry shall be explained in the narrative, such as a vehicle involved with - a bicycle, train, or animal; an automobile fire; passengers falling or jumping from a vehicle; a vehicle backing; a bicycle involved with a pedestrian or another bicycle, etc.

Table 4: Collision History Summary (Jan. 2017 – Dec. 2021)

#	Street Name	Survey Limits	Number of Collisions	Collision Type								Collision Severity				
				Head-On	Side-swipe	Rear End	Broad side	Hit Object	Over-turned	Auto / Ped	Other	Fatal	Severe Injury	Other Visible Injury	Injury: Complaint of Pain	Property Damage Only
1	Bethel Island Road	E. Cypress Road to Sandmound Avenue	15	5	2	0	4	4	0	0	0	1	0	0	3	11
2	Brown Road	Carpenter Road to Neroly Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Carpenter Road	Empire Avenue to Brown Road	8	3	1	2	1	1	0	0	0	0	0	0	2	6
4	Carpenter Road	Brown Road to O'Hara Avenue	3	1	1	0	1	0	0	0	0	0	0	0	1	2
5	Carpenter Road	O'Hara Avenue to Rose Avenue	5	0	0	1	3	1	0	0	0	0	0	0	1	4
6	Main Street	SR-160 to Big Break Road	68	2	15	23	15	9	0	2	2	0	4	2	10	52
7	Main Street	Big Break Road to Empire Avenue	28	0	5	7	10	4	0	1	1	0	1	1	8	18
8	Main Street	Rose Avenue to E. Cypress Road	13	0	2	6	2	1	0	2	0	0	0	1	3	9
9	Main Street	E. Cypress Road to Bernard Road	24	2	0	10	7	3	1	0	1	0	0	2	6	16
10	Main Street	Bernard Road to Delta Road	63	8	8	16	18	12	0	0	1	0	2	3	14	44
11	Neroly Road	Empire Avenue to Brown Road	18	2	1	1	7	6	0	1	0	0	0	3	5	10
12	Neroly Road	Brown Road to O'Hara Avenue	11	0	1	1	5	4	0	0	0	0	0	0	2	9

#	Street Name	Survey Limits	Number of Collisions	Collision Type								Collision Severity				
				Head-On	Side-swipe	Rear End	Broad side	Hit Object	Over-turned	Auto / Ped	Other	Fatal	Severe Injury	Other Visible Injury	Injury: Complaint of Pain	Property Damage Only
13	Rose Avenue	Main Street to W. Cypress Road	5	0	1	0	4	0	0	0	0	0	0	0	0	5
14	Rose Avenue	W. Cypress Road to Laurel Road	9	0	0	3	4	2	0	0	0	0	0	0	1	8
15	Vintage Parkway	Walnut Meadows to Main Street	8	2	0	1	3	1	0	1	0	0	0	1	1	6
16	Main Street	Empire Avenue to Teakwood Drive	18	2	2	8	3	2	0	0	1	0	0	3	1	14

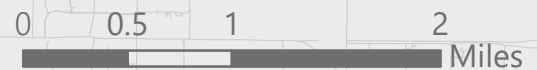
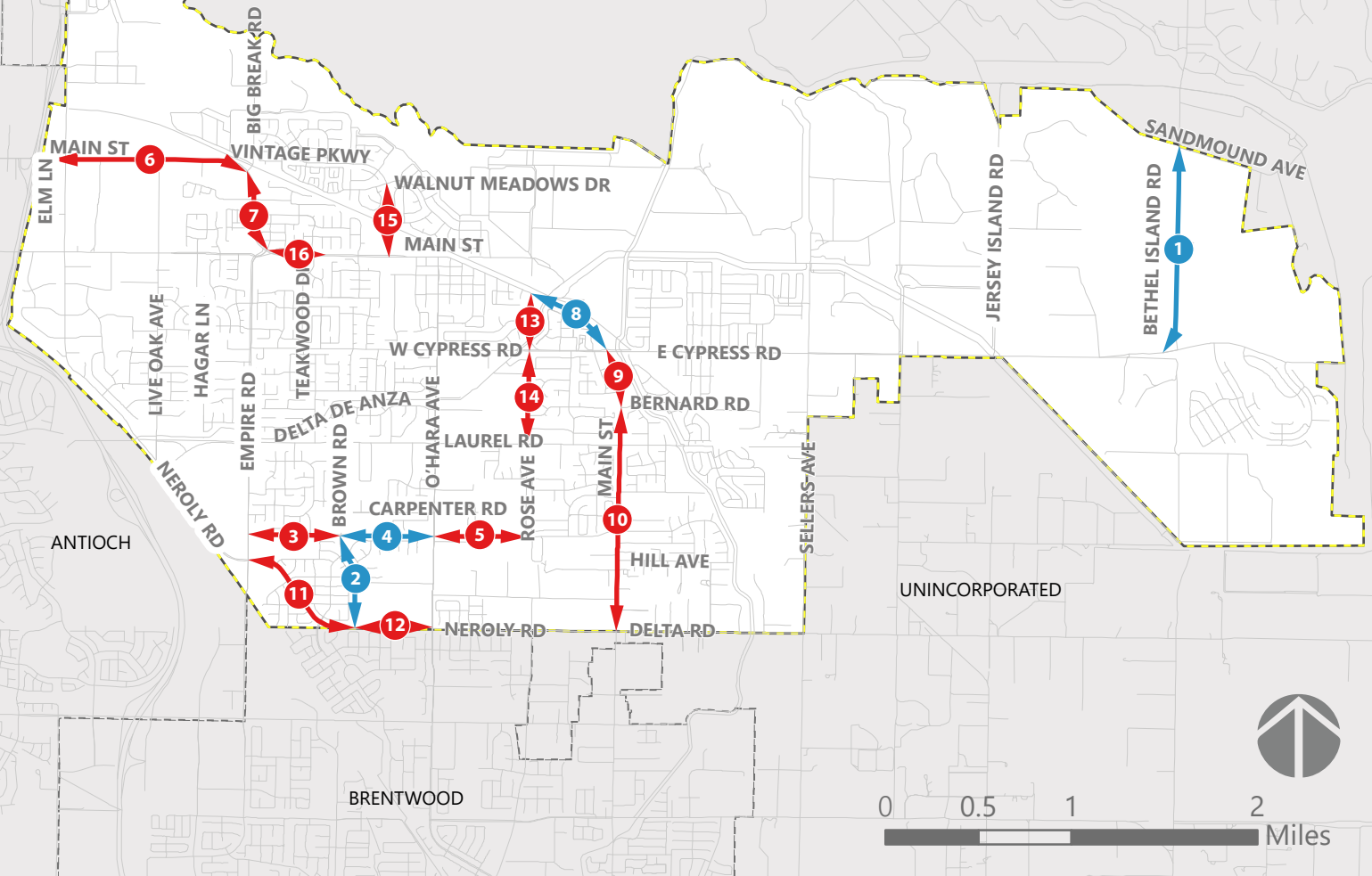
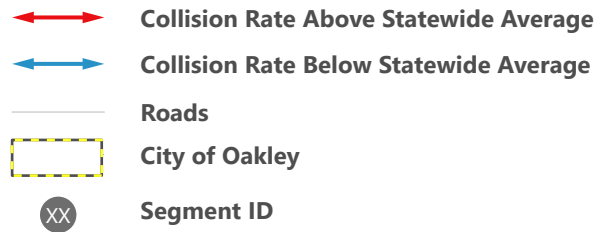


Table 5: Comparison of Segment Collision Rates to Statewide Average Collision Rate

#	Street	Survey Limits	Roadway Class.	# of Collisions (January 2019 - December 2020)	Collision Rate	State Avg. Collision Rate (2018)	Less than State Average?
1	Bethel Island Road	E. Cypress Road to Sandmound Avenue	Arterial	15	1.07	1.08	YES
2	Brown Road	Carpenter Road to Neroly Road	Collector	0	0.00	1.08	YES
3	Carpenter Road	Empire Avenue to Brown Road	Collector	8	1.85	1.08	NO
4	Carpenter Road	Brown Road to O'Hara Avenue	Collector	3	0.67	1.08	YES
5	Carpenter Road	O'Hara Avenue to Rose Avenue	Collector	5	1.62	1.08	NO
6	Main Street	SR-160 to Big Break Road	Arterial	68	1.48	1.44	NO
7	Main Street	Big Break Road to Empire Avenue	Arterial	28	1.81	0.97	NO
8	Main Street	Rose Avenue to E. Cypress Road	Arterial	13	1.08	1.08	YES
9	Main Street	E. Cypress Road to Bernard Road	Arterial	24	2.22	1.08	NO
10	Main Street	Bernard Road to Delta Road	Arterial	63	2.03	1.08	NO
11	Neroly Road	Empire Avenue to Brown Road	Arterial	18	1.64	0.97	NO
12	Neroly Road	Brown Road to O'Hara Avenue	Arterial	11	2.18	0.97	NO
13	Rose Avenue	Main Street to W. Cypress Road	Collector	5	6.36	1.08	NO
14	Rose Avenue	W. Cypress Road to Laurel Road	Collector	9	3.53	1.08	NO
15	Vintage Parkway	Walnut Meadows to Main Street	Collector	8	2.28	1.08	NO
16	Main Street	Empire Avenue to Teakwood Drive	Arterial	18	1.96	0.97	NO

Figure 5: Collision Analysis

Collision Analysis



Study Segments

- | | |
|---|--|
| ① Bethel Island Road - East Cypress Rd. to Sandmound Ave. | ⑨ Main Street - E Cypress Rd. to Bernard Rd. |
| ② Brown Road - Carpenter Rd. to Neroly Rd. | ⑩ Main Street - Bernard Rd. to Delta Rd. |
| ③ Carpenter Road - Empire Ave. to Brown Rd. | ⑪ Neroly Road - Empire Ave. to Brown Rd. |
| ④ Carpenter Road - Brown Rd. to O'Hara Ave. | ⑫ Neroly Road - Brown Rd. to O'Hara Ave. |
| ⑤ Carpenter Road - O'Hara Ave. to Rose Ave. | ⑬ Rose Avenue - Main St. to W. Cypress Rd. |
| ⑥ Main Street - Highway 160 to Big Break Rd. | ⑭ Rose Avenue - W. Cypress Rd. to Laurel Rd. |
| ⑦ Main Street - Big Break Rd. to Empire Ave. | ⑮ Vintage Parkway - Rutherford Ln. to Main St. |
| ⑧ Main Street - Rose Ave. to E. Cypress Rd. | ⑯ Main Street - Empire Ave. to Teakwood Dr. |

3.0 SPEED LIMIT RECOMMENDATIONS

The setting of speed limits requires a rational and defensible procedure to maintain the confidence of the public and legal systems. Speed limit determinations rely on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of drivers; one will be able to select a speed limit that is both reasonable and effective by measuring drivers' speeds.

In 2004, in order to better conform to the standards established in the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD), the speed zoning section of the California MUTCD was changed to require rounding the 85th percentile to the nearest 5 mph increment rather than the lower 5 mph increment. This specific guideline revision resulted in raising certain street speed limits and has become a challenge to state and local jurisdictions.

In 2007, the California Traffic Control Devices Committee (CTCDC) ruled to approve a language change in the CA MUTCD to clarify how local speed limits should be set. Caltrans ultimately issued a Traffic Operations Policy Directive (No. 09-04), effective July 1, 2009, which clearly defined these changes and incorporated new requirements into the CA MUTCD. The changes are summarized below:

- Posted speed limits will be set "rounded to the nearest" 5 mph increment of the 85th percentile speed.
- Jurisdictions can lower this speed by an additional 5 mph based on and justified by conditions and factors cited in the California Vehicle Code.

Studies of the effects of establishing, raising and lowering speed limits include federal studies FHWA-RD-92-084 and FHWA-RD-98-154. These studies demonstrate that the most effective attribute in establishing the speed limit is to determine the 85th percentile speed and set the posted speed close to that value. The empirical data in these studies demonstrates that setting the speed limit too high or too low can increase collisions. Speed limits that are set near the 85th percentile speed of free flowing traffic are safer and produce less variance in vehicle speeds. Because of this, the 85th percentile is used to establish the upper limit of operating speeds that are considered reasonable and prudent. In addition, setting the speed limit arbitrarily low often makes violators of a disproportionate number of drivers, does not facilitate the orderly movement of traffic, and requires constant enforcement to maintain compliance.

The 2014 Edition of the CA MUTCD requires as a standard that a speed limit shall be established at the nearest 5 mph increment of the 85th percentile speed, except that the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed in compliance with CVC Sections 627 and CVC 22358.5. According to CVC 21400, for cases in which the nearest 5 mph increment of the 85th percentile speed would require rounding up, the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed if no further reduction is used. The following examples are provided to explain the application of these speed limit criteria:

- If the 85th percentile speed in a speed survey for a location was 37 mph, then the speed limit could be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. The 35 mph



established speed limit can be reduced by additional 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

- If the 85th percentile speed in a speed survey for a location was 33 mph, then the speed limit could be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. The 35 mph established speed limit can 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 and approved by a registered Civil or Traffic Engineer.

Section 2B.13 of the 2014 CA MUTCD further states that justification for reducing speed limits can be based on residential density, pedestrian/bicyclist safety and other factors not readily apparent to drivers but essential to meet the traffic safety needs of the community. The following factors may be considered to adjust and determine the final speed limits:

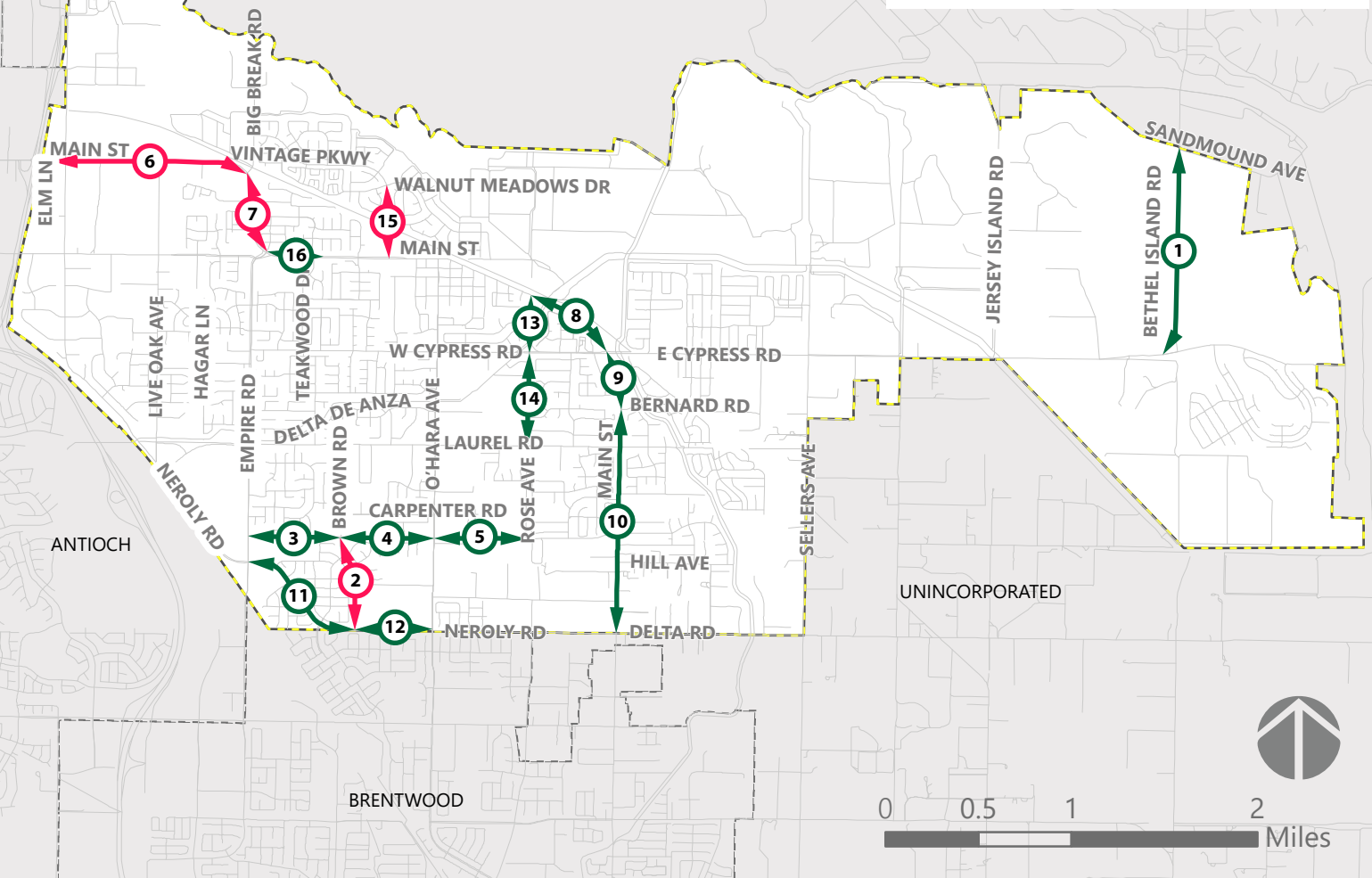
- Road characteristics, shoulder condition, grade, alignment, and sight distance
- 10 mph pace speed (a 10 miles per hour range in which the highest number of data is recorded)
- Roadside development and environment
- Parking practices and bicycle/pedestrian activity
- Reported crash experience for at least a 12-month period

The guidelines from the *California Manual for Setting Speed Limits* published by Caltrans (Rev. February, 2020) published by Caltrans were followed in this study. **Figure 6** shows recommended speed limit changes to particular segments based on the guidelines and speed data analysis discussed above. The recommended speed limits for all 15 segments are shown in **Table Error! Bookmark not defined.** and **Figure 7**. The speed limit for each study segment was recommended after determining the average speed, 85th percentile speed, pace speed and considering other significant factors such as existing land use, roadway design characteristics and accident rates. **Appendix A** presents the results of the traffic survey analyses, which include prevailing speed data, collision history, traffic factors, and roadway conditions. The recommended speed limit for each street segment is also shown with a comment on the rationale for the recommendation.

Figure 6: Recommended Speed Limit Changes

Changes to Speed Limits

-  Speed increase by 5 mph
-  Speed remains same
-  Speed decrease by 5 mph
-  Roads
-  City of Oakley
-  Segment ID



Study Segments

- | | |
|---|---|
| <ul style="list-style-type: none"> ① Bethel Island Road - East Cypress Rd. to Sandmound Ave. ② Brown Road - Carpenter Rd. to Neroly Rd. ③ Carpenter Road - Empire Ave. to Brown Rd. ④ Carpenter Road - Brown Rd. to O'Hara Ave. ⑤ Carpenter Road - O'Hara Ave. to Rose Ave. ⑥ Main Street - Highway 160 to Big Break Rd. ⑦ Main Street - Big Break Rd. to Empire Ave. ⑧ Main Street - Rose Ave. to E. Cypress Rd. | <ul style="list-style-type: none"> ⑨ Main Street - E Cypress Rd. to Bernard Rd. ⑩ Main Street - Bernard Rd. to Delta Rd. ⑪ Neroly Road - Empire Ave. to Brown Rd. ⑫ Neroly Road - Brown Rd. to O'Hara Ave. ⑬ Rose Avenue - Main St. to W. Cypress Rd. ⑭ Rose Avenue - W. Cypress Rd. to Laurel Rd. ⑮ Vintage Parkway - Rutherford Ln. to Main St. ⑯ Main Street - Empire Ave. to Teakwood Dr. |
|---|---|

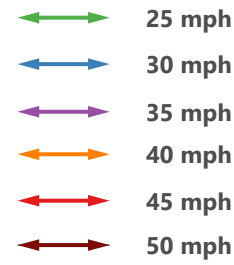
Table 6: Recommended Speed Limits Summary

#	Street	Survey Limits	Roadway Classification	Width (feet)	Avg. Lane Width (feet)	Speed (mph)			
						Existing	85th Percentile	Recom.	Changes to Existing
1	Bethel Island Road	E. Cypress Road to Sandmound Avenue	Arterial	26	13	50	50	50	0
2	Brown Road	Carpenter Road to Neroly Road	Collector	35	12	25	38	30	5
3	Carpenter Road	Empire Avenue to Brown Road	Collector	25-38	14	40	46	40	0
4	Carpenter Road	Brown Road to O'Hara Avenue	Collector	38	14	40	46	40	0
5	Carpenter Road	O'Hara Avenue to Rose Avenue	Collector	25-38	12-18	30	35	30	0
6	Main Street	SR-160 to Big Break Road	Arterial	65	12	45	55	50	5
7	Main Street	Big Break Road to Empire Avenue	Arterial	78	12	40	51	45	5
8	Main Street	Rose Avenue to E. Cypress Road	Arterial	48 - 80	12	45	47	45	0
9	Main Street	E. Cypress Road to Bernard Road	Arterial	75	13	45	51	45	0
10	Main Street	Bernard Road to Delta Road	Arterial	24 - 80	12	40	48	40	0
11	Neroly Road	Empire Avenue to Brown Road	Arterial	80	12	35	43	35	0
12	Neroly Road	Brown Road to O'Hara Avenue	Arterial	80	13	30	45	30	0*
13	Rose Avenue	Main Street to W. Cypress Road	Collector	22	11	35	39	35	0
14	Rose Avenue	W. Cypress Road to Laurel Road	Collector	22	11	40	47	40	0
15	Vintage Parkway	Walnut Meadows to Main Street	Collector	33	12	30	42	35	5
16	Main Street	Empire Avenue to Teakwood Drive	Arterial	78	12	40	46	40	0

* The results of the prior E&TS conducted in 2016 remain valid and have been used in accordance with AB 43 as described above in section 1.1.

Figure 7: Recommended Speed Limits

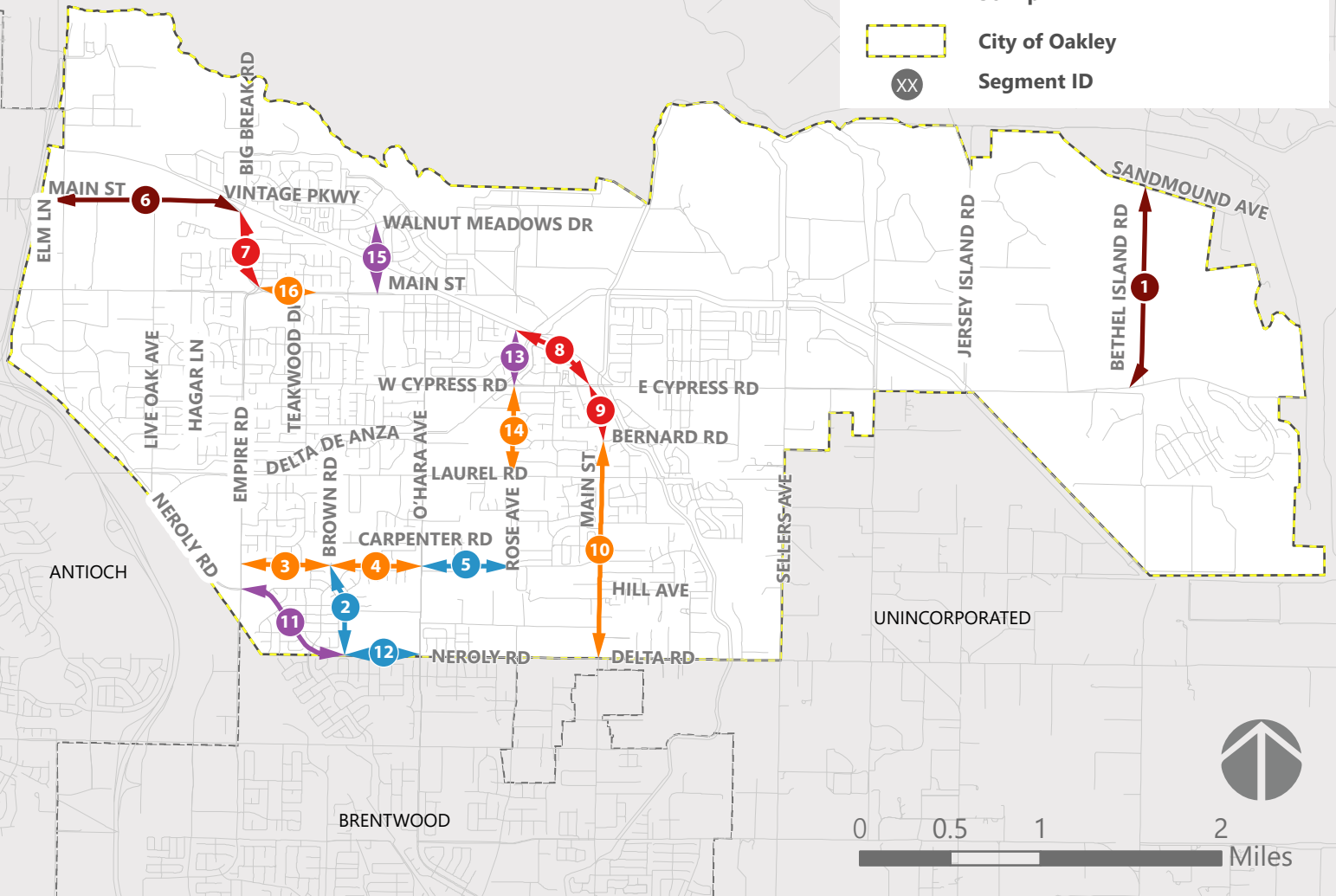
Recommended Speed Limits



City of Oakley



Segment ID



Study Segments

- | | |
|--|--|
| <p>① Bethel Island Road - East Cypress Rd. to Sandmound Ave.</p> <p>② Brown Road - Carpenter Rd. to Neroly Rd.</p> <p>③ Carpenter Road - Empire Ave. to Brown Rd.</p> <p>④ Carpenter Road - Brown Rd. to O'Hara Ave.</p> <p>⑤ Carpenter Road - O'Hara Ave. to Rose Ave.</p> <p>⑥ Main Street - Highway 160 to Big Break Rd.</p> <p>⑦ Main Street - Big Break Rd. to Empire Ave.</p> <p>⑧ Main Street - Rose Ave. to E. Cypress Rd.</p> | <p>⑨ Main Street - E Cypress Rd. to Bernard Rd.</p> <p>⑩ Main Street - Bernard Rd. to Delta Rd.</p> <p>⑪ Neroly Road - Empire Ave. to Brown Rd.</p> <p>⑫ Neroly Road - Brown Rd. to O'Hara Ave.</p> <p>⑬ Rose Avenue - Main St. to W. Cypress Rd.</p> <p>⑭ Rose Avenue - W. Cypress Rd. to Laurel Rd.</p> <p>⑮ Vintage Parkway - Rutherford Ln. to Main St.</p> <p>⑯ Main Street - Empire Ave. to Teakwood Dr.</p> |
|--|--|

APPENDIX A

RECOMMENDED SPEED LIMIT CERTIFICATIONS



Street: Bethel Island Road
Limits: E. Cypress Road to Sandmound Avenue
Direction: NB/SB



Factors

A. Prevailing Speed Data

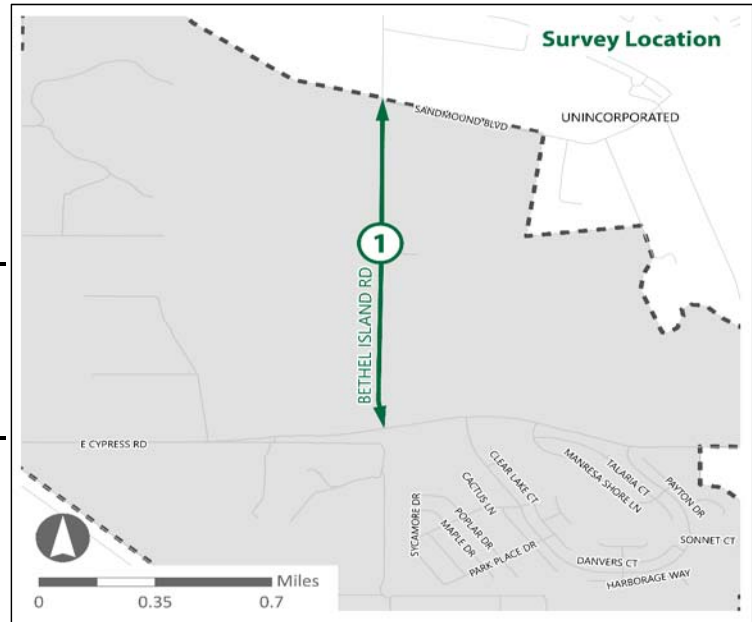
Date /Location of Survey	45042, Bet. Cypress Rd. & Sandmound Blvd.
Posted Speed Limit (mph)	50
# Speed Data Collected	109
85th Percentile (mph)	50
10 mph Pace	36-45
Percent in Pace	72%

B. Traffic Factors

Average Daily Traffic (ADT)	7,069
Length of Segment (mi.)	1.09
Street Classification	Arterial

C. Collision History

Date Range Covered	Jan 1, 2018 - Dec 31, 2022
Total Accidents	15
Accident Rate (Acc/MVM)	1.07
Statewide Average Accident Rate	1.08



D. Roadway Conditions

Adjacent Land Use	Undeveloped on both sides
Roadway Geometrics	Two- to four-lane undivided arterial through undeveloped land. Mostly straight, with a single horizontal curve near E. Cypress Road. Widens to 4 lanes near E. Cypress Road.
Comments	Results of attached engineering & traffic survey information support maintaining the existing posted speed limit.

Speed Limit Change? **No**

Existing Speed Limit: 50

Recommended Speed Limit: 50

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of Oakley:

Chris D. Kinzel



Signed:

Signed: Chris D. Kinzel, PE

Title:

Title: Vice President, TJKM Transportation Consultants

Street: Brown Road
Limits: Carpenter Road to Neroly Road
Direction: NB/SB



Factors

A. Prevailing Speed Data

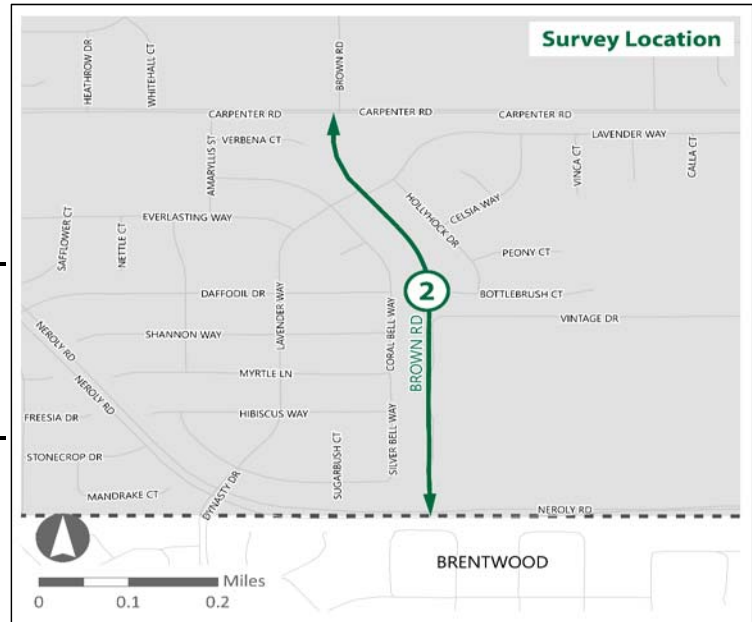
Date /Location of Survey	45041, Bet. Lavender Way & Neroly Rd.
Posted Speed Limit (mph)	25
# Speed Data Collected	81
85th Percentile (mph)	38
10 mph Pace	26-35
Percent in Pace	81%

B. Traffic Factors

Average Daily Traffic (ADT)	1,700
Length of Segment (mi.)	0.51
Street Classification	Collector

C. Collision History

Date Range Covered	Jan 1, 2018 - Dec 31, 2022
Total Accidents	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate	1.08



D. Roadway Conditions

Adjacent Land Use	Single family homes on both sides, accessed via Lavender Way, and Fremont High School.
Roadway Geometrics	Two-lane undivided collector through a residential area, with two alternating horizontal curves, continuous sidewalks, and bike lanes on both sides.
Comments	Results of attached engineering & traffic survey information support maintaining the existing posted speed limit.

Speed Limit Change? **Yes**

Existing Speed Limit: 25

Recommended Speed Limit: 30

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of Oakley:

Chris D. Kinzel



Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

Street: Carpenter Road
Limits: Empire Avenue to Brown Road
Direction: EB/WB



Factors

A. Prevailing Speed Data

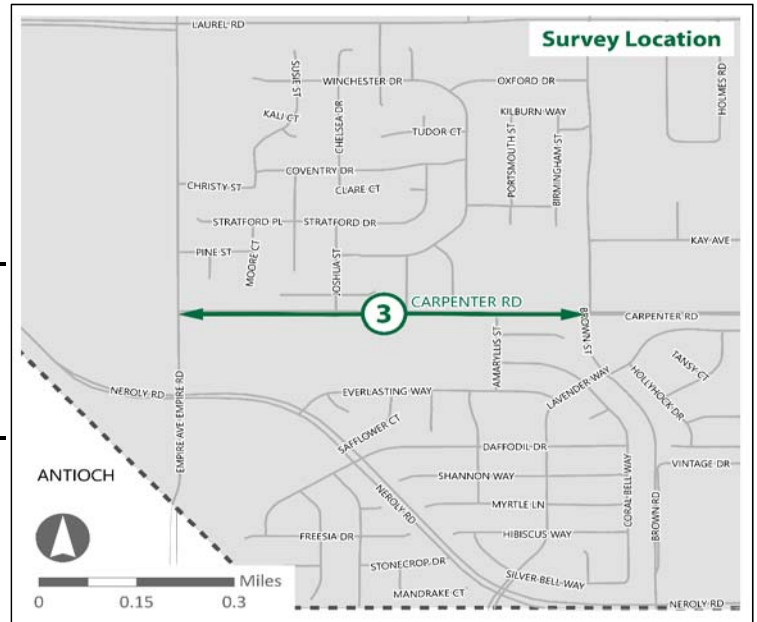
Date /Location of Survey	45041, Bet. Heathrow Dr. & Amaryllis St.
Posted Speed Limit (mph)	40
# Speed Data Collected	110
85th Percentile (mph)	46
10 mph Pace	37-46
Percent in Pace	78%

B. Traffic Factors

Average Daily Traffic (ADT)	4,790
Length of Segment (mi.)	0.49
Street Classification	Collector

C. Collision History

Date Range Covered	Jan 1, 2018 - Dec 31, 2022
Total Accidents	8
Accident Rate (Acc/MVM)	1.85
Statewide Average Accident Rate	1.08



D. Roadway Conditions

Adjacent Land Use	Mostly single family homes on both sides, accessed via side streets, and Almond Grove Elementary School
Roadway Geometrics	Two lane undivided collector through a residential area, mostly straight, with continuous sidewalks on the north side and bike lanes on both sides along the eastern portion of the segment.
Comments	Results of attached engineering & traffic survey information support maintaining the existing posted speed limit.

Speed Limit Change?

No

Existing Speed Limit: 40

Recommended Speed Limit: 40

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of Oakley:

Chris D. Kinzel



Signed:

Signed: Chris D. Kinzel, PE

Title:

Title: Vice President, TJKM Transportation Consultants

Street: Carpenter Road
Limits: Brown Road to O'Hara Avenue
Direction: EB/WB



Factors

A. Prevailing Speed Data

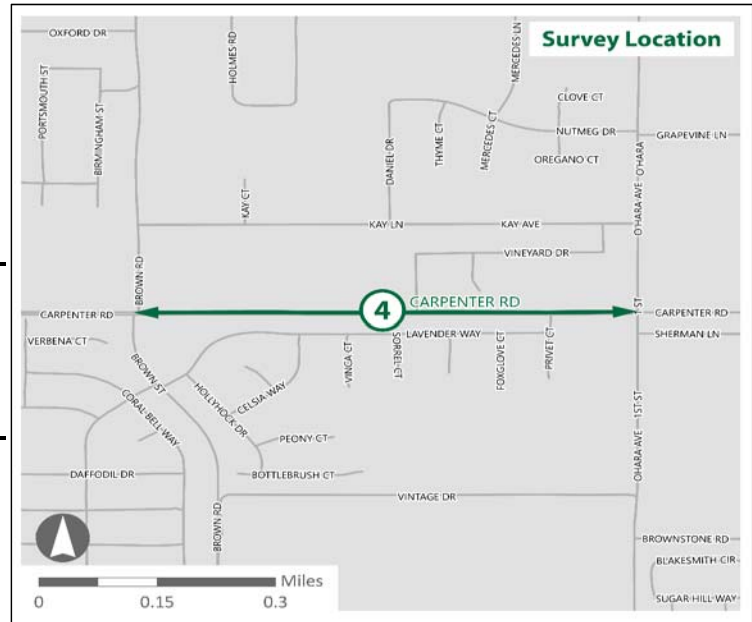
Date /Location of Survey	45041, Bet. Brown Rd. & Vineyard Dr.
Posted Speed Limit (mph)	40
# Speed Data Collected	114
85th Percentile (mph)	46
10 mph Pace	37-46
Percent in Pace	87%

B. Traffic Factors

Average Daily Traffic (ADT)	4,935
Length of Segment (mi.)	0.50
Street Classification	Collector

C. Collision History

Date Range Covered	Jan 1, 2018 - Dec 31, 2022
Total Accidents	3
Accident Rate (Acc/MVM)	0.67
Statewide Average Accident Rate	1.08



D. Roadway Conditions

Adjacent Land Use	Single family homes on both sides, mostly accessed via side streets
Roadway Geometrics	Two lane undivided collector, mostly straight, with continuous sidewalks on the north side and bike lanes on both sides along the western portion of the segment.
Comments	Results of attached engineering & traffic survey information support maintaining the existing posted speed limit.

Speed Limit Change? **No**

Existing Speed Limit: 40

Recommended Speed Limit: 40

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of Oakley:

Chris D. Kinzel



Signed:

Signed: Chris D. Kinzel, PE

Title:

Title: Vice President, TJKM Transportation Consultants

Street: Carpenter Road
Limits: O'Hara Avenue to Rose Avenue
Direction: EB/WB



Factors

A. Prevailing Speed Data

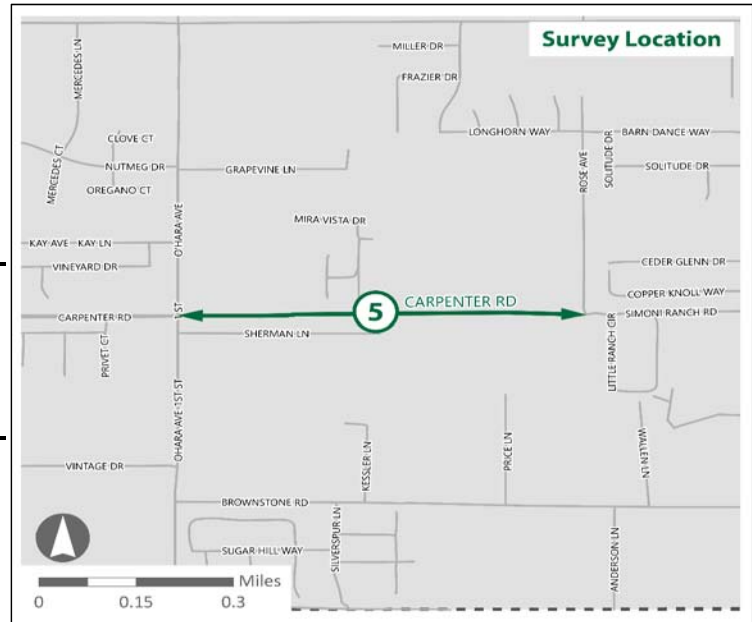
Date /Location of Survey	45041, Bet. Cinnamon Ridge Dr. & Rose Ave.
Posted Speed Limit (mph)	30
# Speed Data Collected	113
85th Percentile (mph)	35
10 mph Pace	28-37
Percent in Pace	96%

B. Traffic Factors

Average Daily Traffic (ADT)	3,428
Length of Segment (mi.)	0.49
Street Classification	Collector

C. Collision History

Date Range Covered	Jan 1, 2018 - Dec 31, 2022
Total Accidents	5
Accident Rate (Acc/MVM)	1.62
Statewide Average Accident Rate	1.08



D. Roadway Conditions

Adjacent Land Use	Single family homes and undeveloped land, with some agriculture
Roadway Geometrics	Two lane undivided collector, straight, with an isolated segment of sidewalk on the north side.
Comments	Results of attached engineering & traffic survey information support maintaining the existing posted speed limit.

Speed Limit Change? **No**

Existing Speed Limit: 30

Recommended Speed Limit: 30

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of Oakley:

Chris D. Kinzel



Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

Street: Main Street
Limits: SR-160 to Big Break Road
Direction: EB/WB



Factors

A. Prevailing Speed Data

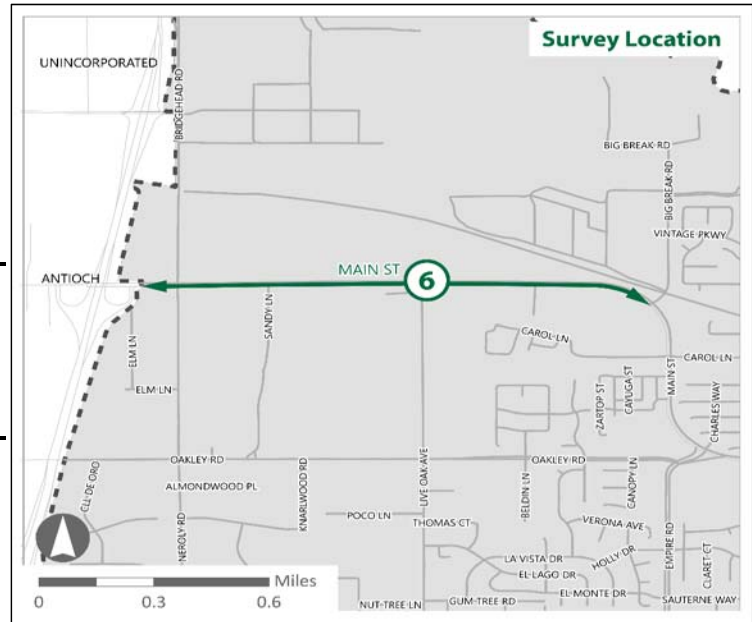
Date /Location of Survey 45042, W/O Live Oak Ave.
 Posted Speed Limit (mph) 45
 # Speed Data Collected 190
 85th Percentile (mph) 55
 10 mph Pace 46-55
 Percent in Pace 72%

B. Traffic Factors

Average Daily Traffic (ADT) 22,291
 Length of Segment (mi.) 1.13
 Street Classification Arterial

C. Collision History

Date Range Covered Jan 1, 2018 - Dec 31, 2022
 Total Accidents 68
 Accident Rate (Acc/MVM) 1.48
 Statewide Average Accident Rate 1.44



D. Roadway Conditions

Adjacent Land Use Mostly commercial and agricultural, with some single family homes accessed via side streets

Roadway Geometrics Four lane arterial with two-way left turn lane and raised median near SR-160. Isolated sections of sidewalk, class II and class III bike facilities near Big Break Rd.

Comments Results of attached engineering & traffic survey information support maintaining the existing posted speed limit.

Speed Limit Change? **Yes**

Existing Speed Limit: 45

Recommended Speed Limit: 50

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of Oakley:

Chris D. Kinzel



Signed:

Signed: Chris D. Kinzel, PE

Title:

Title: Vice President, TJKM Transportation Consultants

Street: Main Street
Limits: Big Break Road to Empire Avenue
Direction: NB/SB



Factors

A. Prevailing Speed Data

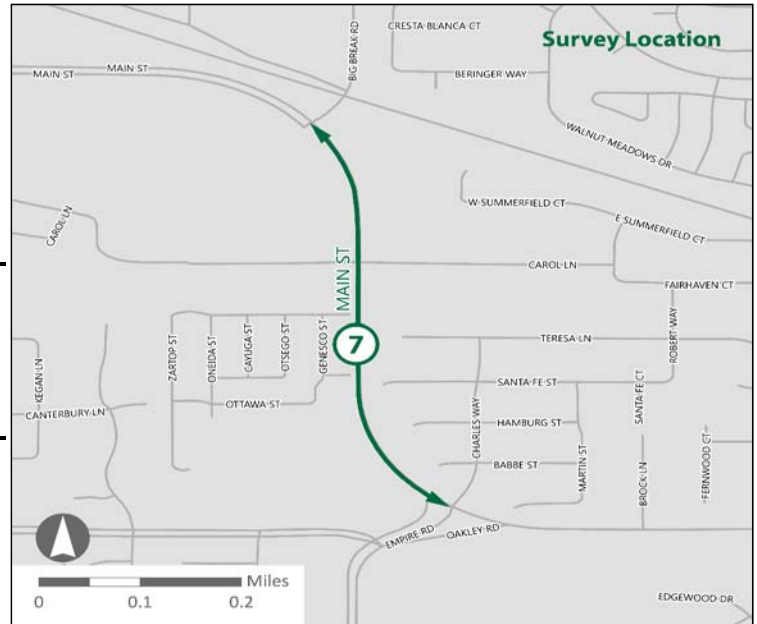
Date /Location of Survey 45042, S/O Carol Ln.
 Posted Speed Limit (mph) 40
 # Speed Data Collected 170
 85th Percentile (mph) 51
 10 mph Pace 39-48
 Percent in Pace 58%

B. Traffic Factors

Average Daily Traffic (ADT) 18,680
 Length of Segment (mi.) 0.45
 Street Classification Arterial

C. Collision History

Date Range Covered Jan 1, 2018 - Dec 31, 2022
 Total Accidents 28
 Accident Rate (Acc/MVM) 1.81
 Statewide Average Accident Rate 0.97



D. Roadway Conditions

Adjacent Land Use Commercial uses, with residential uses accessed via side streets

Roadway Geometrics Four lane arterial with raised medians and sidewalks on both sides.

Comments Results of attached engineering & traffic survey information support maintaining the existing posted speed limit.

Speed Limit Change? **Yes**

Existing Speed Limit: 40

Recommended Speed Limit: 45

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of Oakley:

Chris D. Kinzel



Signed:

Signed: Chris D. Kinzel, PE

Title:

Title: Vice President, TJKM Transportation Consultants

Street: Main Street
Limits: Rose Avenue to E. Cypress Road
Direction: EB/WB



Factors

A. Prevailing Speed Data

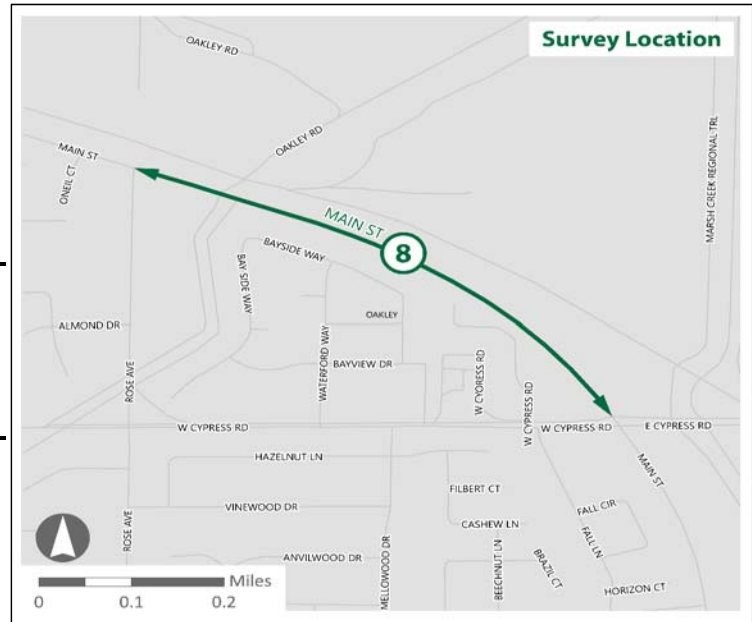
Date /Location of Survey 45041, E/O Rose Ave.
 Posted Speed Limit (mph) 45
 # Speed Data Collected 125
 85th Percentile (mph) 47
 10 mph Pace 39-48
 Percent in Pace 65%

B. Traffic Factors

Average Daily Traffic (ADT) 12,547
 Length of Segment (mi.) 0.53
 Street Classification Arterial

C. Collision History

Date Range Covered Jan 1, 2018 - Dec 31, 2023
 Total Accidents 13
 Accident Rate (Acc/MVM) 1.08
 Statewide Average Accident Rate 1.08



D. Roadway Conditions

Adjacent Land Use Single family homes, accessed via side streets, and undeveloped land

Roadway Geometrics Four lane arterial with raised medians near E. Cypress Rd. and sidewalks on the north side near E. Cypress Rd.

Comments Results of attached engineering & traffic survey information support maintaining the existing posted speed limit.

Speed Limit Change? **No**

Existing Speed Limit: 45

Recommended Speed Limit: 45

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of Oakley:

Chris D. Kinzel



Signed:

Signed: Chris D. Kinzel, PE

Title:

Title: Vice President, TJKM Transportation Consultants

Street: Main Street
Limits: E. Cypress Road to Bernard Road
Direction: NB/SB



Factors

A. Prevailing Speed Data

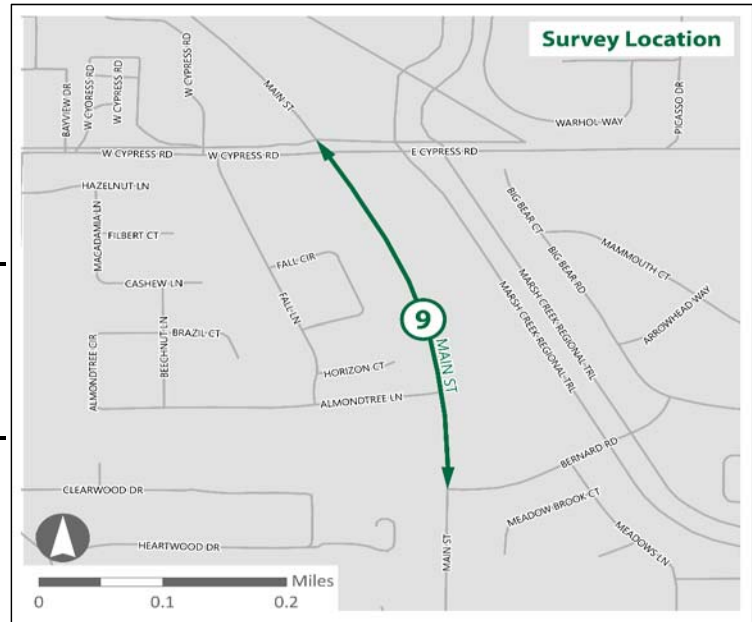
Date /Location of Survey	45041, Bet. E. Cypress Rd. & Bernard Rd.
Posted Speed Limit (mph)	45
# Speed Data Collected	166
85th Percentile (mph)	51
10 mph Pace	41-50
Percent in Pace	69%

B. Traffic Factors

Average Daily Traffic (ADT)	18,676
Length of Segment (mi.)	0.32
Street Classification	Arterial

C. Collision History

Date Range Covered	Jan 1, 2018 - Dec 31, 2024
Total Accidents	24
Accident Rate (Acc/MVM)	2.22
Statewide Average Accident Rate	1.08



D. Roadway Conditions

Adjacent Land Use	Mostly commercial uses and undeveloped land, with residential uses accessed via side streets
Roadway Geometrics	Two- to four-lane undivided arterial with raised median and partial sidewalks on the east side near E. Cypress Rd.
Comments	Results of attached engineering & traffic survey information support maintaining the existing posted speed limit.

Speed Limit Change? **No**

Existing Speed Limit: 45

Recommended Speed Limit: 45

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of Oakley:

Chris D. Kinzel



Signed:

Signed: Chris D. Kinzel, PE

Title:

Title: Vice President, TJKM Transportation Consultants

Street: Main Street
Limits: Bernard Road to Delta Road
Direction: NB/SB



Factors

A. Prevailing Speed Data

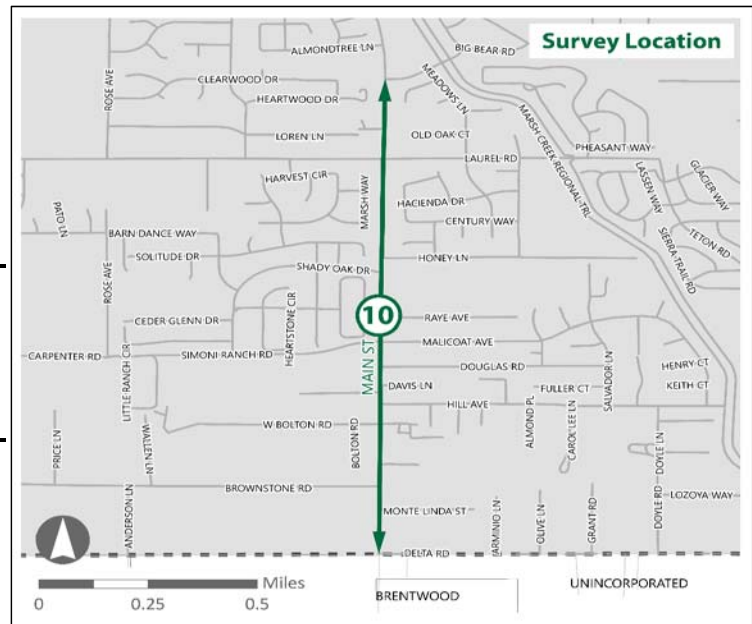
Date /Location of Survey 45041, N/O Shady Oak Dr.
 Posted Speed Limit (mph) 40
 # Speed Data Collected 146
 85th Percentile (mph) 48
 10 mph Pace 39-48
 Percent in Pace 83%

B. Traffic Factors

Average Daily Traffic (ADT) 14,159
 Length of Segment (mi.) 1.20
 Street Classification Arterial

C. Collision History

Date Range Covered Jan 1, 2018 - Dec 31, 2025
 Total Accidents 63
 Accident Rate (Acc/MVM) 2.03
 Statewide Average Accident Rate 1.08



D. Roadway Conditions

Adjacent Land Use Mostly single family homes on both sides, accessed via side streets, with some undeveloped land

Roadway Geometrics Two- to four-lane undivided arterial, mostly straight, with intermittent sidewalks.

Comments Results of attached engineering & traffic survey information support maintaining the existing posted speed limit.

Speed Limit Change? **No**

Existing Speed Limit: 40

Recommended Speed Limit: 40

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of Oakley:

Chris D. Kinzel



Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

Street: Neroly Road
Limits: Empire Avenue to Brown Road
Direction: EB/WB



Factors

A. Prevailing Speed Data

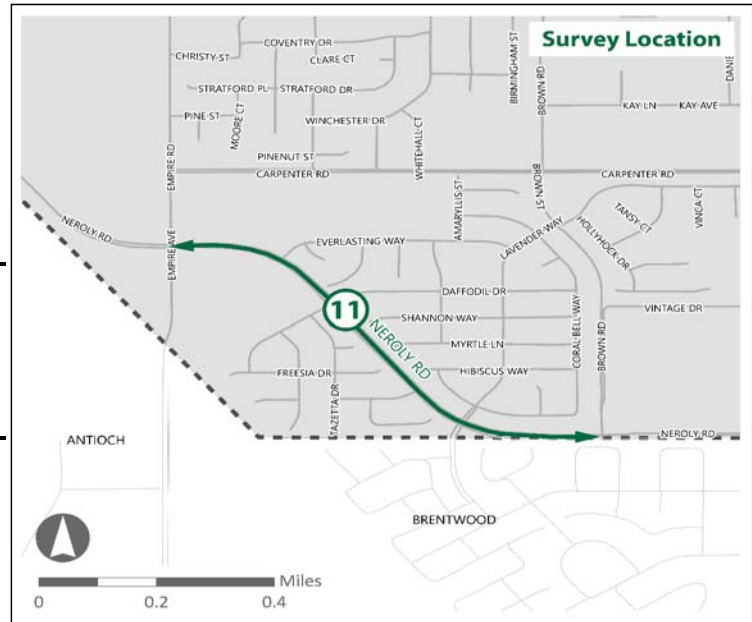
Date /Location of Survey	45041, Bet. Daffodil Dr. & Lavender Way
Posted Speed Limit (mph)	35
# Speed Data Collected	104
85th Percentile (mph)	43
10 mph Pace	34-43
Percent in Pace	72%

B. Traffic Factors

Average Daily Traffic (ADT)	8,194
Length of Segment (mi.)	0.73
Street Classification	Arterial

C. Collision History

Date Range Covered	Jan 1, 2018 - Dec 31, 2026
Total Accidents	18
Accident Rate (Acc/MVM)	1.64
Statewide Average Accident Rate	0.97



D. Roadway Conditions

Adjacent Land Use Single family homes on both sides, accessed via side streets

Roadway Geometrics Four lane divided arterial with alternating horizontal curves, bike lanes, and sidewalks on both sides.

Comments Results of attached engineering & traffic survey information support maintaining the existing posted speed limit.

Speed Limit Change? No

Existing Speed Limit: 35

Recommended Speed Limit: 35

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of Oakley:

Chris D. Kinzel



Signed:

Signed: Chris D. Kinzel, PE

Title:

Title: Vice President, TJKM Transportation Consultants

Street: Neroly Road
Limits: Brown Road to O'Hara Avenue
Direction: EB/WB



Factors

A. Prevailing Speed Data

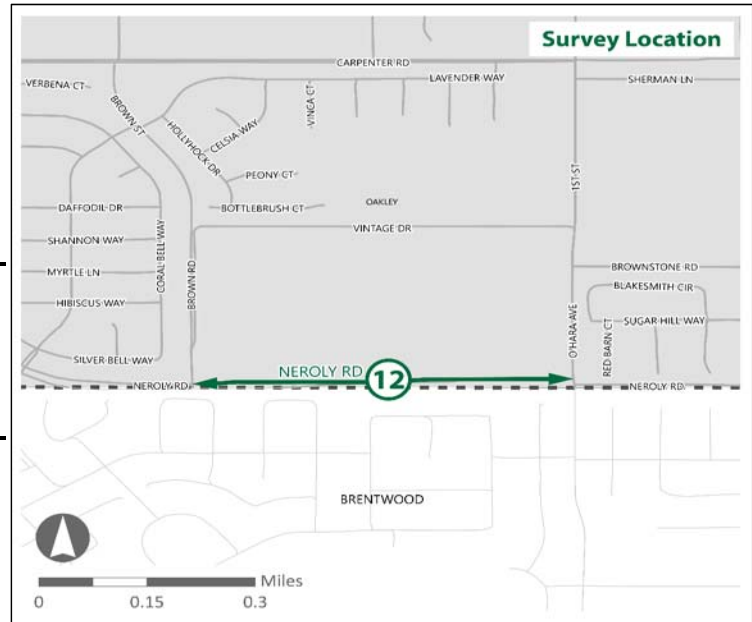
Date /Location of Survey 45041, W/O O'Hara Ave.
 Posted Speed Limit (mph) 30
 # Speed Data Collected 139
 85th Percentile (mph) 45
 10 mph Pace 34-43
 Percent in Pace 70%

B. Traffic Factors

Average Daily Traffic (ADT) 6,634
 Length of Segment (mi.) 0.42
 Street Classification Arterial

C. Collision History

Date Range Covered Jan 1, 2018 - Dec 31, 2027
 Total Accidents 11
 Accident Rate (Acc/MVM) 2.18
 Statewide Average Accident Rate 0.97



D. Roadway Conditions

Adjacent Land Use Single family homes on both sides, accessed via side streets, and Fremont High School.

Roadway Geometrics Four lane divided arterial with alternating horizontal curves, bike lanes, and sidewalks on both sides.

Comments Results of attached engineering & traffic survey information support maintaining the existing posted speed limit.

CVC section 22358.8 allows a local authority to retain the current speed limit if established with a previous E&TS and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the E&TS that established the prior speed limit. The results of the previous E&TS from 2016 is included in Appendix D of the attached E&TS and establishes a speed limit of 30 mph for the subject survey segment. Additionally, no general purpose lanes have been added to the roadway since. As such, maintaining the existing posted speed limit of 30 mph is recommended in accordance with CVC section 22358.8.

Speed Limit Change? **No**

Existing Speed Limit: 30

Recommended Speed Limit: 30

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of Oakley:

Chris D. Kinzel



Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

Street: Rose Avenue
Limits: Main Street to W. Cypress Road
Direction: NB/SB



Factors

A. Prevailing Speed Data

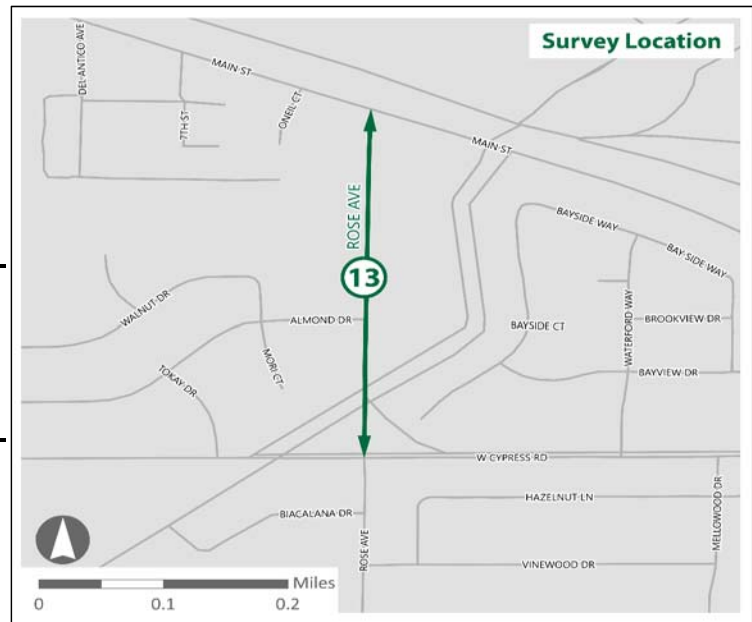
Date /Location of Survey 45077, S/O Main St.
 Posted Speed Limit (mph) 35
 # Speed Data Collected 114
 85th Percentile (mph) 39
 10 mph Pace 27-36
 Percent in Pace 62%

B. Traffic Factors

Average Daily Traffic (ADT) 1,382
 Length of Segment (mi.) 0.31
 Street Classification Collector

C. Collision History

Date Range Covered Jan 1, 2018 - Dec 31, 2028
 Total Accidents 5
 Accident Rate (Acc/MVM) 6.36
 Statewide Average Accident Rate 1.08



D. Roadway Conditions

Adjacent Land Use Residential and agricultural
 Roadway Geometrics Two-lane undivided collector, straight.

Comments Results of attached engineering & traffic survey information support maintaining the existing posted speed limit.

Speed Limit Change? **No**

Existing Speed Limit: 35

Recommended Speed Limit: 35

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of Oakley:

Chris D. Kinzel



Signed:
Title:

Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

Street: Rose Avenue
Limits: W. Cypress Road to Laurel Road
Direction: NB/SB



Factors

A. Prevailing Speed Data

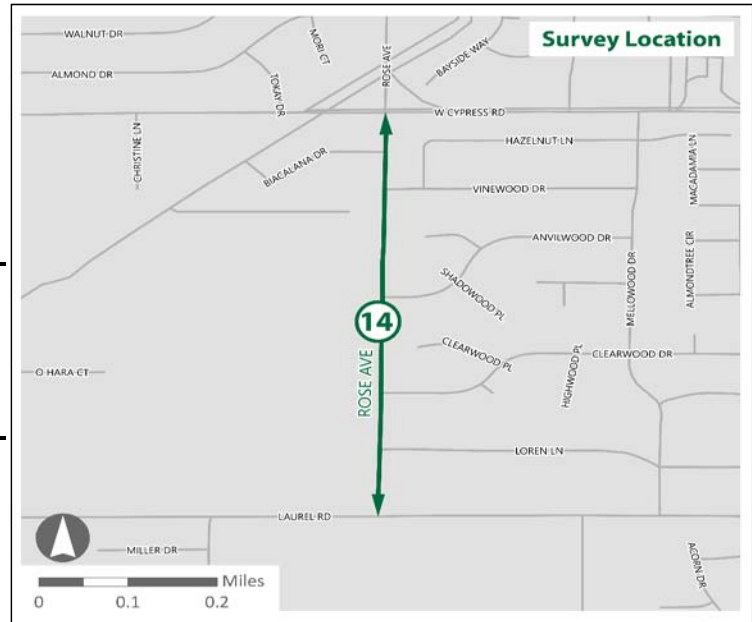
Date /Location of Survey	45042, Bet. Vinewood Dr. & Anvilwood Dr.
Posted Speed Limit (mph)	40
# Speed Data Collected	118
85th Percentile (mph)	47
10 mph Pace	33-42
Percent in Pace	58%

B. Traffic Factors

Average Daily Traffic (ADT)	2,779
Length of Segment (mi.)	0.50
Street Classification	Collector

C. Collision History

Date Range Covered	Jan 1, 2018 - Dec 31, 2029
Total Accidents	9
Accident Rate (Acc/MVM)	3.53
Statewide Average Accident Rate	1.08



D. Roadway Conditions

Adjacent Land Use	Residential and agricultural
Roadway Geometrics	Two-lane undivided collector, straight.

Comments Results of attached engineering & traffic survey information support maintaining the existing posted speed limit.

Speed Limit Change? No

Existing Speed Limit: 40

Recommended Speed Limit: 40

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of Oakley:

Chris D. Kinzel



Signed:

Signed: Chris D. Kinzel, PE

Title:

Title: Vice President, TJKM Transportation Consultants

Street: Vintage Parkway
Limits: Walnut Meadows to Main Street
Direction: NB/SB



Factors

A. Prevailing Speed Data

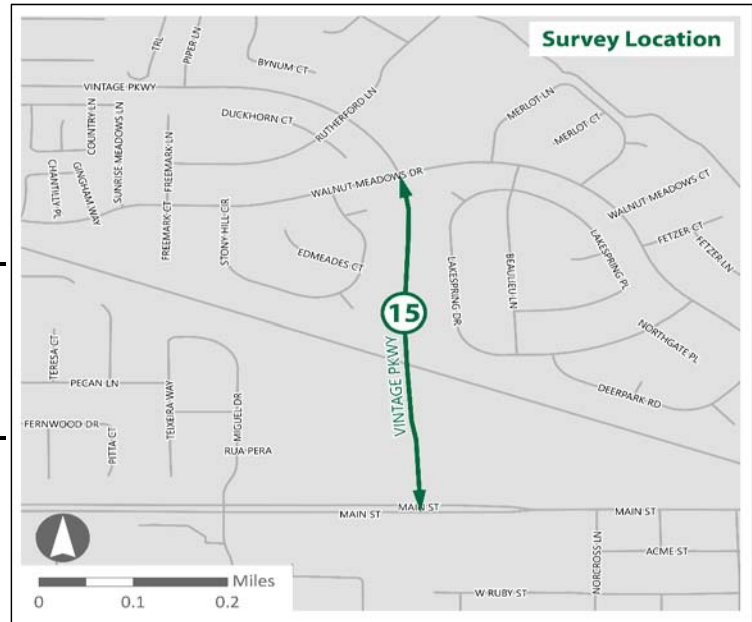
Date /Location of Survey 45077, S/O Walnut Meadows Dr.
 Posted Speed Limit (mph) 30
 # Speed Data Collected 143
 85th Percentile (mph) 42
 10 mph Pace 33-42
 Percent in Pace 77%

B. Traffic Factors

Average Daily Traffic (ADT) 4,889
 Length of Segment (mi.) 0.39
 Street Classification Collector

C. Collision History

Date Range Covered Jan 1, 2018 - Dec 31, 2030
 Total Accidents 8
 Accident Rate (Acc/MVM) 2.28
 Statewide Average Accident Rate 1.08



D. Roadway Conditions

Adjacent Land Use Single family homes accessed via side streets, Vintage Parkway Elementary School, and some commercial and undeveloped land

Roadway Geometrics Two lane undivided collector, with gentle horizontal curves at either end of segment, and some sidewalks at northern end of segment.

Comments Results of attached engineering & traffic survey information support maintaining the existing posted speed limit.

Speed Limit Change? **Yes**

Existing Speed Limit: 30

Recommended Speed Limit: 35

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of Oakley:

Chris D. Kinzel



Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

Street: Main Street
Limits: Empire Avenue to Teakwood Drive
Direction: EB/WB



Factors

A. Prevailing Speed Data

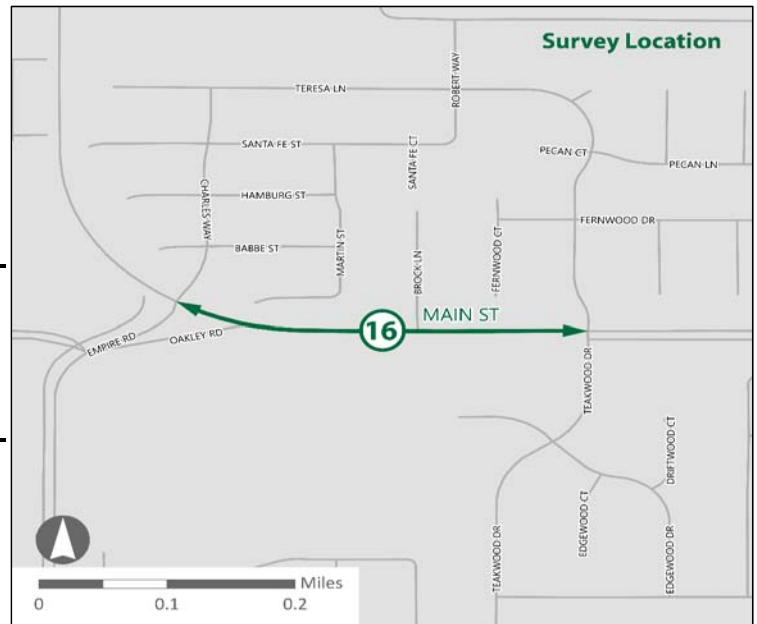
Date /Location of Survey 45077, Bet. Empire Ave. & Brock Ln.
 Posted Speed Limit (mph) 40
 # Speed Data Collected 200
 85th Percentile (mph) 46
 10 mph Pace 38-47
 Percent in Pace 76%

B. Traffic Factors

Average Daily Traffic (ADT) 19,138
 Length of Segment (mi.) 0.26
 Street Classification Arterial

C. Collision History

Date Range Covered Jan 1, 2018 - Dec 31, 2031
 Total Accidents 18
 Accident Rate (Acc/MVM) 1.96
 Statewide Average Accident Rate 0.97



D. Roadway Conditions

Adjacent Land Use Commercial and residential uses, senior apartments near Empire Ave.

Roadway Geometrics Four lane arterial with raised medians and sidewalks on both sides.

Comments Results of attached engineering & traffic survey information support maintaining the existing posted speed limit.

Speed Limit Change? **No**

Existing Speed Limit: 40

Recommended Speed Limit: 40

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of Oakley:

Chris D. Kinzel



Signed:

Signed: Chris D. Kinzel, PE

Title:

Title: Vice President, TJKM Transportation Consultants

APPENDIX B

SPEED SURVEY DATA COLLECTION FORMS



Spot Speed Study

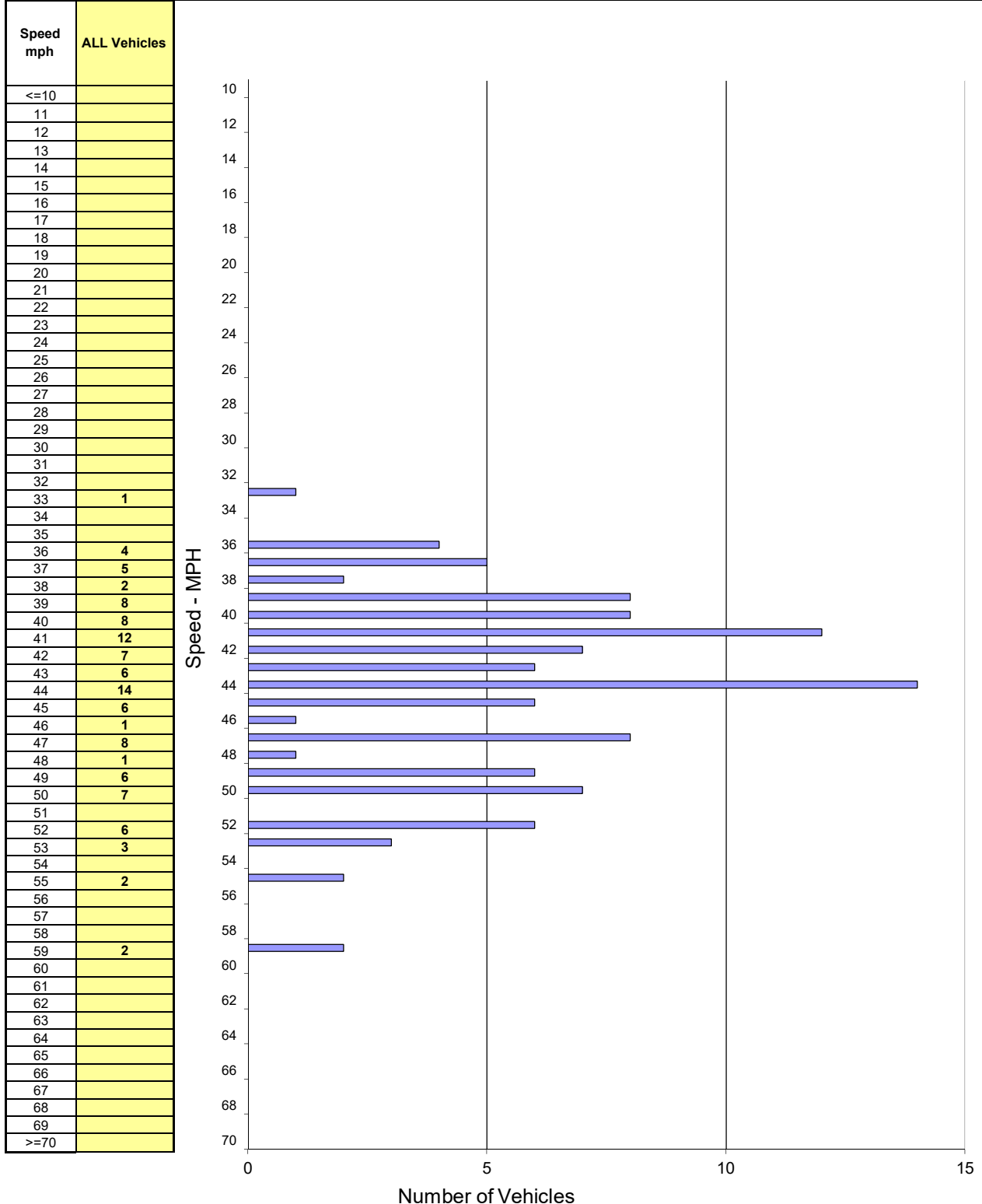
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/26/2023
TIME: 12:45-14:15

Location: Bethel Island Rd Bet. E Cypress Rd & Sandmound Blvd
Posted Speed: 50 MPH Clear/Dry Project #: 23-080101-001

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	109	33 - 59	44 mph	50 mph	36 - 45	72	66%	0% / 1	34% / 36

Spot Speed Study

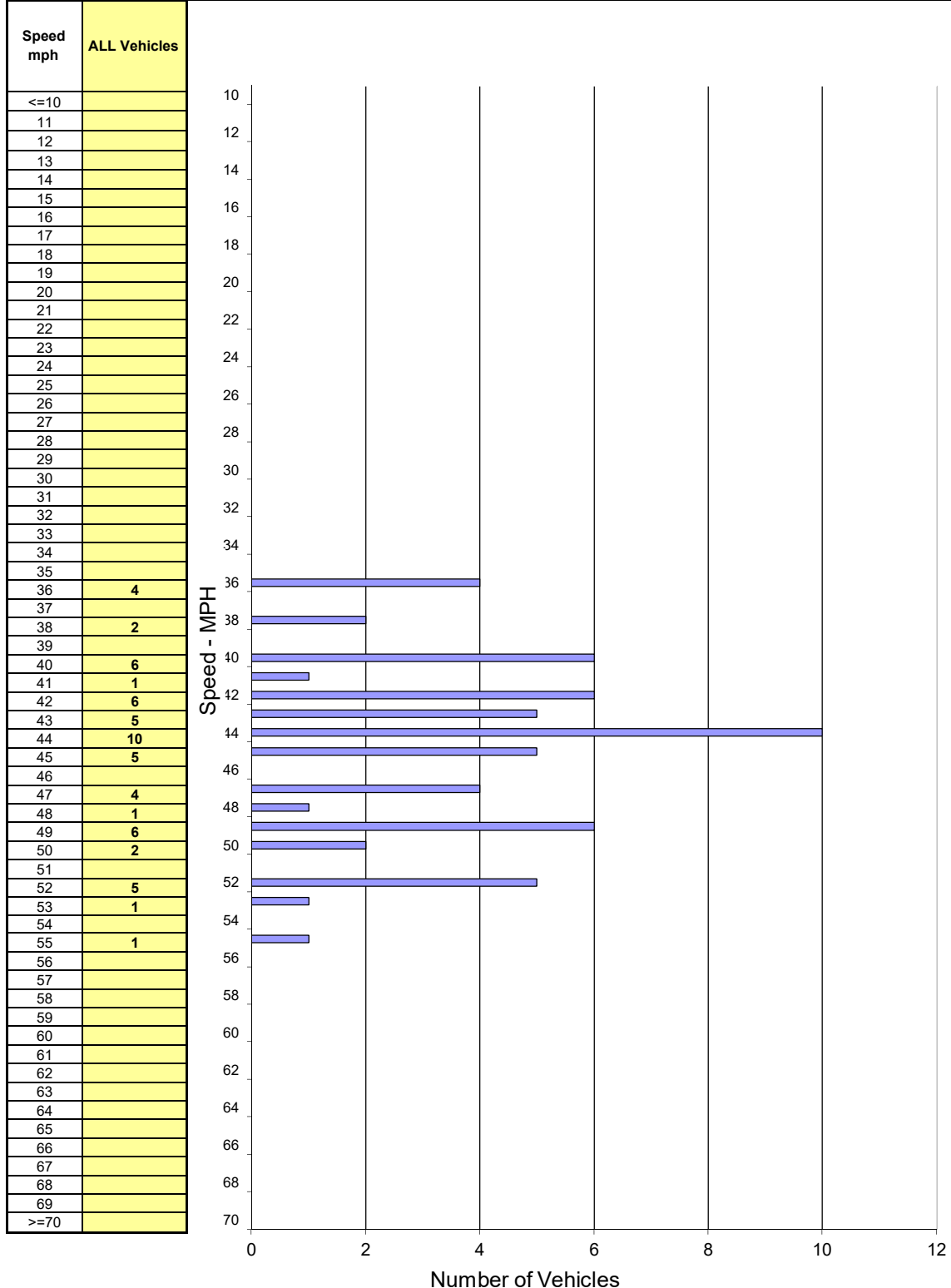
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/26/2023
TIME: 12:45-14:15

Location: Bethel Island Rd Bet. E Cypress Rd & Sandmound Blvd
Posted Speed: 50 MPH Clear/Dry Project #: 23-080101-001

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	59	36 - 55	44 mph	50 mph	40 - 49	44	75%	10% / 6	16% / 9

Spot Speed Study

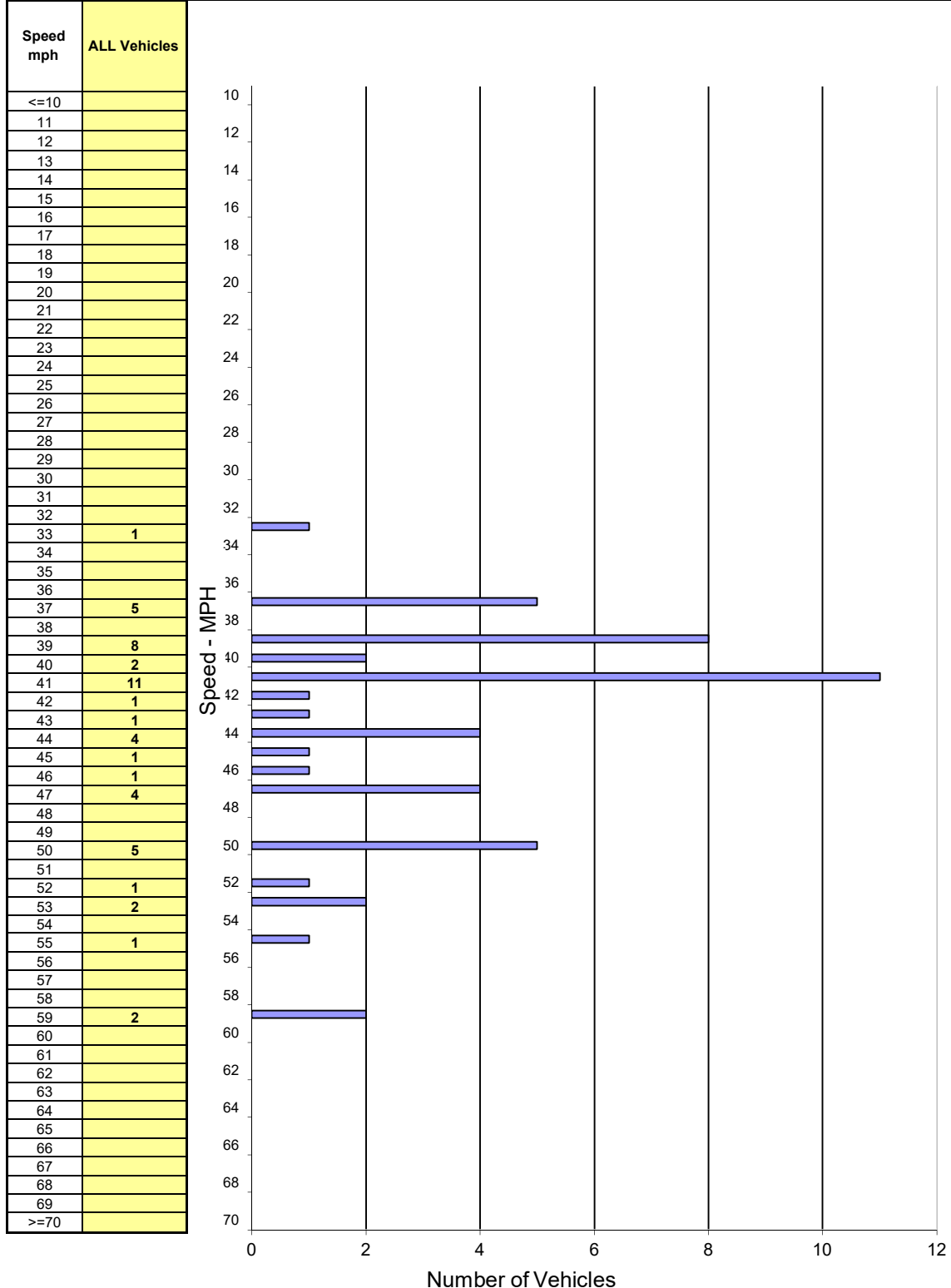
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/26/2023
TIME: 12:45-14:15

Location: Bethel Island Rd Bet. E Cypress Rd & Sandmound Blvd
Posted Speed: 50 MPH Clear/Dry Project #: 23-080101-001

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	50	33 - 59	41 mph	50 mph	37 - 46	34	68%	2% / 1	30% / 15

Spot Speed Study

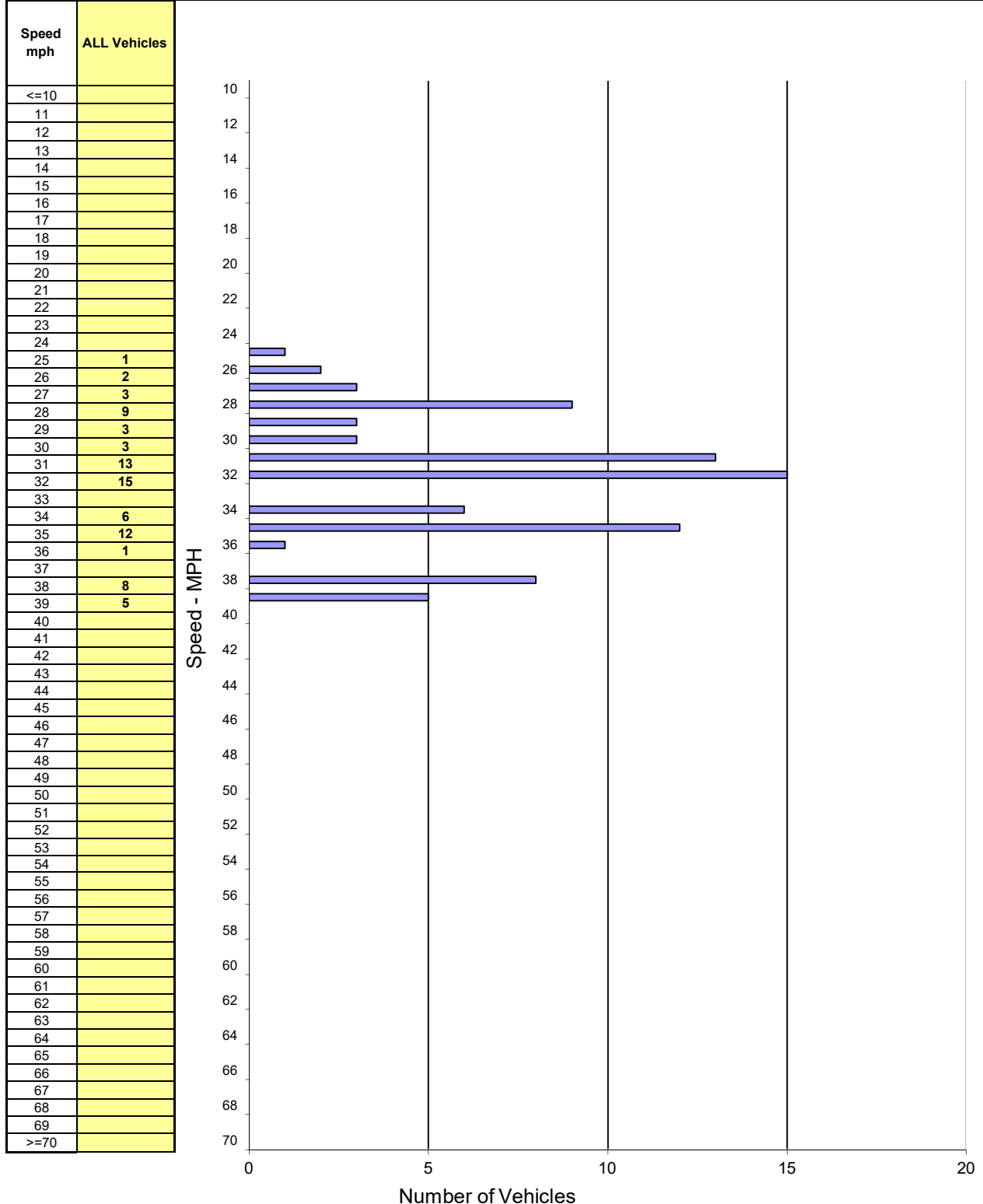
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023
TIME: 11:15-13:15

Location: Brown Rd Bet. Lavender Way & Neroly Rd
Posted Speed: 25 MPH Clear/Dry Project #: 23-080101-002

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	81	25 - 39	32 mph	38 mph	26 - 35	66	81%	1% / 1	18% / 14

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023

Location: Brown Rd Bet. Lavender Way & Neroly Rd

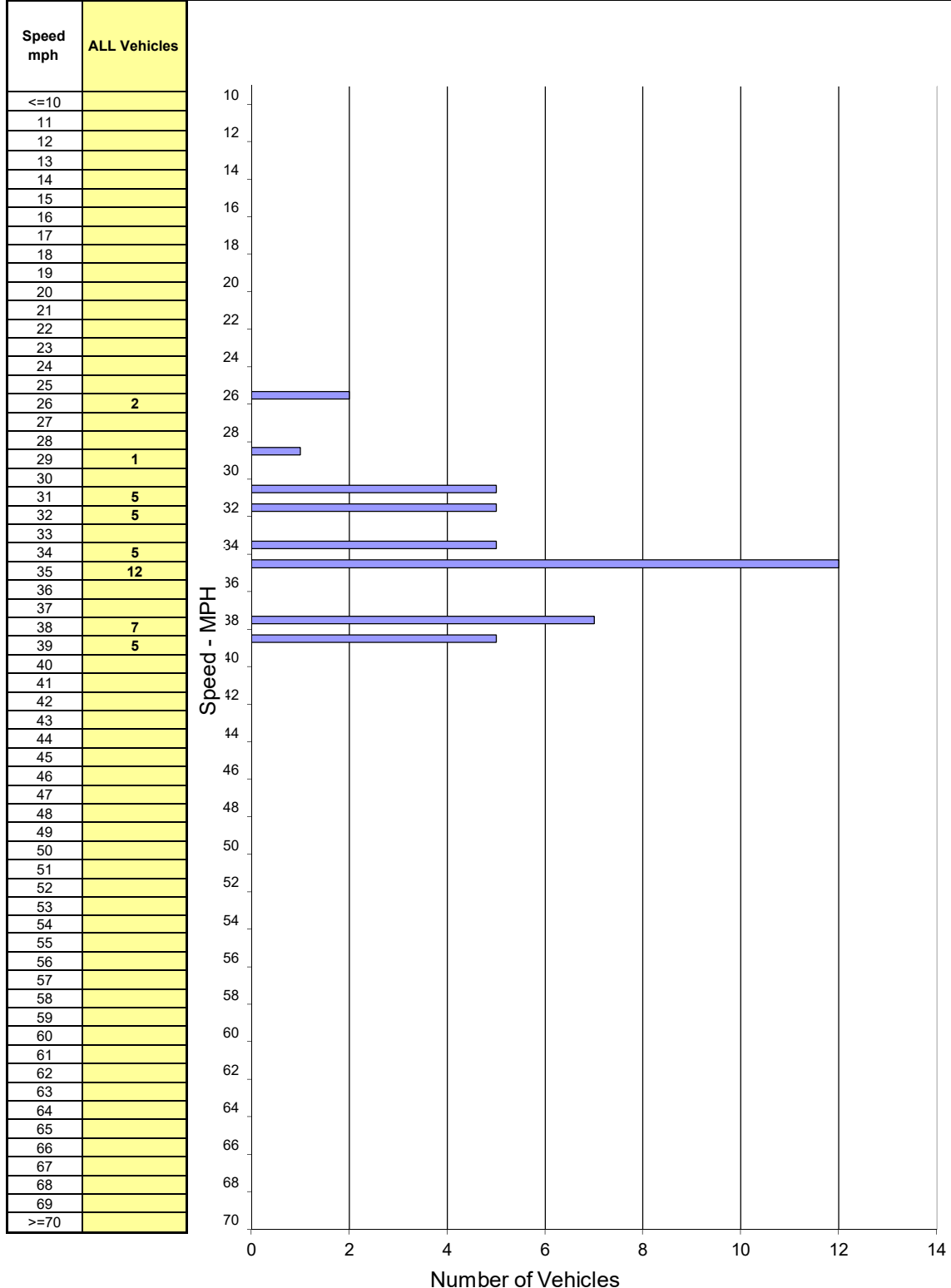
TIME: 11:15-13:15

Posted Speed: 25 MPH

Clear/Dry

Project #: 23-080101-002

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	42	26 - 39	35 mph	38 mph	30 - 39	39	93%	7% / 3	0% / 0

Spot Speed Study

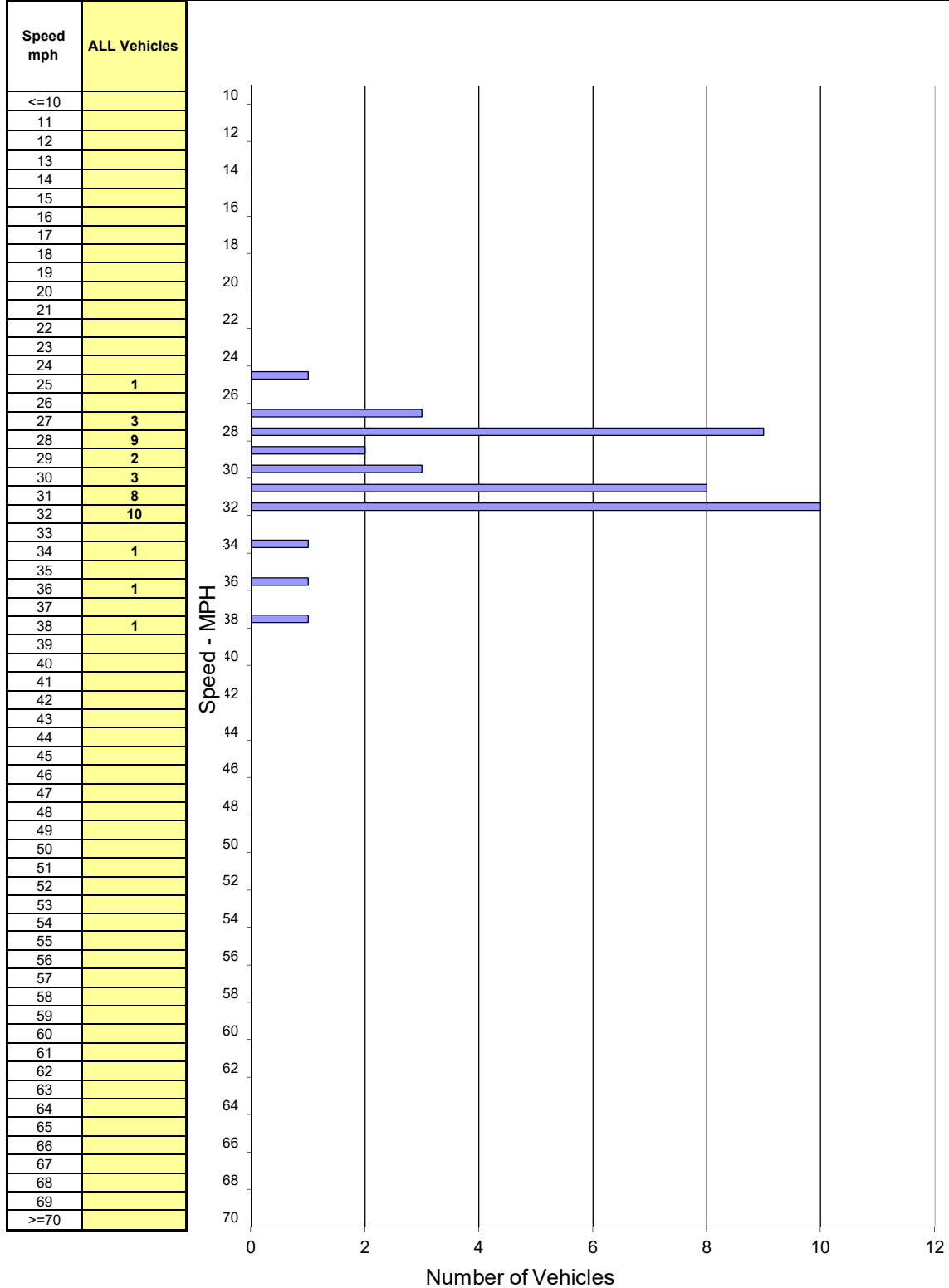
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023
TIME: 11:15-13:15

Location: Brown Rd Bet. Lavender Way & Neroly Rd
Posted Speed: 25 MPH Clear/Dry Project #: 23-080101-002

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	39	25 - 38	31 mph	32 mph	25 - 34	37	95%	0% / 0	6% / 2

Spot Speed Study

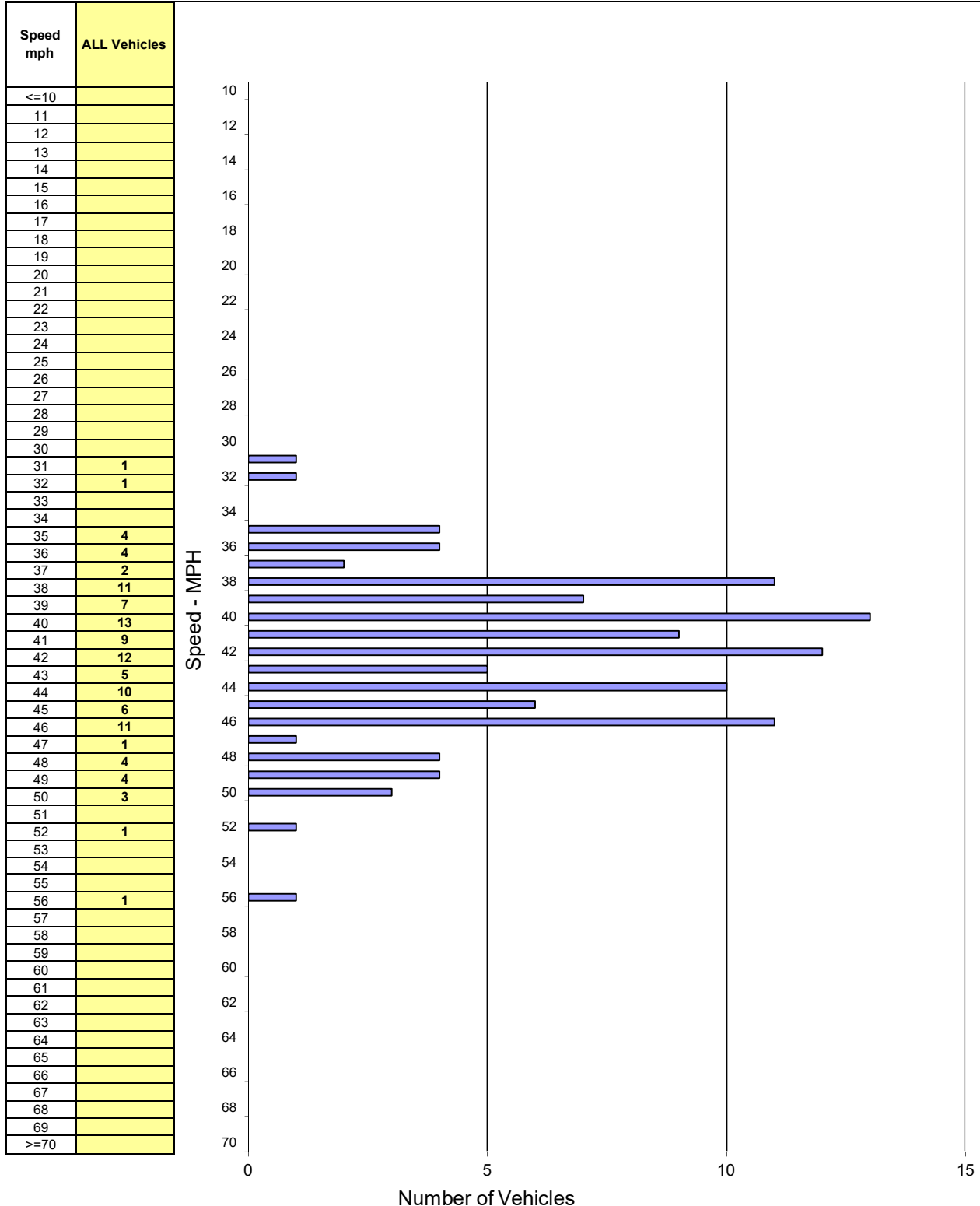
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023
TIME: 10:00-11:10

Location: Carpenter Rd Bet. Heathrow Dr & Amaryllis St
Posted Speed: 40 MPH Clear/Dry Project #: 23-080101-003

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	110	31 - 56	42 mph	46 mph	37 - 46	86	78%	9% / 10	13% / 14

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023

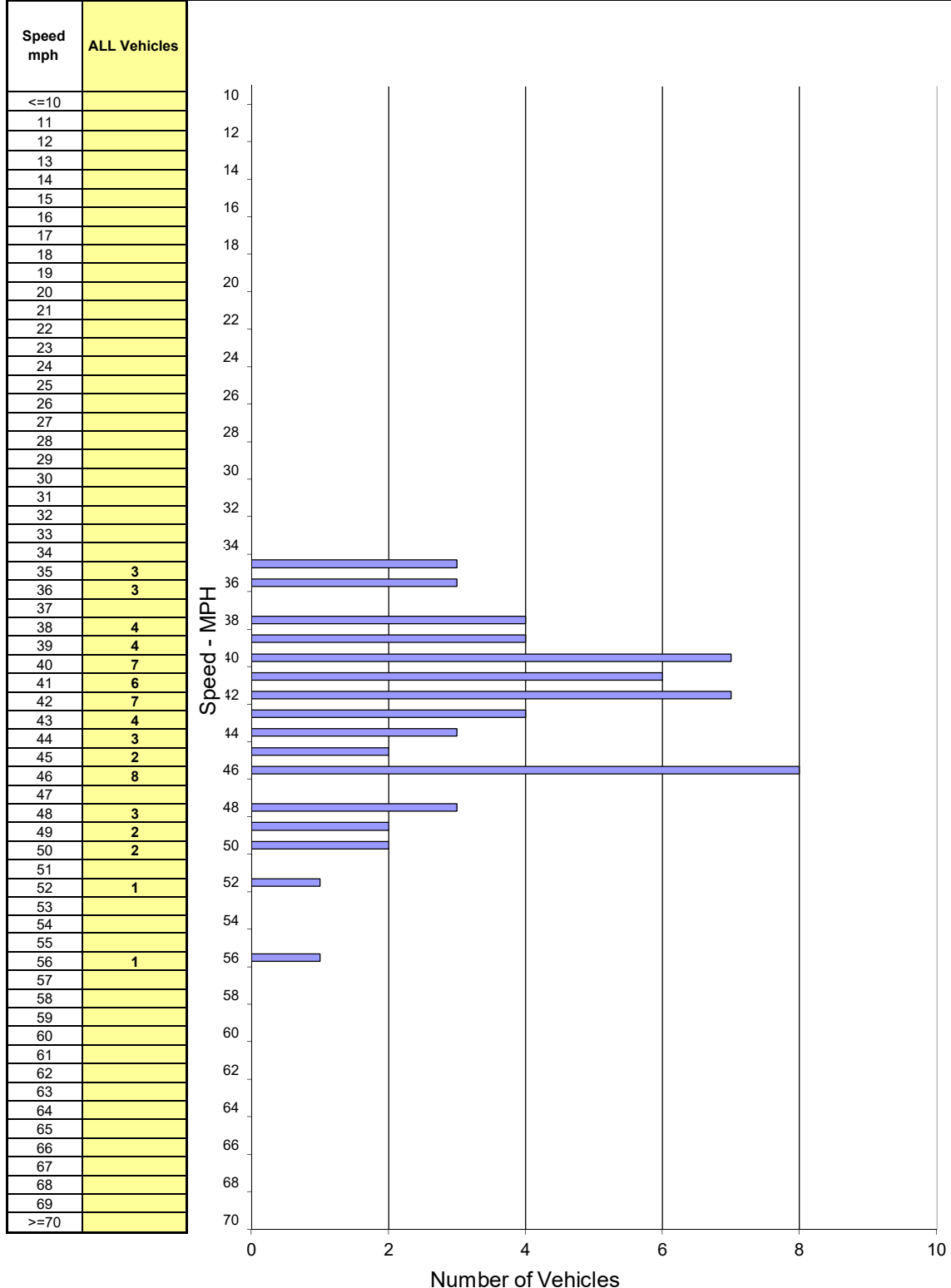
TIME: 10:00-11:10

Location: Carpenter Rd Bet. Heathrow Dr & Amaryllis St

Posted Speed: 40 MPH Clear/Dry

Project #: 23-080101-003

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	60	35 - 56	42 mph	46 mph	37 - 46	45	75%	10% / 6	15% / 9

Spot Speed Study

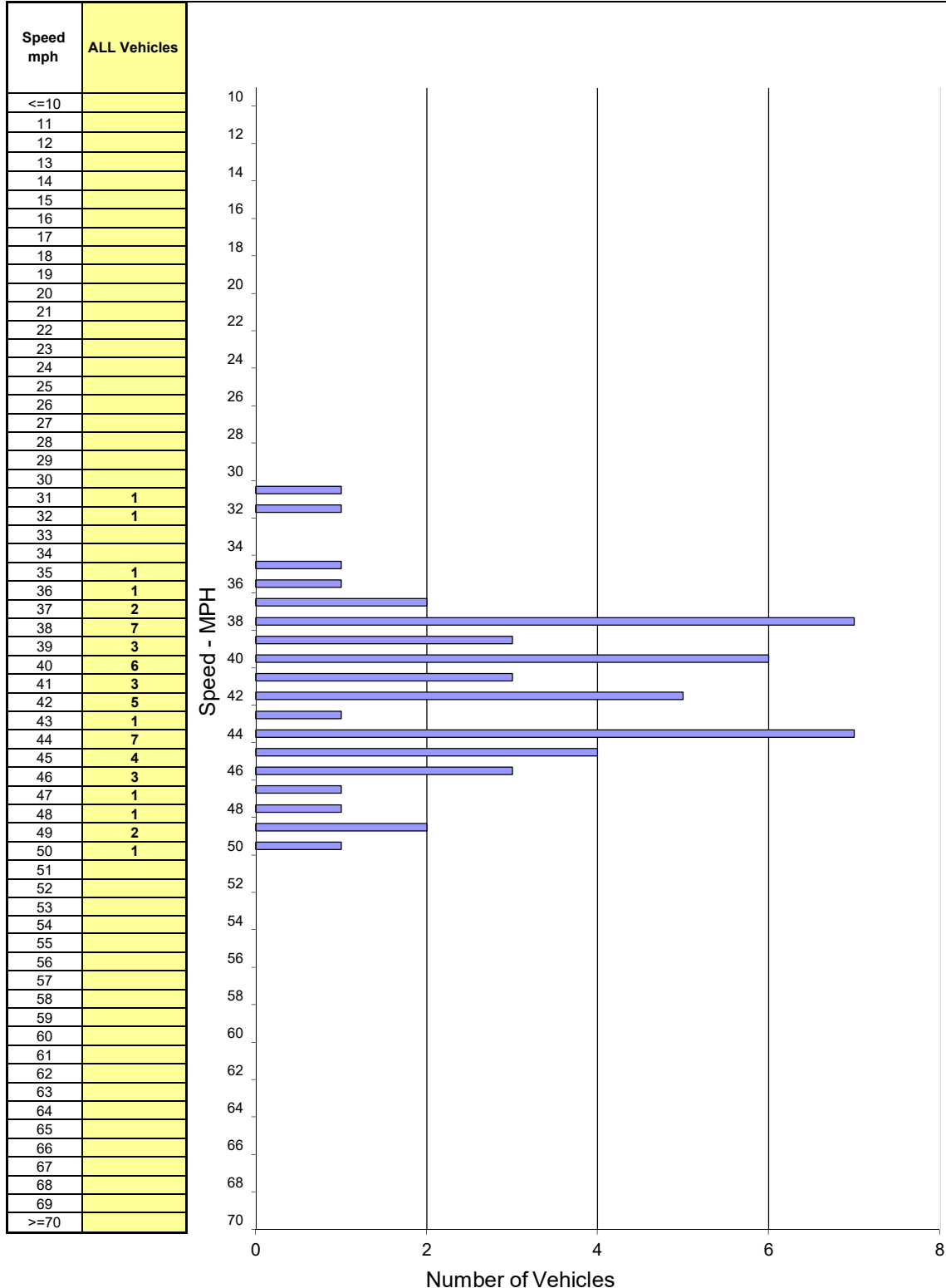
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023
TIME: 10:00-11:10

Location: Carpenter Rd Bet. Heathrow Dr & Amaryllis St
Posted Speed: 40 MPH Clear/Dry Project #: 23-080101-003

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	50	31 - 50	41 mph	46 mph	37 - 46	41	82%	8% / 4	10% / 5

Spot Speed Study

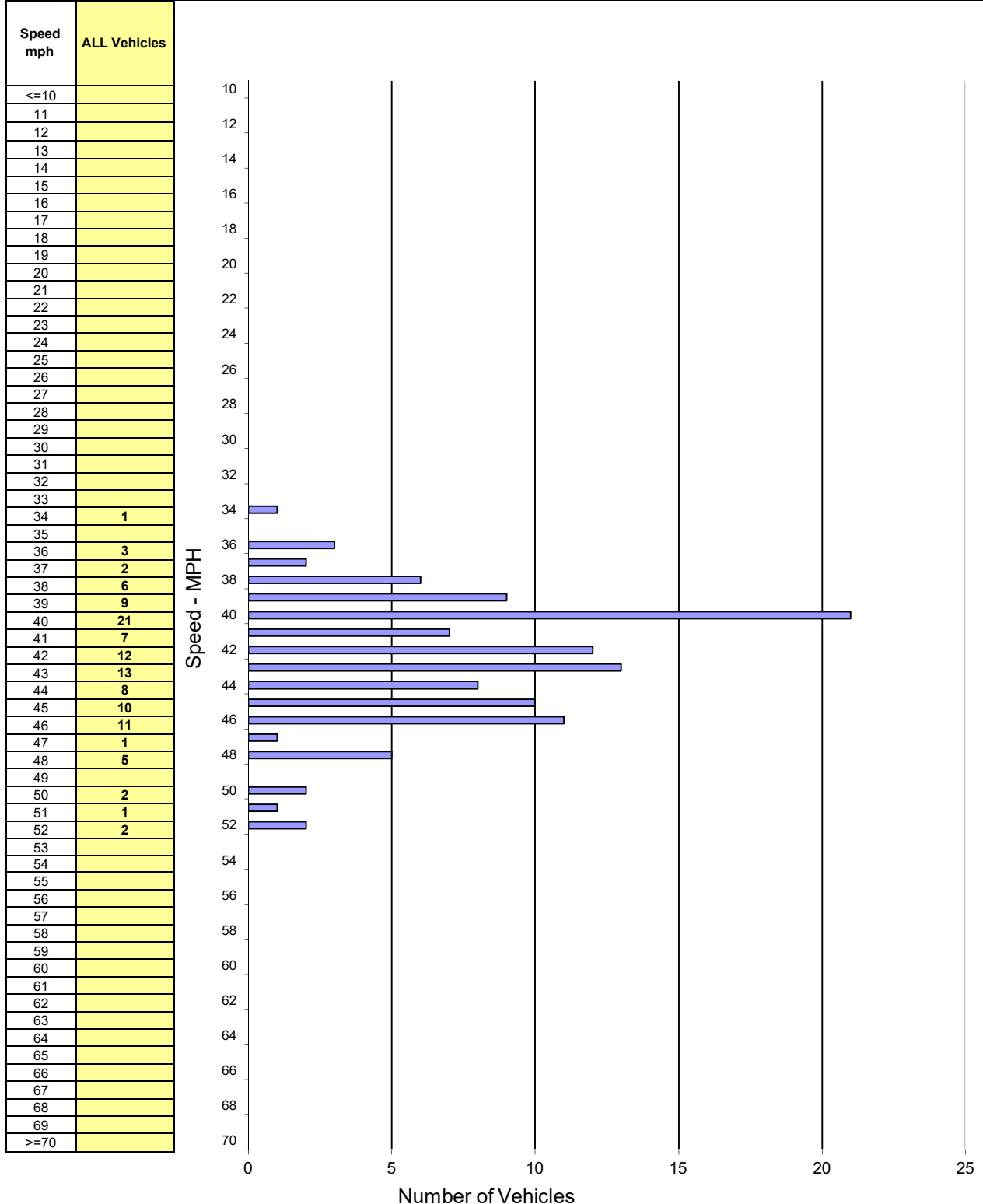
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023
TIME: 11:20-12:20

Location: Carpenter Rd Bet. Brown Rd & Vineyard Dr
Posted Speed: 40 MPH Clear/Dry Project #: 23-080101-004

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	114	34 - 52	42 mph	46 mph	37 - 46	99	87%	3% / 4	10% / 11

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023

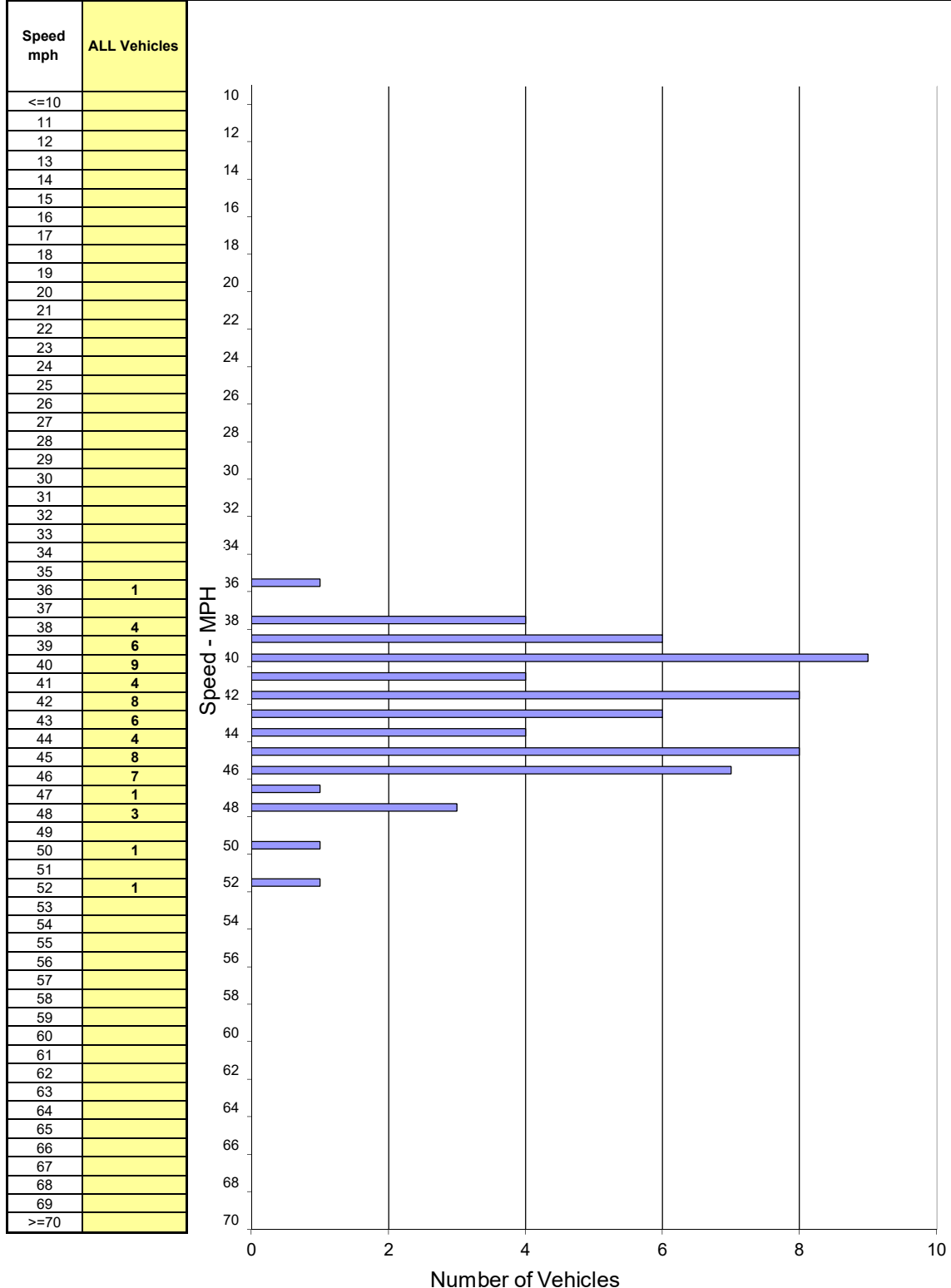
TIME: 11:20-12:20

Location: Carpenter Rd Bet. Brown Rd & Vineyard Dr

Posted Speed: 40 MPH Clear/Dry

Project #: 23-080101-004

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	63	36 - 52	42 mph	46 mph	38 - 47	57	90%	1% / 1	8% / 5

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023

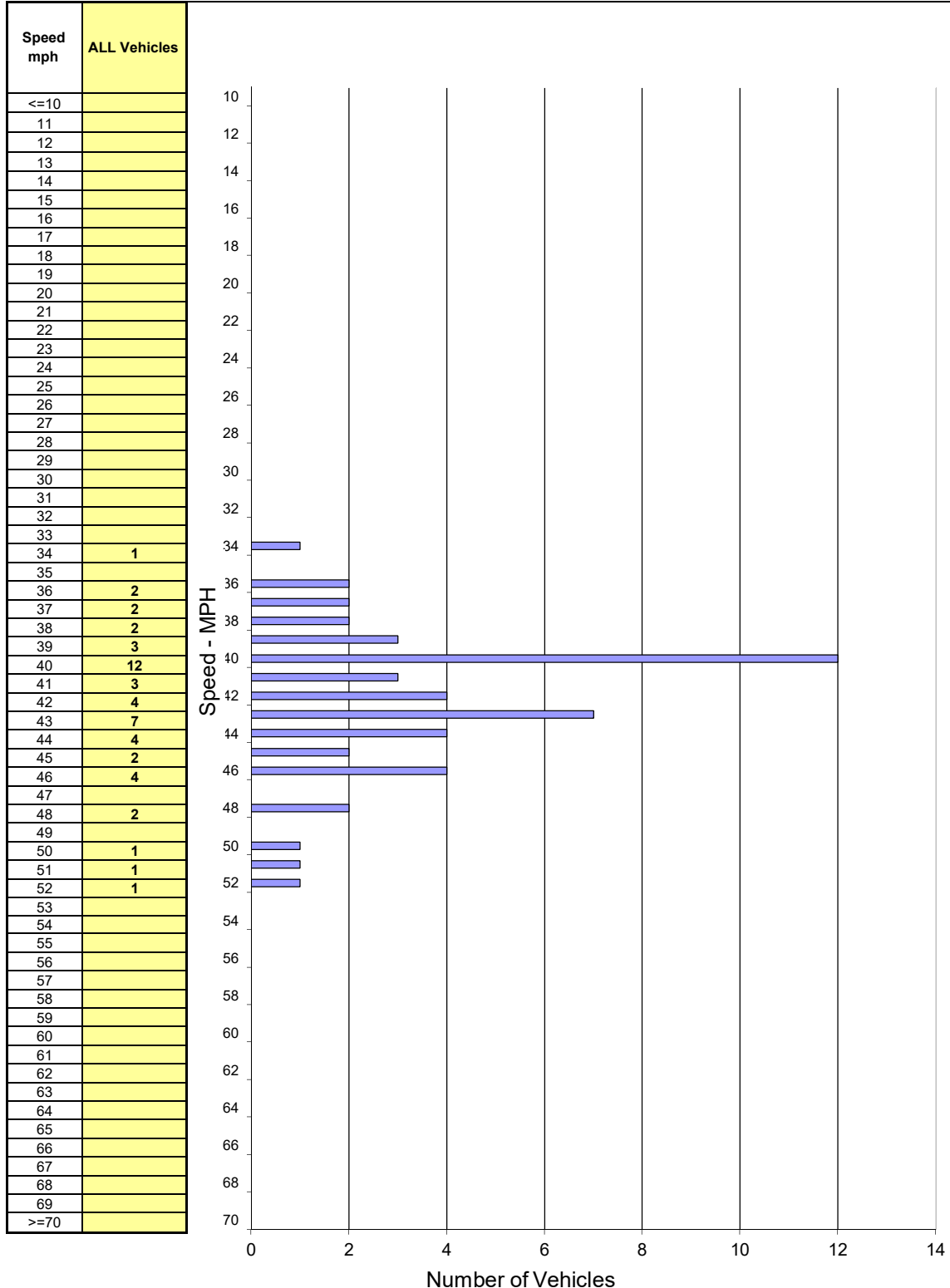
TIME: 11:20-12:20

Location: Carpenter Rd Bet. Brown Rd & Vineyard Dr

Posted Speed: 40 MPH Clear/Dry

Project #: 23-080101-004

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	51	34 - 52	42 mph	46 mph	37 - 46	43	84%	5% / 3	10% / 5

Spot Speed Study

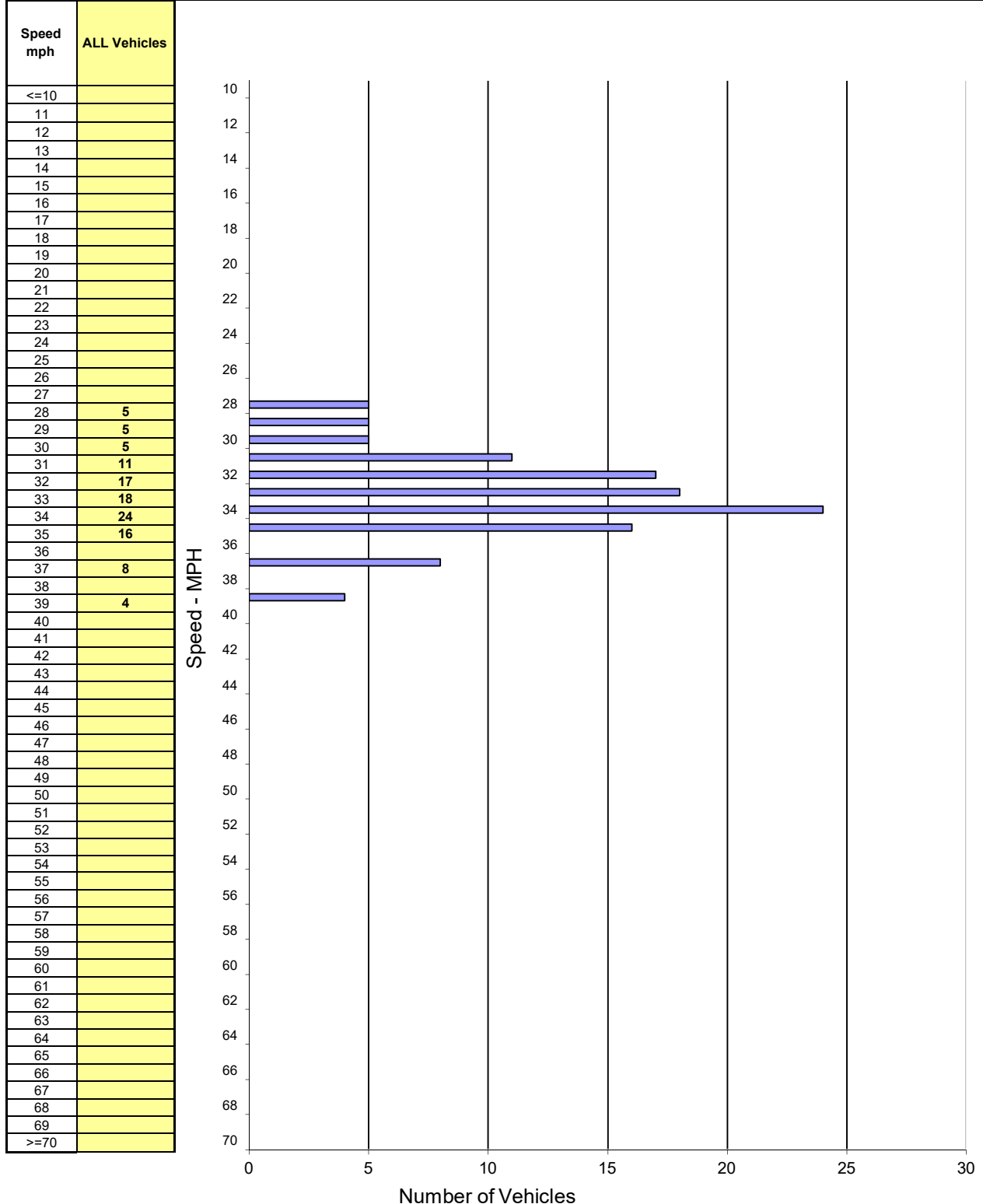
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023
TIME: 10:05-11:05

Location: Carpenter Rd Bet. Cinnamon Ridge Dr & Rose Ave
Posted Speed: 30 MPH Clear/Dry Project #: 23-080101-005

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	113	28 - 39	33 mph	35 mph	28 - 37	109	96%	0% / 0	4% / 4

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023

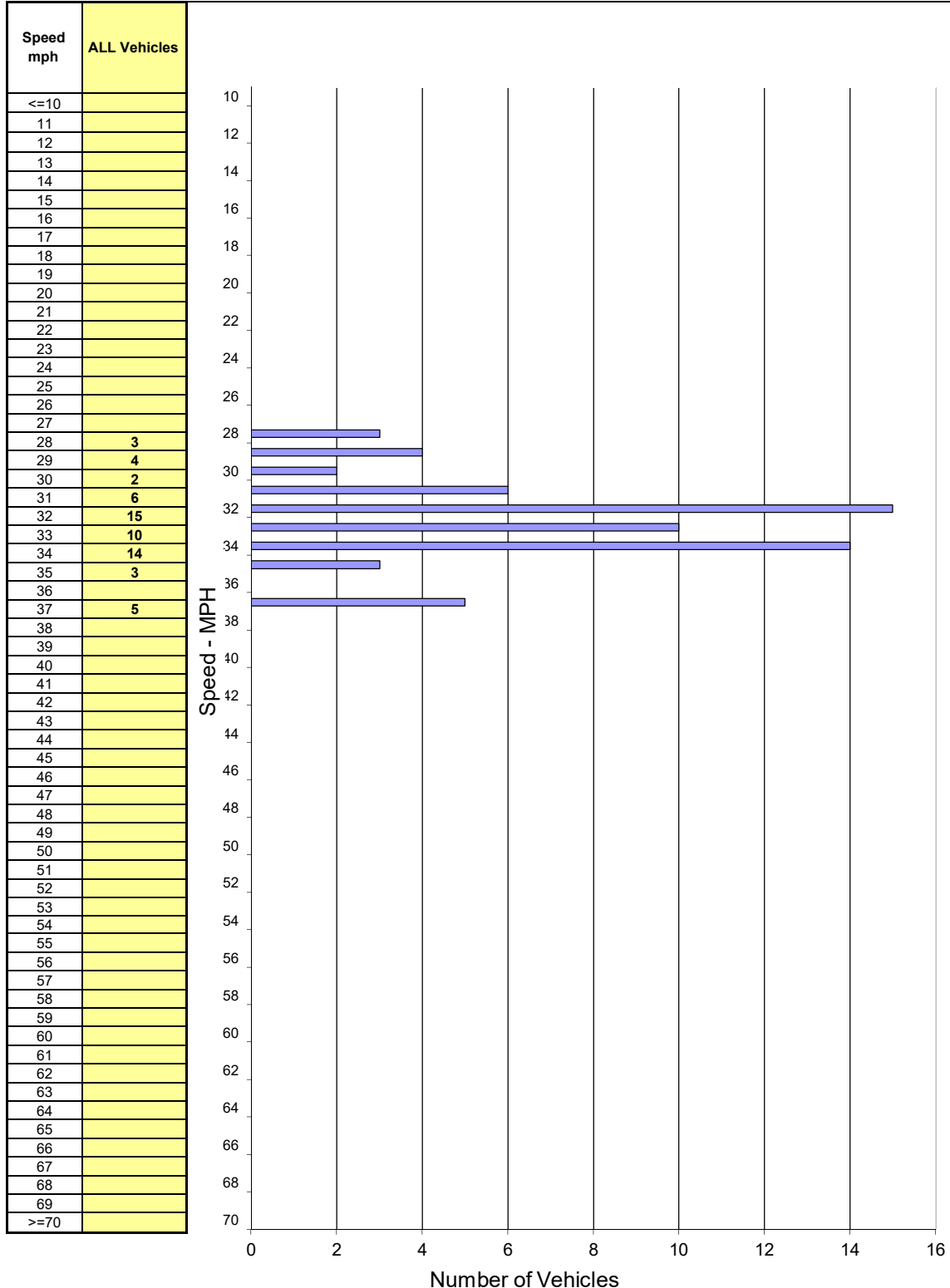
TIME: 10:05-11:05

Location: Carpenter Rd Bet. Cinnamon Ridge Dr & Rose Ave

Posted Speed: 30 MPH Clear/Dry

Project #: 23-080101-005

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	62	28 - 37	33 mph	34 mph	28 - 37	62	100%	0% / 0	0% / 0

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023

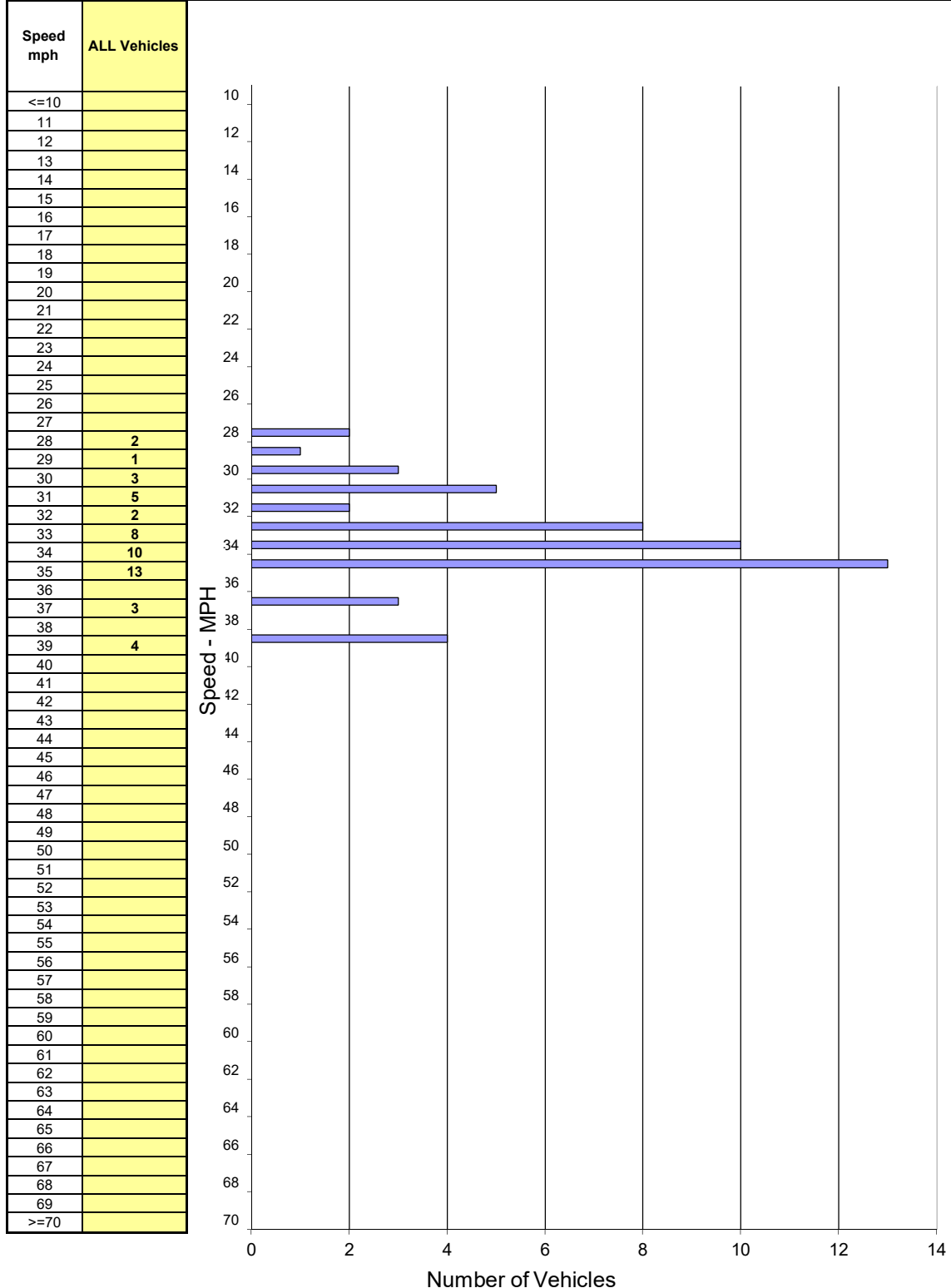
TIME: 10:05-11:05

Location: Carpenter Rd Bet. Cinnamon Ridge Dr & Rose Ave

Posted Speed: 30 MPH Clear/Dry

Project #: 23-080101-005

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	51	28 - 39	34 mph	35 mph	30 - 39	48	94%	5% / 3	0% / 0

Spot Speed Study

Prepared by: National Data & Surveying Services

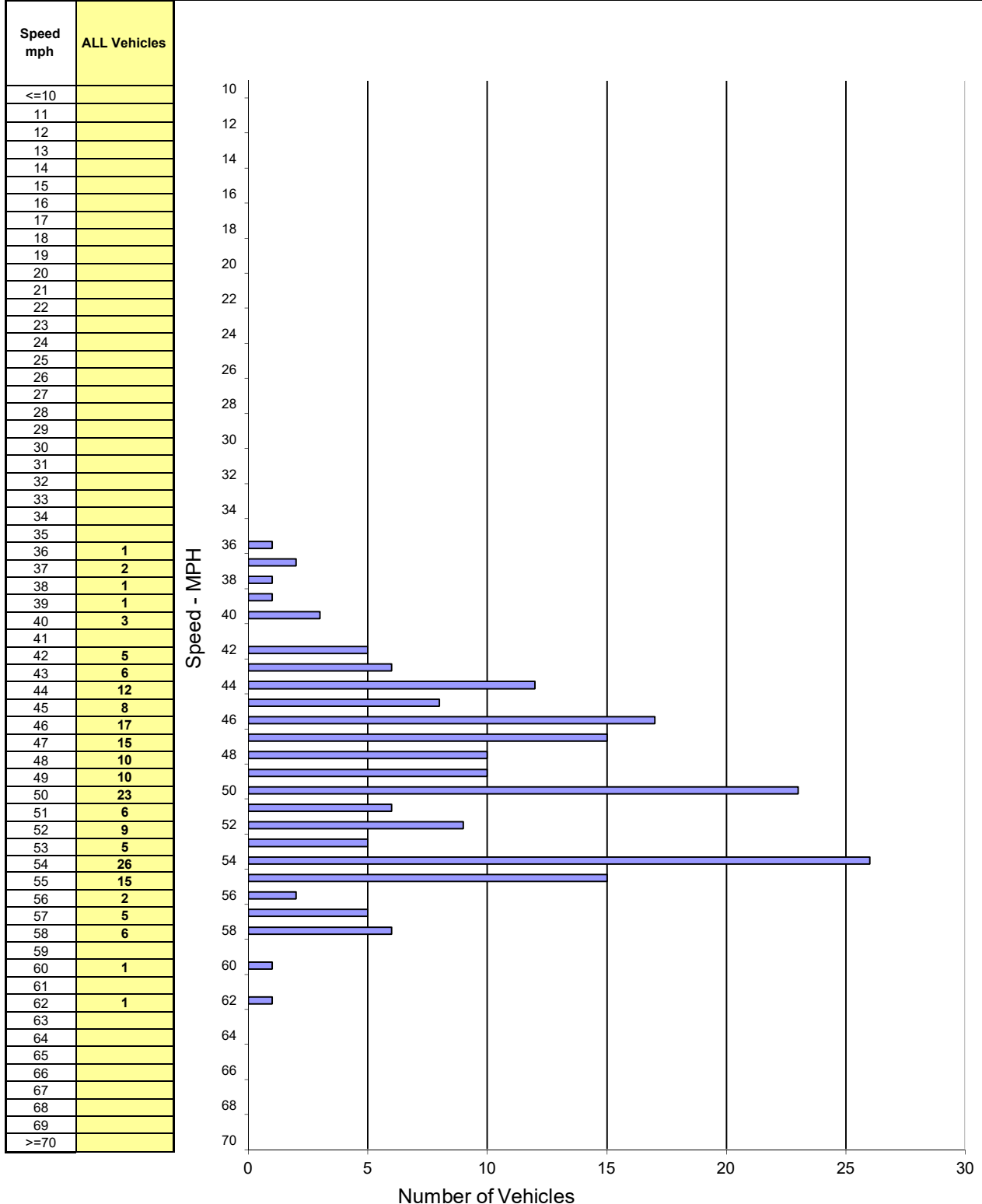
City of Oakley

DATE: 4/26/2023
TIME: 09:00-10:00

Location: Main St W/O Live Oak Ave
Posted Speed: 45 MPH Clear/Dry

Project #: 23-080101-006

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	190	36 - 62	50 mph	55 mph	46 - 55	136	72%	20% / 39	8% / 15

Spot Speed Study

Prepared by: National Data & Surveying Services

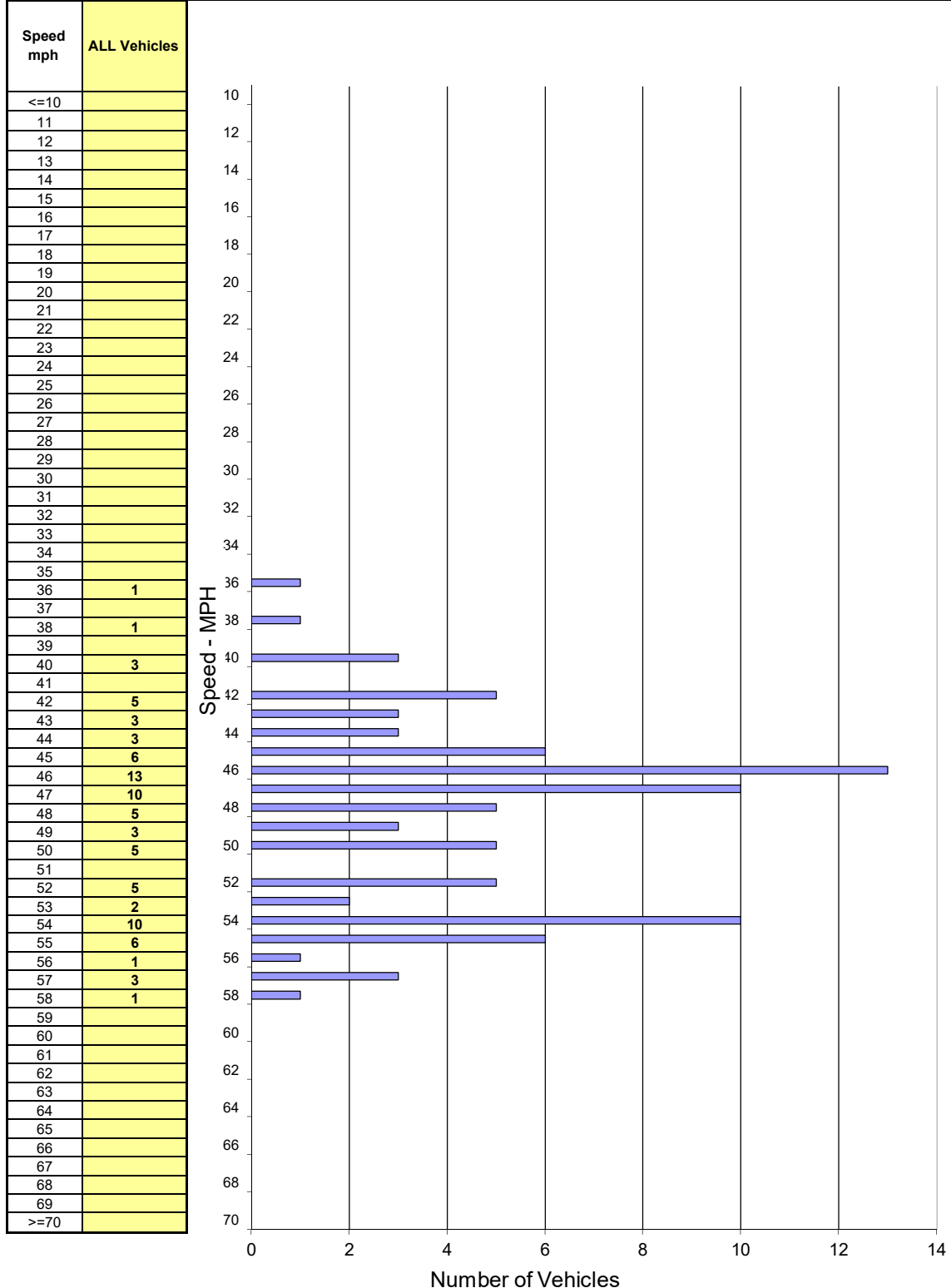
City of Oakley

DATE: 4/26/2023
TIME: 09:00-10:00

Location: Main St W/O Live Oak Ave
Posted Speed: 45 MPH Clear/Dry

Project #: 23-080101-006

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	86	36 - 58	47 mph	54 mph	45 - 54	59	69%	18% / 16	13% / 11

Spot Speed Study

Prepared by: National Data & Surveying Services

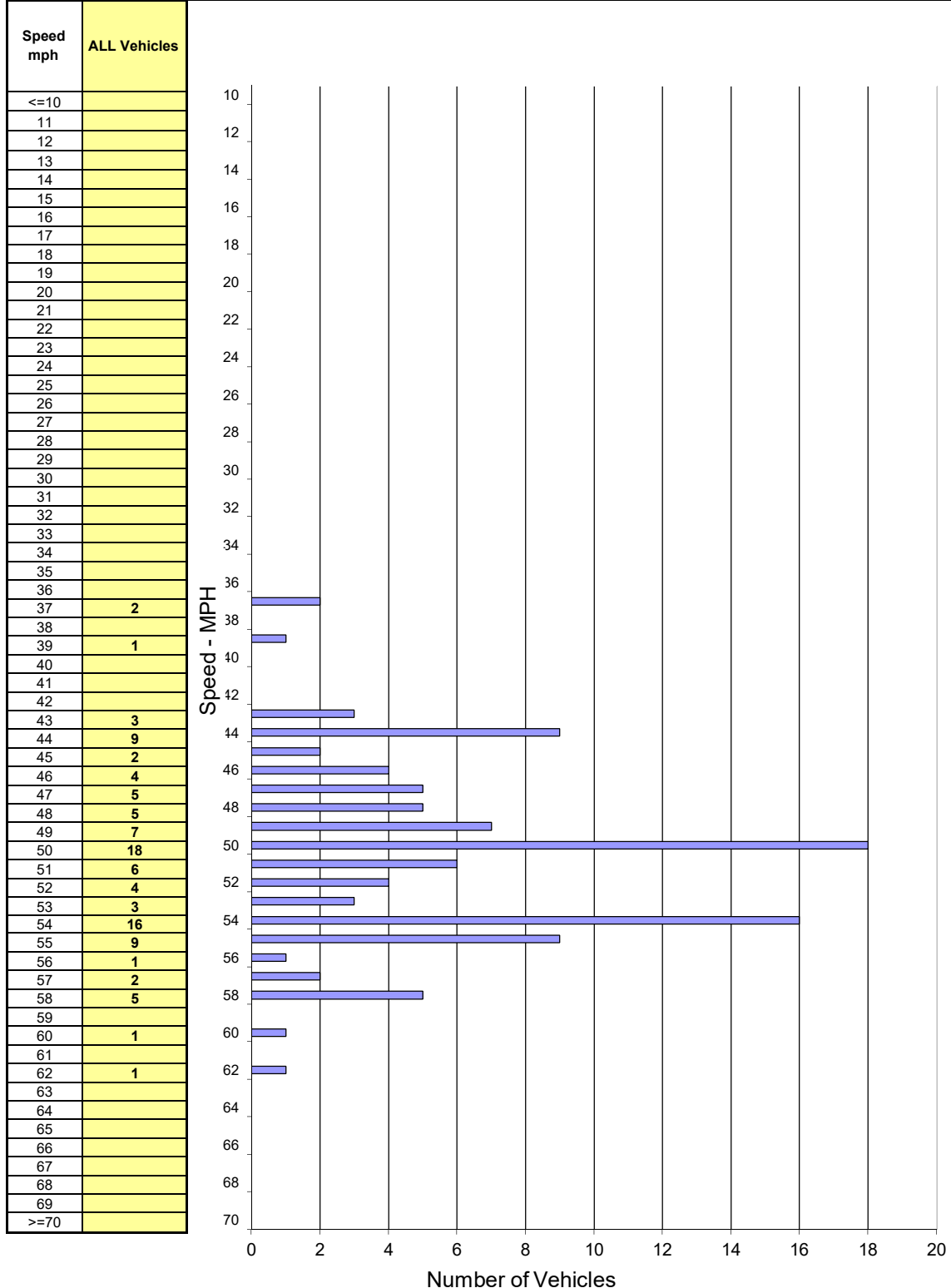
City of Oakley

DATE: 4/26/2023
TIME: 09:00-10:00

Location: Main St W/O Live Oak Ave
Posted Speed: 45 MPH Clear/Dry

Project #: 23-080101-006

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	104	37 - 62	50 mph	55 mph	46 - 55	77	74%	16% / 17	10% / 10

Spot Speed Study

Prepared by: National Data & Surveying Services

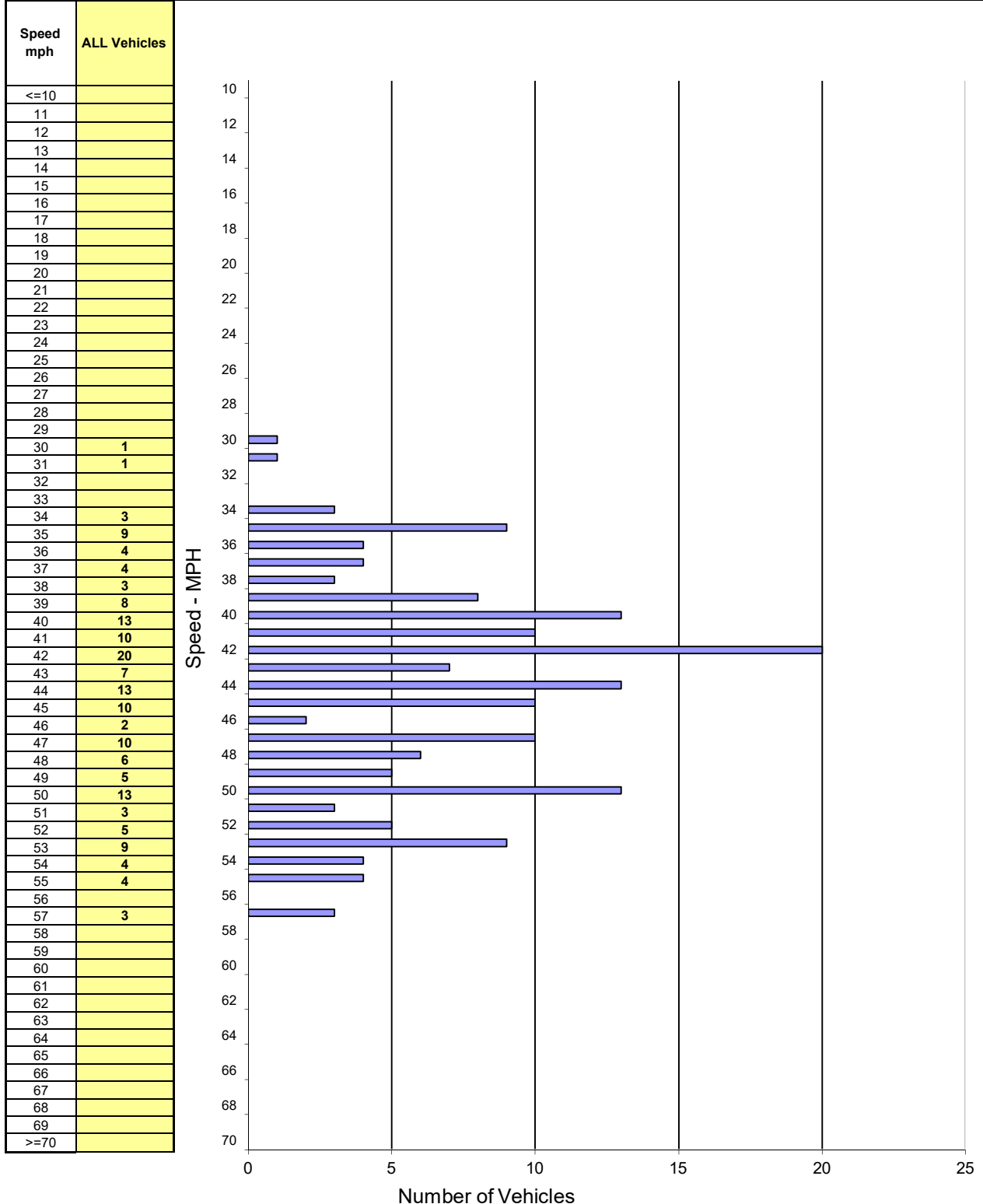
City of Oakley

DATE: 4/26/2023
TIME: 09:00-10:00

Location: Main St S/O Carol Ln
Posted Speed: 40 MPH Clear/Dry

Project #: 23-080101-007

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	170	30 - 57	44 mph	51 mph	39 - 48	99	58%	14% / 25	28% / 46

Spot Speed Study

Prepared by: National Data & Surveying Services

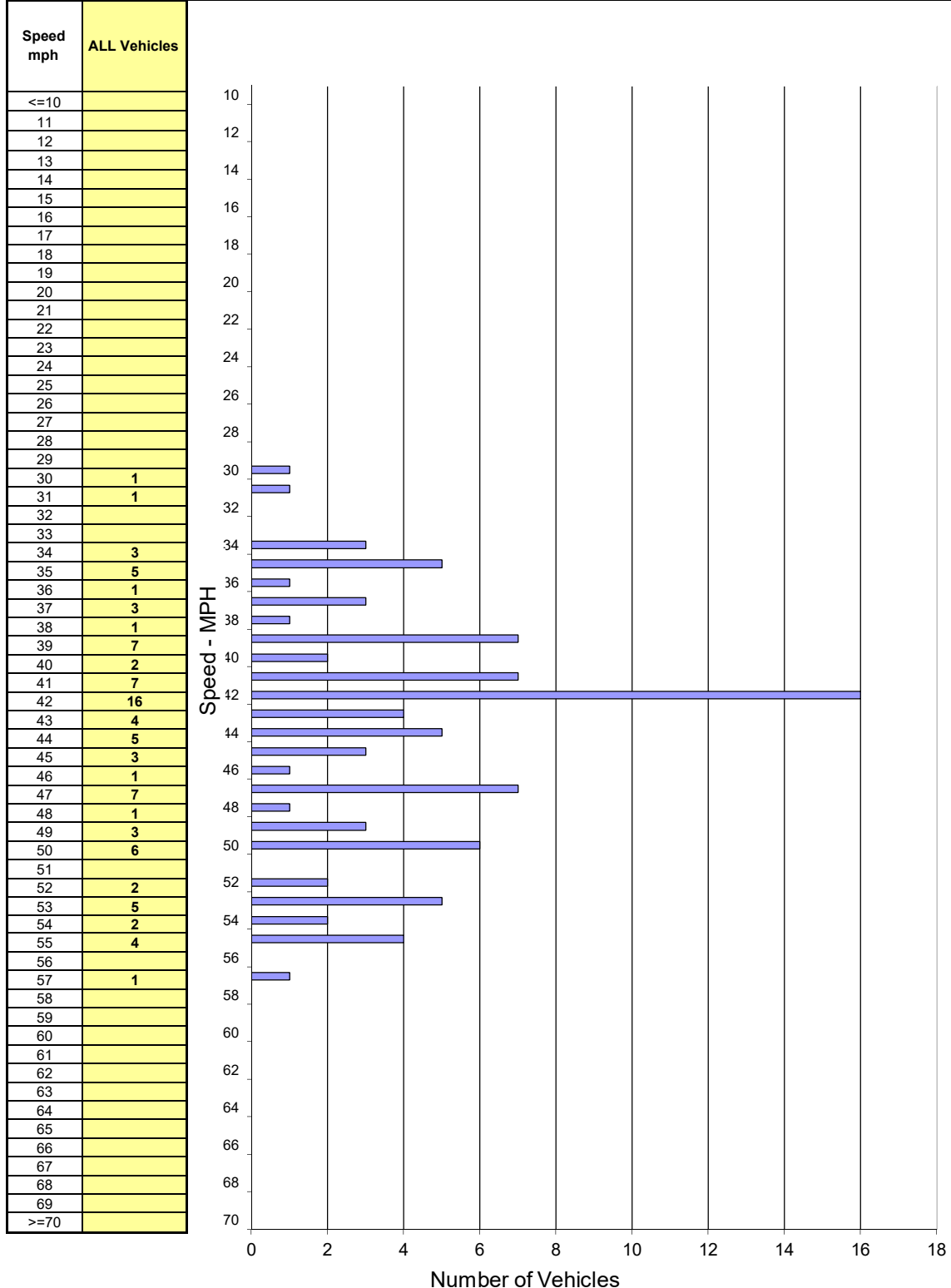
City of Oakley

DATE: 4/26/2023
TIME: 09:00-10:00

Location: Main St S/O Carol Ln
Posted Speed: 40 MPH Clear/Dry

Project #: 23-080101-007

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	91	30 - 57	42 mph	52 mph	38 - 47	53	58%	15% / 14	27% / 24

Spot Speed Study

Prepared by: National Data & Surveying Services

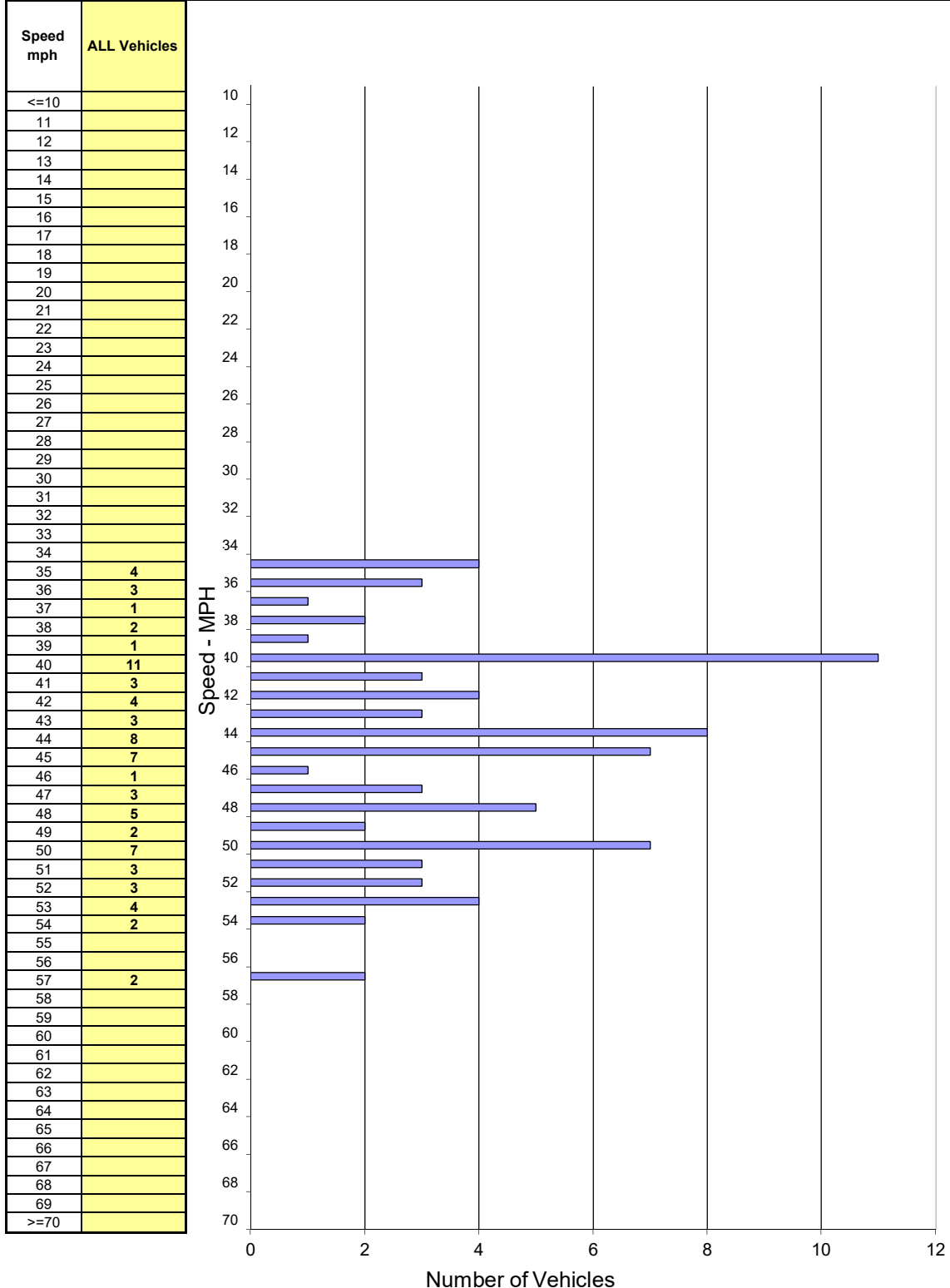
City of Oakley

DATE: 4/26/2023
TIME: 09:00-10:00

Location: Main St S/O Carol Ln
Posted Speed: 40 MPH Clear/Dry

Project #: 23-080101-007

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	79	35 - 57	44 mph	51 mph	40 - 49	47	59%	13% / 11	27% / 21

Spot Speed Study

Prepared by: National Data & Surveying Services

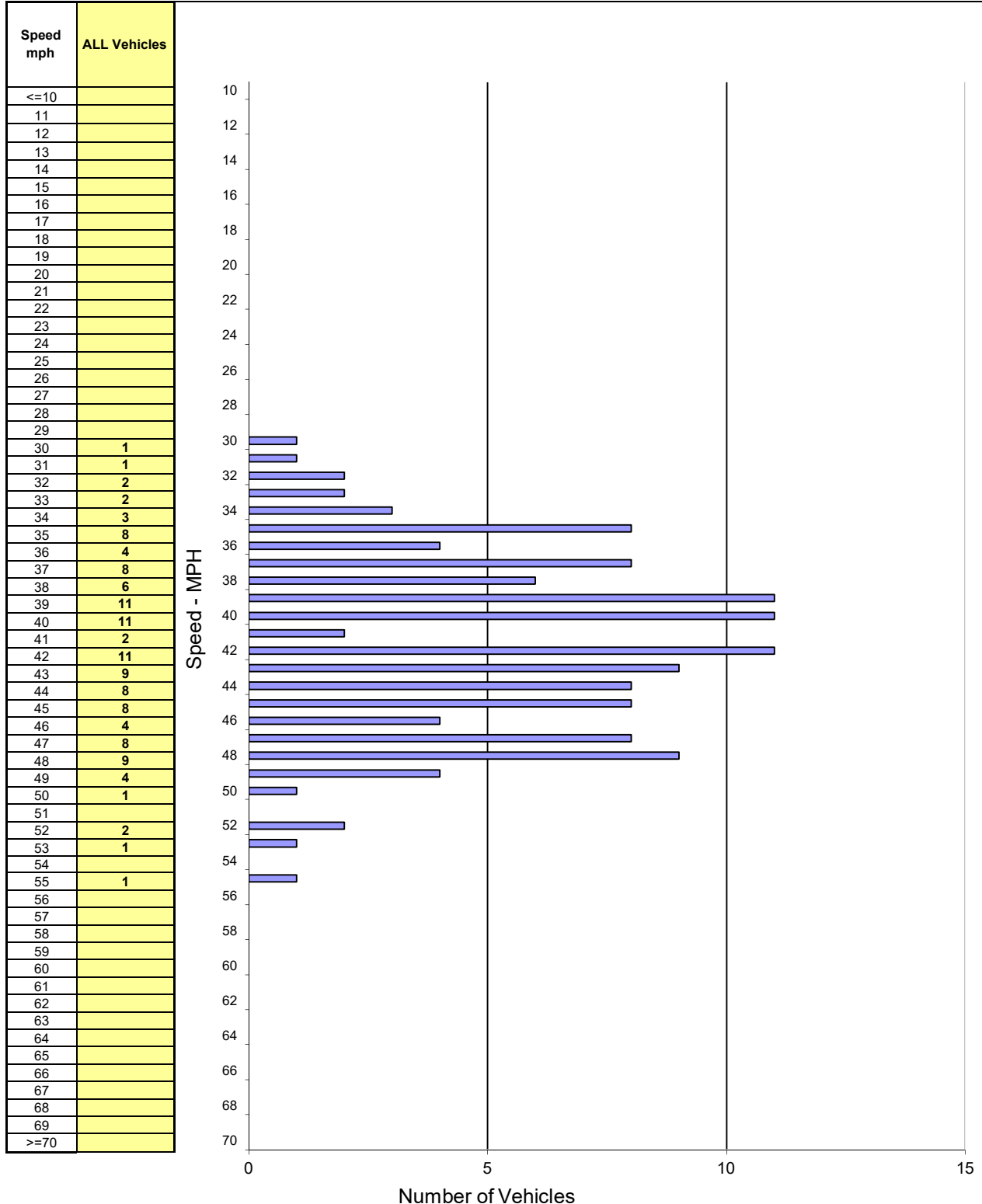
City of Oakley

DATE: 4/25/2023
TIME: 14:50-15:50

Location: Main St E/O Rose Ave
Posted Speed: 45 MPH Clear/Dry

Project #: 23-080101-008

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	125	30 - 55	42 mph	47 mph	39 - 48	81	65%	28% / 35	8% / 9

Spot Speed Study

Prepared by: National Data & Surveying Services

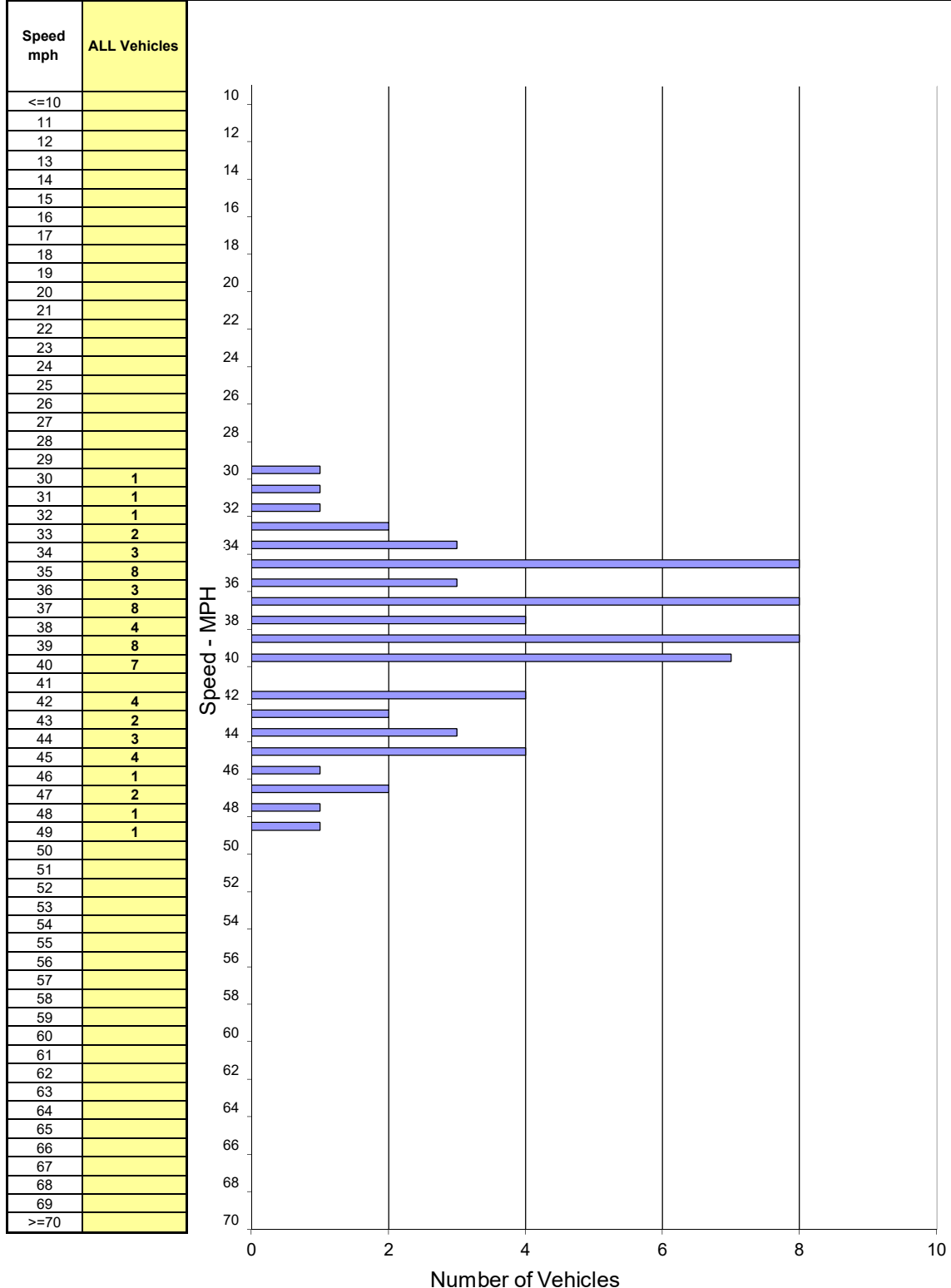
City of Oakley

DATE: 4/25/2023
TIME: 14:50-15:50

Location: Main St E/O Rose Ave
Posted Speed: 45 MPH Clear/Dry

Project #: 23-080101-008

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	64	30 - 49	39 mph	44 mph	33 - 42	47	73%	4% / 3	22% / 14

Spot Speed Study

Prepared by: National Data & Surveying Services

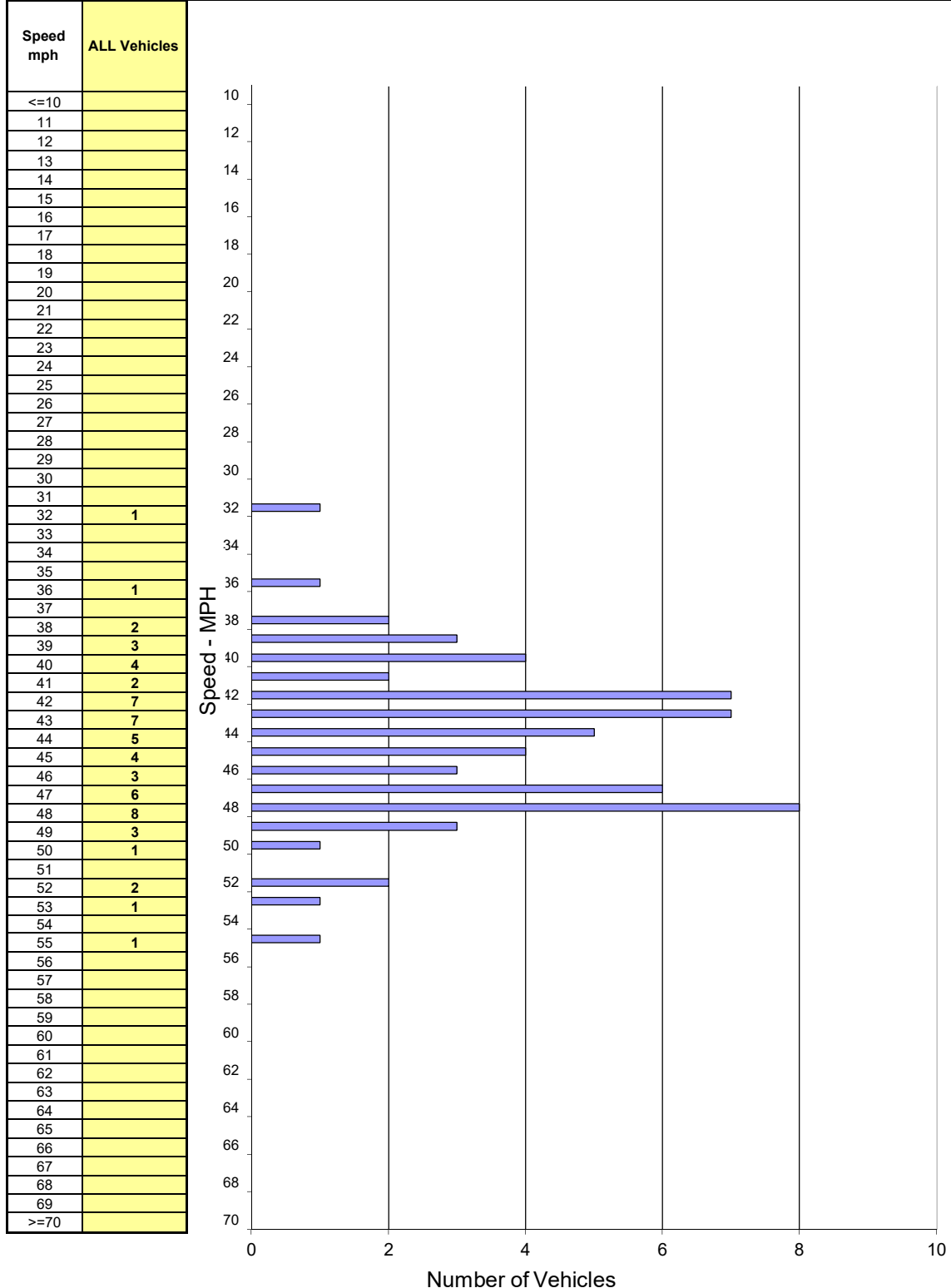
City of Oakley

DATE: 4/25/2023
TIME: 14:50-15:50

Location: Main St E/O Rose Ave
Posted Speed: 45 MPH Clear/Dry

Project #: 23-080101-008

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	61	32 - 55	44 mph	48 mph	39 - 48	49	80%	6% / 4	14% / 8

Spot Speed Study

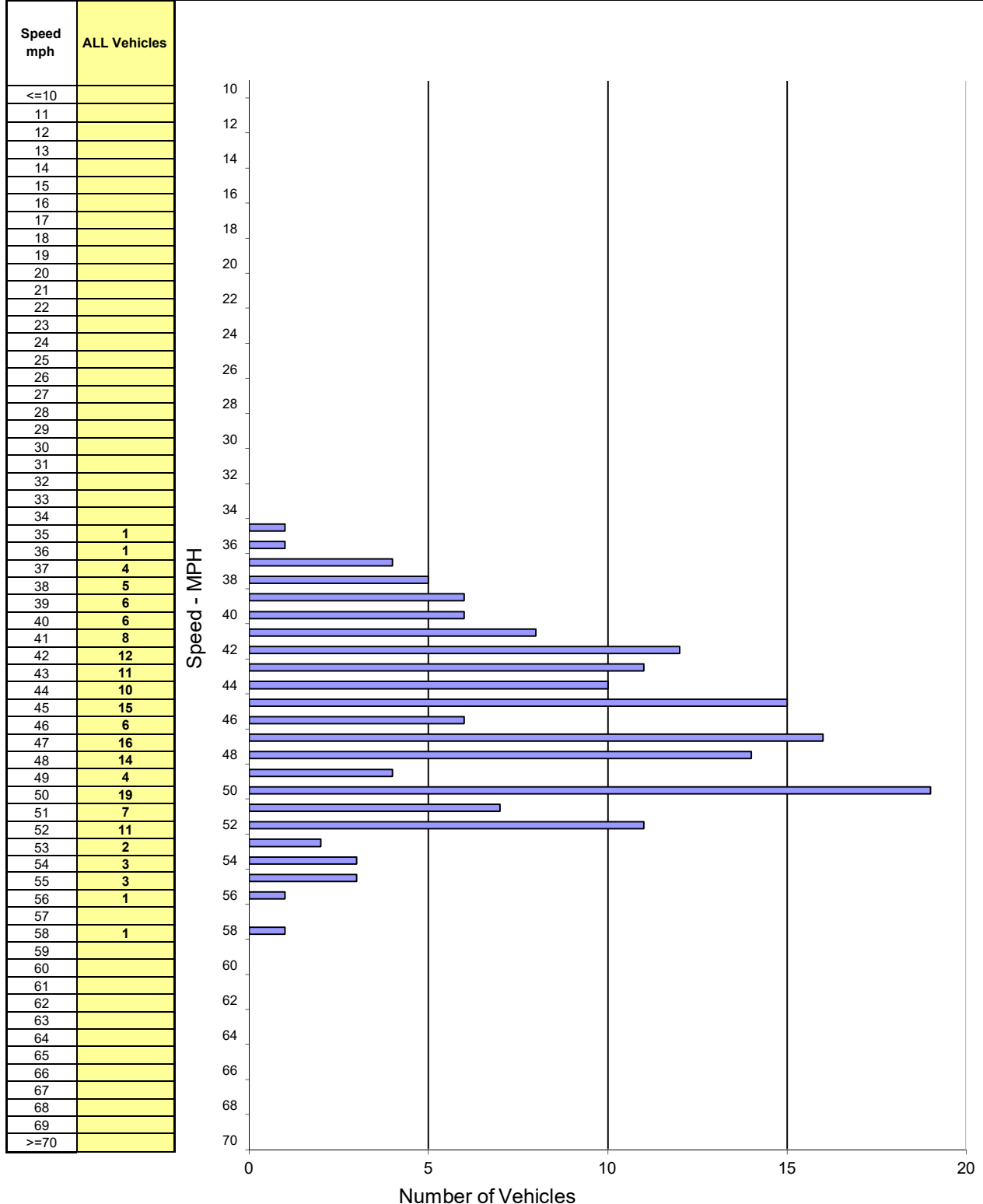
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023
TIME: 14:55-15:55

Location: Main St Bet. E Cypress Rd & Bernard Rd
Posted Speed: 45 MPH Clear/Dry Project #: 23-080101-009

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	166	35 - 58	46 mph	51 mph	41 - 50	115	69%	13% / 23	17% / 28

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023

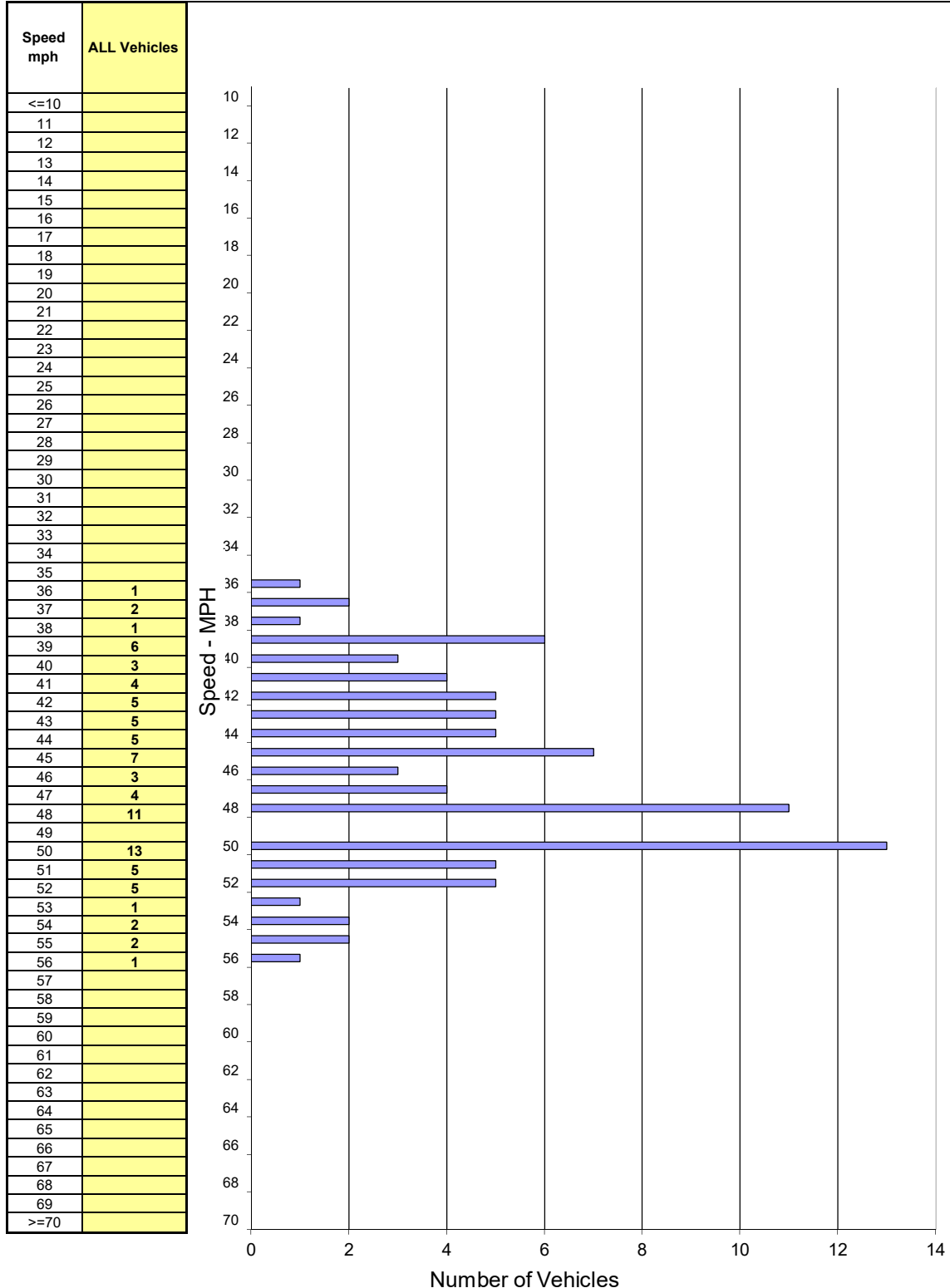
Location: Main St Bet. E Cypress Rd & Bernard Rd

TIME: 14:55-15:55

Posted Speed: 45 MPH Clear/Dry

Project #: 23-080101-009

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	86	36 - 56	47 mph	51 mph	42 - 51	58	67%	19% / 17	13% / 11

Spot Speed Study

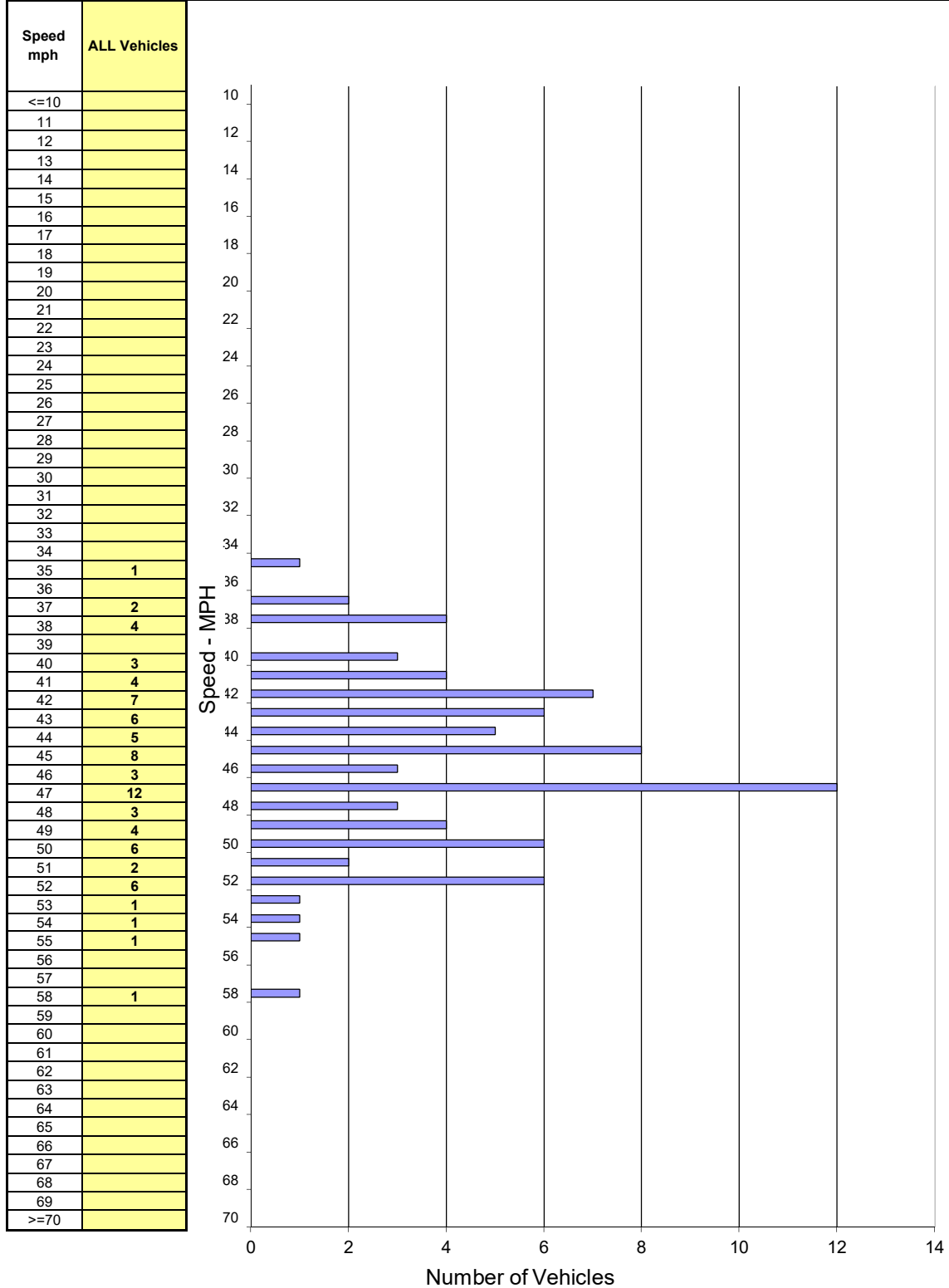
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023
TIME: 14:55-15:55

Location: Main St Bet. E Cypress Rd & Bernard Rd
Posted Speed: 45 MPH Clear/Dry Project #: 23-080101-009

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	80	35 - 58	45 mph	50 mph	41 - 50	58	73%	12% / 10	15% / 12

Spot Speed Study

Prepared by: National Data & Surveying Services

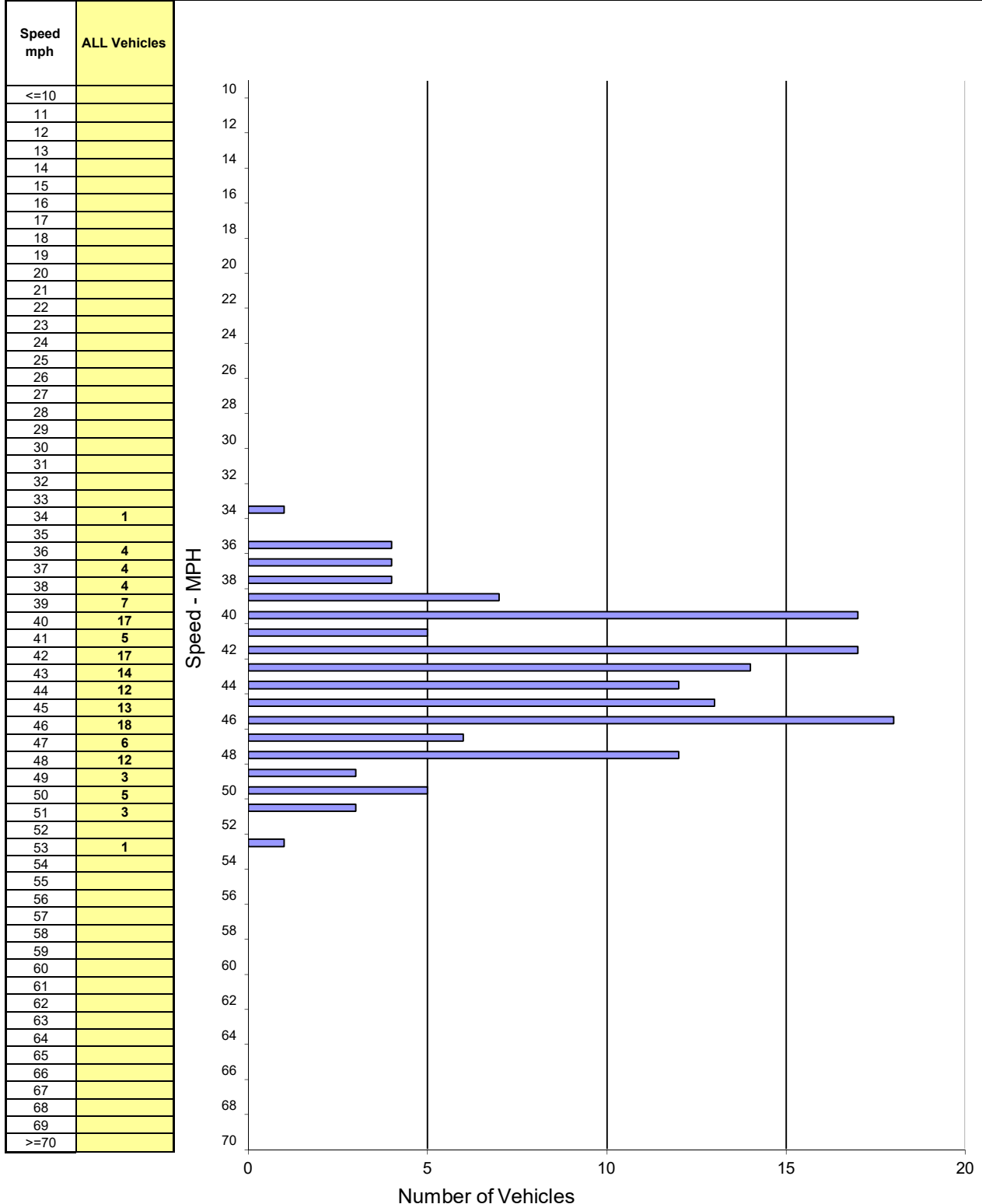
City of Oakley

DATE: 4/25/2023
TIME: 13:40-14:40

Location: Main St N/O Shady Oak Dr
Posted Speed: 40 MPH Clear/Dry

Project #: 23-080101-010

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	146	34 - 53	43 mph	48 mph	39 - 48	121	83%	8% / 13	9% / 12

Spot Speed Study

Prepared by: National Data & Surveying Services

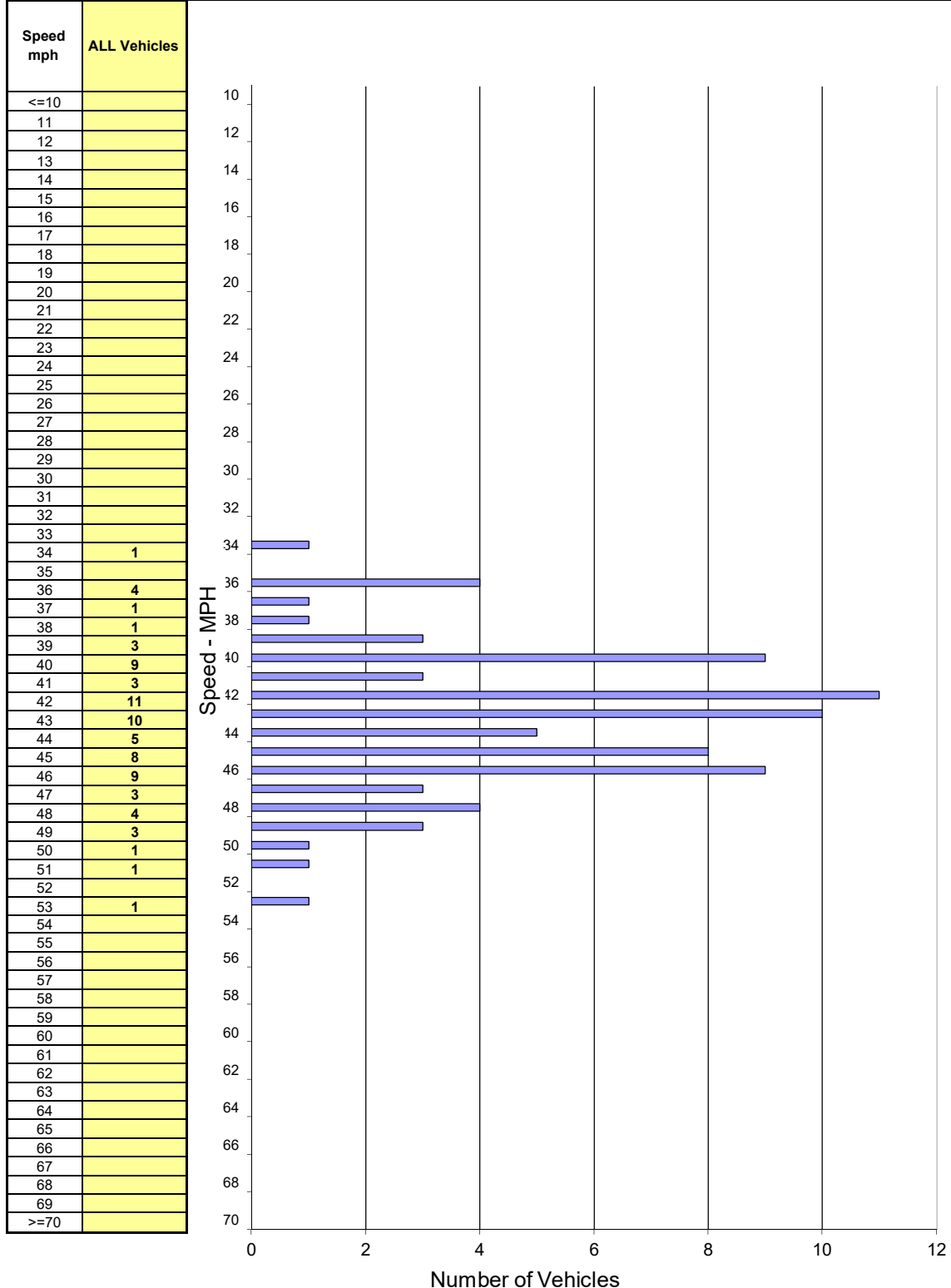
City of Oakley

DATE: 4/25/2023
TIME: 13:40-14:40

Location: Main St N/O Shady Oak Dr
Posted Speed: 40 MPH Clear/Dry

Project #: 23-080101-010

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	78	34 - 53	43 mph	47 mph	39 - 48	65	83%	8% / 7	8% / 6

Spot Speed Study

Prepared by: National Data & Surveying Services

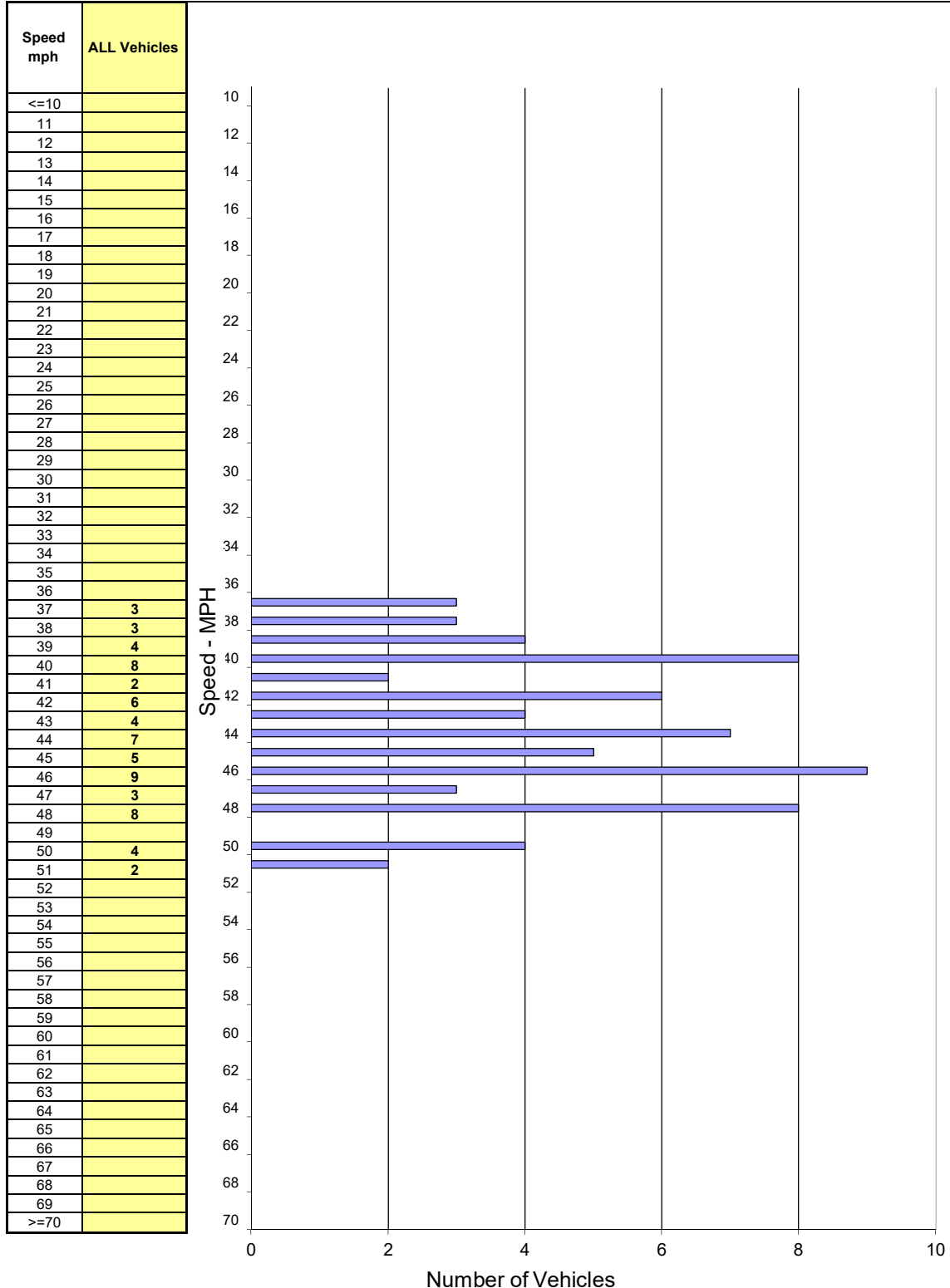
City of Oakley

DATE: 4/25/2023
TIME: 13:40-14:40

Location: Main St N/O Shady Oak Dr
Posted Speed: 40 MPH Clear/Dry

Project #: 23-080101-010

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	68	37 - 51	44 mph	48 mph	39 - 48	56	82%	8% / 6	9% / 6

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023

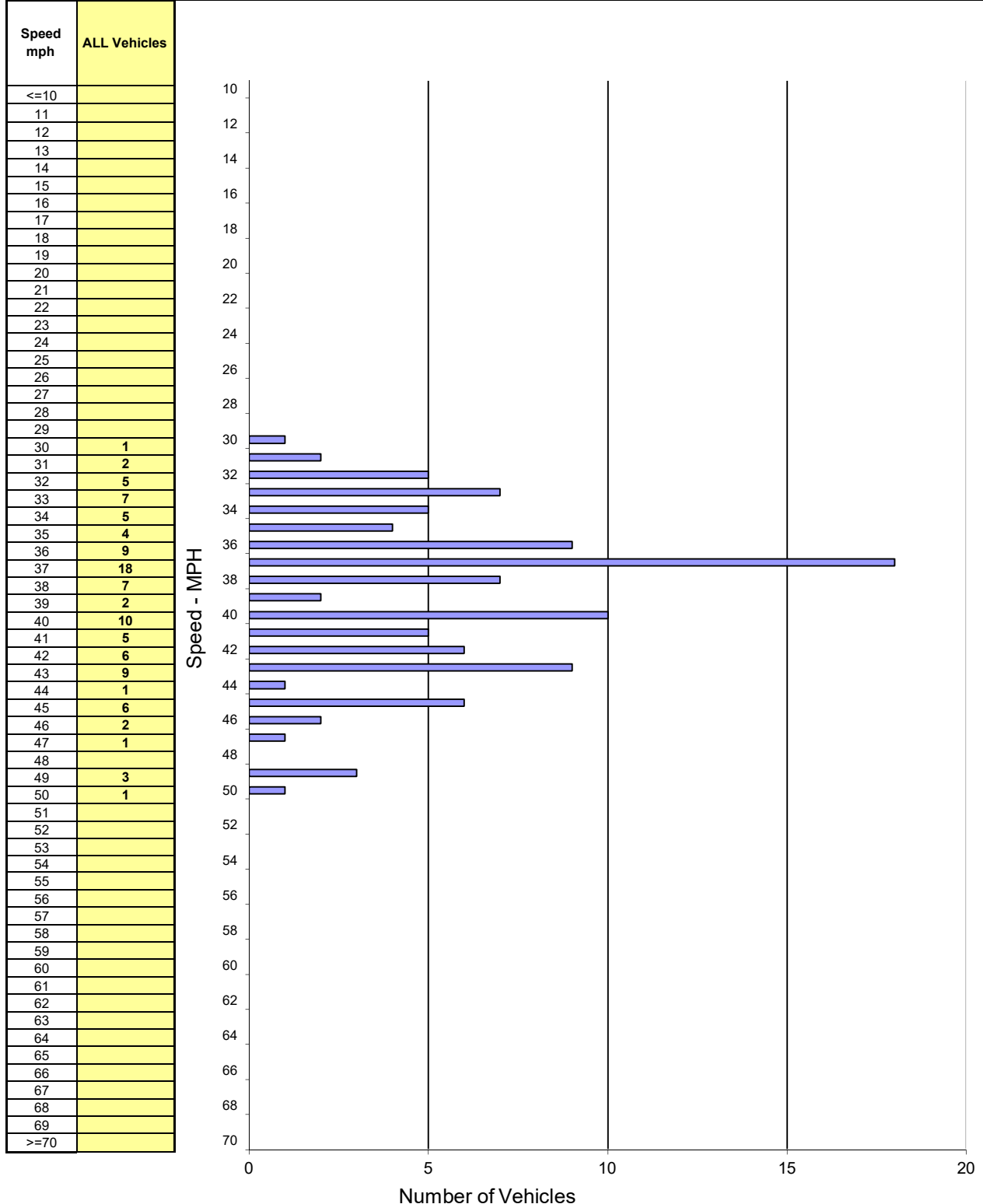
TIME: 13:45-14:45

Location: Neroly Rd Bet. Daffodil Dr & Lavender Way

Posted Speed: 35 MPH Clear/Dry

Project #: 23-080101-011

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	104	30 - 50	38 mph	43 mph	34 - 43	75	72%	14% / 15	14% / 14

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023

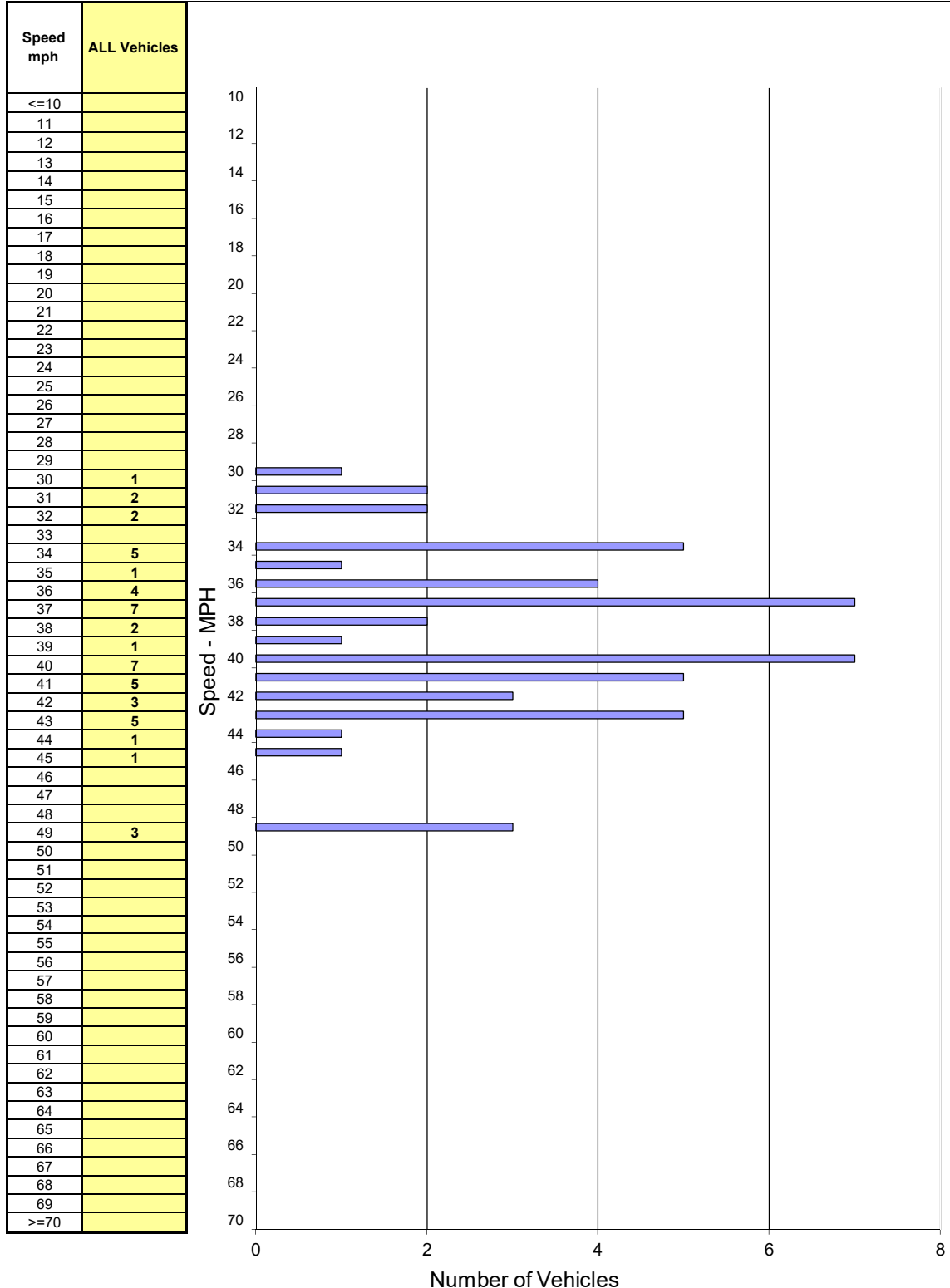
TIME: 13:45-14:45

Location: Neroly Rd Bet. Daffodil Dr & Lavender Way

Posted Speed: 35 MPH Clear/Dry

Project #: 23-080101-011

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	50	30 - 49	39 mph	43 mph	34 - 43	40	80%	10% / 5	10% / 5

Spot Speed Study

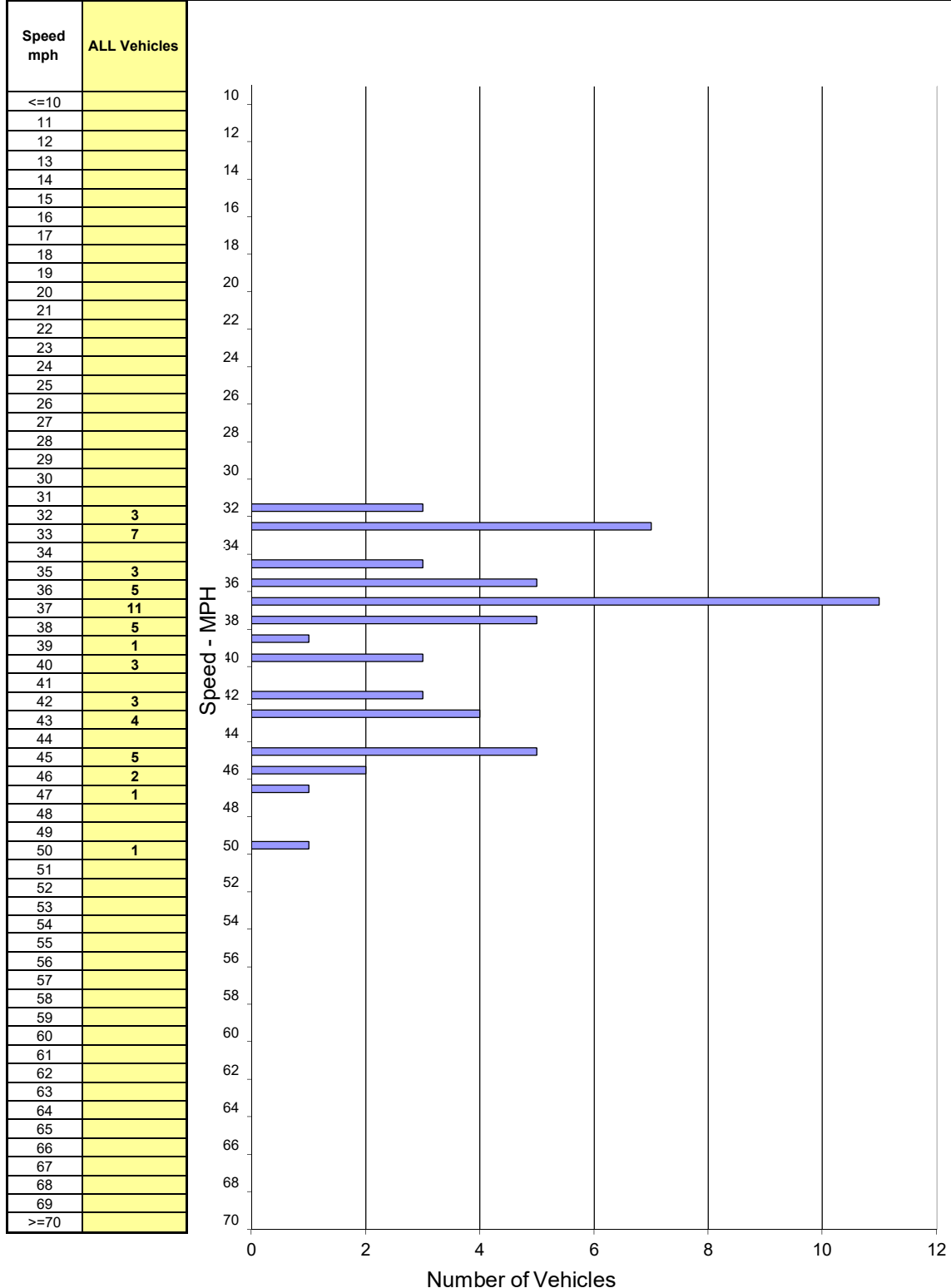
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023
TIME: 13:45-14:45

Location: Neroly Rd Bet. Daffodil Dr & Lavender Way
Posted Speed: 35 MPH Clear/Dry Project #: 23-080101-011

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	54	32 - 50	37 mph	45 mph	31 - 40	38	70%	0% / 0	30% / 16

Spot Speed Study

Prepared by: National Data & Surveying Services

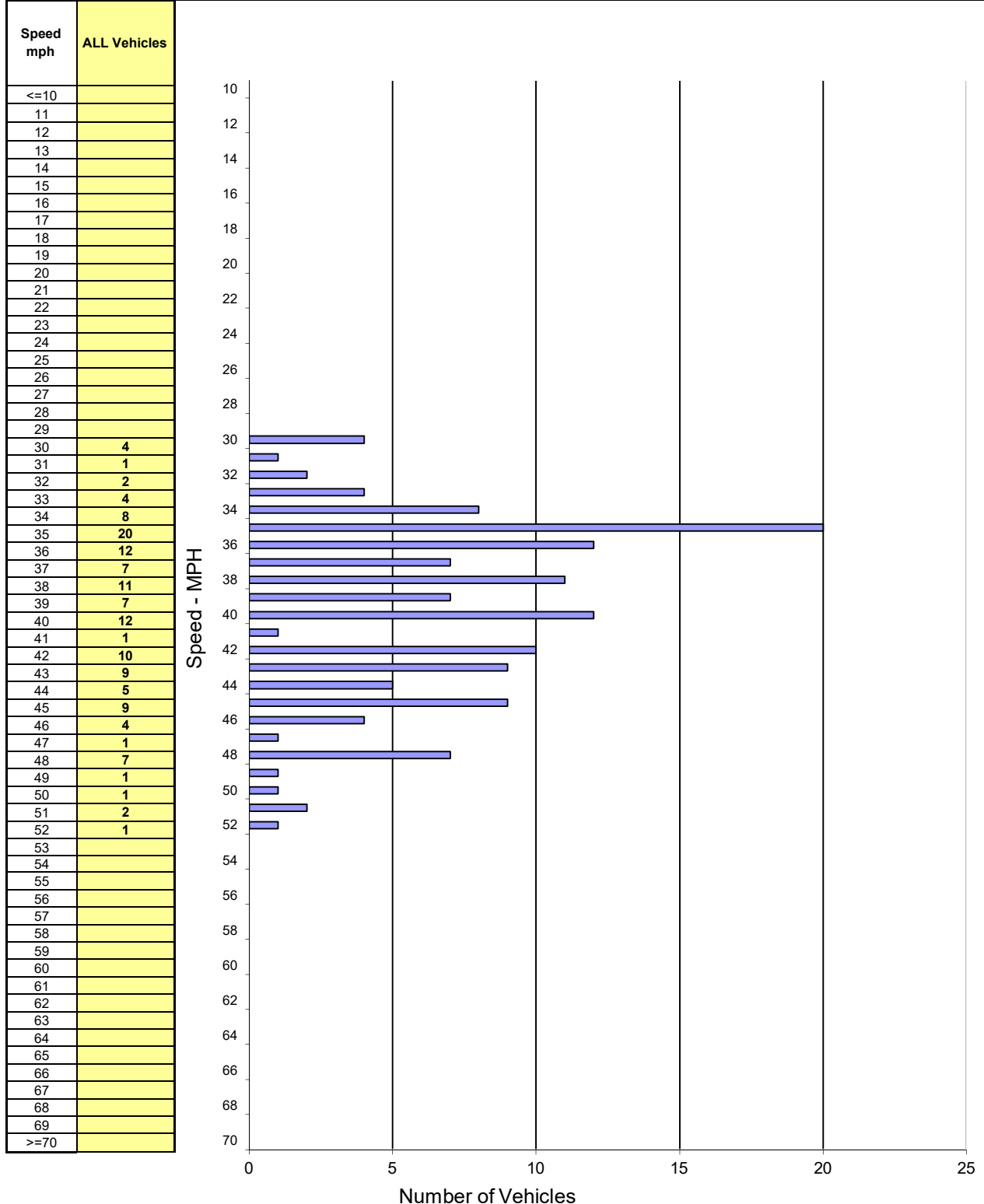
City of Oakley

DATE: 4/25/2023
TIME: 12:30-13:30

Location: Neroly Rd W/O O'Hara Ave
Posted Speed: 35 MPH Clear/Dry

Project #: 23-080101-012

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	139	30 - 52	39 mph	45 mph	34 - 43	97	70%	7% / 11	23% / 31

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/25/2023

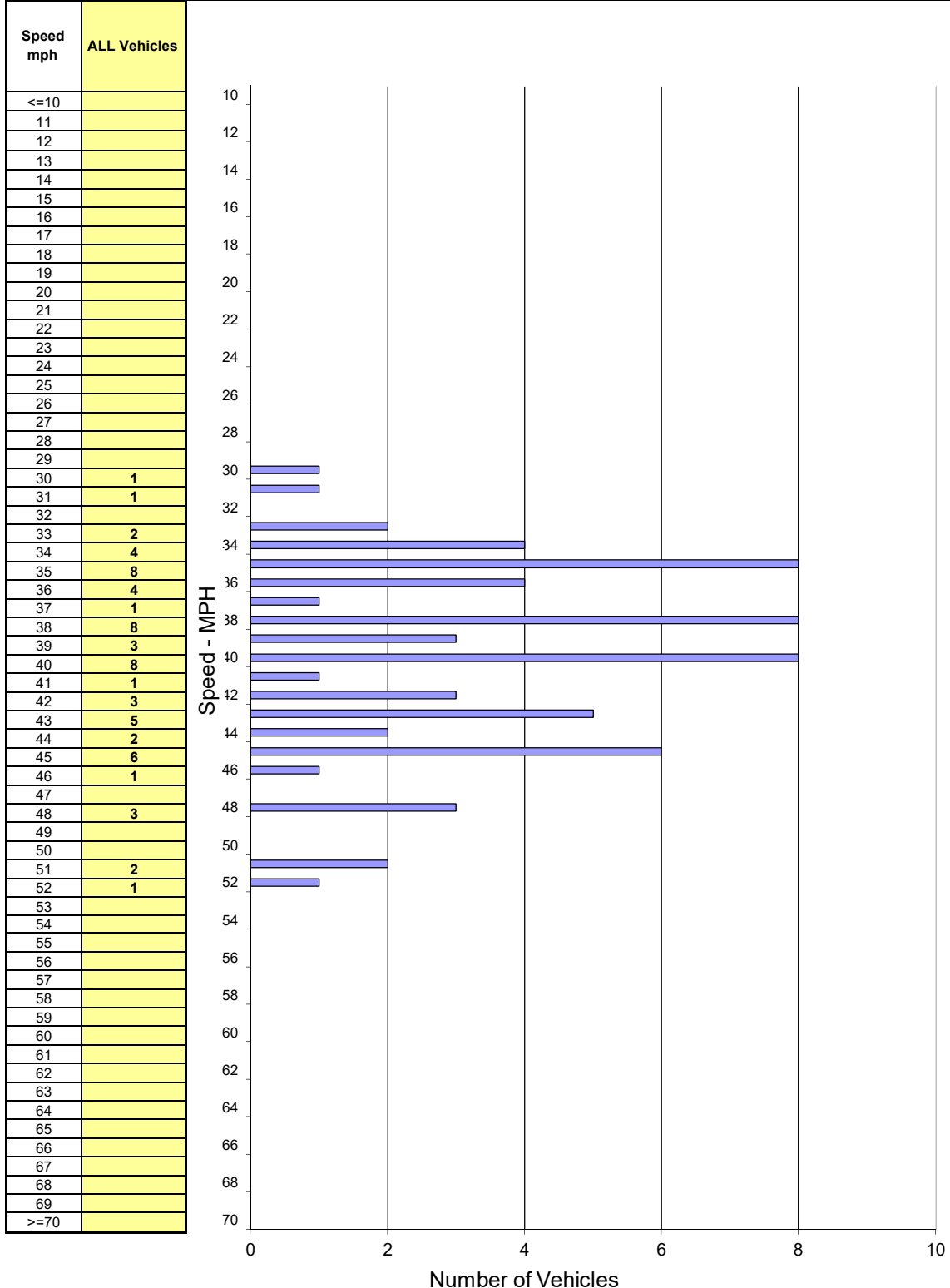
Location: Neroly Rd W/O O'Hara Ave

TIME: 12:30-13:30

Posted Speed: 35 MPH Clear/Dry

Project #: 23-080101-012

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	64	30 - 52	39 mph	45 mph	34 - 43	45	70%	6% / 4	24% / 15

Spot Speed Study

Prepared by: National Data & Surveying Services

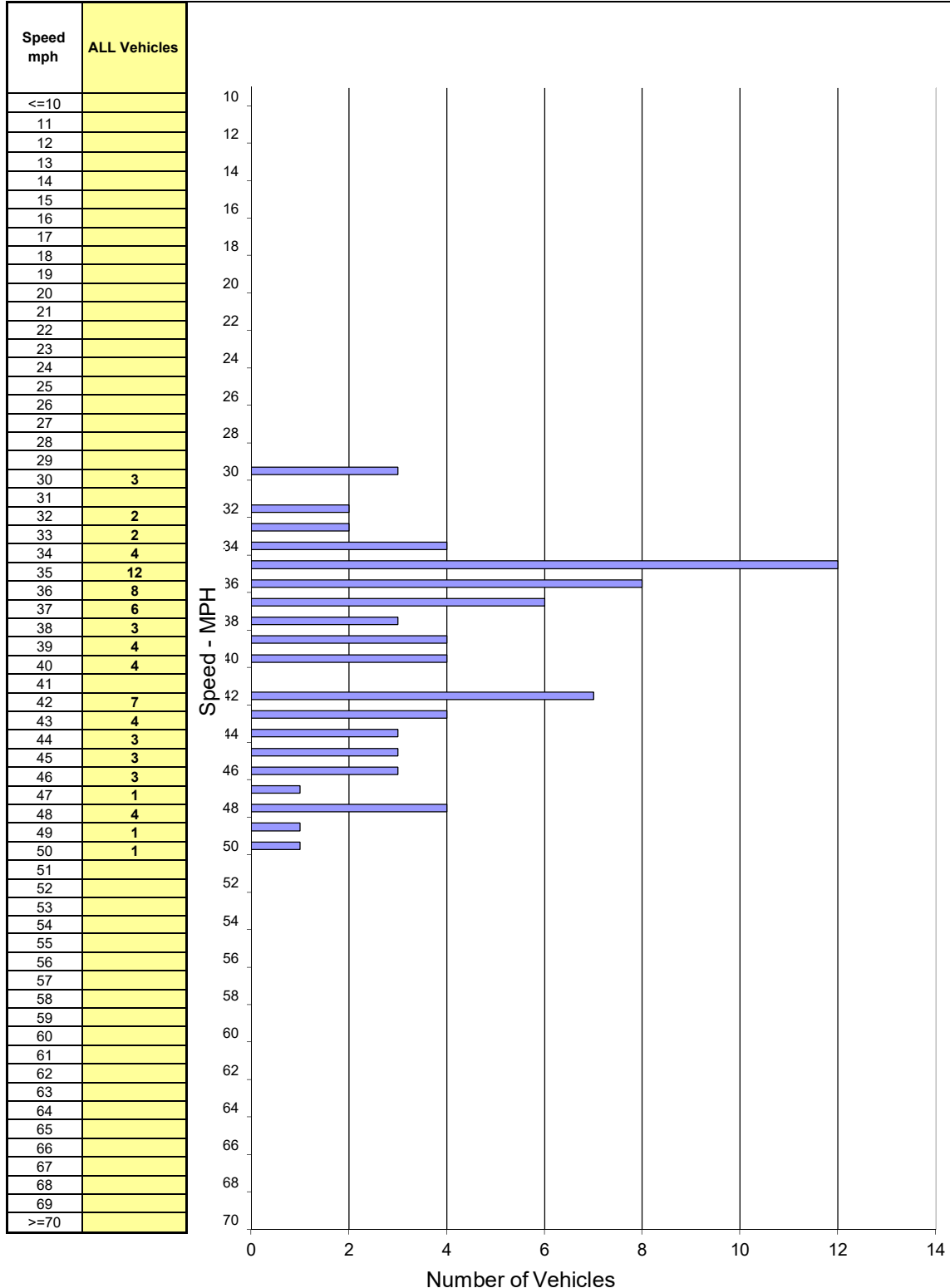
City of Oakley

DATE: 4/25/2023
TIME: 12:30-13:30

Location: Neroly Rd W/O O'Hara Ave
Posted Speed: 35 MPH Clear/Dry

Project #: 23-080101-012

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	75	30 - 50	38 mph	45 mph	34 - 43	52	69%	9% / 7	22% / 16

Spot Speed Study

Prepared by: National Data & Surveying Services

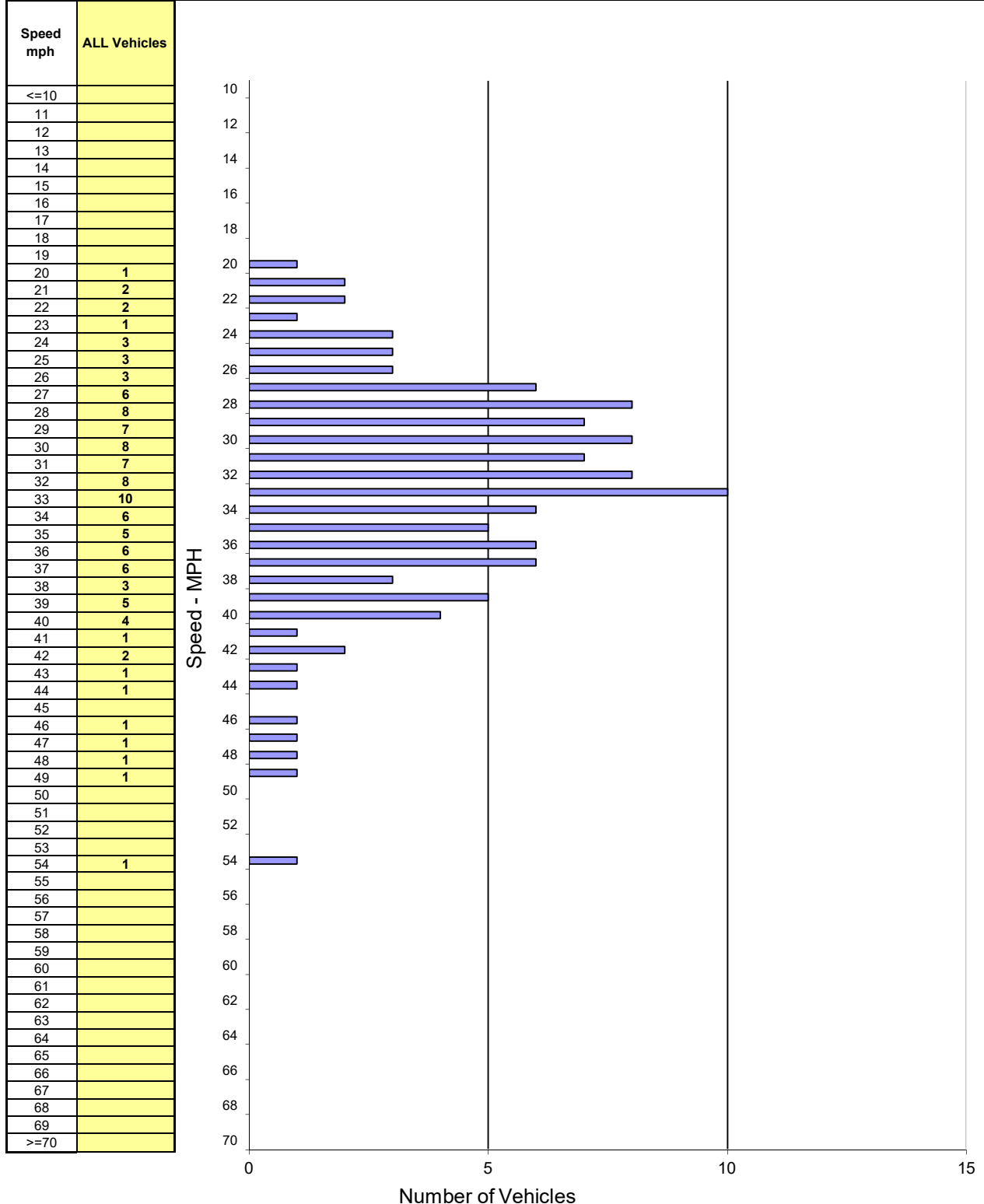
City of Oakley

DATE: 5/31/2023
TIME: 10:15-11:30

Location: Rose Ave S/O Amond Dr
Posted Speed: 35 MPH Clear/Dry

Project #: 23-080183-002

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	114	20 - 54	32 mph	39 mph	27 - 36	71	62%	13% / 15	25% / 28

Spot Speed Study

Prepared by: National Data & Surveying Services

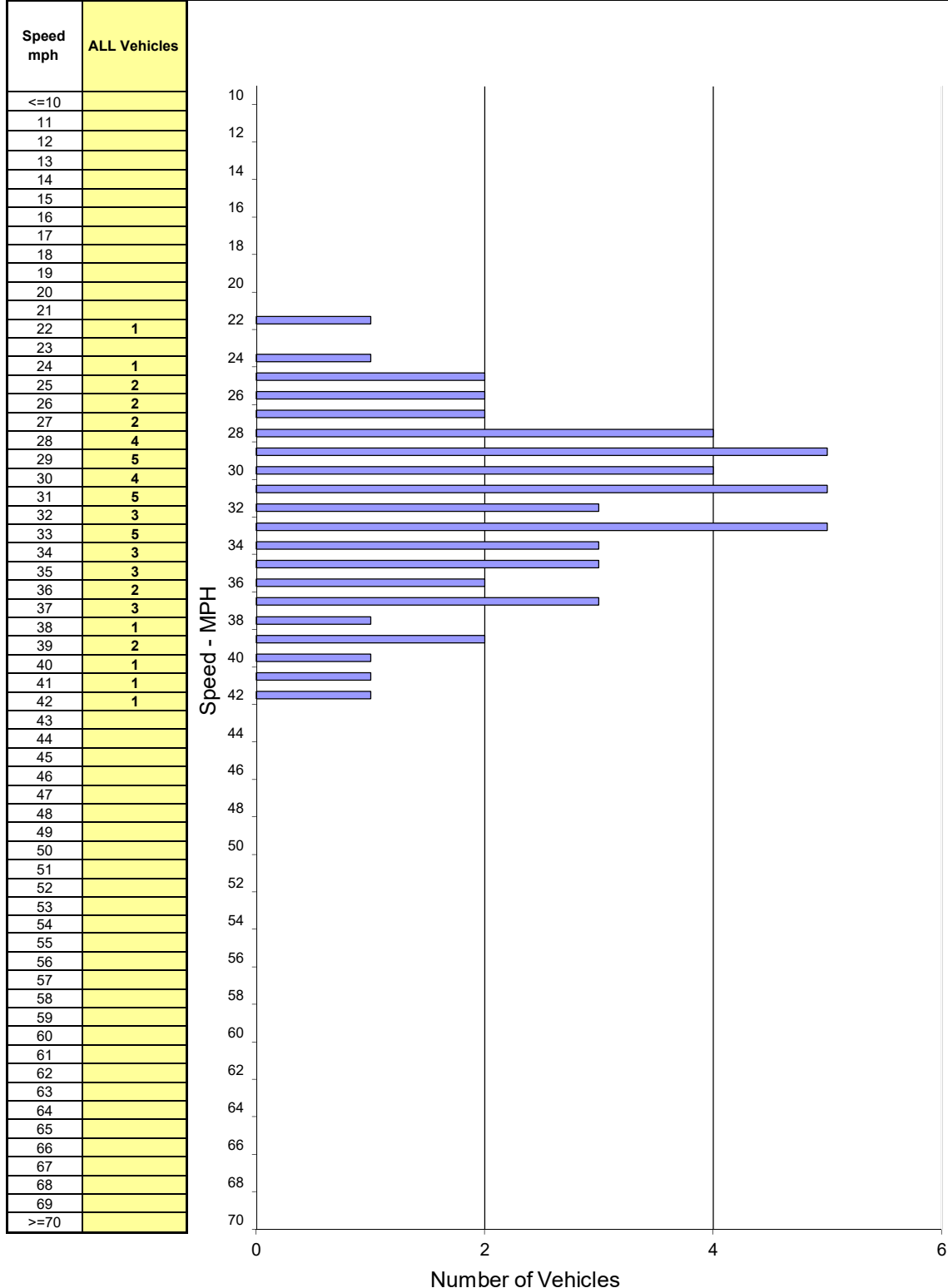
City of Oakley

DATE: 5/31/2023
TIME: 10:15-11:30

Location: Rose Ave S/O Amond Dr
Posted Speed: 35 MPH Clear/Dry

Project #: 23-080183-002

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	51	22 - 42	31 mph	37 mph	28 - 37	37	73%	15% / 8	12% / 6

Spot Speed Study

Prepared by: National Data & Surveying Services

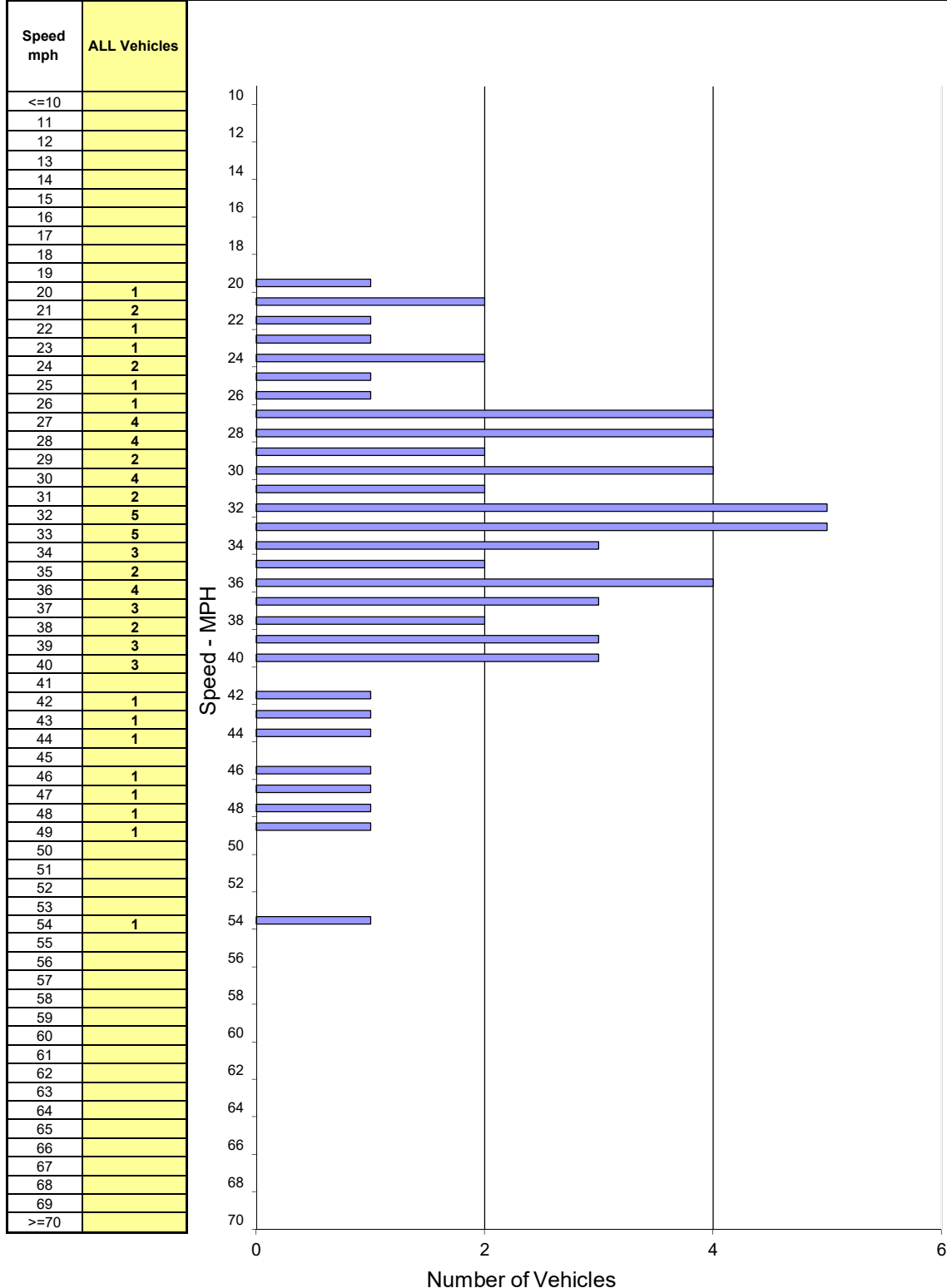
City of Oakley

DATE: 5/31/2023
TIME: 10:15-11:30

Location: Rose Ave S/O Amond Dr
Posted Speed: 35 MPH Clear/Dry

Project #: 23-080183-002

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	63	20 - 54	33 mph	40 mph	27 - 36	35	56%	14% / 9	31% / 19

Spot Speed Study

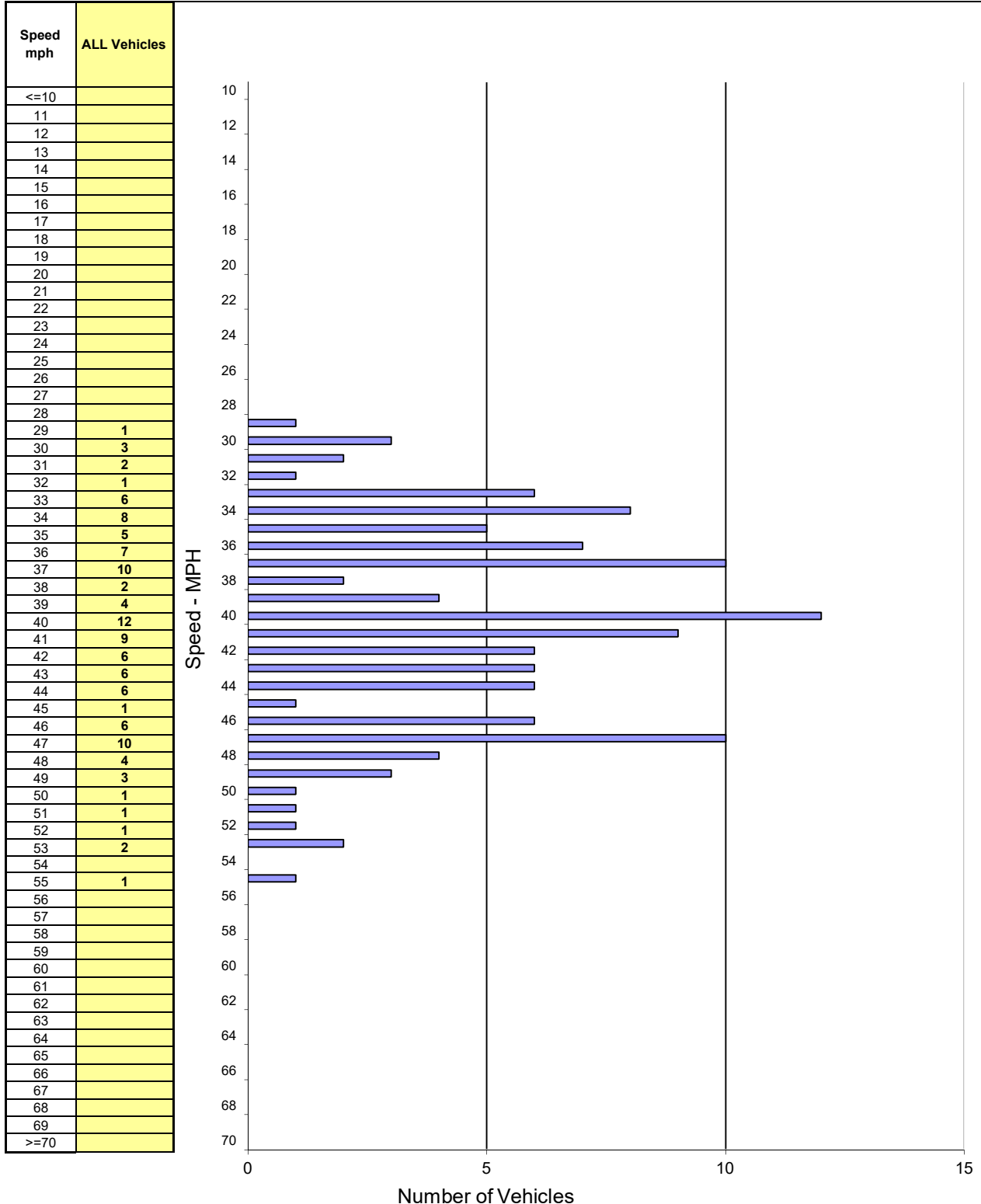
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/26/2023
TIME: 10:15-11:40

Location: Rose Ave Bet. Vinewood Dr & Anvilwood Dr
Posted Speed: 40 MPH Clear/Dry Project #: 23-080101-014

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	118	29 - 55	40 mph	47 mph	33 - 42	69	58%	5% / 7	36% / 42

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/26/2023

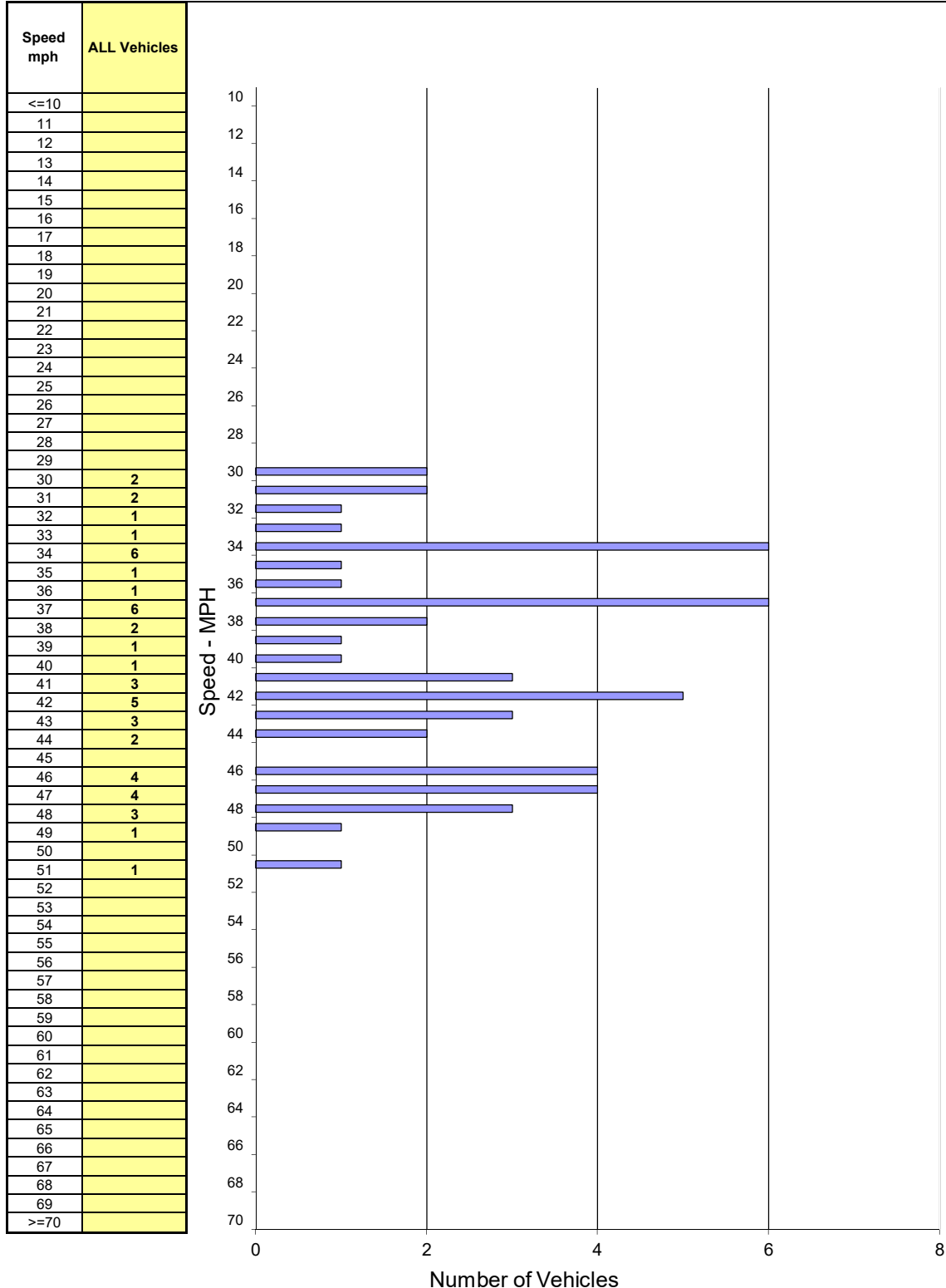
TIME: 10:15-11:40

Location: Rose Ave Bet. Vinewood Dr & Anvilwood Dr

Posted Speed: 40 MPH Clear/Dry

Project #: 23-080101-014

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	50	30 - 51	41 mph	47 mph	34 - 43	29	58%	12% / 6	30% / 15

Spot Speed Study

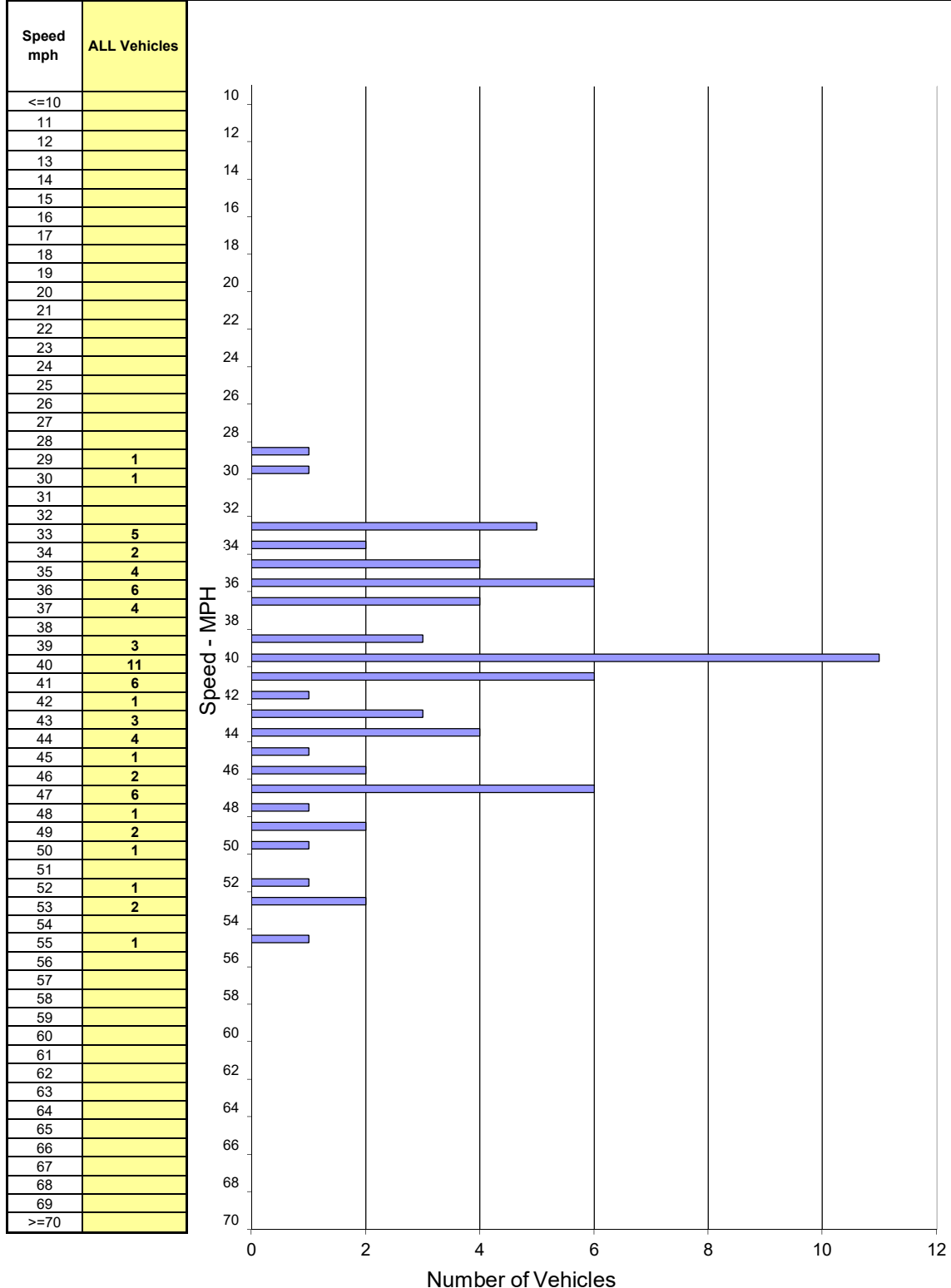
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 4/26/2023
TIME: 10:15-11:40

Location: Rose Ave Bet. Vinewood Dr & Anvilwood Dr
Posted Speed: 40 MPH Clear/Dry Project #: 23-080101-014

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	68	29 - 55	40 mph	47 mph	33 - 42	42	62%	2% / 2	36% / 24

Spot Speed Study

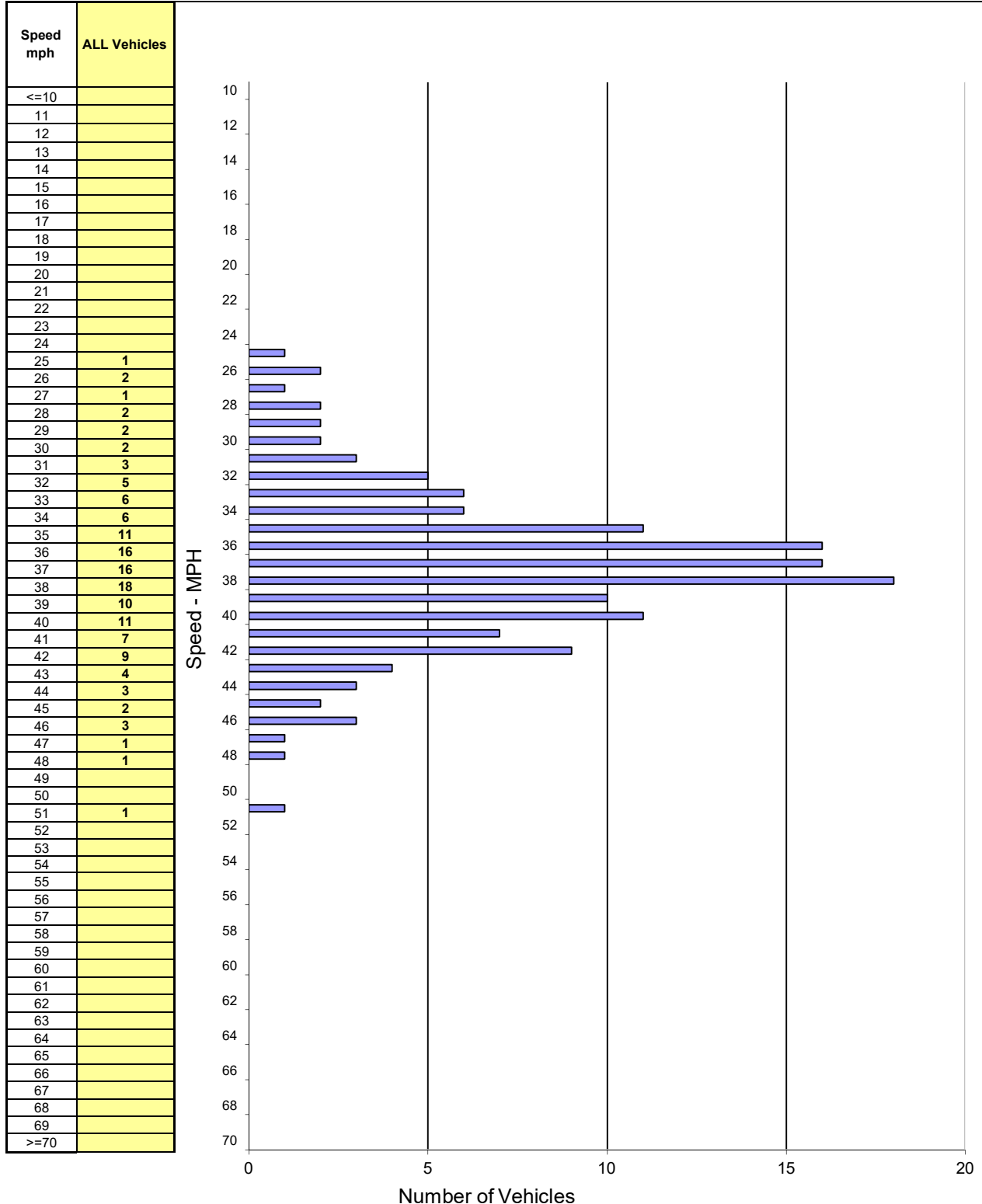
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 5/31/2023
TIME: 11:45-12:45

Location: Vintage Pkwy Bet. Rutherford Ln & Main St
Posted Speed: 35 MPH Clear/Dry Project #: 23-080183-003

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	143	25 - 51	37 mph	42 mph	33 - 42	110	77%	12% / 18	11% / 15

Spot Speed Study

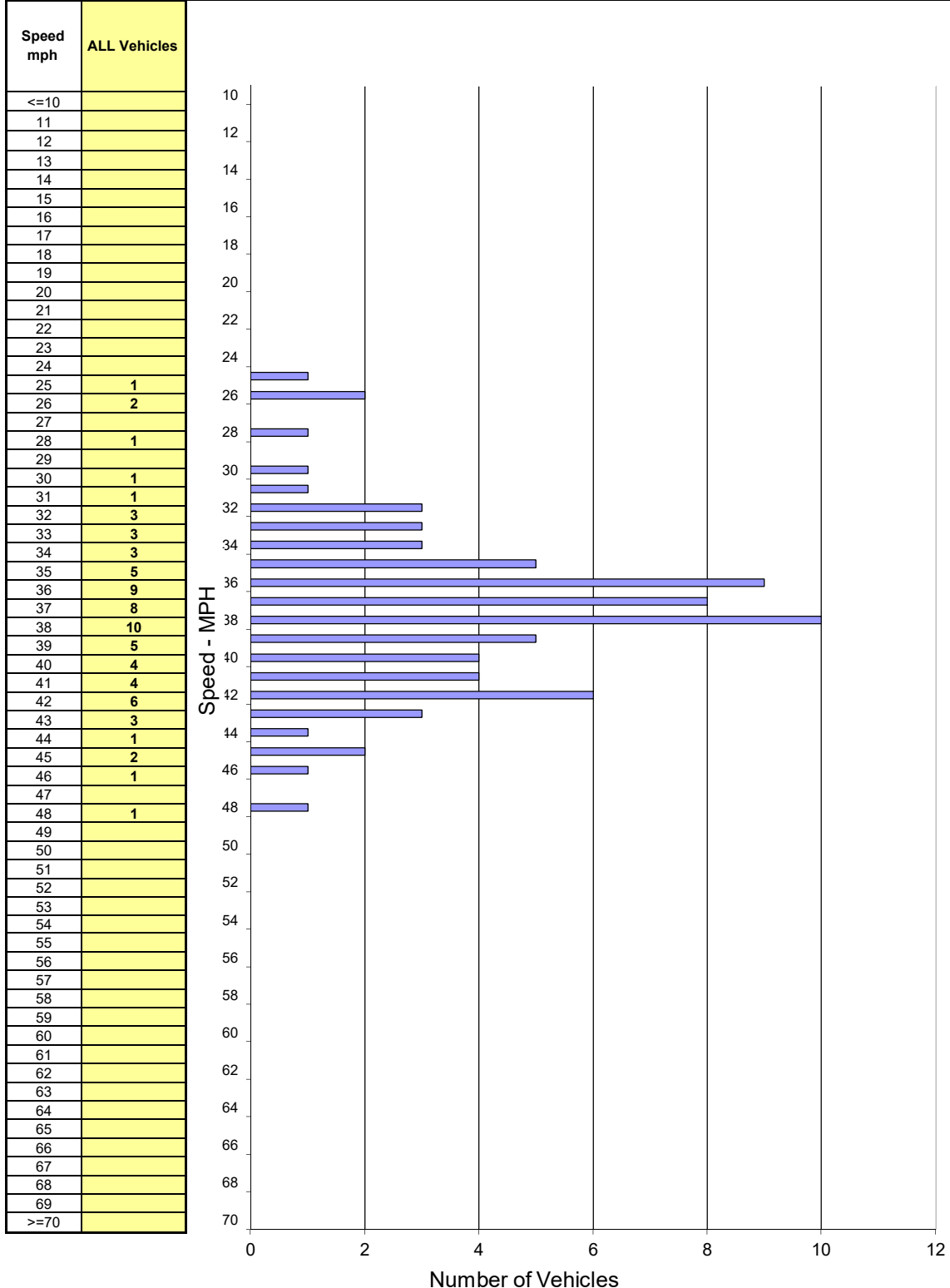
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 5/31/2023
TIME: 11:45-12:45

Location: Vintage Pkwy Bet. Rutherford Ln & Main St
Posted Speed: 35 MPH Clear/Dry Project #: 23-080183-003

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	74	25 - 48	37 mph	42 mph	33 - 42	57	77%	12% / 9	11% / 8

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Oakley

DATE: 5/31/2023

Location: Vintage Pkwy Bet. Rutherford Ln & Main St

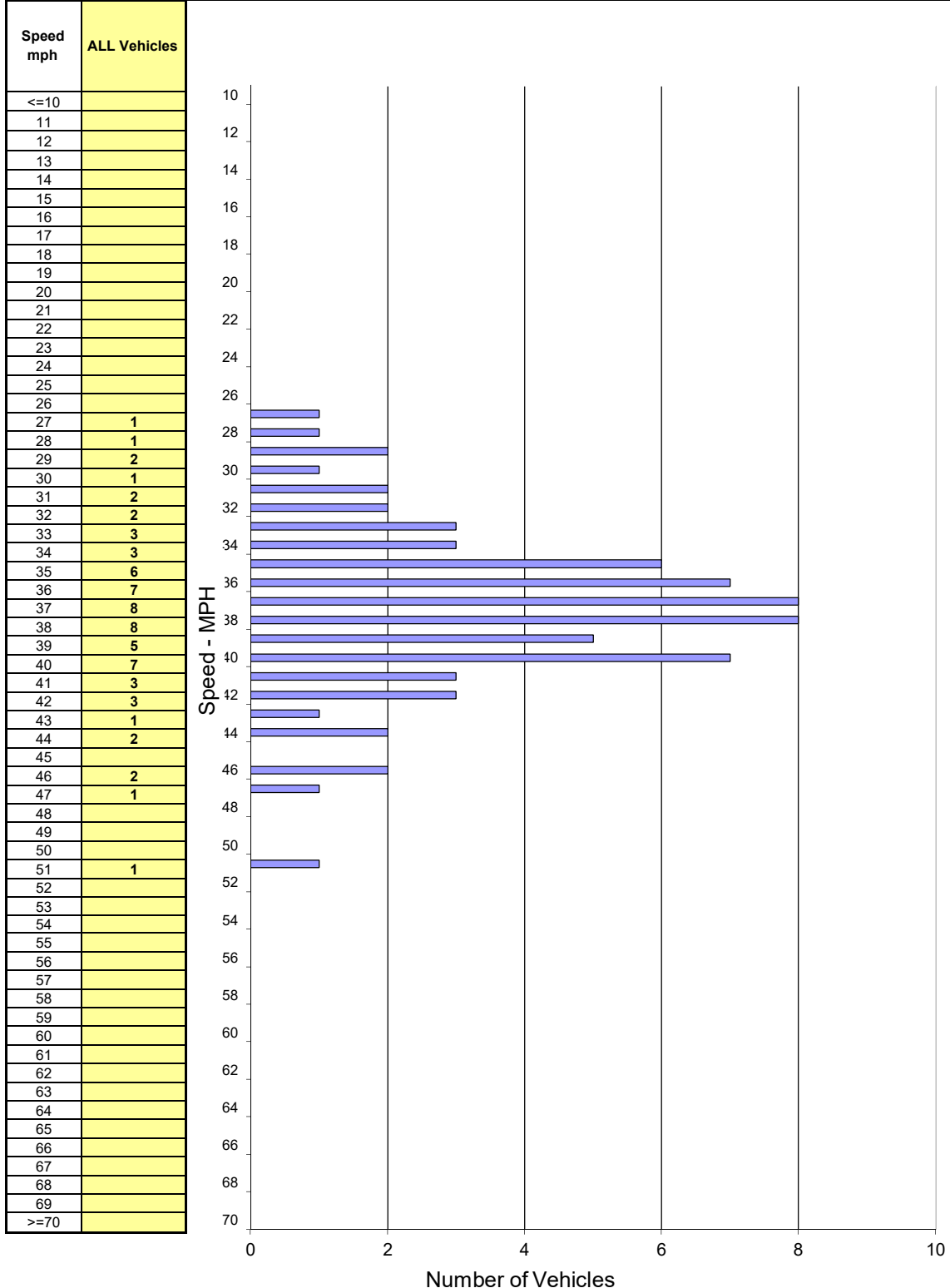
TIME: 11:45-12:45

Posted Speed: 35 MPH

Clear/Dry

Project #: 23-080183-003

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	69	27 - 51	37 mph	41 mph	33 - 42	53	77%	13% / 9	11% / 7

Spot Speed Study

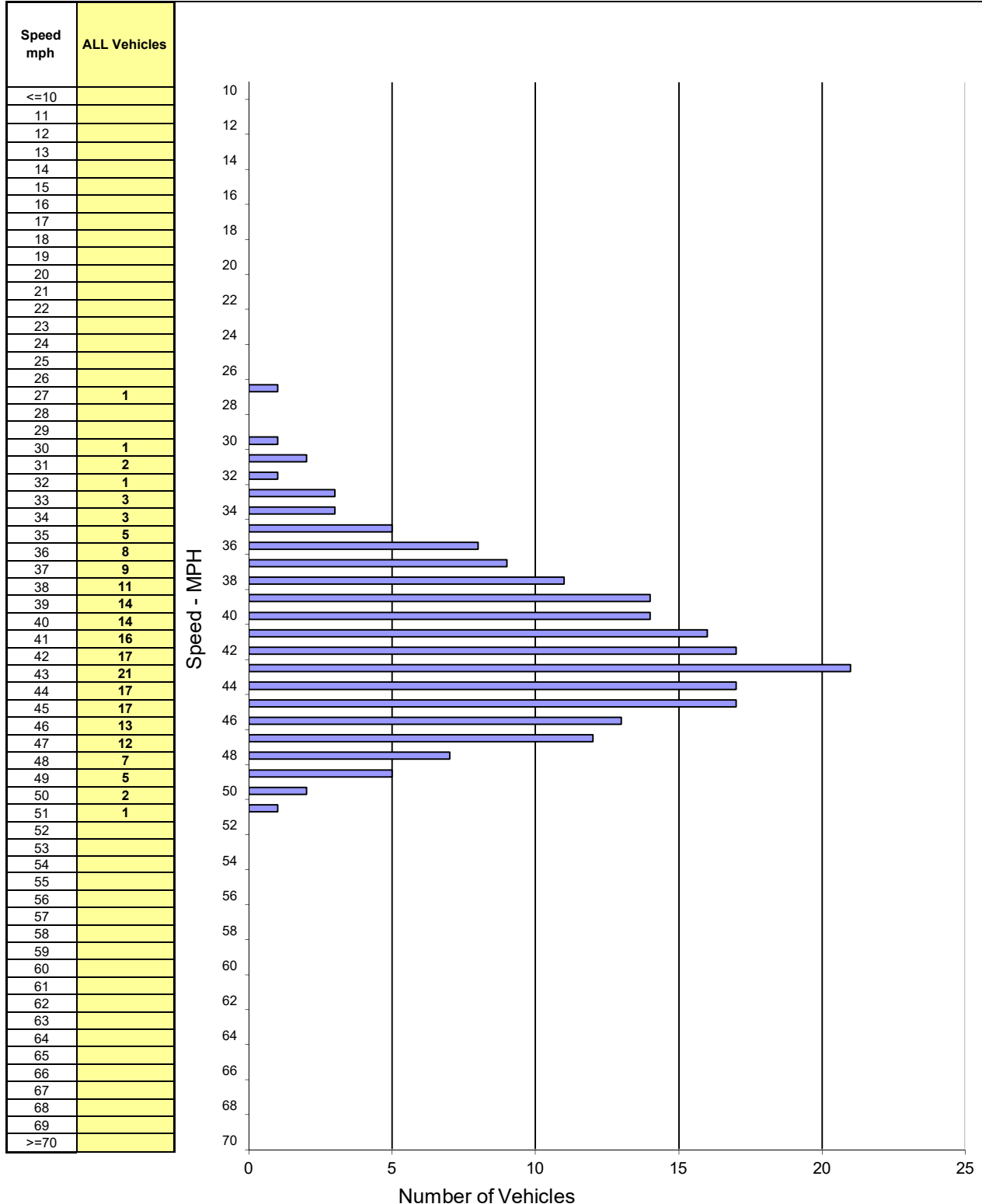
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 5/31/2023
TIME: 09:00-09:50

Location: Main St Bet. Empire Ave & Brock Ln
Posted Speed: 40 MPH Clear/Dry Project #: 23-080183-001

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	200	27 - 51	42 mph	46 mph	38 - 47	152	76%	16% / 33	8% / 15

Spot Speed Study

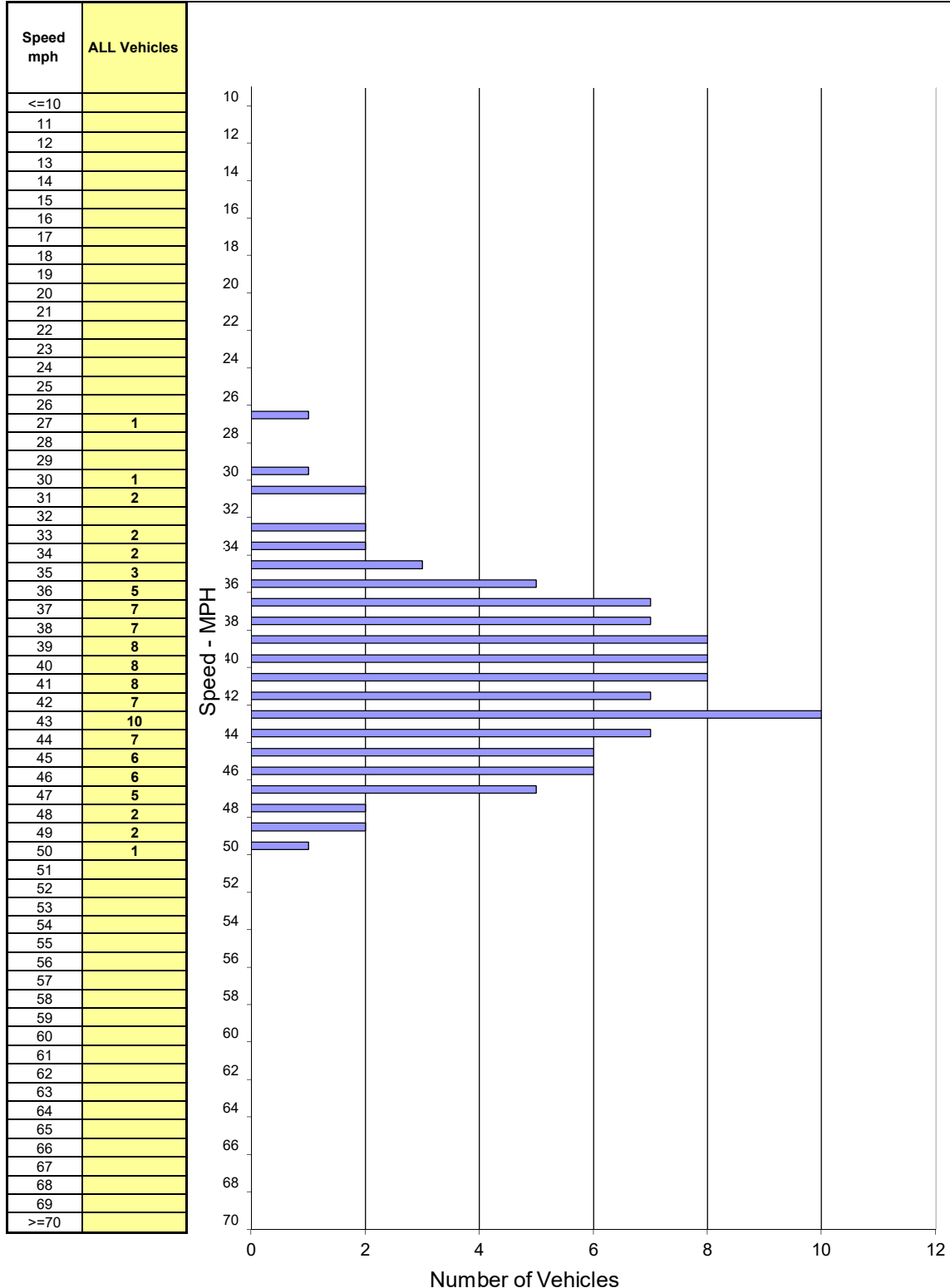
Prepared by: National Data & Surveying Services

City of Oakley

DATE: 5/31/2023
TIME: 09:00-09:50

Location: Main St Bet. Empire Ave & Brock Ln
Posted Speed: 40 MPH Clear/Dry Project #: 23-080183-001

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	100	27 - 50	41 mph	46 mph	37 - 46	74	74%	16% / 16	10% / 10

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Oakley

DATE: 5/31/2023

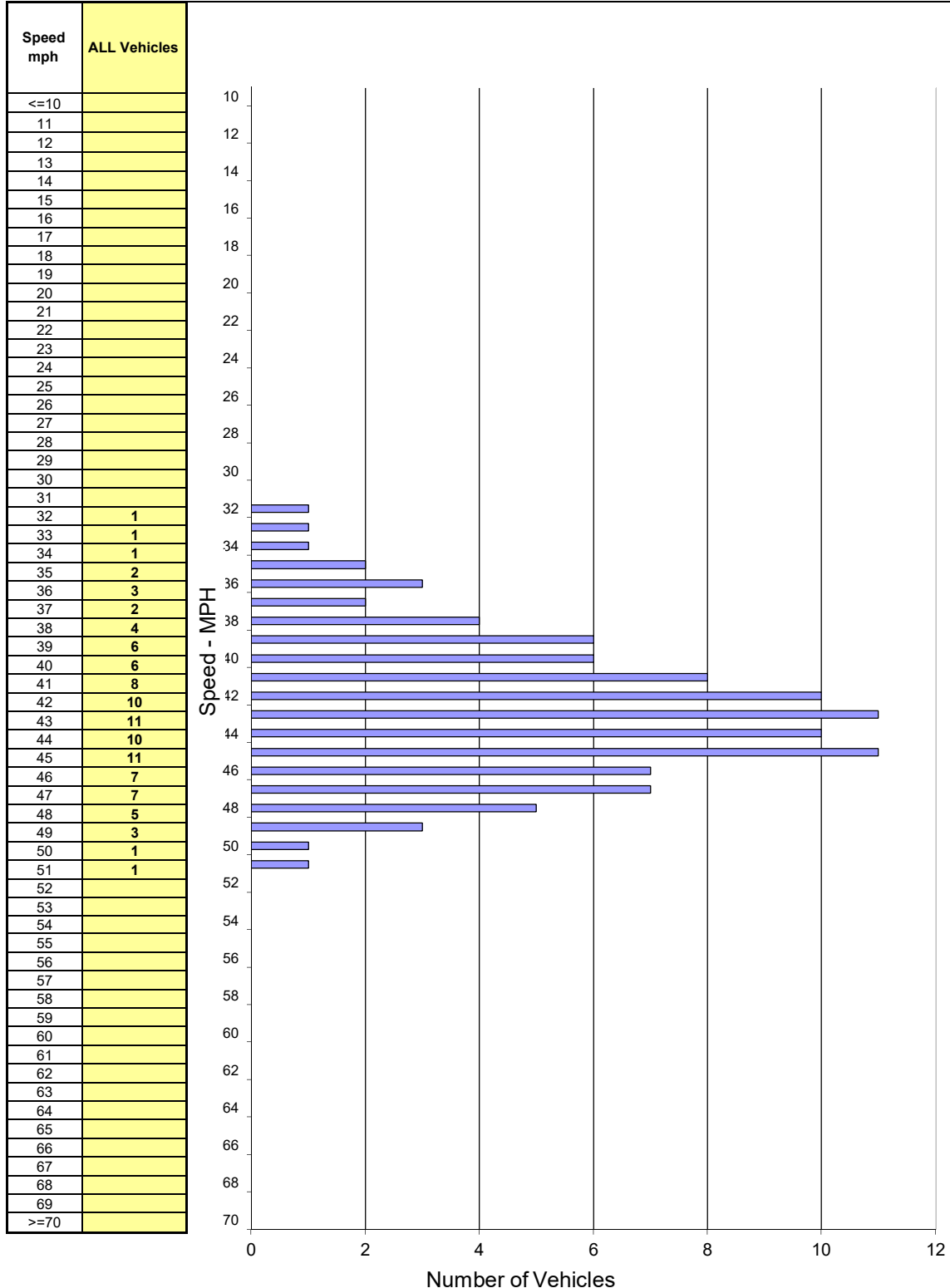
Location: Main St Bet. Empire Ave & Brock Ln

TIME: 09:00-09:50

Posted Speed: 40 MPH Clear/Dry

Project #: 23-080183-001

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	100	32 - 51	43 mph	47 mph	39 - 48	81	81%	14% / 14	5% / 5

APPENDIX C

AVERAGE DAILY TRAFFIC (ADT) VOLUMES



VOLUME

Bethel Island Rd Bet. E Cypress Rd & Sandmound Blvd

Day: Tuesday
Date: 4/25/2023City: Oakley
Project #: CA23_080100_001

DAILY TOTALS					NB	SB	EB					WB	Total	
					3,627	3,442						0		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	8	0			8	12:00	39	51			90			
00:15	3	0			3	12:15	40	55			95			
00:30	7	1			8	12:30	63	45			108			
00:45	7	25	2	3	9	12:45	43	185	50	201	93	386		
01:00	5	2			7	13:00	63	42			105			
01:15	1	0			1	13:15	66	48			114			
01:30	4	1			5	13:30	61	53			114			
01:45	3	13	0	3	3	13:45	39	229	67	210	106	439		
02:00	2	1			3	14:00	80	60			140			
02:15	1	0			1	14:15	55	62			117			
02:30	2	4			6	14:30	81	69			150			
02:45	3	8	2	7	5	14:45	66	282	68	259	134	541		
03:00	2	4			6	15:00	59	68			127			
03:15	3	0			3	15:15	59	72			131			
03:30	0	2			2	15:30	95	63			158			
03:45	2	7	5	11	7	15:45	82	295	59	262	141	557		
04:00	1	4			5	16:00	82	62			144			
04:15	0	3			3	16:15	99	51			150			
04:30	4	11			15	16:30	75	55			130			
04:45	7	12	10	28	17	16:45	84	340	53	221	137	561		
05:00	5	13			18	17:00	71	39			110			
05:15	5	18			23	17:15	66	56			122			
05:30	8	30			38	17:30	69	52			121			
05:45	3	21	40	101	43	17:45	84	290	39	186	123	476		
06:00	19	51			70	18:00	67	53			120			
06:15	24	51			75	18:15	72	42			114			
06:30	33	51			84	18:30	52	54			106			
06:45	32	108	49	202	81	18:45	55	246	21	170	76	416		
07:00	28	43			71	19:00	64	31			95			
07:15	45	62			107	19:15	60	43			103			
07:30	43	81			124	19:30	61	30			91			
07:45	56	172	98	284	154	19:45	51	236	28	132	79	368		
08:00	66	71			137	20:00	50	29			79			
08:15	45	83			128	20:15	41	25			66			
08:30	60	46			106	20:30	38	25			63			
08:45	47	218	53	253	100	20:45	34	163	20	99	54	262		
09:00	42	69			111	21:00	35	11			46			
09:15	30	66			96	21:15	24	19			43			
09:30	55	56			111	21:30	24	9			33			
09:45	53	180	57	248	110	21:45	27	110	8	47	35	157		
10:00	47	58			105	22:00	18	6			24			
10:15	49	53			102	22:15	20	3			23			
10:30	47	56			103	22:30	10	6			16			
10:45	50	193	56	223	106	22:45	17	65	1	16	18	81		
11:00	34	64			98	23:00	15	3			18			
11:15	56	72			128	23:15	12	5			17			
11:30	54	63			117	23:30	11	2			13			
11:45	44	188	67	266	111	23:45	3	41	0	10	3	51		
TOTALS	1145	1629			2774	TOTALS	2482	1813			4295			
SPLIT %	41.3%	58.7%			39.2%	SPLIT %	57.8%	42.2%			60.8%			

DAILY TOTALS				NB	SB					EB	WB	Total	
				3,627	3,442					0	0	7,069	
AM Peak Hour	07:45	07:30			07:30	PM Peak Hour	15:30	14:30					15:30
AM Pk Volume	227	333			543	PM Pk Volume	358	277					593
Pk Hr Factor	0.860	0.849			0.881	Pk Hr Factor	0.904	0.962					0.938
7 - 9 Volume	390	537	0	0	927	4 - 6 Volume	630	407	0	0			1037
7 - 9 Peak Hour	07:45	07:30			07:30	4 - 6 Peak Hour	16:00	16:00					16:00
7 - 9 Pk Volume	227	333	0	0	543	4 - 6 Pk Volume	340	221	0	0			561
Pk Hr Factor	0.860	0.849	0.000	0.000	0.881	Pk Hr Factor	0.859	0.891	0.000	0.000			0.935

VOLUME

Brown Rd Bet. Lavender Way & Neroly Rd

Day: Tuesday
Date: 4/25/2023City: Oakley
Project #: CA23_080100_002

DAILY TOTALS					NB	SB					EB	WB	Total
					963	737					0	0	1,700
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0			0	12:00	3	5			8		
00:15	0	0			0	12:15	5	6			11		
00:30	1	0			1	12:30	8	3			11		
00:45	0	1	1	1	1	12:45	6	22	9	23	15	45	
01:00	0	0			0	13:00	7	10			17		
01:15	0	0			0	13:15	5	11			16		
01:30	0	1			1	13:30	19	5			24		
01:45	0	0	1		0	13:45	4	35	9	35	13	70	
02:00	0	0			0	14:00	7	4			11		
02:15	0	0			0	14:15	8	9			17		
02:30	1	0			1	14:30	10	11			21		
02:45	0	1	0		0	14:45	7	32	21	45	28	77	
03:00	0	0			0	15:00	22	26			48		
03:15	0	0			0	15:15	98	70			168		
03:30	0	0			0	15:30	119	53			172		
03:45	0	0			0	15:45	26	265	12	161	38	426	
04:00	0	0			0	16:00	10	11			21		
04:15	0	0			0	16:15	12	12			24		
04:30	0	0			0	16:30	26	9			35		
04:45	0	0			0	16:45	9	57	7	39	16	96	
05:00	0	0			0	17:00	16	9			25		
05:15	0	2			2	17:15	20	8			28		
05:30	1	0			1	17:30	9	9			18		
05:45	0	1	1	3	1	17:45	14	59	2	28	16	87	
06:00	0	0			0	18:00	6	2			8		
06:15	0	0			0	18:15	6	7			13		
06:30	0	3			3	18:30	2	5			7		
06:45	1	1	2	5	3	18:45	1	15	4	18	5	33	
07:00	2	2			4	19:00	11	6			17		
07:15	1	3			4	19:15	4	2			6		
07:30	1	11			12	19:30	3	4			7		
07:45	4	8	11	27	15	19:45	3	21	2	14	5	35	
08:00	13	12			25	20:00	4	1			5		
08:15	4	19			23	20:15	6	5			11		
08:30	10	10			20	20:30	2	1			3		
08:45	16	43	24	65	40	20:45	1	13	2	9	3	22	
09:00	49	39			88	21:00	1	1			2		
09:15	124	93			217	21:15	2	1			3		
09:30	146	72			218	21:30	1	1			2		
09:45	26	345	17	221	43	21:45	1	5	2	5	3	10	
10:00	4	6			10	22:00	0	2			2		
10:15	5	4			9	22:15	0	0			0		
10:30	3	3			6	22:30	3	1			4		
10:45	7	19	7	20	14	22:45	1	4	0	3	1	7	
11:00	6	6			12	23:00	0	0			0		
11:15	5	2			7	23:15	0	0			0		
11:30	2	1			3	23:30	1	0			1		
11:45	2	15	5	14	7	23:45	0	1	0		0	1	
TOTALS	434	357			791	TOTALS	529	380			909		
SPLIT %	54.9%	45.1%			46.5%	SPLIT %	58.2%	41.8%			53.5%		

DAILY TOTALS					NB	SB					EB	WB	Total
					963	737					0	0	1,700
AM Peak Hour	09:00	08:45			09:00	PM Peak Hour	15:00	14:45			15:00		
AM Pk Volume	345	228			566	PM Pk Volume	265	170			426		
Pk Hr Factor	0.591	0.613			0.649	Pk Hr Factor	0.557	0.607			0.619		
7 - 9 Volume	51	92	0	0	143	4 - 6 Volume	116	67	0	0	183		
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:30	16:00			16:30		
7 - 9 Pk Volume	43	65	0	0	108	4 - 6 Pk Volume	71	39	0	0	104		
Pk Hr Factor	0.672	0.677	0.000	0.000	0.675	Pk Hr Factor	0.683	0.813	0.000	0.000	0.743		

VOLUME

Carpenter Rd Bet. Heathrow Dr & Amaryllis St

Day: Tuesday
Date: 4/25/2023City: Oakley
Project #: CA23_080100_003

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0	2,507					2,283	4,790
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			3	3	6		12:00			42	19	61	
00:15			4	2	6		12:15			46	32	78	
00:30			4	3	7		12:30			55	40	95	
00:45			5	16	0	8	12:45			48	191	96	187
01:00			4	0	4		13:00			39	49	88	
01:15			0	1	1		13:15			41	39	80	
01:30			1	1	2		13:30			35	24	59	
01:45			1	6	1	3	13:45			40	155	35	147
02:00			0	0	0		14:00			46	23	69	
02:15			2	3	5		14:15			37	31	68	
02:30			0	0	0		14:30			37	28	65	
02:45			2	4	2	5	14:45			49	169	34	116
03:00			2	0	2		15:00			52	39	91	
03:15			2	6	8		15:15			87	72	159	
03:30			1	3	4		15:30			63	68	131	
03:45			2	7	4	13	15:45			50	252	43	222
04:00			0	2	2		16:00			53	37	90	
04:15			0	3	3		16:15			56	32	88	
04:30			2	12	14		16:30			57	41	98	
04:45			1	3	7	24	16:45			36	202	43	153
05:00			0	16	16		17:00			68	34	102	
05:15			4	17	21		17:15			64	27	91	
05:30			1	12	13		17:30			69	28	97	
05:45			5	10	18	63	17:45			56	257	25	114
06:00			6	22	28		18:00			52	31	83	
06:15			3	24	27		18:15			60	27	87	
06:30			15	22	37		18:30			43	31	74	
06:45			11	35	24	92	18:45			42	197	30	119
07:00			7	26	33		19:00			36	40	76	
07:15			12	23	35		19:15			40	20	60	
07:30			31	21	52		19:30			32	25	57	
07:45			42	92	44	114	19:45			34	142	22	107
08:00			47	58	105		20:00			33	16	49	
08:15			54	100	154		20:15			36	17	53	
08:30			32	69	101		20:30			15	22	37	
08:45			31	164	37	264	20:45			25	109	20	75
09:00			43	35	78		21:00			26	11	37	
09:15			58	48	106		21:15			20	9	29	
09:30			43	50	93		21:30			20	13	33	
09:45			22	166	32	165	21:45			14	80	10	43
10:00			19	33	52		22:00			14	4	18	
10:15			21	27	48		22:15			8	4	12	
10:30			24	28	52		22:30			4	3	7	
10:45			27	91	27	115	22:45			8	34	3	14
11:00			27	32	59		23:00			6	4	10	
11:15			33	22	55		23:15			2	4	6	
11:30			21	32	53		23:30			6	2	8	
11:45			26	107	22	108	23:45			4	18	2	12
TOTALS			701	974	1675		TOTALS			1806	1309	3115	
SPLIT %			41.9%	58.1%	35.0%		SPLIT %			58.0%	42.0%	65.0%	

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						2,507	2,283						4,790
AM Peak Hour			07:45	07:45	07:45		PM Peak Hour			17:00	12:30	15:00							
AM Pk Volume			175	271	446		PM Pk Volume			257	224	474							
Pk Hr Factor			0.810	0.678	0.724		Pk Hr Factor			0.931	0.583	0.745							
7 - 9 Volume	0	0	256	378	634		4 - 6 Volume	0	0	459	267	726							
7 - 9 Peak Hour			07:45	07:45	07:45		4 - 6 Peak Hour			17:00	16:00	17:00							
7 - 9 Pk Volume	0	0	175	271	446		4 - 6 Pk Volume	0	0	257	153	371							
Pk Hr Factor	0.000	0.000	0.810	0.678	0.724		Pk Hr Factor	0.000	0.000	0.931	0.890	0.909							

VOLUME

Carpenter Rd Bet. Brown Rd & Vineyard Dr

Day: Tuesday
Date: 4/25/2023City: Oakley
Project #: CA23_080100_004

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						2,603	2,332						4,935
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			2	1	3		12:00			31	25	56							
00:15			1	4	5		12:15			33	37	70							
00:30			3	2	5		12:30			43	51	94							
00:45			2	8	2	15	12:45			77	184	62	175	139	359				
01:00			3	0	3		13:00			52	40	92							
01:15			1	1	2		13:15			33	49	82							
01:30			0	3	3		13:30			35	28	63							
01:45			0	4	0	8	13:45			35	155	38	155	73	310				
02:00			0	0	0		14:00			51	24	75							
02:15			2	3	5		14:15			34	31	65							
02:30			0	0	0		14:30			33	25	58							
02:45			3	5	4	9	14:45			41	159	35	115	76	274				
03:00			2	1	3		15:00			56	55	111							
03:15			1	3	4		15:15			105	69	174							
03:30			0	2	2		15:30			99	59	158							
03:45			2	5	4	10	15:45			68	328	48	231	116	559				
04:00			2	3	5		16:00			58	32	90							
04:15			1	3	4		16:15			49	31	80							
04:30			3	12	15		16:30			58	47	105							
04:45			3	9	7	25	16:45			43	208	36	146	79	354				
05:00			1	16	17		17:00			64	41	105							
05:15			2	16	18		17:15			73	32	105							
05:30			2	11	13		17:30			65	34	99							
05:45			6	11	22	65	17:45			47	249	29	136	76	385				
06:00			7	19	26		18:00			58	39	97							
06:15			5	22	27		18:15			58	32	90							
06:30			13	23	36		18:30			43	28	71							
06:45			13	38	37	126	18:45			36	195	37	136	73	331				
07:00			9	31	40		19:00			49	38	87							
07:15			11	23	34		19:15			34	22	56							
07:30			23	28	51		19:30			42	29	71							
07:45			43	86	95	220	19:45			33	158	22	111	55	269				
08:00			56	61	117		20:00			29	17	46							
08:15			46	68	114		20:15			39	19	58							
08:30			45	70	115		20:30			14	20	34							
08:45			32	179	37	236	20:45			27	109	25	81	52	190				
09:00			42	34	76		21:00			25	13	38							
09:15			49	55	104		21:15			21	11	32							
09:30			67	50	117		21:30			21	10	31							
09:45			34	192	28	167	21:45			9	76	21	122	21	122				
10:00			20	34	54		22:00			13	5	18							
10:15			17	27	44		22:15			8	5	13							
10:30			26	23	49		22:30			5	2	7							
10:45			23	86	49	196	22:45			7	33	10	48	10	48				
11:00			30	33	63		23:00			3	5	8							
11:15			31	24	55		23:15			3	4	7							
11:30			22	35	57		23:30			5	4	9							
11:45			28	111	57	232	23:45			4	15	5	29	5	29				
TOTALS			734	971	1705		TOTALS			1869	1361	3230							
SPLIT %			43.0%	57.0%	34.5%		SPLIT %			57.9%	42.1%	65.5%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						2,603	2,332						4,935
AM Peak Hour			09:00	07:45	07:45		PM Peak Hour			15:15	15:00	15:00							
AM Pk Volume			192	251	441		PM Pk Volume			330	231	559							
Pk Hr Factor			0.716	0.896	0.942		Pk Hr Factor			0.786	0.837	0.803							
7 - 9 Volume	0	0	265	370	635		4 - 6 Volume	0	0	457	282	739							
7 - 9 Peak Hour			07:45	07:45	07:45		4 - 6 Peak Hour			17:00	16:30	16:30							
7 - 9 Pk Volume	0	0	190	251	441		4 - 6 Pk Volume	0	0	249	156	394							
Pk Hr Factor	0.000	0.000	0.848	0.896	0.942		Pk Hr Factor	0.000	0.000	0.853	0.830	0.938							

VOLUME

Carpenter Rd Bet. Cinnamon Ridge Dr & Rose Ave

Day: Tuesday
Date: 4/25/2023City: Oakley
Project #: CA23_080100_005

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	1,822					1,606	3,428	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			1	0	1		12:00			22	21	43		
00:15			2	1	3		12:15			16	15	31		
00:30			1	1	2		12:30			23	12	35		
00:45			0	4	0	2	12:45			24	85	20	68	
												44	153	
01:00			1	1	2		13:00			25	17	42		
01:15			0	1	1		13:15			37	23	60		
01:30			0	2	2		13:30			30	31	61		
01:45			0	1	0	4	13:45			36	128	14	85	
												50	213	
02:00			0	0	0		14:00			38	18	56		
02:15			0	0	0		14:15			33	20	53		
02:30			0	0	0		14:30			34	27	61		
02:45			1	1	0	1	14:45			29	134	31	96	
												60	230	
03:00			0	2	2		15:00			31	40	71		
03:15			0	1	1		15:15			43	54	97		
03:30			0	3	3		15:30			118	47	165		
03:45			1	1	3	9	15:45			67	259	40	181	
												107	440	
04:00			0	2	2		16:00			36	26	62		
04:15			1	2	3		16:15			40	25	65		
04:30			0	3	3		16:30			39	44	83		
04:45			0	1	2	9	16:45			27	142	20	115	
												47	257	
05:00			2	10	12		17:00			40	24	64		
05:15			2	10	12		17:15			63	25	88		
05:30			1	8	9		17:30			44	25	69		
05:45			6	11	15	43	17:45			41	188	34	108	
												75	296	
06:00			6	16	22		18:00			44	29	73		
06:15			3	8	11		18:15			34	18	52		
06:30			9	17	26		18:30			26	15	41		
06:45			8	26	14	55	18:45			27	131	26	88	
												53	219	
07:00			7	18	25		19:00			38	25	63		
07:15			13	16	29		19:15			23	22	45		
07:30			7	19	26		19:30			28	20	48		
07:45			23	50	43	96	19:45			23	112	12	79	
												35	191	
08:00			35	35	70		20:00			18	12	30		
08:15			17	41	58		20:15			31	16	47		
08:30			17	25	42		20:30			16	12	28		
08:45			19	88	35	136	20:45			16	81	9	49	
												25	130	
09:00			28	48	76		21:00			16	6	22		
09:15			31	74	105		21:15			13	8	21		
09:30			59	52	111		21:30			17	4	21		
09:45			20	138	16	190	21:45			10	56	5	23	
												15	79	
10:00			17	20	37		22:00			11	3	14		
10:15			23	16	39		22:15			2	2	4		
10:30			15	19	34		22:30			4	1	5		
10:45			14	69	21	76	22:45			6	23	2	8	
												8	31	
11:00			16	19	35		23:00			0	1	1		
11:15			19	14	33		23:15			2	1	3		
11:30			25	30	55		23:30			1	2	3		
11:45			27	87	17	80	23:45			3	6	2	6	
												5	12	
TOTALS			477	700	1177		TOTALS			1345	906	2251		
SPLIT %			40.5%	59.5%	34.3%		SPLIT %			59.8%	40.2%	65.7%		

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,822	1,606						3,428
AM Peak Hour			09:00	08:45	08:45		PM Peak Hour			15:15	15:00	15:00							
AM Pk Volume			138	209	346		PM Pk Volume			264	181	440							
Pk Hr Factor			0.585	0.706	0.779		Pk Hr Factor			0.559	0.838	0.667							
7 - 9 Volume	0	0	138	232	370		4 - 6 Volume	0	0	330	223	553							
7 - 9 Peak Hour			07:45	07:45	07:45		4 - 6 Peak Hour			17:00	16:00	17:00							
7 - 9 Pk Volume	0	0	92	144	236		4 - 6 Pk Volume	0	0	188	115	296							
Pk Hr Factor	0.000	0.000	0.657	0.837	0.843		Pk Hr Factor	0.000	0.000	0.746	0.653	0.841							

VOLUME

Main St W/O Live Oak Ave

Day: Tuesday
Date: 4/25/2023City: Oakley
Project #: CA23_080100_006

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						11,537	10,754						22,291
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							
00:00			20	10	30		12:00			188	162	350							
00:15			15	9	24		12:15			170	147	317							
00:30			8	5	13		12:30			174	149	323							
00:45			12	55	7	31	12:45			145	677	145	603	290	1280				
01:00			8	4	12		13:00			163	142	305							
01:15			10	4	14		13:15			200	161	361							
01:30			9	2	11		13:30			194	165	359							
01:45			10	37	10	20	13:45			200	757	137	605	337	1362				
02:00			8	7	15		14:00			211	134	345							
02:15			5	12	17		14:15			235	160	395							
02:30			5	11	16		14:30			229	228	457							
02:45			4	22	15	45	14:45			239	914	182	704	421	1618				
03:00			9	20	29		15:00			211	165	376							
03:15			8	25	33		15:15			253	149	402							
03:30			12	18	30		15:30			243	183	426							
03:45			8	37	40	103	15:45			265	972	173	670	438	1642				
04:00			6	51	57		16:00			245	165	410							
04:15			12	66	78		16:15			282	170	452							
04:30			15	90	105		16:30			262	159	421							
04:45			19	52	108	315	16:45			281	1070	151	645	432	1715				
05:00			25	101	126		17:00			269	147	416							
05:15			19	122	141		17:15			316	171	487							
05:30			38	131	169		17:30			262	162	424							
05:45			55	137	171	525	17:45			252	1099	150	630	402	1729				
06:00			49	157	206		18:00			242	143	385							
06:15			53	183	236		18:15			225	125	350							
06:30			60	187	247		18:30			216	149	365							
06:45			81	243	168	695	18:45			200	883	109	526	309	1409				
07:00			74	161	235		19:00			174	115	289							
07:15			102	169	271		19:15			173	105	278							
07:30			131	197	328		19:30			180	108	288							
07:45			218	525	267	794	19:45			163	690	95	423	258	1113				
08:00			190	268	458		20:00			166	86	252							
08:15			136	230	366		20:15			130	86	216							
08:30			145	195	340		20:30			107	66	173							
08:45			149	620	194	887	20:45			96	499	61	299	157	798				
09:00			101	138	239		21:00			81	62	143							
09:15			109	151	260		21:15			80	58	138							
09:30			133	178	311		21:30			61	55	116							
09:45			156	499	145	612	21:45			63	285	49	224	112	509				
10:00			125	129	254		22:00			55	45	100							
10:15			126	142	268		22:15			48	33	81							
10:30			126	165	291		22:30			57	30	87							
10:45			141	518	135	571	22:45			40	200	27	135	67	335				
11:00			147	179	326		23:00			40	19	59							
11:15			160	135	295		23:15			35	22	57							
11:30			135	149	284		23:30			32	15	47							
11:45			168	610	162	625	23:45			29	136	11	67	40	203				
TOTALS			3355	5223	8578		TOTALS			8182	5531	13713							
SPLIT %			39.1%	60.9%	38.5%		SPLIT %			59.7%	40.3%	61.5%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						11,537	10,754						22,291
AM Peak Hour			11:45	07:30	07:45		PM Peak Hour			16:30	14:15	16:45							
AM Pk Volume			700	962	1649		PM Pk Volume			1128	735	1759							
Pk Hr Factor			0.931	0.897	0.850		Pk Hr Factor			0.892	0.806	0.903							
7 - 9 Volume	0	0	1145	1681	2826		4 - 6 Volume	0	0	2169	1275	3444							
7 - 9 Peak Hour			07:45	07:30	07:45		4 - 6 Peak Hour			16:30	16:00	16:45							
7 - 9 Pk Volume	0	0	689	962	1649		4 - 6 Pk Volume	0	0	1128	645	1759							
Pk Hr Factor	0.000	0.000	0.790	0.897	0.850		Pk Hr Factor	0.000	0.000	0.892	0.949	0.903							

VOLUME

Main St S/O Carol Ln

Day: Tuesday
Date: 4/25/2023City: Oakley
Project #: CA23_080100_007

DAILY TOTALS					NB	SB	EB					WB	Total	
					8,813	9,867						0		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	10	20			30		12:00	153	169			322		
00:15	6	7			13		12:15	136	168			304		
00:30	6	15			21		12:30	144	145			289		
00:45	7	29	13	55	20	84	12:45	127	560	158	640	285	1200	
01:00	5	10			15		13:00	139	148			287		
01:15	1	6			7		13:15	153	152			305		
01:30	8	6			14		13:30	150	170			320		
01:45	3	17	10	32	13	49	13:45	133	575	171	641	304	1216	
02:00	4	6			10		14:00	145	188			333		
02:15	5	2			7		14:15	146	184			330		
02:30	4	5			9		14:30	150	227			377		
02:45	8	21	6	19	14	40	14:45	155	596	187	786	342	1382	
03:00	15	8			23		15:00	140	225			365		
03:15	10	5			15		15:15	139	200			339		
03:30	10	5			15		15:30	198	211			409		
03:45	22	57	9	27	31	84	15:45	205	682	231	867	436	1549	
04:00	17	7			24		16:00	148	238			386		
04:15	42	9			51		16:15	161	209			370		
04:30	30	10			40		16:30	158	230			388		
04:45	36	125	12	38	48	163	16:45	138	605	232	909	370	1514	
05:00	49	25			74		17:00	155	242			397		
05:15	69	18			87		17:15	150	253			403		
05:30	82	20			102		17:30	129	198			327		
05:45	85	285	31	94	116	379	17:45	126	560	212	905	338	1465	
06:00	83	26			109		18:00	123	200			323		
06:15	105	35			140		18:15	139	180			319		
06:30	119	44			163		18:30	124	162			286		
06:45	106	413	56	161	162	574	18:45	105	491	162	704	267	1195	
07:00	112	68			180		19:00	104	151			255		
07:15	107	65			172		19:15	112	137			249		
07:30	118	111			229		19:30	104	125			229		
07:45	160	497	164	408	324	905	19:45	106	426	135	548	241	974	
08:00	136	167			303		20:00	88	132			220		
08:15	184	148			332		20:15	87	114			201		
08:30	179	119			298		20:30	52	92			144		
08:45	143	642	144	578	287	1220	20:45	73	300	84	422	157	722	
09:00	107	94			201		21:00	48	72			120		
09:15	137	107			244		21:15	39	78			117		
09:30	115	111			226		21:30	54	50			104		
09:45	113	472	129	441	242	913	21:45	35	176	53	253	88	429	
10:00	133	120			253		22:00	31	47			78		
10:15	142	124			266		22:15	30	30			60		
10:30	126	122			248		22:30	25	44			69		
10:45	144	545	124	490	268	1035	22:45	26	112	32	153	58	265	
11:00	150	141			291		23:00	17	32			49		
11:15	145	154			299		23:15	14	23			37		
11:30	130	137			267		23:30	8	18			26		
11:45	153	578	173	605	326	1183	23:45	10	49	18	91	28	140	
TOTALS	3681	2948			6629		TOTALS	5132	6919			12051		
SPLIT %	55.5%	44.5%			35.5%		SPLIT %	42.6%	57.4%			64.5%		

DAILY TOTALS			NB		SB		EB		WB		Total	
			8,813		9,867		0		0		18,680	
AM Peak Hour	07:45	11:45				07:45	PM Peak Hour	15:30	16:30			
AM Pk Volume	659	655				1257	PM Pk Volume	712	957			
Pk Hr Factor	0.895	0.947				0.947	Pk Hr Factor	0.868	0.946			
7 - 9 Volume	1139	986	0	0	2125	4 - 6 Volume	1165	1814	0	0	2979	
7 - 9 Peak Hour	07:45	07:45				07:45	4 - 6 Peak Hour	16:15	16:30			
7 - 9 Pk Volume	659	598	0	0	1257	4 - 6 Pk Volume	612	957	0	0	1558	
Pk Hr Factor	0.895	0.895	0.000	0.000	0.947	Pk Hr Factor	0.950	0.946	0.000	0.000	0.967	

VOLUME

Main St E/O Rose Ave

Day: Tuesday
Date: 4/25/2023City: Oakley
Project #: CA23_080100_008

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						6,461	6,086						12,547
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			12	8	20		12:00			112	80	192							
00:15			3	7	10		12:15			90	71	161							
00:30			7	7	14		12:30			84	96	180							
00:45			10	32	3	25	12:45			99	385	70	317	169	702				
01:00			4	2	6		13:00			90	102	192							
01:15			4	2	6		13:15			105	84	189							
01:30			2	1	3		13:30			105	93	198							
01:45			4	14	0	5	13:45			99	399	74	353	173	752				
02:00			3	4	7		14:00			100	100	200							
02:15			4	2	6		14:15			98	112	210							
02:30			4	6	10		14:30			131	127	258							
02:45			5	16	7	19	14:45			145	474	94	433	239	907				
03:00			5	6	11		15:00			167	93	260							
03:15			2	9	11		15:15			164	133	297							
03:30			7	4	11		15:30			138	175	313							
03:45			4	18	11	30	15:45			155	624	139	540	294	1164				
04:00			10	14	24		16:00			146	119	265							
04:15			7	27	34		16:15			146	122	268							
04:30			9	24	33		16:30			144	118	262							
04:45			11	37	18	83	16:45			127	563	119	478	246	1041				
05:00			13	43	56		17:00			158	95	253							
05:15			21	46	67		17:15			130	98	228							
05:30			10	45	55		17:30			128	85	213							
05:45			23	67	50	184	17:45			128	544	83	361	211	905				
06:00			33	58	91		18:00			113	95	208							
06:15			27	69	96		18:15			152	84	236							
06:30			22	71	93		18:30			103	76	179							
06:45			48	130	69	267	18:45			124	492	75	330	199	822				
07:00			51	75	126		19:00			95	87	182							
07:15			66	57	123		19:15			92	72	164							
07:30			92	102	194		19:30			89	75	164							
07:45			118	327	130	364	19:45			106	382	67	301	173	683				
08:00			124	137	261		20:00			85	47	132							
08:15			130	165	295		20:15			77	45	122							
08:30			95	143	238		20:30			73	47	120							
08:45			98	447	86	531	20:45			54	289	39	178	93	467				
09:00			64	86	150		21:00			35	31	66							
09:15			61	89	150		21:15			61	38	99							
09:30			56	76	132		21:30			36	25	61							
09:45			81	262	81	332	21:45			27	159	27	121	54	280				
10:00			67	95	162		22:00			32	19	51							
10:15			82	81	163		22:15			28	13	41							
10:30			64	84	148		22:30			14	13	27							
10:45			76	289	96	356	22:45			21	95	13	58	34	153				
11:00			84	114	198		23:00			11	11	22							
11:15			94	92	186		23:15			12	8	20							
11:30			97	87	184		23:30			16	11	27							
11:45			88	363	92	385	23:45			14	53	5	35	19	88				
TOTALS			2002	2581	4583		TOTALS			4459	3505	7964							
SPLIT %			43.7%	56.3%	36.5%		SPLIT %			56.0%	44.0%	63.5%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						6,461	6,086						12,547
AM Peak Hour			07:45	07:45	07:45		PM Peak Hour			15:00	15:15	15:15							
AM Pk Volume			467	575	1042		PM Pk Volume			624	566	1169							
Pk Hr Factor			0.898	0.871	0.883		Pk Hr Factor			0.934	0.809	0.934							
7 - 9 Volume	0	0	774	895	1669		4 - 6 Volume	0	0	1107	839	1946							
7 - 9 Peak Hour			07:45	07:45	07:45		4 - 6 Peak Hour			16:15	16:00	16:00							
7 - 9 Pk Volume	0	0	467	575	1042		4 - 6 Pk Volume	0	0	575	478	1041							
Pk Hr Factor	0.000	0.000	0.898	0.871	0.883		Pk Hr Factor	0.000	0.000	0.910	0.980	0.971							

VOLUME

Main St Bet. E Cypress Rd & Bernard Rd

Day: Tuesday
Date: 4/25/2023City: Oakley
Project #: CA23_080100_009

DAILY TOTALS					NB	SB					EB	WB	Total
					9,428	9,248					0	0	18,676
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	30	4			34		12:00	142	121			263	
00:15	22	12			34		12:15	107	111			218	
00:30	19	5			24		12:30	132	105			237	
00:45	12	83	11	32	23	115	12:45	139	520	128	465	267	985
01:00	9	7			16		13:00	134	112			246	
01:15	12	7			19		13:15	130	126			256	
01:30	11	8			19		13:30	151	120			271	
01:45	9	41	5	27	14	68	13:45	150	565	148	506	298	1071
02:00	11	5			16		14:00	152	135			287	
02:15	6	12			18		14:15	166	152			318	
02:30	8	15			23		14:30	184	161			345	
02:45	7	32	13	45	20	77	14:45	172	674	186	634	358	1308
03:00	2	17			19		15:00	228	202			430	
03:15	10	15			25		15:15	260	259			519	
03:30	5	26			31		15:30	225	196			421	
03:45	13	30	25	83	38	113	15:45	191	904	157	814	348	1718
04:00	15	46			61		16:00	183	166			349	
04:15	11	72			83		16:15	179	180			359	
04:30	27	72			99		16:30	185	157			342	
04:45	20	73	86	276	106	349	16:45	193	740	186	689	379	1429
05:00	24	63			87		17:00	193	158			351	
05:15	26	86			112		17:15	185	140			325	
05:30	35	81			116		17:30	170	136			306	
05:45	51	136	106	336	157	472	17:45	197	745	114	548	311	1293
06:00	46	77			123		18:00	162	161			323	
06:15	41	97			138		18:15	172	130			302	
06:30	77	144			221		18:30	169	124			293	
06:45	62	226	99	417	161	643	18:45	174	677	128	543	302	1220
07:00	85	94			179		19:00	157	94			251	
07:15	99	114			213		19:15	134	101			235	
07:30	153	186			339		19:30	122	87			209	
07:45	172	509	222	616	394	1125	19:45	117	530	84	366	201	896
08:00	235	213			448		20:00	122	77			199	
08:15	142	171			313		20:15	90	80			170	
08:30	118	143			261		20:30	107	76			183	
08:45	107	602	166	693	273	1295	20:45	95	414	57	290	152	704
09:00	108	213			321		21:00	90	48			138	
09:15	124	154			278		21:15	64	46			110	
09:30	104	118			222		21:30	73	41			114	
09:45	93	429	117	602	210	1031	21:45	71	298	48	183	119	481
10:00	109	104			213		22:00	42	39			81	
10:15	110	111			221		22:15	46	23			69	
10:30	98	112			210		22:30	44	21			65	
10:45	118	435	119	446	237	881	22:45	43	175	20	103	63	278
11:00	109	103			212		23:00	30	16			46	
11:15	124	122			246		23:15	24	12			36	
11:30	107	131			238		23:30	26	9			35	
11:45	138	478	134	490	272	968	23:45	32	112	7	44	39	156
TOTALS	3074	4063			7137		TOTALS	6354	5185			11539	
SPLIT %	43.1%	56.9%			38.2%		SPLIT %	55.1%	44.9%			61.8%	

DAILY TOTALS					NB	SB						EB	WB	Total	
					9,428	9,248						0	0	18,676	
AM Peak Hour	07:30	07:30				07:30	PM Peak Hour	15:00	14:45				14:45		
AM Pk Volume	702	792				1494	PM Pk Volume	904	843				1728		
Pk Hr Factor	0.747	0.892				0.834	Pk Hr Factor	0.869	0.814				0.832		
7 - 9 Volume	1111	1309	0	0	2420	4 - 6 Volume	1485	1237	0	0			2722		
7 - 9 Peak Hour	07:30	07:30				07:30	4 - 6 Peak Hour	16:30	16:00				16:15		
7 - 9 Pk Volume	702	792	0	0	1494	4 - 6 Pk Volume	756	689	0	0			1431		
Pk Hr Factor	0.747	0.892	0.000	0.000	0.834	Pk Hr Factor	0.979	0.926	0.000	0.000			0.944		

VOLUME

Main St N/O Shady Oak Dr

Day: Tuesday
Date: 4/25/2023City: Oakley
Project #: CA23_080100_010

DAILY TOTALS					NB	SB						EB	WB	Total	
					7,250	6,909						0	0		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	16	12			28		12:00	142	105			247			
00:15	10	6			16		12:15	123	97			220			
00:30	10	10			20		12:30	86	86			172			
00:45	2	38	11	39	13	77	12:45	102	453	109	397	211	850		
01:00	6	4			10		13:00	111	109			220			
01:15	5	4			9		13:15	92	103			195			
01:30	5	9			14		13:30	108	95			203			
01:45	2	18	5	22	7	40	13:45	101	412	104	411	205	823		
02:00	7	4			11		14:00	98	119			217			
02:15	3	3			6		14:15	135	139			274			
02:30	5	5			10		14:30	162	129			291			
02:45	5	20	3	15	8	35	14:45	140	535	127	514	267	1049		
03:00	6	3			9		15:00	150	132			282			
03:15	7	3			10		15:15	167	159			326			
03:30	7	5			12		15:30	188	157			345			
03:45	9	29	5	16	14	45	15:45	152	657	154	602	306	1259		
04:00	15	8			23		16:00	170	119			289			
04:15	29	15			44		16:15	145	145			290			
04:30	28	15			43		16:30	143	131			274			
04:45	30	102	26	64	56	166	16:45	148	606	119	514	267	1120		
05:00	43	24			67		17:00	148	144			292			
05:15	39	25			64		17:15	133	112			245			
05:30	46	39			85		17:30	133	119			252			
05:45	38	166	38	126	76	292	17:45	114	528	115	490	229	1018		
06:00	56	42			98		18:00	119	98			217			
06:15	52	35			87		18:15	103	124			227			
06:30	44	37			81		18:30	127	112			239			
06:45	83	235	75	189	158	424	18:45	118	467	138	472	256	939		
07:00	64	56			120		19:00	108	103			211			
07:15	73	61			134		19:15	90	115			205			
07:30	71	92			163		19:30	106	72			178			
07:45	115	323	172	381	287	704	19:45	71	375	63	353	134	728		
08:00	163	185			348		20:00	93	59			152			
08:15	199	149			348		20:15	97	69			166			
08:30	100	139			239		20:30	68	61			129			
08:45	101	563	106	579	207	1142	20:45	58	316	50	239	108	555		
09:00	90	107			197		21:00	56	49			105			
09:15	78	148			226		21:15	62	57			119			
09:30	85	94			179		21:30	44	40			84			
09:45	75	328	90	439	165	767	21:45	46	208	36	182	82	390		
10:00	94	86			180		22:00	41	36			77			
10:15	88	90			178		22:15	30	22			52			
10:30	95	93			188		22:30	20	24			44			
10:45	66	343	92	361	158	704	22:45	26	117	16	98	42	215		
11:00	85	83			168		23:00	18	16			34			
11:15	92	104			196		23:15	16	12			28			
11:30	98	78			176		23:30	9	5			14			
11:45	78	353	96	361	174	714	23:45	15	58	12	45	27	103		
TOTALS	2518	2592			5110		TOTALS	4732	4317			9049			
SPLIT %	49.3%	50.7%			36.1%		SPLIT %	52.3%	47.7%			63.9%			

DAILY TOTALS			NB		SB		EB			WB		Total	
			7,250		6,909					0		0	
AM Peak Hour	07:45	07:45			07:45		PM Peak Hour	15:15	15:00			15:15	
AM Pk Volume	577	645			1222		PM Pk Volume	677	602			1266	
Pk Hr Factor	0.725	0.872			0.878		Pk Hr Factor	0.900	0.947			0.917	
7 - 9 Volume	886	960	0	0	1846		4 - 6 Volume	1134	1004	0	0	2138	
7 - 9 Peak Hour	07:45	07:45			07:45		4 - 6 Peak Hour	16:00	16:15			16:15	
7 - 9 Pk Volume	577	645	0	0	1222		4 - 6 Pk Volume	606	539	0	0	1123	
Pk Hr Factor	0.725	0.872	0.000	0.000	0.878		Pk Hr Factor	0.891	0.929	0.000	0.000	0.961	

VOLUME

Neroly Rd Bet. Daffodil Dr & Lavender Way

Day: Tuesday
Date: 4/25/2023City: Oakley
Project #: CA23_080100_011

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0						3,981	4,213
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			1	3	4		12:00			37	43	80	
00:15			1	8	9		12:15			42	47	89	
00:30			2	4	6		12:30			52	48	100	
00:45			0	4	1	16	12:45			56	187	46	184
01:00			0	4	4		13:00			49	52	101	
01:15			0	1	1		13:15			39	61	100	
01:30			5	1	6		13:30			90	58	148	
01:45			1	6	3	9	13:45			55	233	75	246
02:00			0	0	0		14:00			91	63	154	
02:15			0	3	3		14:15			68	55	123	
02:30			2	0	2		14:30			66	60	126	
02:45			5	7	2	5	14:45			42	267	79	257
03:00			0	1	1		15:00			56	114	170	
03:15			5	1	6		15:15			154	154	308	
03:30			1	1	2		15:30			265	116	381	
03:45			10	16	4	7	15:45			108	583	77	461
04:00			11	1	12		16:00			60	97	157	
04:15			14	4	18		16:15			70	70	140	
04:30			12	3	15		16:30			65	100	165	
04:45			18	55	3	11	16:45			87	282	92	359
05:00			21	5	26		17:00			72	92	164	
05:15			19	5	24		17:15			65	92	157	
05:30			19	8	27		17:30			80	107	187	
05:45			22	81	7	25	17:45			85	302	101	392
06:00			25	11	36		18:00			82	78	160	
06:15			25	12	37		18:15			46	75	121	
06:30			28	10	38		18:30			52	62	114	
06:45			25	103	18	51	18:45			45	225	73	288
07:00			34	23	57		19:00			59	82	141	
07:15			39	27	66		19:15			46	68	114	
07:30			51	50	101		19:30			44	62	106	
07:45			42	166	57	157	19:45			44	193	53	265
08:00			60	79	139		20:00			25	61	86	
08:15			79	59	138		20:15			34	51	85	
08:30			54	54	108		20:30			21	31	52	
08:45			68	261	63	255	20:45			18	98	32	175
09:00			72	98	170		21:00			17	41	58	
09:15			137	194	331		21:15			28	27	55	
09:30			196	176	372		21:30			16	17	33	
09:45			97	502	46	514	21:45			4	65	20	105
10:00			42	45	87		22:00			3	14	17	
10:15			36	41	77		22:15			7	19	26	
10:30			44	38	82		22:30			4	14	18	
10:45			42	164	50	174	22:45			2	16	6	53
11:00			42	31	73		23:00			4	9	13	
11:15			34	51	85		23:15			4	6	10	
11:30			38	34	72		23:30			1	3	4	
11:45			41	155	66	182	23:45			1	10	4	22
TOTALS			1520	1406	2926		TOTALS			2461	2807	5268	
SPLIT %			51.9%	48.1%	35.7%		SPLIT %			46.7%	53.3%	64.3%	

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						3,981	4,213						8,194
AM Peak Hour			09:00	08:45	09:00		PM Peak Hour			15:15	14:45	15:00							
AM Pk Volume			502	531	1016		PM Pk Volume			587	463	1044							
Pk Hr Factor			0.640	0.684	0.683		Pk Hr Factor			0.554	0.752	0.685							
7 - 9 Volume	0	0	427	412	839		4 - 6 Volume	0	0	584	751	1335							
7 - 9 Peak Hour			08:00	08:00	08:00		4 - 6 Peak Hour			16:45	17:00	17:00							
7 - 9 Pk Volume	0	0	261	255	516		4 - 6 Pk Volume	0	0	304	392	694							
Pk Hr Factor	0.000	0.000	0.826	0.807	0.928		Pk Hr Factor	0.000	0.000	0.874	0.916	0.928							

VOLUME

Neroly Rd W/O O'Hara Ave

Day: Tuesday
Date: 4/25/2023City: Oakley
Project #: CA23_080100_012

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						3,397		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			3	1	4		12:00			42	31	73		
00:15			2	1	3		12:15			48	33	81		
00:30			3	1	4		12:30			40	42	82		
00:45			2	10	0	3	12:45			40	170	42	148	
01:00			3	0	3		13:00			47	38	85		
01:15			1	0	1		13:15			42	44	86		
01:30			1	2	3		13:30			51	52	103		
01:45			1	6	0	2	13:45			84	224	64	198	
02:00			0	0	0		14:00			54	49	103		
02:15			1	1	2		14:15			48	55	103		
02:30			0	0	0		14:30			44	41	85		
02:45			1	2	1	2	14:45			53	199	60	205	
03:00			1	0	1		15:00			55	98	153		
03:15			0	3	3		15:15			149	149	298		
03:30			2	2	4		15:30			147	168	315		
03:45			4	7	4	9	15:45			78	429	96	511	
04:00			1	3	4		16:00			90	44	134		
04:15			3	5	8		16:15			76	53	129		
04:30			2	7	9		16:30			78	60	138		
04:45			1	7	4	19	16:45			80	324	73	230	
05:00			5	12	17		17:00			87	74	161		
05:15			6	9	15		17:15			66	42	108		
05:30			4	8	12		17:30			96	67	163		
05:45			8	23	15	44	17:45			88	337	54	237	
06:00			9	14	23		18:00			68	50	118		
06:15			10	13	23		18:15			52	42	94		
06:30			11	14	25		18:30			40	37	77		
06:45			18	48	14	55	18:45			50	210	26	155	
07:00			12	17	29		19:00			54	42	96		
07:15			22	25	47		19:15			58	30	88		
07:30			33	38	71		19:30			55	24	79		
07:45			46	113	44	124	19:45			40	207	30	126	
08:00			40	67	107		20:00			40	11	51		
08:15			52	63	115		20:15			34	27	61		
08:30			38	44	82		20:30			19	17	36		
08:45			53	183	52	226	20:45			23	116	14	69	
09:00			82	100	182		21:00			24	10	34		
09:15			135	195	330		21:15			15	17	32		
09:30			138	214	352		21:30			10	15	25		
09:45			48	403	51	560	21:45			10	59	2	44	
10:00			26	29	55		22:00			10	5	15		
10:15			36	30	66		22:15			7	4	11		
10:30			25	36	61		22:30			9	2	11		
10:45			42	129	47	142	22:45			4	30	2	13	
11:00			28	29	57		23:00			5	3	8		
11:15			43	21	64		23:15			7	1	8		
11:30			23	32	55		23:30			1	0	1		
11:45			51	145	28	110	23:45			3	16	1	5	
TOTALS			1076	1296	2372		TOTALS			2321	1941	4262		
SPLIT %			45.4%	54.6%	35.8%		SPLIT %			54.5%	45.5%	64.2%		

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0	3,397					3,237	6,634				
AM Peak Hour			08:45	08:45	08:45		PM Peak Hour			15:15	15:00	15:00					
AM Pk Volume			408	561	969		PM Pk Volume			464	511	940					
Pk Hr Factor			0.739	0.655	0.688		Pk Hr Factor			0.779	0.760	0.746					
7 - 9 Volume	0	0	296	350	646		4 - 6 Volume	0	0	661	467	1128					
7 - 9 Peak Hour			08:00	08:00	08:00		4 - 6 Peak Hour			17:00	16:15	16:45					
7 - 9 Pk Volume	0	0	183	226	409		4 - 6 Pk Volume	0	0	337	260	585					
Pk Hr Factor	0.000	0.000	0.863	0.843	0.889		Pk Hr Factor	0.000	0.000	0.878	0.878	0.897					

VOLUME

Rose Ave S/O Main St

Day: Tuesday
Date: 4/25/2023City: Oakley
Project #: CA23_080100_013

DAILY TOTALS					NB	SB	EB					WB	Total
					399	983						0	0
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	2			2		12:00	6	9			15	
00:15	0	0			0		12:15	7	18			25	
00:30	0	0			0		12:30	7	13			20	
00:45	0	0	2		0	2	12:45	7	27	14	54	21	81
01:00	0	0			0		13:00	4	16			20	
01:15	0	0			0		13:15	5	10			15	
01:30	0	0			0		13:30	5	21			26	
01:45	1	1	1	1	2	2	13:45	9	23	17	64	26	87
02:00	0	0			0		14:00	5	18			23	
02:15	0	0			0		14:15	3	14			17	
02:30	0	0			0		14:30	9	21			30	
02:45	0	2	2		2	2	14:45	7	24	12	65	19	89
03:00	0	0			0		15:00	7	19			26	
03:15	0	0			0		15:15	8	29			37	
03:30	0	0			0		15:30	5	24			29	
03:45	0	1	1		1	1	15:45	8	28	27	99	35	127
04:00	1	2			3		16:00	10	25			35	
04:15	2	1			3		16:15	5	22			27	
04:30	1	0			1		16:30	10	37			47	
04:45	0	4	2	5	2	9	16:45	7	32	24	108	31	140
05:00	7	3			10		17:00	8	32			40	
05:15	4	1			5		17:15	4	23			27	
05:30	2	1			3		17:30	9	29			38	
05:45	6	19	2	7	8	26	17:45	8	29	20	104	28	133
06:00	7	0			7		18:00	8	18			26	
06:15	2	4			6		18:15	2	25			27	
06:30	2	6			8		18:30	10	14			24	
06:45	5	16	6	16	11	32	18:45	8	28	13	70	21	98
07:00	2	5			7		19:00	4	23			27	
07:15	4	4			8		19:15	4	18			22	
07:30	9	7			16		19:30	6	10			16	
07:45	6	21	12	28	18	49	19:45	3	17	15	66	18	83
08:00	10	16			26		20:00	3	10			13	
08:15	12	10			22		20:15	6	14			20	
08:30	7	9			16		20:30	4	11			15	
08:45	10	39	14	49	24	88	20:45	1	14	6	41	7	55
09:00	3	8			11		21:00	2	9			11	
09:15	9	12			21		21:15	1	5			6	
09:30	5	11			16		21:30	2	5			7	
09:45	7	24	12	43	19	67	21:45	1	6	2	21	3	27
10:00	7	10			17		22:00	2	2			4	
10:15	3	9			12		22:15	1	2			3	
10:30	3	12			15		22:30	0	3			3	
10:45	9	22	12	43	21	65	22:45	0	3	2	9	2	12
11:00	8	24			32		23:00	0	5			5	
11:15	7	13			20		23:15	0	2			2	
11:30	5	20			25		23:30	0	3			3	
11:45	2	22	17	74	19	96	23:45	0	1	11		1	11
TOTALS	168	271			439		TOTALS	231	712			943	
SPLIT %	38.3%	61.7%			31.8%		SPLIT %	24.5%	75.5%			68.2%	

DAILY TOTALS				NB	SB	EB				WB	Total			
				399	983					0				
AM Peak Hour	08:00	11:00			10:45		PM Peak Hour	15:45	16:30					16:15
AM Pk Volume	39	74			98		PM Pk Volume	33	116					145
Pk Hr Factor	0.813	0.771			0.766		Pk Hr Factor	0.825	0.784					0.771
7 - 9 Volume	60	77	0	0	137		4 - 6 Volume	61	212	0	0			273
7 - 9 Peak Hour	08:00	08:00			08:00		4 - 6 Peak Hour	16:00	16:30					16:15
7 - 9 Pk Volume	39	49	0	0	88		4 - 6 Pk Volume	32	116	0	0			145
Pk Hr Factor	0.813	0.766	0.000	0.000	0.846		Pk Hr Factor	0.800	0.784	0.000	0.000			0.771

VOLUME

Rose Ave Bet. Vlnewood Dr & Anvilwood Dr

Day: Tuesday
Date: 4/25/2023City: Oakley
Project #: CA23_080100_014

DAILY TOTALS					NB	SB						EB	WB	Total	
					1,196	1,583						0	0		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	4	2			6		12:00	17	15			32			
00:15	1	1			2		12:15	14	21			35			
00:30	0	0			0		12:30	21	22			43			
00:45	1	6	1	4	2	10	12:45	13	65	22	80	35	145		
01:00	1	1			2		13:00	18	21			39			
01:15	0	0			0		13:15	25	28			53			
01:30	2	0			2		13:30	14	22			36			
01:45	1	4	1	2	2	6	13:45	16	73	22	93	38	166		
02:00	0	1			1		14:00	17	21			38			
02:15	2	0			2		14:15	18	18			36			
02:30	2	1			3		14:30	26	25			51			
02:45	0	4	1	3	1	7	14:45	29	90	18	82	47	172		
03:00	0	0			0		15:00	49	27			76			
03:15	0	0			0		15:15	32	64			96			
03:30	1	1			2		15:30	42	29			71			
03:45	0	1	2	3	2	4	15:45	33	156	37	157	70	313		
04:00	0	4			4		16:00	28	29			57			
04:15	2	6			8		16:15	19	20			39			
04:30	1	7			8		16:30	28	33			61			
04:45	3	6	11	28	14	34	16:45	22	97	26	108	48	205		
05:00	3	13			16		17:00	19	37			56			
05:15	2	5			7		17:15	23	26			49			
05:30	5	7			12		17:30	20	25			45			
05:45	4	14	22	47	26	61	17:45	19	81	25	113	44	194		
06:00	9	12			21		18:00	20	24			44			
06:15	4	17			21		18:15	19	22			41			
06:30	7	21			28		18:30	13	22			35			
06:45	7	27	18	68	25	95	18:45	23	75	19	87	42	162		
07:00	11	22			33		19:00	15	20			35			
07:15	9	19			28		19:15	17	17			34			
07:30	15	19			34		19:30	17	13			30			
07:45	21	56	51	111	72	167	19:45	13	62	13	63	26	125		
08:00	45	74			119		20:00	19	12			31			
08:15	40	67			107		20:15	17	17			34			
08:30	25	26			51		20:30	10	12			22			
08:45	20	130	27	194	47	324	20:45	4	50	9	50	13	100		
09:00	14	14			28		21:00	6	7			13			
09:15	11	21			32		21:15	11	10			21			
09:30	11	25			36		21:30	7	6			13			
09:45	12	48	17	77	29	125	21:45	6	30	3	26	9	56		
10:00	10	16			26		22:00	7	5			12			
10:15	10	12			22		22:15	3	3			6			
10:30	10	21			31		22:30	4	2			6			
10:45	14	44	21	70	35	114	22:45	3	17	4	14	7	31		
11:00	9	25			34		23:00	2	2			4			
11:15	15	22			37		23:15	3	2			5			
11:30	18	22			40		23:30	1	3			4			
11:45	11	53	26	95	37	148	23:45	1	7	1	8	2	15		
TOTALS	393	702			1095		TOTALS	803	881			1684			
SPLIT %	35.9%	64.1%			39.4%		SPLIT %	47.7%	52.3%			60.6%			

DAILY TOTALS					NB	SB						EB	WB	Total
					1,196	1,583						0	0	2,779
AM Peak Hour	07:45	07:45			07:45		PM Peak Hour	15:00	15:15			15:00		
AM Pk Volume	131	218			349		PM Pk Volume	156	159			313		
Pk Hr Factor	0.728	0.736			0.733		Pk Hr Factor	0.796	0.621			0.815		
7 - 9 Volume	186	305	0	0	491		4 - 6 Volume	178	221	0	0	399		
7 - 9 Peak Hour	07:45	07:45			07:45		4 - 6 Peak Hour	16:00	16:30			16:30		
7 - 9 Pk Volume	131	218	0	0	349		4 - 6 Pk Volume	97	122	0	0	214		
Pk Hr Factor	0.728	0.736	0.000	0.000	0.733		Pk Hr Factor	0.866	0.824	0.000	0.000	0.877		

VOLUME

Vintage Pkwy S/O Walnut Meadows Dr

Day: Tuesday
Date: 4/25/2023City: Oakley
Project #: CA23_080100_015

DAILY TOTALS					NB	SB	EB					WB	Total	
					2,435	2,454	0					0	4,889	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	3	1			4		12:00	27	25			52		
00:15	4	1			5		12:15	29	22			51		
00:30	2	1			3		12:30	24	22			46		
00:45	5	14	1	4	6	18	12:45	44	124	25	94	69	218	
01:00	0	0			0		13:00	32	39			71		
01:15	2	1			3		13:15	49	42			91		
01:30	0	2			2		13:30	40	34			74		
01:45	1	3	0	3	1	6	13:45	32	153	34	149	66	302	
02:00	0	1			1		14:00	42	29			71		
02:15	0	1			1		14:15	63	45			108		
02:30	1	0			1		14:30	50	73			123		
02:45	0	1	2	4	2	5	14:45	63	218	49	196	112	414	
03:00	0	2			2		15:00	44	115			159		
03:15	2	3			5		15:15	47	48			95		
03:30	1	4			5		15:30	71	39			110		
03:45	1	4	7	16	8	20	15:45	71	233	45	247	116	480	
04:00	0	9			9		16:00	67	38			105		
04:15	0	9			9		16:15	53	39			92		
04:30	2	11			13		16:30	52	50			102		
04:45	2	4	6	35	8	39	16:45	63	235	43	170	106	405	
05:00	0	8			8		17:00	49	42			91		
05:15	6	11			17		17:15	53	47			100		
05:30	7	10			17		17:30	47	48			95		
05:45	4	17	10	39	14	56	17:45	52	201	36	173	88	374	
06:00	11	12			23		18:00	48	38			86		
06:15	5	20			25		18:15	35	42			77		
06:30	6	23			29		18:30	40	32			72		
06:45	10	32	23	78	33	110	18:45	56	179	33	145	89	324	
07:00	18	25			43		19:00	50	25			75		
07:15	16	36			52		19:15	44	24			68		
07:30	20	55			75		19:30	36	25			61		
07:45	45	99	95	211	140	310	19:45	46	176	21	95	67	271	
08:00	77	111			188		20:00	27	25			52		
08:15	73	114			187		20:15	26	20			46		
08:30	60	39			99		20:30	26	15			41		
08:45	22	232	44	308	66	540	20:45	23	102	19	79	42	181	
09:00	24	37			61		21:00	22	16			38		
09:15	17	28			45		21:15	20	10			30		
09:30	16	25			41		21:30	16	4			20		
09:45	21	78	22	112	43	190	21:45	13	71	9	39	22	110	
10:00	29	19			48		22:00	4	8			12		
10:15	24	21			45		22:15	10	9			19		
10:30	22	17			39		22:30	8	7			15		
10:45	22	97	33	90	55	187	22:45	7	29	4	28	11	57	
11:00	35	30			65		23:00	5	2			7		
11:15	23	25			48		23:15	7	3			10		
11:30	30	27			57		23:30	5	4			9		
11:45	26	114	48	130	74	244	23:45	2	19	0	9	2	28	
TOTALS	695	1030			1725		TOTALS	1740	1424			3164		
SPLIT %	40.3%	59.7%			35.3%		SPLIT %	55.0%	45.0%			64.7%		

DAILY TOTALS				NB	SB	EB				WB	Total			
				2,435	2,454					0				
AM Peak Hour	07:45	07:30			07:45		PM Peak Hour	15:30	14:30			14:15		
AM Pk Volume	255	375			614		PM Pk Volume	262	285			502		
Pk Hr Factor	0.828	0.822			0.816		Pk Hr Factor	0.923	0.620			0.789		
7 - 9 Volume	331	519	0	0	850		4 - 6 Volume	436	343	0	0	779		
7 - 9 Peak Hour	07:45	07:30			07:45		4 - 6 Peak Hour	16:00	16:30			16:00		
7 - 9 Pk Volume	255	375	0	0	614		4 - 6 Pk Volume	235	182	0	0	405		
Pk Hr Factor	0.828	0.822	0.000	0.000	0.816		Pk Hr Factor	0.877	0.910	0.000	0.000	0.955		

VOLUME

Mian St Bet. Empire Ave & Brock Ln

Day: Wednesday

City: Oakley

Date: 5/31/2023

Project #: CA23_080182_001

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0	10,177					8,961	19,138				
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL					
00:00			13	8	21		12:00			189	146	335					
00:15			21	12	33		12:15			187	134	321					
00:30			9	10	19		12:30			169	159	328					
00:45			8	51	6	36	12:45			183	728	171	610				
					14	87						354	1338				
01:00			10	6	16		13:00			168	167	335					
01:15			7	6	13		13:15			182	181	363					
01:30			3	5	8		13:30			174	139	313					
01:45			7	27	7	24	13:45			182	706	158	645				
					14	51						340	1351				
02:00			6	6	12		14:00			190	144	334					
02:15			1	8	9		14:15			182	136	318					
02:30			3	6	9		14:30			174	141	315					
02:45			3	13	11	31	14:45			182	728	168	589				
					14	44						350	1317				
03:00			3	8	11		15:00			196	135	331					
03:15			6	5	11		15:15			175	141	316					
03:30			3	17	20		15:30			241	147	388					
03:45			2	14	24	54	15:45			240	852	154	577				
					26	68						394	1429				
04:00			7	26	33		16:00			260	168	428					
04:15			3	49	52		16:15			243	151	394					
04:30			9	47	56		16:30			242	164	406					
04:45			15	34	57	179	16:45			229	974	167	650				
					72	213						396	1624				
05:00			20	66	86		17:00			222	126	348					
05:15			16	59	75		17:15			238	139	377					
05:30			25	81	106		17:30			235	135	370					
05:45			44	105	80	286	17:45			177	872	143	543				
					124	391						320	1415				
06:00			36	85	121		18:00			203	141	344					
06:15			46	95	141		18:15			181	122	303					
06:30			35	111	146		18:30			186	143	329					
06:45			49	166	108	399	18:45			174	744	111	517				
					157	565						285	1261				
07:00			64	129	193		19:00			176	86	262					
07:15			81	114	195		19:15			129	135	264					
07:30			105	135	240		19:30			148	124	272					
07:45			139	389	150	528	19:45			168	621	79	424				
					289	917						247	1045				
08:00			181	147	328		20:00			157	90	247					
08:15			129	170	299		20:15			128	70	198					
08:30			129	175	304		20:30			119	84	203					
08:45			154	593	123	615	20:45			97	501	88	332				
					277	1208						185	833				
09:00			112	133	245		21:00			78	69	147					
09:15			114	114	228		21:15			73	55	128					
09:30			106	130	236		21:30			53	47	100					
09:45			122	454	137	514	21:45			48	252	47	218				
					259	968						95	470				
10:00			122	136	258		22:00			38	34	72					
10:15			128	122	250		22:15			32	30	62					
10:30			123	135	258		22:30			33	33	66					
10:45			144	517	110	503	22:45			45	148	19	116				
					254	1020						64	264				
11:00			127	122	249		23:00			21	20	41					
11:15			163	112	275		23:15			19	15	34					
11:30			142	147	289		23:30			28	17	45					
11:45			171	603	131	512	23:45			17	85	7	59				
					302	1115						24	144				
TOTALS			2966	3681	6647		TOTALS			7211	5280	12491					
SPLIT %			44.6%	55.4%	34.7%		SPLIT %			57.7%	42.3%	65.3%					

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						10,177	8,961						19,138
AM Peak Hour			11:45	07:45	11:45		PM Peak Hour			15:45	12:30	16:00							
AM Pk Volume			716	642	1286		PM Pk Volume			985	678	1624							
Pk Hr Factor			0.947	0.917	0.960		Pk Hr Factor			0.947	0.936	0.949							
7 - 9 Volume	0	0	982	1143	2125		4 - 6 Volume	0	0	1846	1193	3039							
7 - 9 Peak Hour			08:00	07:45	07:45		4 - 6 Peak Hour			16:00	16:00	16:00							
7 - 9 Pk Volume	0	0	593	642	1220		4 - 6 Pk Volume	0	0	974	650	1624							
Pk Hr Factor	0.000	0.000	0.819	0.917	0.930		Pk Hr Factor	0.000	0.000	0.937	0.967	0.949							

APPENDIX D

PREVIOUS RECOMMENDED SPEED LIMIT CERTIFICATIONS



City of Oakley

SPEED SURVEY

Street: Neroly Road
 Between: Brown Road and O'Hara Avenue

Speed Survey Date: 2/5/2016

Direction	Posted	85th Percentile	Recommended
Eastbound	35	30.16	
Westbound	35	30.00	
Combined		30.11	30

Existing Conditions:

Average Daily Traffic: 6,400

Segment Length: 0.42 Mile

Description:

This roadway segment is a four lane, divided road, with a landscaped median island and sidewalks and bike lanes on both sides of the road. The frontage of Freedom High School and the Oakley Library is along the north side of the road with a park between the school boundary and O'Hara Ave. There are no intersecting streets on the south side of the road.

Accident History:

Accidents over a two-year period generally associated with excessive speeds? None

Alignment:

The segment of roadway is straight with no horizontal curves.

Grade:

This segment of roadway is relatively flat with only minor changes in grade.

Control Devices:

Neroly Road is controlled with traffic signals at the intersections of Brown Road and O'Hara Avenue. Access to and from Freedom High School and the Oakley Library is controlled by median openings and stop control at the driveway exits to the street. Both sides of the road are signed for No Stopping Any Time.

Special Conditions:

Do unusual conditions, which are not readily apparent to drivers, warrant further reduction of the speed limit? None

Recommendation:

Establish a speed limit of 30 miles per hour, based on the speed survey, the physical characteristics of the roadway, and the 90% of the combined vehicles travelling within a pace speed between 23 and 32 miles per hour indicating a reasonable and prudent speed with speed limit signs posted for 30 miles per hour.

On the basis of an engineering and traffic investigation and speed survey, the City Engineer has determined that the proposed speed limit is safe, reasonable and prudent.



Kourosh Rohani, P.E., City Engineer

SPEED SURVEY

CITY OF OAKLEY

134

Street:	Neroly Road Between Brown Road and O'Hara Avenue						Location #	161	
Weather:	Clear				From	To	Ref #:	88	
Date:	2/5/2016	Day:	Friday	Time:	1155	1255			
Posted Speed Limit:	35						Recommended Speed Limit:	30	
	Direction:	E/B					Direction:	W/B	
Speed	Number	% of Total	Cumm %	Pace	Speed	Number	% of Total	Cumm %	Pace
57					57				
56					56				
55					55				
54					54				
53					53				
52					52				
51					51				
50					50				
49					49				
48					48				
47					47				
46					46				
45					45				
44					44				
43					43				
42					42				
41					41				
40					40				
39					39				
38					38				
37					37				
36					36	1	2%	100%	
35	1	1%	100%	67%	35		0%	98%	
34		0%	99%	80%	34		0%	98%	77%
33	4	6%	99%	91%	33	3	5%	98%	88%
32	2	3%	93%	91%	32	3	5%	93%	88%
31	4	6%	90%	90%	31	2	3%	88%	85%
30	6	9%	84%	84%	30	3	5%	85%	
29	3	4%	75%	75%	29	2	3%	80%	
28	8	12%	71%		28	8	13%	77%	
27	8	12%	59%		27	8	13%	63%	
26	10	14%	48%		26	9	15%	50%	
25	10	14%	33%		25	8	13%	35%	
24	8	12%	19%		24	7	12%	22%	
23	4	6%	7%		23	3	5%	10%	
22	1	1%	1%		22	1	2%	5%	
21					21	2	3%	3%	
20					20				
19					19				
18					18				
17					17				
16					16				
15					15				
Total	69				Total	60			
85th percentile, mph	30.16	(Critical Speed)			85th percentile, mph	30.00			
Median Speed, mph	26.19				Median Speed, mph	26.00			
10 mph Pace	23 to 32	% in Pace	91%		10 mph Pace	23 to 32	% in Pace	88%	

	Neroly Road Between Brown Road and O'Hara Avenue						Location #	161
Weather:	Clear				From	To	Ref #:	88
Date:	9/3/2008	Day:	Wednesday	Time:	1300	1400		
Posted Speed Limit:	35				Recommended Speed Limit:			30
		Combined E/B and W/B						
	Speed	Number	% of Total	Cumm %	Pace			
	57							
	56							
	55							
	54							
	53							
	52							
	51							
	50							
	49							
	48							
	47							
	46							
	45							
	44							
	43							
	42							
	41							
	40							
	39							
	38							
	37							
	36	1	1%	100%				
	35	1	1%	99%				
	34	0	0%	98%	78%			
	33	7	5%	98%	90%			
	32	5	4%	93%	90%			
	31	6	5%	89%	88%			
	30	9	7%	84%				
	29	5	4%	78%				
	28	16	12%	74%				
	27	16	12%	61%				
	26	19	15%	49%				
	25	18	14%	34%				
	24	15	12%	20%				
	23	7	5%	9%				
	22	2	2%	3%				
	21	2	2%	2%				
	20							
	19							
	18							
	17							
	16							
	15							
		129						
	85th percentile, mph		30.11					
	Median Speed, mph		26.09					
	10 mph Pace		23 to 32	% in Pace	90%			

DATE: September 26, 2023
TO: Joshua McMurray, City Manager
FROM: Kevin Rohani, P.E., Public Works Director/City Engineer
SUBJECT: Acceptance of work associated with the City Hall Human Resources Department Remodeling Project – Capital Improvement Project Number 290

Approved and
Forwarded to the
City Council

Background and Analysis

The City's adopted Fiscal Year (FY) 2023/24 Capital Improvement Program (CIP) budget designates funding for various infrastructure improvement projects. This is consistent with the City's Strategic Goals to improve the quality of the City's public infrastructure and to enhance the quality of life for our residents.

The City of Oakley strives to provide exemplary service to all clients. One key part of the City operations is the Human Resources Department that serves both internal and external customers. The lack of functional office space has been a challenge for the Human Resources Department staff. Due to the nature of their work, the Human Resources Department were in need of private office space for meeting with customers and to have a proper and secure space for keeping confidential documents. This project remodeled the administration section of City Hall by creating office space, new functional cubicle spaces, a secure file room, and a private conference room for the Human Resources Department staff to meet with the internal/external clients in a private setting. As part of this project, the administration section of City Hall and the Council Chambers received new carpet and paint.

On February 28, 2023, the City Council awarded a contract to TGN Build Inc. for the construction of the City Hall Human Resources Department Remodeling Project, and the work has now been completed successfully.

Consistency with the Oakley Strategic Plan 27+

This item is consistent with the Strategic Plan 27+ Community Health and Safety goals.

Fiscal Impact

The authorized budget for the construction of this project was \$244,000. This project was completed under the authorized budget in the amount of \$217,079.52. Pursuant to the contract documents, 5% of the accrued costs were withheld from the amount paid to the contractor. These funds are called "retention" and are held until the end of



the project to ensure that the contractor completes the project in a timely manner. Approval of this item will authorize the release of the retention payment to the contractor. The retention was already budgeted as part of the contractor and change order approvals, so there is no additional fiscal impact associated with this action.

Staff Recommendation

Staff recommends that the City Council adopt the resolution accepting Capital Improvement Project Number 290 – City Hall Human Resources Department Remodeling Project to be complete, and to direct the City Clerk to file a Notice of Completion for the project with the County Recorder.

Attachments

1. Resolution
2. Notice of Completion



RESOLUTION NO. XX-23

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY ACCEPTING
THE WORK AS COMPLETE BY TGN BUILD INC. FOR CAPITAL IMPROVEMENT
PROJECT NUMBER 290 – CITY HALL HUMAN RESOURCES DEPARTMENT
REMODELING PROJECT**

WHEREAS, on February 28, 2023, by adopting Resolution No. 15-23 the City Council awarded a construction contract to TGN Build, Inc. for the construction of the City Hall Human Resources Department Remodeling Project – Capital Improvement Project (CIP) Number 290; and

WHEREAS, TGN Build, Inc. has satisfied the contractual requirements necessary for the acceptance of the City Hall Human Resources Department Remodeling Project to be deemed complete in the final amount of \$217,079.52.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Oakley, that the City Hall Human Resources Department Remodeling Project – CIP No. 290 is hereby accepted as complete.

BE IT FURTHER RESOLVED AND ORDERED that the City Clerk is hereby directed to file a Notice of Completion for the City Hall Human Resources Department Remodeling Project – CIP No. 290 with the County Recorder.

PASSED AND ADOPTED by the City Council of the City of Oakley this 26th day of September 2023 by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

APPROVED:

Aaron Meadows, Mayor

ATTEST:

Libby Vreonis, City Clerk

Date

PURSUANT TO GOVERNMENT CODE
§6103 NO FEE IS REQUIRED FOR THE
RECORDATION OF THIS DOCUMENT

WHEN RECORDED MAIL TO:

City Clerk
City Of Oakley
3231 Main Street
Oakley, CA 94561

RECORDING REQUESTED BY:

City Of Oakley
3231 Main Street
Oakley, CA 94561

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

NOTICE OF COMPLETION

**Capital Improvement Project (CIP) Number 290 – City Hall Human Resources
Department Remodeling Project**

NOTICE IS HEREBY GIVEN THAT:

The CITY OF OAKLEY, a political subdivision of the State of California, did, on February 28, 2023, enter into an agreement with TGN Build Inc. for the construction of Capital Improvement Project (CIP) Number 290 – City Hall Human Resources Department Remodeling Project, with work located at 3231 Main Street, Oakley, CA. 94561.

The Owner's nature of interest or estate in the property described below is in fee.

The work described in the contract documents was to furnish all material, labor, and equipment necessary to complete CIP Number 290 – City Hall Human Resources Department Remodeling Project.

On September 26, 2023, said contract as a whole was completed and the work was accepted by the City Council of the City of Oakley.

VERIFICATION

I have read the foregoing NOTICE OF COMPLETION and know the contents thereof; the same is true of my knowledge. I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct, and that this declaration was executed this 26th day of September 2023 at Oakley, California.

Date: _____

By: _____
Libby Vreonis, City Clerk
City of Oakley, California

DATE: September 26, 2023
TO: Joshua McMurray, City Manager
FROM: Danielle Navarro, Assistant City Manager
SUBJECT: Authorize the City Manager to Enter Into a One-year Agreement with Townsend Public Affairs, Inc. for On-Call Grant Writing Services

Approved and
Forwarded to the
City Council

Background and Analysis

The City has historically used several firms for grant finding and grant writing activities to seek appropriate grant funding for various projects and activities. In June 2022, staff issued a Request for Proposals (RFP) for on-call grant writing services and after a thorough review by the City Manager, Community Development Director, and Public Works Director, staff recommended Townsend Public Affairs, Inc.

In September 2022, the City Council adopted a resolution authorizing the City Manager to enter into a contract with Townsend Public Affairs, Inc. for grant writing and submission services, grant administration, and post-grant services. Townsend Public Affairs, Inc. has taken an active role in providing these services to the City for the contract term, which ended on August 31, 2023.

With Townsend's assistance and Assemblymember Wilson's advocacy, \$2,000,000 was earmarked in the State budget for the City's East Cypress Road Widening project. Townsend also guided the City in securing an \$850,000 federal earmark (in the final inclusion of the budget package, but subject to final approval by Congress) put forward by Congressman DeSaulnier for the rehabilitation of Enrico Ciquini Park. Townsend also assisted the City in securing \$45,000 in Transportation Development Act funds from the Metropolitan Transportation Commission for the installation of a Pedestrian Crossing Light System on Live Oak Road and O'Hara Avenue at Delta De Anza Trail Crossing.

Staff has been satisfied with the services provided by Townsend Public Affairs, Inc. and recommends the City Council authorize the City Manager to enter into another one-year contract for a not-to-exceed amount of \$60,000. The full scope of the services offered to the City is included as an attachment to the contract included with this staff report.

Townsend Public Affairs, Inc.'s business model is a fixed monthly fee contract over one calendar year; there are no limits on the number of grants they will pursue, lobby, and help administer for the City.



Consistency with the Oakley Strategic Plan 27+

This item is consistent with following Oakley Strategic Plan 27+ goals: Community Health and Safety, Parks and Open Space, Finance and Fiscal Responsibility, and Sustainable Organization. Working with an experienced firm will continue to augment City staff's ability to seek out and be more competitive for grant funding.

Fiscal Impact

The total cost of the attached contract is for \$5,000 a month or \$60,000 a year. The funding for this contract was approved in the General Fund as part of the FY 2023-2024 annual budget.

Staff Recommendation

Staff recommends the Council authorize the City Manager to enter into the attached one-year contract with Townsend Public Affairs, Inc. for a total not-to-exceed amount of \$60,000.

Attachments

1. Proposed Resolution
Exhibit A – Townsend Public Affairs, Inc. Contract



RESOLUTION NO. XX-23

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY, AUTHORIZING
THE CITY MANAGER TO RENTER INTO A ONE-YEAR AGREEMENT WITH
TOWNSEND PUBLIC AFFAIRS, INC. FOR ON-CALL GRANT WRITING SERVICES**

WHEREAS, the City desires to continue engaging outside assistance in seeking and obtaining grants to support City services; and

WHEREAS, in June 2022, staff issued a Request for Proposals (RFP) for on-call grant writing services and after a thorough review by the City Manager, Community Development Director, and Public Works Director, staff recommended Townsend Public Affairs, Inc. ("Townsend"); and a full service firm specializing in developing and assisting municipalities with grant programs; and

WHEREAS, the City Council authorized the City Manager to enter into a one-year on-call grant writing contract with Townsend ending August 31, 2023; and

WHEREAS, staff has been satisfied with the services provided by Townsend over one year term and since the contract expired on August 31st and recommends the City Council authorize the City Manager to enter into another one-year contract retroactive to September 1, 2023 for a not-to-exceed amount of \$60,000.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED, that the City Council of the City of Oakley does hereby authorize the City Manager to execute the Agreement with Townsend Public Affairs, Inc., attached as Exhibit A to the resolution for on-call grant writing services.

PASSED AND ADOPTED by the City Council of the City of Oakley this 26th day of September, 2023 by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

APPROVED:

ATTEST:

Aaron Meadows, Mayor

Libby Vreonis, City Clerk

Date



CONSULTING SERVICES AGREEMENT BETWEEN THE CITY
OF OAKLEY AND TOWNSEND PUBLIC AFFAIRS, INC. FOR
CONSULTANT SERVICES ASSOCIATED WITH GRANT
WRITING

THIS AGREEMENT for consulting services is entered into by and between the City of Oakley, a municipal corporation in the State of California (hereinafter referred to as "City") and Townsend Public Affairs, Inc. (hereinafter referred to as "Consultant"), collectively sometimes referred to hereinafter as the "Parties", as of September 1, 2023 (the "Effective Date").

Section 1. SERVICES. Subject to the terms and conditions set forth in this Agreement, Consultant shall provide to City the services described in the Scope of Work or proposal letter attached hereto and incorporated herein as Exhibit A at the time and place and in the manner specified therein. In the event of a conflict in or inconsistency between the terms of this Agreement and Exhibit A, the Agreement shall prevail. [Grab your reader's attention with a great quote from the document or use this space to emphasize a key point. To place this text box anywhere on the page, just drag it.]

- 1.1 Term of Services. The term of this Agreement shall begin on the Effective Date and shall end on August 31, 2024, the date of completion specified in Exhibit A, and Consultant shall complete the work described in Exhibit A prior to that date, unless the term of the Agreement is otherwise terminated or extended, as provided for in Section 8. The time provided to Consultant to complete the services required by this Agreement shall not affect the City's right to terminate the Agreement, as provided for in Section 8. Should this Agreement be amended to include additional tasks as contemplated in Section 1, the term of services shall be extended as mutually agreed upon by City and Consultant.
- 1.2 Standard of Performance. Consultant shall perform all services required pursuant to this Agreement in the manner and according to the standards observed by a competent practitioner of the profession in which Consultant is engaged in the geographical area in which Consultant practices its profession. Consultant shall prepare all work products required by this Agreement in a substantial, first-class manner and shall conform to the standards of quality normally observed by a person practicing in Consultant's profession.
- 1.3 Assignment of Personnel. Consultant shall assign only competent personnel to perform services pursuant to this Agreement. In the event that City, in its sole discretion, at any time during the term of this Agreement, desires the reassignment of any such persons, Consultant shall, immediately upon receiving notice from City of such desire of City, reassign such person or persons.
- 1.4 Time. Consultant shall devote such time to the performance of services pursuant to this Agreement as may be reasonably necessary to meet the standard of performance provided in Section 1.1 above and to satisfy Consultant's obligations hereunder.

Section 2. COMPENSATION. City hereby agrees to pay Consultant a sum not to exceed \$60,000, notwithstanding any contrary indications that may be contained in Consultant's proposal, for services to be performed and reimbursable costs incurred under this Agreement. In the event of a conflict between this Agreement and Consultant's proposal, attached as Exhibit A, regarding the amount of compensation, the

Agreement shall prevail. City shall pay Consultant for services rendered pursuant to this Agreement at the time and in the manner set forth herein. The payments specified below shall be the only payments from City to Consultant for services rendered pursuant to this Agreement. Consultant shall submit all invoices to City in the manner specified herein. Except as specifically authorized by City, Consultant shall not bill City for duplicate services performed by more than one person.

Consultant and City acknowledge and agree that compensation paid by City to Consultant under this Agreement is based upon Consultant's estimated costs of providing the services required hereunder, including salaries and benefits of employees and subcontractors of Consultant. Consequently, the parties further agree that compensation hereunder is intended to include the costs of contributions to any pensions and/or annuities to which Consultant and its employees, agents, and subcontractors may be eligible. City therefore has no responsibility for such contributions beyond compensation required under this Agreement.

2.1 Invoices. Consultant shall submit invoices, not more often than once a month during the term of this Agreement, based on the cost for services performed and reimbursable costs incurred prior to the invoice date. Invoices shall contain the following information:

- The beginning and ending dates of the billing period;
- The total number of hours of work performed under the Agreement by Consultant and each employee, agent, and subcontractor of Consultant performing services hereunder, as well as separate notice which shall include an estimate of the time necessary to complete the work described in Exhibit A.
- At City's option, for each work item in each task, a copy of the applicable time entries or time sheets shall be submitted showing the name of the person doing the work, the hours spent by each person, a brief description of the work, and each reimbursable expense;
- The Consultant's signature.

2.2 Monthly Payment. City shall make monthly payments, based on invoices received, for services satisfactorily performed, and for authorized reimbursable costs incurred. City shall have 30 days from the receipt of an invoice that complies with all of the requirements above to pay Consultant.

2.3 Final Payment. City shall pay the last 10% of the total sum due pursuant to this Agreement within 60 days after completion of the services and submittal to City of a final invoice, if all services required have been satisfactorily performed.

2.4 Total Payment. City shall pay for the services to be rendered by Consultant pursuant to this Agreement. City shall not pay any additional sum for any expense or cost whatsoever incurred by Consultant in rendering services pursuant to this Agreement. City shall make no payment for any extra, further, or additional service pursuant to this Agreement.

In no event shall Consultant submit any invoice for an amount in excess of the maximum amount of compensation provided above either for a task or for the entire Agreement, unless the Agreement is modified prior to the submission of such an invoice by a properly executed change order or amendment approved by the City Manager, which shall not exceed the maximum amount allowed by the Oakley Municipal Code.

- 2.5 Hourly Fees. Fees for work performed by Consultant shall not exceed the amounts shown on the Compensation Schedule attached hereto and incorporated herein as Exhibit A.
- 2.6 Reimbursable Expenses. Reimbursable expenses are specified in Exhibit A, and expenses not listed in Exhibit A are not chargeable to the City.
- 2.7 Payment of Taxes. Consultant is solely responsible for the payment of employment taxes incurred under this Agreement and any similar federal or state taxes.
- 2.8 Payment upon Termination. In the event that the City or Consultant terminates this Agreement pursuant to Section 8 of this Agreement, the City shall compensate the Consultant for all outstanding costs and reimbursable expenses incurred for work satisfactorily completed as of the date of written notice of termination. Consultant shall maintain adequate logs and timesheets in order to verify costs incurred to that date.
- 2.9 Authorization to Perform Services. The Consultant is not authorized to perform any services or incur any costs whatsoever under the terms of this Agreement until receipt of authorization from the Contract Administrator.

Section 3. FACILITIES AND EQUIPMENT. Except as set forth herein, Consultant shall, at its sole cost and expense, provide all facilities and equipment that may be necessary to perform the services required by this Agreement. City shall make available to Consultant only the facilities and equipment listed in this section, and only under the terms and conditions set forth herein.

City shall furnish physical facilities such as desks, filing cabinets, and conference space, as may be reasonably necessary for Consultant's use while consulting with City employees and reviewing records and the information in possession of the City. The location, quantity, and time of furnishing those facilities shall be in the sole discretion of City. In no event shall City be obligated to furnish any facility that may involve incurring any direct expense, including but not limited to computer, long-distance telephone or other communication charges, vehicles, and reproduction facilities.

Section 4. INSURANCE REQUIREMENTS. Before beginning any work under this Agreement, Consultant, at its own cost and expense, shall procure the types and amounts of insurance listed below and in Exhibit B against claims for injuries to persons or damages to property that may arise from or in connection with the performance of the work hereunder by the Consultant and its agents, representatives, employees, and subcontractors. Consistent with the following provisions, Consultant shall provide proof satisfactory to City of such insurance that meets the requirements of this section and under forms of insurance satisfactory in all respects to the City, and that such insurance is in effect prior to commencing work under this Agreement. Consultant shall maintain the insurance policies required by this section throughout the term of this Agreement. The cost of such insurance shall be included in the Consultant's bid. Consultant shall not allow any subcontractor to commence work on any subcontract until Consultant has obtained all insurance required herein for the subcontractor(s) and provided evidence thereof to City. Verification of the required insurance shall be submitted and made part of this Agreement prior to execution. Verification of the required insurance is attached hereto and incorporated herein as Exhibit C.

4.1 Variation. The City may approve a variation in the insurance requirements, upon a determination that the coverage, scope, limit, and form of such insurance is either not commercially available, or that the City's interests are otherwise sufficiently protected.

4.2 Notice of Reduction in Coverage. In the event that any coverage required by this section is reduced, limited, or materially affected in any other manner, Consultant shall provide written notice to City at Consultant's earliest possible opportunity and in no case later than five days after Consultant is notified of the change in coverage.

4.3 Remedies. In addition to any other remedies City may have if Consultant fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, City may, at its sole option, exercise any of the following remedies, which are alternatives to other remedies City may have and are not the exclusive remedy for Consultant's breach:

- Order Consultant to stop work under this Agreement or withhold any payment that becomes due to Consultant hereunder, or both stop work and withhold any payment, until Consultant demonstrates compliance with the requirements hereof; and/or
- Terminate this Agreement.

Section 5. INDEMNIFICATION AND CONSULTANT'S RESPONSIBILITIES. Consultant shall to the fullest extent allowed by law, with respect to all Services performed in connection with this Agreement, defend with counsel acceptable to the City, and indemnify and hold the City and its officials, officers, employees, agents, and volunteers harmless from and against any and all losses that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant ("Claims"). Consultant will bear all losses, costs, damages, expense and liability of every kind, nature and description that arise out of, pertain to, or relate to such Claims, whether directly or indirectly ("Liability"). Such obligations to defend, hold harmless and indemnify the City shall not apply to the extent that such Liability is caused by the sole negligence, active negligence, or willful misconduct of the City or any third party.

With respect to third party claims against the Consultant, the Consultant waives any and all rights of any type of express or implied indemnity against the indemnitees.

However, notwithstanding the foregoing, in accordance with California Civil Code Section 1668, nothing in this Agreement shall be construed to exempt the City from its own fraud, willful injury to the person or property of another, or violation of law. In addition, and notwithstanding the foregoing, to the extent this Agreement is a "construction contract" as defined by California Civil Code section 2783, as may be amended from time to time, such duties of Consultant to indemnify shall not apply when to do so would be prohibited by California Civil Code Section 2782.

Section 6. STATUS OF CONSULTANT.

6.1 Independent Contractor. At all times during the term of this Agreement, Consultant shall be an independent contractor and shall not be an employee of City. City shall have the right to control Consultant only insofar as the results of Consultant's services rendered pursuant to this Agreement and assignment of personnel pursuant to Subparagraph 1.3; however,

otherwise City shall not have the right to control the means by which Consultant accomplishes services rendered pursuant to this Agreement. Notwithstanding any other City, state, or federal policy, rule, regulation, law, or ordinance to the contrary, Consultant and any of its employees, agents, and subcontractors providing services under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any and all claims to, any compensation, benefit, or any incident of employment by City, including but not limited to eligibility to enroll in the California Public Employees Retirement System (PERS) as an employee of City and entitlement to any contribution to be paid by City for employer contributions and/or employee contributions for PERS benefits.

- 6.2 Consultant, Not Agent. Except as City may specify in writing, Consultant shall have no authority, express or implied, to act on behalf of City in any capacity whatsoever as an agent. Consultant shall have no authority, express or implied, pursuant to this Agreement to bind City to any obligation whatsoever.

Section 7. LEGAL REQUIREMENTS.

- 7.1 Governing Law. The laws of the State of California shall govern this Agreement.
- 7.2 Compliance with Applicable Laws. Consultant and any subcontractors shall comply with all laws applicable to the performance of the work hereunder, including but not limited to, the California Building Code, the Americans with Disabilities Act, and any copyright, patent or trademark law. Consultant's failure to comply with any law(s) or regulation(s) applicable to the performance of the work hereunder shall constitute a breach of contract.
- 7.3 Other Governmental Regulations. To the extent that this Agreement may be funded by fiscal assistance from another governmental entity, Consultant and any subcontractors shall comply with all applicable rules and regulations to which City is bound by the terms of such fiscal assistance program.
- 7.4 Licenses and Permits. Consultant represents and warrants to City that Consultant and its employees, agents, and any subcontractors have all licenses, permits, qualifications, and approvals of whatsoever nature that are legally required to practice their respective professions. Consultant represents and warrants to City that Consultant and its employees, agents, any subcontractors shall, at their sole cost and expense, keep in effect at all times during the term of this Agreement any licenses, permits, and approvals that are legally required to practice their respective professions. In addition to the foregoing, Consultant and any subcontractors shall obtain and maintain during the term of this Agreement valid business licenses from City.
- 7.5 Nondiscrimination and Equal Opportunity. Consultant shall not discriminate, on the basis of a person's race, religion, color, national origin, age, physical or mental handicap or disability, medical condition, marital status, sex, or sexual orientation, against any employee, applicant for employment, subcontractor, bidder for a subcontract, or participant in, recipient of, or applicant for any services or programs provided by Consultant under this Agreement. Consultant shall comply with all applicable federal, state, and local laws, policies, rules, and

requirements related to equal opportunity and nondiscrimination in employment, contracting, and the provision of any services that are the subject of this Agreement.

Consultant shall include the provisions of this Subsection in any subcontract approved by the Contract Administrator of this Agreement.

Section 8. TERMINATION AND MODIFICATION.

- 8.1 Termination. City may cancel this Agreement at any time and without cause upon written notification to Consultant.

Consultant may cancel this Agreement upon 30 days written notice to City and shall include in such notice the reasons for cancellation.

In the event of termination, Consultant shall be entitled to compensation for services performed to the effective date of termination; City, however, may condition payment of such compensation upon Consultant delivering to City any or all documents, photographs, computer software, video and audio tapes, and other materials provided to Consultant or prepared by or for Consultant or the City in connection with this Agreement.

- 8.2 Extension. City may, in its sole and exclusive discretion, extend the end date of this Agreement beyond that provided for in Subsection 1.1. This Agreement may be extended at the option of the City. Should City decide to exercise its option to extend this Agreement, City shall provide written notice to Consultant at least sixty (60) days prior to the end date of this Agreement. Any such extension shall require a written amendment to this Agreement, as provided for herein. Consultant understands and agrees that, if City grants such an extension, City shall have no obligation to provide Consultant with compensation beyond the maximum amount provided for in this Agreement, unless City agrees to do so by written amendment to this Agreement. Similarly, Consultant understands and agrees that, City shall have no obligation to reimburse Consultant for any otherwise reimbursable expenses incurred during the extension period, unless City agrees to do so by written amendment to this Agreement.

- 8.3 Amendments. The parties may amend this Agreement only by a writing signed by all the parties.

- 8.4 Assignment and Subcontracting. City and Consultant recognize and agree that this Agreement contemplates personal performance by Consultant and is based upon a determination of Consultant's unique personal competence, experience, and specialized personal knowledge. Moreover, a substantial inducement to City for entering into this Agreement was and is the professional reputation and competence of Consultant. Consultant may not assign this Agreement or any interest therein without the prior written approval of the Contract Administrator. Consultant shall not subcontract any portion of the performance contemplated and provided for herein, other than to the subcontractors noted in the proposal, without prior written approval of the Contract Administrator.

- 8.5 Survival. All obligations arising prior to the termination of this Agreement and all provisions of this Agreement allocating liability between City and Consultant shall survive the termination of this Agreement.
- 8.6 Options upon Breach by Consultant. If Consultant materially breaches any of the terms of this Agreement, City's remedies shall include, but not be limited to the following:
- 8.6.1 Immediately terminate the Agreement;
 - 8.6.2 Retain the plans, specifications, drawings, reports, design documents, and any other work product prepared by Consultant pursuant to this Agreement;
 - 8.6.3 Retain a different consultant to complete the work described in Exhibit A not finished by Consultant; or
 - 8.6.4 Charge Consultant the difference between the cost to complete the work described in Exhibit A that is unfinished at the time of breach and the amount that City would have paid Consultant pursuant to Section 2 of this Agreement if Consultant had completed the work.

Section 9. KEEPING AND STATUS OF RECORDS.

- 9.1 Records Created as Part of Consultant's Performance. All reports, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that Consultant prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be the property of the City. Consultant hereby agrees to deliver those documents to the City upon termination of the Agreement. It is understood and agreed that the documents and other materials, including but not limited to those described above, prepared pursuant to this Agreement are prepared specifically for the City and are not necessarily suitable for any future or other use. City and Consultant agree that, until final approval by City, all data, plans, specifications, reports and other documents are confidential and will not be released to third parties without prior written consent of both parties.
- 9.2 Consultant's Books and Records. Consultant shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services or expenditures and disbursements charged to the City under this Agreement for a minimum of three (3) years, or for any longer period required by law, from the date of final payment to the Consultant to this Agreement.
- 9.3 Inspection and Audit of Records. Any records or documents that Section 9.2 of this Agreement requires Consultant to maintain shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request of the City. Under California Government Code Section 8546.7, if the amount of public funds expended under this Agreement exceeds TEN THOUSAND DOLLARS (\$10,000.00), the Agreement shall be subject to the examination and audit of the State Auditor, at the request

of City or as part of any audit of the City, for a period of three (3) years after final payment under the Agreement.

Section 10 MISCELLANEOUS PROVISIONS.

- 10.1 Attorneys' Fees. If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.
- 10.2 Venue. In the event that either party brings any action against the other under this Agreement, the parties agree that trial of such action shall be vested exclusively in the state courts of California in the County of Contra Costa or in the United States District Court for the Northern District of California.
- 10.3 Severability. If a court of competent jurisdiction finds or rules that any provision of this Agreement is invalid, void, or unenforceable, the provisions of this Agreement not so adjudged shall remain in full force and effect. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.
- 10.4 No Implied Waiver of Breach. The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.
- 10.5 Successors and Assigns. The provisions of this Agreement shall inure to the benefit of and shall apply to and bind the successors and assigns of the parties.
- 10.6 Use of Recycled Products. Consultant shall prepare and submit all reports, written studies and other printed material on recycled paper to the extent it is available at equal or less cost than virgin paper.
- 10.7 Conflict of Interest. Consultant may serve other clients, but none whose activities within the corporate limits of City or whose business, regardless of location, would place Consultant in a "conflict of interest," as that term is defined in the Political Reform Act, codified at California Government Code Section 81000 *et seq.*

Consultant shall not employ any City official in the work performed pursuant to this Agreement. No officer or employee of City shall have any financial interest in this Agreement that would violate California Government Code Sections 1090 *et seq.*

Consultant hereby warrants that it is not now, nor has it been in the previous twelve (12) months, an employee, agent, appointee, or official of the City. If Consultant was an employee, agent, appointee, or official of the City in the previous twelve months, Consultant warrants that it did not participate in any manner in the forming of this Agreement. Consultant understands that, if this Agreement is made in violation of Government Code

§1090 *et seq.*, the entire Agreement is void and Consultant will not be entitled to any compensation for services performed pursuant to this Agreement, including reimbursement of expenses, and Consultant will be required to reimburse the City for any sums paid to the Consultant. Consultant understands that, in addition to the foregoing, it may be subject to criminal prosecution for a violation of Government Code § 1090 and, if applicable, will be disqualified from holding public office in the State of California.

10.8 Solicitation. Consultant agrees not to solicit business at any meeting, focus group, or interview related to this Agreement, either orally or through any written materials.

10.9 Contract Administration. This Agreement shall be administered by Brent Smith, Community Development Director ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

10.10 Notices.
Any written notice to shall be sent to:

Consultant:
Townsend Public Affairs, Inc.
1401 Dove Street, Suite 330
Newport Beach, CA 92260

City of Oakley
Attn: Danielle Navarro, Assistant City Manager
3231 Main Street
Oakley, CA 94561

10.11 Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement.

10.12 Authorized Signature. Each person and party signing this Agreement warrants that he/she has the authority to execute this Agreement on behalf of the principal and that the party will be bound by such signature.

The parties have executed this Agreement as of the Effective Date.

CITY

CONSULTANT

City of Oakley, a municipal corporation
in the State of California

Townsend Public Affairs, Inc., a California corporation

By: _____
Joshua McMurray, City Manager

By: _____
Christopher Townsend, President

Attest:

Approved as to Form:

Libby Vreonis, City Clerk

Derek P. Cole, City Attorney

EXHIBIT A

SCOPE OF SERVICES AND COMPENSATION SCHEDULE

TPA will utilize the following strategic and comprehensive approach to provide grant funding services to the City:

- **Conduct Detailed Orientation:** TPA utilizes a comprehensive onboarding process that includes extensive meetings with various relevant members of City leadership and key City departments to help develop a strategic plan that is carefully tailored to satisfy the needs of the City, as well as designed for maximum success in the current political climate and funding environment.
- **Craft Strategic Funding Plan:** Utilizing the information gathered during the onboarding process, TPA will coordinate with the City to develop a proactive and comprehensive strategic funding plan that serves the needs of the City's priorities. *The plan will do more than simply identify City projects;* it will outline and prioritize multiple funding options for each project, and develop a specific plan of work tailored for each project. It will also identify key "strings attached" to help assess the cost/benefit ratio for each grant opportunity.
- **Identify, Research, and Monitor Grant Funding Opportunities:** TPA will utilize list-serve subscription programs, funding workshops, agency canvassing, and other networking tactics to ensure every potential opportunity is identified and reviewed for relevance with the City's projects. TPA will then share these opportunities with the City for further assessment and determination if a grant application is warranted. The City will also receive a grant matrix of funding programs that is updated regularly as new opportunities arise.
- **Grant Application Development and Submittal:** TPA will develop, draft, submit, and follow up on each City grant application through the following process:
 - **Establishment of Clear Accountabilities:** TPA will coordinate with the City to ensure the assignment of responsibilities and tasks are made clear so that confusion and inefficiency are avoided and the City is burdened as little as possible while TPA pursues a grant opportunity.
 - **Provide Overview of Full Application Requirements:** For each grant application, TPA will provide the City with a detailed overview of the requirements for the grant program and corresponding application to ensure that the program is a strong fit for the City's project. This will include:
 - Application timeline
 - Eligible project types
 - Funding availability and award maximum and minimums
 - List of application components, including proposal questions and any required attachments



- **Assemble Project Background and Details:** TPA will conduct a detailed informational interview with City staff most involved with each project in order to gain a full understanding of the project background and scope details necessary for developing the grant proposal and addressing all application questions.
- **Coordinate Technical Project Details:** For technical application components such as site plans, detailed cost estimates, project timelines, engineering plans, and cost-benefit analyses, TPA will coordinate with City staff to compile all necessary attachments and ensure consistency across all elements of the application.
- **Draft Written Proposal:** TPA will fully draft all narrative components of the application and, when applicable, will indicate where additional input or project detail from the City could be provided during the proposal review process.
- **Incorporate Feedback to Finalize Proposal:** Well ahead of the application deadline, TPA will provide the City with a full draft for review and feedback. TPA will incorporate any additional details or revisions provided during this process to finalize the grant application and will obtain City approval for the final version of the application prior to submission.
- **Submit Completed Application:** TPA will ensure that applications are submitted prior to the deadline, whether the submission is electronic or through hard copies, in accordance with submission instructions for each individual program. For hard copy submissions, TPA will print and package applications according to submission instructions and will ship applications through a reliable carrier service such as FedEx in order to provide the City with tracking and delivery confirmation for the application. TPA will also obtain a receipt for proof of submission and provide the City with a final copy of all submitted application documents.
- **Funding Advocacy:** Throughout grant application process TPA will leverage relationships with relevant officials and program officers in various state and federal funding agencies to ensure that City grant applications are aligned with the goals of the specific grant program and that the applications are well-crafted and well-positioned for funding.
- **State Budget Funding Opportunities:** In an effort to maximize state funding, TPA will work with the City to identify projects and other funding priorities that may be suitable for funding through the State Budget. TPA will coordinate with the City to develop supporting materials for the budget request. TPA will also work with members of the City's state legislative delegation, along with the Assembly and Senate Budget Committees, to gain support for the inclusion of the City's project in the final State Budget approved by the Legislature.



COST PROPOSAL

DESCRIPTION OF SERVICES	MONTHLY FEE
Grant Writing Specialist	\$5,000*
• Conduct Detailed Orientation	Included
• Craft Strategic Funding Plan	Included
• Identify, Research, and Monitor Grant Funding Opportunities	Included
• Grant Application Development and Submittal	Included
• Establishment of Clear Accountabilities	Included
• Provide Overview Of Full Application Requirements	Included
• Assemble Project Background and Details	Included
• Coordinate Technical Project Details	Included
• Draft Written Proposal	Included
• Incorporate Feedback to Finalize Proposal	Included
• Submit Completed Application	Included
• Funding Advocacy	Included
• State Budget Funding Opportunities	Included
• Federal Earmark Opportunities	Included
• Post-Grant Submittal Advocacy	Included
• Post-Award Grant Administration and Compliance	Included
• Comprehensive Follow-Up on Unsuccessful Applications	Included
<i>*The monthly fee includes all reasonable business expenses, such as any and all applicable licenses and insurance coverage required to perform the Scope of Work. The monthly fee also covers all travel expenses performed on behalf of the client.</i>	

EXHIBIT B

INSURANCE REQUIREMENTS

PROFESSIONAL SERVICE CONTRACTS:

Consultant shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. Commercial General Liability (CGL): Insurance Services Offer Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than \$1,000,000 per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
2. Automobile Liability: Insurance Services Office Form Number CA 0001 covering, Code 1 (any auto), or if Consultant has no owned autos, Code 8 (hired) and 9 (non-owned), with limit no less than \$1,000,000 per accident for bodily injury and property damage.
3. Workers' Compensation insurance as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than \$1,000,000 per accident for bodily injury or disease.
(not required if consultant provides written verification it has no employees)
4. Professional Liability (Errors and Omissions) Insurance appropriate to the Consultant's profession, with limit no less than \$1,000,000 per occurrence or claim, \$2,000,000 aggregate.

If the Consultant maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Status

The City, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Consultant including materials, parts or equipment furnished in connection with such work or operations. General liability coverage should be provided in the form of an endorsement to the Consultant's insurance (at least as broad as ISO Form CG 20 10 11 85 or both CG 20 10 and CG 20 37 forms if later revisions used).

Primary Coverage

For any claims related to this contract, the Consultant's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Consultant's insurance and shall not contribute with it.

Notice of Cancellation

Each insurance policy required above shall state that coverage shall not be canceled, except with notice to the City.

Waiver of Subrogation

Consultant hereby grants to City a waiver of any right to subrogation which Consultant or any insurer of said Consultant may acquire against the City by virtue of the payment of any loss under such insurance. Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

Deductibles and Self-Insured Retentions

Any deductibles or self-insured retentions must be declared to and approved by the City. The City may require the Consultant to provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention.

Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City.

Claims Made Policies

If any of the required policies provide coverage on a claims-made basis:

1. The Retroactive Date must be shown and must be before the date of the contract or the beginning of contract work.
2. Insurance must be maintained and evidence of insurance must be provided *for at least five (5) years after completion of the contract of work.*
3. If coverage is canceled or non-renewed, and not *replaced with another claims-made policy form with a Retroactive Date* prior to the contract effective date, the Consultant must purchase "extended reporting" coverage for a minimum of *five (5) years* after completion of contract work.

Verification of Coverage

Consultant shall furnish the City with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Consultant's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Subcontractors

Consultant shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Contractor shall ensure that City is an additional insured on insurance required from subcontractors.

Special Risks or Circumstances

City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

DATE: September 26, 2023
TO: Joshua McMurray, City Manager
FROM: Jeri Tejada, Administrative Services Director
SUBJECT: Consideration of a Resolution Establishing a Master Fee Schedule and Updating Certain City Fees

Approved and
Forwarded to the
City Council

Background and Analysis

On May 23rd, the City Council approved a resolution establishing a master fee schedule and updating certain City fees and refuse fees, which were effective July 22, 2023. During the May 23rd City Council meeting, the City Council requested a revision to the City of Oakley Master Fee Schedule that would allow Oakley based businesses to pay the same fees that Oakley residents and Oakley based non-profit organizations pay for the rental of fields, group picnic areas and the Oakley Recreation Center. This change was approved at the July 11, 2023 council meeting and became effective September 11, 2023. At the July 11th meeting, Council asked that the cost of the kitchen be re-evaluated and decreased for Oakley residents or Oakley based business to better align with surrounding cities.

Staff has researched the cost of surrounding cities as well as the cost for us to staff the kitchen rentals as well as clean the kitchen. In addition to the rental fee, surrounding cities have an application fee as well as a minimum number of hours which Oakley does not have. Staff is recommending decreasing the cost to \$45 for Oakley residents or Oakley based business, including non-profits in Oakley.

As for the process of adopting fees, State law requires that changes to the City's fees be presented to the City Council at a public hearing; and that there be two publications of the meeting notice, so that advance notice is provided to any party that requests to be notified of any proposed fee adjustments, and that the full package of the proposal is made available to the public no less than 10 days prior to the Hearing. In addition, approved changes to City fees may take effect no less than 60 days after approval.

Staff has met the publishing and noticing requirements for the proposed changes herein, and Staff is recommending that any changes approved pursuant to this item become effective on November 25, 2023, which is 61 days from the date of this meeting.



Consistency with the Oakley Strategic Plan 27+

The approval of this resolution is consistent with the SP 27+ Finance and Fiscal Responsibility Goal to leverage the City's financial resources for the long-term benefit of our residents and businesses.

Fiscal Impact

The fiscal impact of the recommended action is not expected to be significant. The recommendation only includes minor decreases to the existing fee levels for Oakley based businesses related to the kitchen rental at the Oakley Recreation Center.

Staff Recommendation

Staff Recommendation: 1) Receive the Staff Report, 2) Receive Questions from the City Council, 3) Open the Public Hearing, 4) Receive Public Testimony, 5) Close the Public Hearing, 6) Deliberate, 7) Summarize the Deliberation 8) Adopt the Resolution

Attachments

1. Resolution
2. Master Fee Schedule



RESOLUTION NO. XX-23

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY
ADOPTING A MASTER FEE SCHEDULE**

WHEREAS, the City Council of the City of Oakley has the authority to establish fees for City services; and

WHEREAS, the City finds it necessary to recover the costs of providing certain City services and said fees do not exceed the reasonable costs of providing the services for which fees are imposed; and

WHEREAS, the consolidation of all City fees will assist the public, as well as City staff in readily locating fees and to continue governmental transparency; and

WHEREAS, the proposed Master Fee Schedule will supersede any previously adopted or established fee for specified City services; and

WHEREAS, the Master Fee Schedule will be evaluated each year to ensure that services are provided while consideration is taken into account in regards to cost recovery for services provided by the City; and

WHEREAS, public comment has been received on the compilation of existing fees into a Master Fee Schedule (Exhibit "A") and proposed fee modifications contained within the Master Fee Schedule; and

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF OAKLEY DOES
HEREBY FIND, PROCLAIM, ORDER AND RESOLVE AS FOLLOWS:**

Section 1. The foregoing recitals are true and correct, and the City Council so finds and determines.

Section 2. That the fees shown in Exhibit "A" are hereby adopted and supersede any previously established fee for the identified City services.

Section 3. The City fees shown in Exhibit "A" shall become effective November 25, 2023.

PASSED AND ADOPTED by the City Council of the City of Oakley this 26th day of September 2023 by the following vote:

AYES:

NOES:

ABSTENTION:

ABSENT:

APPROVED:

Aaron Meadows, Mayor

ATTEST:

Libby Vreonis, City Clerk

Date

**Master Fee Schedule Effective
November 25, 2023**



GENERAL ADMINISTRATIVE SERVICES	FIXED FEE	TIME & MATERIAL DEPOSIT	ADDITIONAL FEE OR DEPOSIT COMMENT
Passport Photos	\$15.00		
Passport Execution Fee	\$35.00		
Copying (8 1/2 x 11)	\$.40 1st page\$.25 thereafter		
Copying (8 1/2 x 14)	\$.65 1st page\$.50 thereafter		
Copying (11 x 17 or color copies)	\$1.00 1st page\$.75 thereafter		
Promotional Items			Cost + 10%
Return Check Fee	\$25/\$35		\$25 for 1st, \$35 for Subsequent
Zoning/Subdivision Map			Time and Materials Charge
General Plan Copy			Time and Materials Charge
Subpoena Services	\$24 per hour plus \$.10 per page		
Subpoena Witness Fees		\$275.00	Per Day plus current IRS rate per mile of travel
Research & Information Services		Based on Staff Estimate	Time and Materials Charge
Administrative Hearing			Time and Materials Charge
Administrative Penalty Citation	\$100.00		For 1st citation in 1 year; \$200 and \$500 for subsequent citations in 1 year
Copy of Meeting on Flash Drive, CD, or DVD			Varies, fee is cost of recording media only
Recreation Class Cancellation Fee			\$38 maximum or class fee if cancelled within 2 weeks of the first class
Filing Fee for Notice of Intent to Circulate an Initiative Petition		\$200.00	Deposit is refunded to the filer if, within one year of the date of filing the notice of intent, the elections official certifies the sufficiency of the petition.
Business License Annual Fee	\$100.00		\$100 plus \$10 per full time equivalent employee (pro-rated by quarter for new licenses)
CASP Annual Fee	\$4.00		Per SB 1186
Transfer of License or Location	\$10.00		
Lost License/Duplicate License	\$10.00		
EV Vehicle Charging Fee	\$.30/kwh		
SPECIAL PERMITS & LICENSES	FIXED FEE	TIME & MATERIAL DEPOSIT	ADDITIONAL FEE OR DEPOSIT COMMENT
Adult Business Permits		\$1,704.00	Time and Materials Charge
Massage Parlor Permits		\$1,196.00	Time and Materials Charge
Masseuse Permits	\$364.00		Ability to charge are subject to limits by State Law.
Bingo Licenses			
New	\$50.00		
Renewal	\$10.00		
Public Dance Licenses	\$406.00		
Sound Amplification Permit	\$406.00		
Taxicab Owner Permit	\$316.00		
Taxicab Driver Permit	\$316.00		
Tobacco License	\$458.18		Per License (Resolution 03-19)

PLANNING DEPARTMENT SERVICES	FIXED FEE	TIME & MATERIAL DEPOSIT	ADDITIONAL FEE OR DEPOSIT COMMENT
VARIANCES:			
Planning Commission/City Council Review		\$2,900.00	Time and Materials Charge
Zoning Administrator Review	\$649.00		
CONDITIONAL USE PERMITS:			
Planning Commission/City CouncilReview		\$3,500.00	Time and Materials Charge
Zoning Administrator Review	\$649.00		
SIGN PERMITS:			
Administrative Approval	\$81.00		
Planning Commission Approval		\$1,500.00	Time and Materials Charge
DEVELOPMENT PLANS/DESIGN REVIEWS:			
ZoningAdministrator Review – Minor (Building Additions, Re-Facades, and Re-Paints)	\$162.00		
ZoningAdministrator Review – Major (All Others)	\$1,215.00		
Planning Commission/City Council Review - Minor (ZA referrals, significant painting/facades)		\$2,400.00	Time and Materials Charge
Planning Commission/City Council Review - Major (Tent. Map- Homes, New Commercial/Industrial Construction)		\$4,000.00	Time and Materials Charge
SUBDIVISIONS:			
Tentative Map for 5 or More Lots (MajorSubdivision)		\$12,000.00	Plus \$100 per lot/unit over 50
Tentative Parcel Map for Less than 5 Lots(Minor Subdivision)		\$5,500.00	Time and Materials Charge
Reversion to Acreage		\$1,900.00	Time and Materials Charge
Condo/Conversion tentative map		\$7,000.00	Plus \$100 per lot/unit
REZONINGS:			
Rezoning		\$6,500.00	Time and Materials Charge
GENERAL & SPECIFIC PLANS:			
Preliminary Review ("Merit" Review for Applicant)		\$2,000.00	Time and Materials Charge
Formal General Plan and Specific Plan Submittal		\$10,000.00	Time and Materials Charge
APPEALS:			
Applicant appeal		\$1,500.00	Time and Materials Charge
Neighbor/Non-Applicant Appeal	\$109.00		
PERMIT EXTENSIONS:			
Administrative	\$162.00		
Public hearing		\$1,000.00	Time and materials charge
TREES:			
Application to Destroy, Cut Down or Remove Protected Tree	\$450.00		Per tree; only charged if not part of a project
Appeal of Decision to Destroy, Cut Down or Remove Protected Tree	\$140.00		Per tree
Damage to Protected Tree (Penalty)	Per OMC		
OTHER FEES:			
Zoning Verification Letter	\$274.31		
Additional HCP Application Review Fee (for applicable projects)		\$700.00	Time and Materials Charge
Firearm Sales License and Renewals	\$219.00		
Home Occupation Permit	\$109.00		
Short Term Rental Permit	\$129.00		
Vendor Permit and Renewal	\$129.00		
DEVELOPMENT AGREEMENTS:			
Preliminary Review ("Merit" Review for Applicant)	\$500.00		
Completion of Review		\$3,000.00	Time and Materials Charge
Construction and Debris Plan Fees (Solid Waste Diversion)	\$41.00		
Residential Density Bonus Review		\$1,400.00	Time and Materials Charge

PUBLIC WORKS SERVICES	FIXED FEE	TIME & MATERIAL DEPOSIT	ADDITIONAL FEE OR DEPOSIT COMMENT
ENCROACHMENT PERMIT REVIEW & INSPECTIONS:			
SMALL ENCROACHMENT PERMIT CATEGORY			All fees include inspection and current USA fee
General Encroachment Permit (Curb, Sidewalk, Driveway)	\$370.00		
Tree Removal	\$215.00		
Debris Box/Storage Container	\$215.00		
Site Access Permit	\$215.00		
LARGE ENCROACHMENT PERMIT CATEGORY			
Large Permit <= \$10,000	\$1,480.00		
Large Permit > \$10,000		Based on Estimate + Bond (see plan check and inspection rates below)	Time and Materials Charge
OTHER ENCROACHMENT			
Utility Company or District Project	\$445.00		Time and Materials Charge
Work Done Without Permits	\$1,000.00		Plus double inspection and permit fees
No Inspection Notification for Permitted Work	\$1,000.00		Plus inspection fees
MISCELLANEOUS ROAD PERMIT APPLICATIONS:			
House Move Review	\$613.00		
House Move Inspection	\$230.00		
Extra Legal Load	\$16.00		\$16 set by State; or \$100/yr + \$100 security deposit
Road Closure Permit, Ext / Mod (Major Construction Projects)	\$3,135.00		
TEMPORARY ROAD CLOSURES/CONSTRUCTION/SPECIAL EVENTS:			
Not For Profit Applicant	\$60.00		
For Profit Applicant	\$799.00		
SUBDIVISION MONUMENT CHECKING:			
1 - 2 Monuments	\$575.00		
3 - 5 Monuments	\$690.00		
6 - 9 Monuments	\$800.00		
10 or more new monuments	\$915.00		Plus \$66 per monument over 10
Error Resolution / Discussion		\$1,850.00	Time and Materials Charge
MAP CHECKING:			
Final Map		\$6,500.00	Time and Materials Charge Plus \$60 per lot
Parcel Map		\$3,000.00	Time and Materials Charge Plus \$60 per lot
Base Map Revision	\$60.00		Per Lot
Certificate of Correction Review		\$1,500.00	Time and Materials Charge
Amended Map Revision		\$1,500.00	Time and Materials Charge Plus \$60 per lot
ROAD VACATIONS:			
Map Exists		\$2,302.00	Time and Materials Charge
No Map Exists		\$2,302.00	Time and Materials Charge
ROAD MISCELLANEOUS:			
Road Name Change-Public Road	\$1,790.00		Plus \$265 for 1 intersection & \$64 each additional intersection
Address Change/Private Road Name Change	\$1,790.00		
PUBLIC IMPROVEMENT PLAN REVIEW:			
Plan Review			
\$10,000 - 25,000		\$500.00	Plus 8% of improvements
\$25,001 - \$50,000		\$6,000.00	Plus 6% of improvements
\$50,001 or more		\$7,500.00	Plus 2% of improvements over \$50,000
Landscaping Plan Review (Parks Department)		\$2,000.00	Plus 2% of improvements
Commercial Site Plan Review		\$7,500.00	Plus 2% of improvements
C.3 Compliance Review		\$4,200.00	Time and Materials Charge
Bridges or Major Structures		\$15,000.00	Plus 6% of improvements

PUBLIC WORKS SERVICES	FIXED FEE	TIME & MATERIAL DEPOSIT	ADDITIONAL FEE OR DEPOSIT COMMENT
RELATED REVIEW:			
Drainage Review (no improvement plans)		\$2,400.00	Time and Materials Charge
Condition of Approval Compliance Check (no improvement plans)		\$2,000.00	Time and Materials Charge
Certificate of Compliance		\$2,475.00	Time and Materials Charge
Lot line adjustment		\$3,900.00	Time and Materials Charge
PUBLIC IMPROVEMENT INSPECTION:			
\$10,000 - \$50,000		\$2,000.00	Time and Materials Charge Plus 6.5% of improvements
\$50,001 - 100,000		\$6,000.00	Time and Materials Charge Plus 6.5% of improvements
\$100,001 or more		\$15,000.00	Time and Materials Charge Plus 4.5% of improvements over \$100,000
Commercial Site Plan Inspection		\$6,500.00	Time and Materials Charge Plus 8% of improvements
Bridges or Major Structures		\$14,000.00	Time and Materials Charge Plus 7% of improvements
Landscaping (Parks Department)		\$3,500.00	Time and Materials Charge Plus 8% of improvements
FLOODPLAIN MANAGEMENT PROGRAM:			
Flood Zone Determination - Office Review	\$80.00		Per lot, \$402 max for adjacent lots
Flood Zone Determination - Field Visit Review	\$432.00		Plus \$67/lot, \$734 max for adjacent lots
Floodplain Management Compliance	\$48.00		Per Parcel
Floodplain Permit Application		\$2,000.00	Time and Materials Charge
Floodplain Base Map Revision	\$56.00		Per Lot
Floodplain Map Amendments		\$2,000.00	Time and Materials Charge
GRADING:			
Plan review:			
\$100,000 or less		\$3,000.00	Time and Materials Charge Plus 3% of improvement value
\$100,001 or more		\$4,000.00	Time and Materials Charge Plus 1% of amount over \$100,000
Inspection:			
\$100,000 or less		\$5,000.00	Plus 5% of improvement value
\$100,001 or more		\$6,000.00	Time and Materials Charge Plus 4% of amount over \$100,000
Stock Pile Permit		\$3,000.00	Time and Materials Charge

POLICE SERVICES	FIXED FEE	TIME & MATERIAL DEPOSIT	ADDITIONAL FEE OR DEPOSIT COMMENT
Abandoned Vehicle			No Charge
ABC Permit Letter	\$50.00		
Accident Report - Property Damage Only	\$12.00		
Accident Report - Injury (1-20/20+ / Extensive)	\$12.00		
Photos to CD	\$25.00		
Booking Fee	\$564.00		
Citation Sign-Off			
Vehicle Inspection – Resident			No Charge
Vehicle Inspection – Non-resident	\$38.98		
Clearance Letter:			
Fee for Resident	\$15.00		
Fee for Non-Resident	\$42.00		
Concealed Weapons Fee:			
Initial Fee (Plus State Fingerprinting Processing Fee)	\$450.00		Plus Current DOJ Fees
Renewal Fee (Plus State Fingerprinting Processing Fee)	\$75.00		Plus Current DOJ Fees
Crime Reports	\$12.00		
DUI Emergency Response Cost Recovery			Actual cost for staff, equipment, lab work.
False Alarm Response (more than 2 in 30 days)	\$100.00		After 2 alarms in 30 days
Livescan Applicant Fingerprinting	\$21.00		Plus Current DOJ Fees
Gun Storage Services pursuant to Court Order:			
Administrative Processing Fee Per Incident	\$12.00		
Storage Fee (per month or any fraction thereof) per Gun	\$5.00		
Parties and Nuisances – Subsequent Calls for Service			Hourly Charge; \$415 minimum
Review of Local Criminal History	\$44.00		
Rotational Tow Application Fees	\$350.00		
Special Event Permit –No ABC Liquor License Letter Required	\$411.00		
Special Event – Non-Profit Organization (with or without ABC letter)	\$411.00		
Second Hand Dealer License/Pawns	\$165.00		Plus Current DOJ Fees
Solicitor/Peddler Permits	\$245.00		
Subpoena Duces Tecum (Per EC 1563)	\$24 per hour plus \$.10 per page		Per EC 1563
Production of Documents Only	\$15.00		
Appearance Request (officer/records)	\$275.00		
Vehicle Abatement	\$492.00		
Vehicle Repossession Fee (VIN Verification charge individuals only)	\$70.00		
Stored Vehicle Release – Recovered Stolen Vehicle			No Charge
Stored Vehicle Release	\$100		

SCHEDULE OF CONSTRUCTION PERMIT FEES				
BUILDING FEES				
TOTAL VALUATION		FEE		
\$1.00 to \$2,000.00		\$69.25		
\$2,001.00 to \$25,000.00		\$69.25 for the first \$2,000.00 plus \$14.00 for each additional \$1,000.00 or fraction thereof, to and including \$25,000.000		
\$25,001.00 to \$50,000.00		\$391.25 for the first \$25,000.00 plus \$10.10 for each additional \$1,000.00 or fraction thereof, to and including \$50,000.00		
\$50,001.00 to \$100,000.00		\$643.75 for the first \$50,000.00 plus \$7.00 for each additional \$1,000.00 or fraction thereof, to and including \$100,000.00		
\$100,000.00 to \$500,000.00		\$993.75 for the first \$100,000.00 plus \$5.60 for each additional \$1,000.00 or fraction thereof, to and including \$500,000.00		
\$500,001.00 to \$1,000,000.00		\$3,233.75 for the first \$500,000.00 plus \$4.75 for each additional \$1,000.00 or fraction thereof, to and including \$1,000,000.00		
\$1,000,001.00 and UP		\$5,608.75 for the first \$1,000,000.00 plus \$3.65 for each additional \$1,000.00 or fraction thereof		
OTHER INSPECTION FEES		FIXED FEE	TIME & MATERIAL DEPOSIT	ADDITIONAL FEE OR DEPOSIT COMMENT
Inspections Outside of Normal Business Hours		\$69.25		Per Hour (Minimum of 2 Hours)
RE-Inspection Fees Assessed Under Provisions of Section 305.8		\$69.25		Per Hour
Inspections for Which no Fee is Specifically Indicated		\$69.25		Per Hour
Additional Plan Review Required by Changes, Additions & Revisions to Plans		\$78.50		Per Hour
For Use Outside Consultants for Plan Checking & Inspections or Both				Time and Materials Charge
Energy Compliance Fees				25% of the Building Fee Applicable to all Structures with Heaters or any Conditioned Space
Access Compliance Fees				25% of the Building Fee Applicable on all Buildings Except Residential Use Buildings with Fewer Than four (4) Dwelling Units
BUILDING VALUATION DATA SUPPLEMENT				ADDITIONAL FEE OR DEPOSIT COMMENT
The work listed in this supplement shall be valued based on the gross square footage of the work, or where noted, as a lump sum. Where actual costs are higher, those costs shall be used for the valuation.				
Residential Addition				\$ 94.80 Sq. Ft.
Residential Remodel (to existing floor area)				By Value
Residential Use Conversion from Garage				By Value
Sun room with 60% glazing, cabanas, other similar structures if conditioned space and Integrated with main Structure				\$18.65 Sq. Ft.
Patio Cover				By Value
Deck				\$13.56 Sq.Ft.
Deck - With Cover				By Value
Retaining Wall				By Value
Freestanding Fence				By Value
Portable Doughboy Pools or Portable Spa (Electrical Only)				\$156.16 Includes Applicable City Fees
Portable Doughboy Pools or Portable Spa With Gazebo or Decking				By Value
Remodel or Tenant Improvement Work in Commercial Buildings				By Value
Re-Roofing-Single Family or Duplex				\$178.80 Includes Applicable City Fees
Commercial Building Re-Roof				By Value
Pre Fabricated Home on Permanent Foundation (Use minimum Electrical, Mechanical, and Plumbing Inspection Fees)				By Value
Moved Building				By Value

ELECTRICAL INSPECTION FEES			ADDITIONAL FEE OR DEPOSIT COMMENT
New Dwelling			15% of the Building Permit Fee
Addition or Alteration to Dwelling Unit			20% of the Building Permit Fee, \$69.25 minimum
New Commercial Building			25% of the Building Permit Fee, \$69.25 minimum
Shell Building			25% of the Building Permit Fee, \$69.25 minimum
Commercial Alterations & Tenant Improvements			20% of the Building Permit Fee, \$69.25 minimum
Electrical Permit			\$69.25 minimum. See * note.
*An electrical permit is required for all electrical work regulated by the Electrical Code. Fees for work not included in items 1-5 above shall be calculated using Building Fees and based on the contract amount of the electrical work. Where such electrical work is performed in conjunction with a building permit, the fee may be added to that permit, and a separate electrical permit is required.			
MECHANICAL INSPECTION FEES			ADDITIONAL FEE OR DEPOSIT COMMENT
New Dwelling			10% of the Building Permit Fee
Addition or Alteration to Dwelling Unit			15% of the Building Permit Fee, \$69.25 minimum
New Commercial Building			15% of the Building Permit Fee, \$69.25 minimum
Shell Building			15% of the Building Permit Fee, \$69.25 minimum
Commercial Alterations & Tenant Improvements			10% of the Building Permit Fee, \$69.25 minimum
Mechanical Permit			\$69 25 minimum. See * note below
*A mechanical permit is required for all mechanical work regulated by the Mechanical Code. Fees for work not included in Items 1-5 above shall be calculated using Building Fees and based on the contract amount of the mechanical work. Where such mechanical work is performed in conjunction a building permit, the fee may be added to that permit, and a separate mechanical permit is not required.			
PLUMBING INSPECTION FEES			ADDITIONAL FEE OR DEPOSIT COMMENT
New Dwelling			15% of the Building Permit Fee
Addition or Alteration to Dwelling Unit			20% of the Building Permit Fee, \$69.25 minimum
New Commercial Building			20% of the Building Permit Fee, \$69.25 minimum
Shell Building			20% of the Building Permit Fee, \$69.25 minimum
Commercial Alterations & Tenant Improvements			15% of the Building Permit Fee, \$69.25 minimum
Plumbing Permit			\$69 25 minimum. See * note below
* A plumbing permit is required for all plumbing work regulated by the Plumbing Code. Fees for work not included in Items 1-5 above shall be calculated using Building Fees and based on the contract amount of the plumbing work. Where such plumbing work is performed in conjunction a building permit, the fee may be added to that permit, and a separate plumbing permit is not required.			
MISCELLANEOUS FEES	FIXED FEE		ADDITIONAL FEE OR DEPOSIT COMMENT
Re inspections (When return trips to the site by an inspector are necessary)	\$69.25		Per Hour
Owner-requested inspection of an existing building	\$69.25/\$207.75		Per Hour with a 1 Hour Minimum. If Overtime is required the rate shall be \$207.75 per hour with a 1 Hour Minimum
Inspection for Change of Occupancy	\$80.00		Per Hour with a 1 Hour Minimum
Investigation of work without permit. When a Stop Work Notice is issued for work being performed without permits or performed beyond the scope of existing permits, a special investigation and inspection shall be made before permits may be issued for such work.			An investigation fee shall be charged equal to two times the amount of all permits fees required by this ordinance, with a minimum of \$125.00. The fee is additive to the permit fees. This provision shall not apply to emergency work when it can be proven to the satisfaction of Building Official that such work was urgently necessary, that it was not practical to obtain a permit before the work was commenced, and that a permit was applied for as soon as practical.

PERMIT PROCESSING AND ISSUANCE PROGRAM	FIXED FEE		ADDITIONAL FEE OR DEPOSIT COMMENT
Plan Review-Applicable when plans are required beyond a plot or site plan.			65% of Building Permit Fee
Permit Review and Processing Applicable when review for compliance can be determined through a plot or site plan, or references to a master plan previously reviewed and approved by the department.			25% of Building Permit Fee. (Subsequent houses also). \$78.50 per hour minimum.
Additional Processing Applicable when additional plan review is required due to: 1) incomplete or unacceptable follow-through by applicant on deficiencies found in the initial plan review; 2) significant revisions submitted after plan review is well underway; or 3) revisions submitted during construction to reflect field changes.	\$78.50		Per Hour
Plan Scanning:			
8 1/2 x 11	\$0.13		Per Sheet
11 x 17 to 12 x 18	\$0.25		Per Sheet
17 x 22 to 18 x 24	\$0.81		Per Sheet
24 x 34 to 24 x 36	\$1.62		Per Sheet
36 x 44 to 36 x 48	\$2.97		Per Sheet
Large Format Scanning	\$0.27		Per Square Foot
CONSTRUCTION INSPECTION PROGRAM			ADDITIONAL FEE OR DEPOSIT COMMENT
Building Permit			The Building Permit fee shall be as set forth in the Fee Schedule (Table No. 1-A)
Energy Compliance			25% of Building Permit or processing fees. Applicable on all structures with heated or air conditioned space.
Accessibility			25% of Building Permit or processing fees. Applicable on all building permits except residential use buildings with fewer than 4 dwelling units.
State of California Earthquake Assessment Fee			Residential: .10 per each \$1,000 building Valuation Commercial: .21 per each \$1,000 building Valuation
ADMINISTRATION AND OVERHEAD COSTS; ACTUAL COSTS			
City of Oakley administrative and overhead costs are equal to 27% of all Construction Permit Fees. The City’s administrative and overhead costs shall be included in the total amount charged for all Building Inspection Department services in a manner prescribed by the Building Inspection Department. Actual costs include the City’s administrative and overhead costs. Section 2: VALUATION The determination of value or valuation under any provisions of the City Building Code shall be made by the Building Official. The total valuation to be used with the Fee Schedule shall be determined using the Building Valuation Data contained in the Building Standards magazine, published by the International Conference of Building Officials, Whittier, California. The data in the March-April issue of each year shall be used for the ensuing fiscal year. Work not listed in the Building Valuation Data shall be valued per the Building Valuation Data Supplement. The valuation to be used in computing Construction Permit Fees shall be the total valuation of all construction work for which the permit is issued, as well as all finish work, painting, roofing, mechanical, electrical, plumbing, beating, air conditioning, elevators, fire extinguishing systems, and any other permanently installed equipment. For industrial facilities, the value of process equipment and heavy machinery supported by the structure or by its own foundation shall be included. Contractor overhead and profit shall be included. The valuation of grading, retaining walls, paving and other site work, and any demolition work, shall be included unless such work was included in other permits issued by the Building Inspection Department. The valuation data is used to establish consistent criteria for calculating permit fees, and the calculated total valuation does not necessarily reflect actual costs. The County Assessor does not rely on these costs, but performs independent assessments of the permitted work.			

CODE ENFORCEMENT	FIXED FEE		ADDITIONAL FEE OR DEPOSIT COMMENT
Annual Rental Registration & Inspection fee	\$108.00		Fee for property not inhabited by tenants or vacant and not listed for rent on January 1st of each calendar year will be prorated on a monthly basis
Re-Inspection Fee	\$112.00		
Non Compliance for Failure to Register & Pay Fee/Code Enforcement Violations:			
First Citation	\$100.00		
Second Citation	\$200.00		
Third Citation	\$500.00		
Administrative Penalty Citation for Building and Safety Codes			
First Citation	\$130.00		
Second Violation of the Same Ordinance Within One Year	\$700.00		
Each Additional Violation of the Same Year Within One Year of First	\$1,300.00		
Rental Property Owners failing to register and pay the annual fee by January 31 st of the calendar year or within 30 days of renting the property will be issued an Administrative Citation.			
Administrative Citations are in addition to the Rental Registration and Inspection Fee and any other citations issued for Building and/or Code Enforcement violations.			

PARKS & RECREATION				
User Groups: Group 1: Oakley Resident, Oakley Based Businesses and Oakley Based Non Profits Group 2: Non-Resident and Non-Oakley Based Non Profits Group 3: Community Partner Group 4: Private Business, Group or Organizations				
PICNIC AREA AND SPORTS FIELDS				
FACILITIES	GROUP 1	GROUP 2	GROUP 3	GROUP 4
Sports Area	\$7.00 per hour	\$17.00 per hour	As Outlined in Individual Agreement	\$40.00 per hour
Creekside and Nunn Wilson Park Group Picnic Areas (up to 100 people)	\$100.00 per day	\$125.00 per day	As Outlined in Individual Agreement	\$200.00 per day
Crockett and Summer Lake Park Group Picnic Areas (under 50 people)	\$75.00 per day	\$100.00 per day	As Outlined in Individual Agreement	\$150.00 per day
A \$150 damage deposit is due at the time of application to reserve any park or sports area.				
RECREATION CENTER FEES				
FACILITIES	GROUP 1	GROUP 2	GROUP 3	GROUP 4
Oakley Recreation Building Studio 1 Only available for parties with 50 or less people Monday -Thursday	\$55.00 per day	\$75.00 per day	As Outlined in Individual Agreement	\$100.00 per day
Recreation Center Great Room Add on Kitchen to full room rental or side A for \$100	M-Th \$150.00 per day F-Su \$225.00 per day	M-TH \$175.00 per day F-Su \$250.00 per day	As Outlined in Individual Agreement	M-TH \$225.00 per day F-Su \$300.00 per day
Recreation Center Side A or Side B Add on Kitchen to full room rental or side A for \$100	M-Th \$75.00 per day F-Su \$115.00 per day	M-TH \$100.00 per day F-Su \$135.00 per day	As Outlined in Individual Agreement	M-TH \$125.00 per day F-Su \$150.00 per day
Kitchen Available Monday - Friday	\$45 per hour	\$50 per hour	As Outlined in Individual Agreement	\$50 per hour
Recreation Center Deposit \$250, insurance required on all rentals. *Large events and events serving alcohol will require \$500 deposit and security				
CIVIC CENTER PARK STAGE & AMPITHEATER				
Temporary Use Permit				\$100 application fee + \$500 deposit
Special Event/Road Closure Permit (if required)				\$50 application fee*
Park Rental Fee				\$250 per day
*Additional fees may apply based on the nature of your event				

MT. DIABLO RESOURCE RECOVERY /SANITATION AND REFUSE FEES			
RESIDENTIAL CUSTOMERS	MONTHLY FEE		
32 Gallon Trash Service	\$49.64		
64 Gallon Trash Service	\$69.42		
96 Gallon Trash Service	\$78.76		
32 Gallon Senior-Low Income Trash Service	\$42.14		
Additional Recycling Container	\$15.59		
Additional Green Waste Container	\$15.59		
MISCELLANEOUS FEES AND CHARGES			
RESIDENTIAL CUSTOMERS	FEE	COMMERCIAL CUSTOMERS	FEE
Account reinstatement Fee	\$20.00	Account reinstatement Fee	\$75.00
Go-Back Service Fee	\$35.00	Go-Back Service Fee	\$35.00
Same Day Service Fee	\$55.00	Same Day Service Fee	
		Cart Service (per cart)	\$40.00
		Bin Service (per bin)	\$115.00
Admin Fee (Payment w/live Rep)	\$2.00	Admin Fee (Payment w/live Rep)	\$2.00
Overloaded/Contaminated Container		Overloaded/Contaminated Container	
1) First offense - Phone call	-	1) First offense - Phone call	-
2) Second offense - Phone call and warning letter	-	2) Second offense - Phone call and warning letter	-
3) Third offense - Letter and fee	\$50.00	3) Third offense - Letter and fee	-
		a) Cart Fee	\$75.00
		b) Bin Fee	\$150.00

DATE: September 26, 2023
TO: Joshua McMurray, City Manager
FROM: Kevin Rohani, P.E., Public Works Director/City Engineer
SUBJECT: Review the results of the second online survey for the Oakley Regional Park and for City Council to provide recommendations on a preferred alternative to finalize the Master Plan for this park

Approved and
Forwarded to the
City Council

Background and Analysis

The initial planning for the Oakley Regional Park began in 2006. The first Master Plan prepared for this park was completed in 2019. Since then, at the request of the City Council, staff is making a second effort to redefine the Master Plan for this park by exploring other amenities of this park with potential grant opportunities in mind to fund construction.

On March 29, 2023, the City held the first Community Open House to seek input from members of the community. The presentation included project background, current site information, previous efforts in 2019, and project goals and objectives. An online survey was conducted to seek input from members of the community on what the desired use was envisioned for this park. Based on the survey results, two alternatives were created and presented to the second Community Open House held on July 19, 2023. A second online survey was sent out to gauge which alternative was preferred by the community. Attached is a summary of the second online survey.

In this Work Session, staff seeks any further refinement and input from City Council, so staff can proceed with finalizing the Master Plan for this park.

Consistency with the Oakley Strategic Plan 27+

This effort is consistent with the Oakley Strategic Plan 27+ under the Parks and Open Space and Community and Collaborative Partnerships goal. The Oakley Community Regional Park will be the largest park in our City and this effort is in line with the envisioning and developing of this 55-acre park. The online survey is in line with our community outreach and engagement objectives.



Fiscal Impact

There is no fiscal impact related to the discussion of the online summary survey conducted and the City Council's preferred alternative at this time. Staff are continuing to seek grant opportunities for construction of this park.

Staff Recommendation

Given the outcome of the survey results, staff is seeking for additional feedback from City Council of the preferred alternative before moving forward with the final Master Plan for this park.

Attachments

1. Community Meeting #2 Survey Data Summary





August 16, 2023

Community Meeting #2 Survey Data Summary

Oakley Regional Park Master Plan

Number of Attendees who were at Outreach Meeting #1

- 48 out of 162 had attended.

Number of participants who live in Oakley

- 143 out of 162 live in Oakley.

Preferred Alternative

- Alternative 1: 70 votes
- Alternative 2: 72 votes
- Both: 4 votes
- Neutral: 9 votes

Participants Reason for Preferring Alternative 1

- Programming and outdoor classroom
- Disc golf
- Variety of activities/sports for all ages
- Baseball fields
- Soccer fields
- Pickleball courts
- Ability to hold events
- Family oriented
- Amenities for kids
- Trails
- Fishing decks
- Community garden

Participants Reason for Preferring Alternative 2

- Swimming area
- Nature play area
- More nature oriented
- It's overall uniqueness
- Fishing opportunities
- Has more open space
- The camping
- Family oriented
- Dog park
- Trail space/ nature walks
- Wine Tasting
- Sports fields

BURLINGAME

1633 Bayshore Highway, Suite 133
Burlingame, CA 94010
650.375.1313

GOLD RIVER

12150 Tributary Point Drive, Suite 14
Gold River, CA 95670
916.985.4366

SAN JOSE

2025 Gateway Place, Suite 285
San Jose, CA 95110
408.275.0565

Improvement Recommendations for Alternative 1

- Skate park
- Smaller corp yard
- Add a kayak launch
- Have four baseball field flipped the other direction.
- Add swimming area/lagoons.
- Add splash pad.
- More picnic and bbq areas.
- Add dog park.
- Add vineyard and wine tasting.
- Have pickleball courts over tennis courts.
- Have water access similar to alternative 2.
- Have two 90' ball fields.
- Provide as many additional soccer field sizes as possible.
- Include a badminton court.
- Additional restrooms.
- Shaded play structures.
- Indoor sports facilities.
- Fenced play area.
- Add full size basketball court.
- Add livestock arena.

Improvement Recommendations for Alternative 2

- To not have sports dual sports field. To have either soccer or baseball.
- Add an observation deck to look out towards the delta.
- More shade around play area.
- Add disc golf.
- Remove ball fields for different amenities for camping.
- Science camp area.
- Swap motorized boar ramp to human powered craft launch only.
- Have paved trails and walkways.
- Provide full hook-up within camp site.
- Additional fishing decks.
- Add fishing pier.
- Add a bike/skate park.
- Add pump track.
- More shade around swimming area.
- Add water theme activities.
- Add a kayak launch.
- Add splash pad.
- Provide a convenience store within campsite.
- More open space.
- Provide regular programming and events.
- Add community garden.