City of San Pablo
Engineering & Traffic Survey
Speed Limits Study
FINAL REPORT

for the

City of San Pablo Public Works

November 21, 2025

→ **The Power of Commitment**

GHD
2300 Clayton Road, Suite 920
Concord, California 94520, United States
www.ghd.com

[Compliance statement]

Report Signature Sheet

This Engineering & Traffic Survey Speed Limits Study has been prepared under the direction of the following Registered Engineer. The registered Civil Engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Frank Penry, TE, PE, PTOE
Registered Civil Engineer

November 21, 2025
Date

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Engineering & Traffic Survey Worksheets

1. Introduction

The following report presents the findings of an "Engineering and Traffic Survey" speed limits study conducted for the City of San Pablo, California. The study consisted of vehicle speed surveys and analyses of roadway data for 34 street segments in order to establish speed limits for the evaluated streets. The speed surveys identified the 85th percentile speed (also referred to as the "critical speed"), which is defined as the speed at which 85 percent of the drivers are traveling at or below. Speed limits are generally established by analysis of the surveyed 85th percentile speeds in combination with the observed street characteristics. Ultimately, the designation of safe and efficient speed limits depends on sound engineering judgment. Input from police enforcement personnel regarding the recommendations should also be considered before speed limits are established.

1.1 Results / Recommendations

The survey results indicate maintaining the existing speed limits is recommended for 32 of the 34 evaluated street segments. The findings for these streets support the existing speed limits, and therefore no changes to the speed limits are recommended.

For two street segments: Amador Street - between San Pablo Dam Rd. and McBryde Ave (segment #4), and Road 20 - between San Pablo Ave. and El Portal Dr. (segment #19), the street characteristics would also support a 5 mph reduction from the existing speed limit based on recently added provisions to the California Vehicle Code (CVC). Both streets have an adjacent school, and based on language in Section 22358.7, qualify as "adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians". Schools are categorized as a high generator and qualify for an additional 5 mph reduction to the rounded down 85th percentile speed, resulting in a new 25 mph speed limit (from the existing 30 mph speed limit) for both streets.

Additional legislation relating to School Zone speed limits has also very recently been passed. Assembly Bill 382 / CVC Section 22352 supplements and, in some areas, changes the traditional CVC language for establishing a school zone speed limit. The new legislation authorizes a local authority, by ordinance or resolution, to establish a 20 mph school zone speed limit when specified conditions are met, including appropriate signs giving notice of the area. The new legislation will be mandated in the year 2031, but Cities can evaluate streets for implementation in the transition period as well. The City has stated it will evaluate the existing and new legislation for applicability on City roadways, such as Amador Street and Road 20, for potential future implementation.

The findings and recommendations for the evaluated streets are detailed in the E&TS worksheets.

2. Methodology

The basic goal of speed zoning, or the application of designated vehicle speeds on public streets, is to prevent motorists from operating at a wide range of speeds that could create vehicle conflicts so that motorists travel at speeds consistent with the roadway characteristics.

In order to set and maintain speed limits on City streets, Engineering & Traffic Speed Surveys (E&TS Surveys) must be periodically conducted as set forth in the California State Vehicle Code and the California Manual on Uniform Traffic Control Devices (CaMUTCD) in order to provide proper and enforceable speed limits. Speed limits are set based on various factors, including measured speeds, physical roadway characteristics, collision history, daily traffic volumes, and adjacent land uses.

2.1 Overview of Speed Limit Laws

The California State Vehicle Code section 40802 establishes the basis for conducting engineering and traffic surveys to determine speed limits and defines when engineering & traffic speed surveys must be conducted.[1] The regulations state that in order to avoid a speed trap for streets where the speed limit is enforced by radar the speed limit must be justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation. The regulation allows surveys to be conducted every seven years if a City has an on-going program in place which incorporates several criteria (training of police officers in correct radar operation, radar devices that meet operational standards, and have been calibrated within three years of the alleged violation). The timeframe can be extended to fourteen years if a registered engineer "determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volumes".

Some road types are exempt from the above requirements and have inherent prima facie speed limits unless a different speed is determined by local authority. For example, a 25 mph speed limit is presumed in a business activity district, residential district, a senior or school zone (Section 22352), and for local roads. Section 40802 defines a local road as one that is functionally classified as "local" on the "California Road System Maps", or if it primarily provides access to abutting residential property and is (A) not more than 40 feet wide, (B) not more than one-half mile of uninterrupted length, and (C) not more than one traffic lane in each direction.

Section 627 of the California Vehicle Code outlines what information an engineering and traffic survey should include. The section states, "(a) 'Engineering and traffic survey,' as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities. (b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

(1) Prevailing speeds as determined by traffic engineering measurements.

(2) Accident records.

(3) Highway, traffic, and roadside conditions not readily apparent to the driver.

(c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:

(1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

(A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.

(B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.

(C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).

(2) Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility device, and the unhoused.

2.1.1 CVC and AB-43 / AB-1938

Additionally, new sections and provisions approved under California Assembly Bills AB-43, AB-1938 allow cities to maintain and/or reduce speed limits in the interest of vehicle, pedestrian, and bicycle safety. Street segments may lend themselves to further scrutiny under these guidelines.

AB-43

AB-43 provides local authorities greater flexibility in setting and reducing speed limits based on recommendations the Zero Traffic Fatality Task Force (Task Force) made in January 2020.

AB-43 included many provisions which were recommended for approval to modify the California Vehicle Code and CaMUTCD. Amending Sections 627, 21400, 22352, 22354, 22358, and 40802, and adding Sections 22358.6, 22358.7, 22358.8, and 22358.9 to the Vehicle Code relating to traffic safety, effective January 1, 2022.

The new law allows local governments to lower speed limits on roads, including state highways, in business and residential districts, and other areas identified as “safety corridors”, based on additional factors other than just the “85th percentile rule” which sometimes forced governments to raise speed limits despite other factors that support lower speed limits.

AB-1938

AB-43 authors initiated AB-1938 to clarify AB-43 text and intent. Assembly Bill AB-1938 titled “Traffic Safety: speed limits”, was introduced in California Assembly on February 10, 2022, and approved by the Governor and filed with the Secretary of State on September 18, 2022.

AB-1938 makes technical, clarifying changes to existing law (AB-43 provisions) on how speed limits are set. It clarifies the circumstances where and how much a local authority may lower the speed limit below that indicated by an engineering and traffic survey.

AB-1938 clarifies the intent of AB 43 in that it is in addition to, and not replacing, pre-AB-43 speed limit policies in the CaMUTCD (current CaMUTCD Revision 9 and previous versions, as well as the Caltrans Traffic Manual prior to May 20, 2004) by codifying and including in the CVC.

In short, the following CVC Sections are applicable to local agency roadways and public properties subjected to the CVC and form the basis of the changes per AB-43 & AB-1938. Refer to Section 2B.13 of the revised California Manual on Uniform Traffic Control Devices.

- **CVC Section 22358.6** known as “Engineering Traffic & Survey Development”, sets the groundwork for considering reasonable reductions from the 85th Percentile Speeds
- **CVC Section 22358.7** known as “Safety Corridor” and “Land or Facilities Generating High Concentration of Bicyclists and Pedestrians”, provides the ability to consider these facilities as locations where further reductions may be necessary
- **CVC Section 22358.8** known as “Retain currently adopted or restore immediately prior speed limit”, allows retention of previous speed limit if new surveys would otherwise raise speed limit.
- **CVC Section 22358.9** known as “Business Activity District”, allows for the creation of a Business Activity District, meeting criteria, for adoption of 20 mph speed limit.

2.1.2 California Manual on Uniform Traffic Control Devices

The California Manual on Uniform Traffic Control Devices (CaMUTCD), Section 2B.13 provides the procedures used to apply surveyed speed data in establishing speed limits.[2] When a speed limit is posted, it shall be at the nearest 5 mph increment of the 85th percentile speed. In accordance with CVC Section 22358.6, the speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed. Or, if the nearest 5 mph increment would require rounding up, then the speed may be rounded down to the nearest 5 mph increment below the 85th percentile speed. In certain instances, a local authority may additionally lower the speed limit as set forth in CVC sections 22358.6 - 22358.9.

Additional 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-mph range in speeds in which the highest number of data is recorded).
- Roadside development and environment.
- Parking practices and bicycle/pedestrian activity.
- Reported collision experience for at least a 12-month period.

3. Engineering & Traffic Survey Reports

A speed limit Engineering & Traffic Survey (E&TS) worksheet was completed for each of the 34 evaluated roadway segments. The E&TS worksheets contain information that includes the posted speed limit, measured speeds, roadway characteristics, collision rates, and the speed limit recommendations.

The data collection identified the roadway characteristics for each street, including number of lanes, roadway alignment, and adjacent land use, as well as the speed surveys.[3] The speed parameters calculated include the 85th percentile (critical) speed, the 50th percentile (average) speed, the 10 mph pace speeds and the percent of vehicles observed within the 10-mph pace, the range of speeds observed, and the total number of vehicles observed.

The collision histories for each of the segments were obtained from the California Statewide Integrated Traffic Records System (SWITRS) collision records.[4] The collision histories identified the total number of collisions and the number of speed related collisions. A collision rate was calculated for each segment, which incorporates the number of collisions and the average daily traffic volume. The rate is expressed in the number of collisions per million vehicle miles of travel (collisions/mvm).

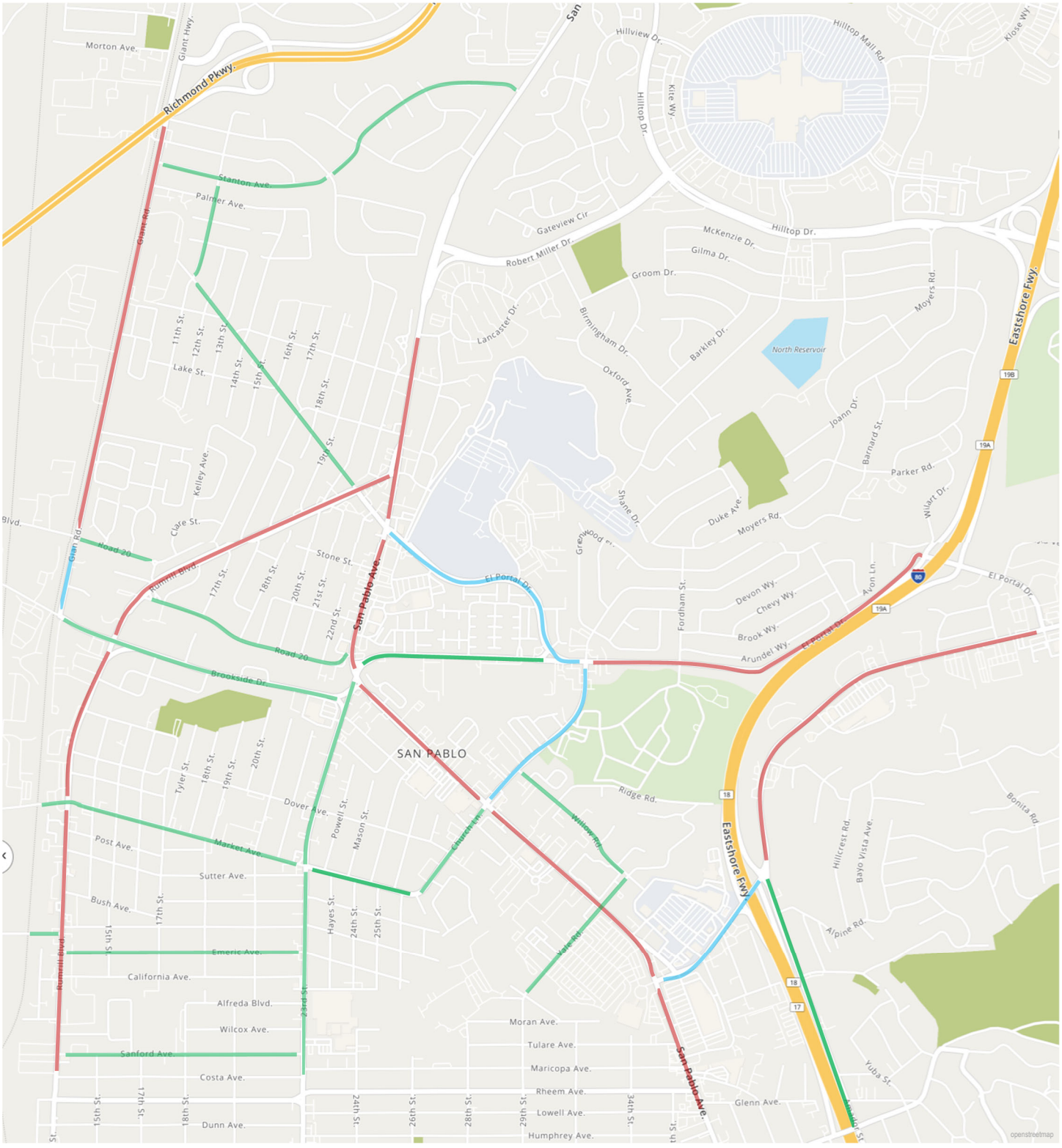
The E&TS worksheets are attached. A summary of the survey data is provided in Table 1. The street locations and recommended speed limits are also illustrated in Figure 1.

References

1. California Department of Motor Vehicles, Vehicle Code, 2025.
2. California Dept. of Transportation, Manual on Uniform Traffic Control Devices, 2014 Edition, Revision 9.
3. Radar Speed Surveys conducted by GHD, 3/25/25-5/2/25.
4. California Highway Patrol, Statewide Integrated Traffic Records System, 2025.

2025 CITY OF SAN PABLO
SPEED SURVEY SUMMARY LIST

	Location	Extent of street considered covered by this survey (use in title of radar speed survey)	Posted Speed Limit	85th %	50th %	10 mph Pace Low	10 mph Pace High	% in pace	Range Low	Range High	Skew	Speed Survey Date	Time	Collision Rate	ADT	Distance (Miles)	CRS Map (Tile 5K52, 7/3/24)	Recommended Speed Limit	Change?
1	11th St.	Broadway Ave. to Stanton Ave.	25	30	26	21	30	82	18	43	1.167	4/3/2025	3:25 PM	2.63	2,841	0.22	√	25	No
2	23rd St.	San Pablo Ave. to Market Ave.	25	28	25	21	30	93	18	35	1.111	4/10/2025	12:20 PM	2.05	15,008	0.41	√	25	No
3	23rd St.	Market Ave. to Costa Ave. (south City Limit)	25	29	26	21	30	90	18	34	1.000	4/10/2025	11:20 AM	1.27	19,105	0.45	√	25	No
4	Amador St.	San Pablo Dam Rd. to McBryde Ave. (south City Limit)	30	34	30	25	34	82	22	45	1.167	4/15/2025	12:15 PM	0.76	8,897	0.57	Add	25	Change
5	Broadway Ave.	11th St. to Rumrill Blvd.	25	32	29	25	34	84	19	45	0.909	3/27/2025	12:30 PM	1.33	5,777	0.57	√	25	No
6	Brookside Dr.	Giant Rd. to 23rd St.	25	31	28	23	32	86	19	38	1.000	3/27/2025	3:25 PM	3.07	3,713	0.64	√	25	No
7	Chesley Ave	West City Limit (Railroad Tracks) to Rumrill Blvd.	25	27	23	18	27	82	14	35	1.091	4/9/2025	2:15 PM	0.00	5,196	0.07	√	25	No
8	Church Ln.	Market Ave. to San Pablo Ave.	25	29	26	21	30	89	19	38	1.000	4/2/2025	1:50 PM	1.08	14,654	0.23	√	25	No
9	Church Ln.	San Pablo Ave. to El Portal Dr.	30	34	30	25	34	87	23	44	1.200	4/2/2025	12:45 PM	0.69	14,558	0.38	√	30	No
10	El Portal Dr.	San Pablo Ave. to Church Ln./Rollingwood Dr.	30	36	32	28	37	88	20	43	0.909	4/3/2025	2:15 PM	0.26	21,512	0.58	√	30	No
11	El Portal Dr.	Church Ln./Rollingwood Dr. to I-80 On-ramp (east City Limit)	35	40	36	31	40	81	27	50	1.000	4/4/2025	11:05 AM	0.49	27,702	0.81	√	35	No
12	Emeric Ave.	Rumrill Blvd. to 23rd St.	25	29	26	21	30	88	16	35	0.889	3/31/2025	3:35 PM	0.98	2,144	0.52	√	25	No
13	Giant Rd.	Miner Ave. to Road 20	35	41	36	31	40	75	23	50	1.143	4/4/2025	2:35 PM	0.50	6,067	0.90	√	35	No
14	Giant Rd.	Road 20 to Brookside Dr.	30	34	31	26	35	78	14	47	0.769	4/4/2025	12:20 PM	0.60	5,072	0.18	√	30	No
15	Market Ave.	West City Limit (Railroad Tracks) to 23rd St.	25	32	29	24	33	89	19	39	0.889	3/27/2025	5:00 PM	0.44	10,466	0.59	√	25	No
16	Market Ave.	23rd St. to Church Ln.	25	30	26	22	31	87	18	37	1.111	4/24/2025	1:15 PM	1.68	10,876	0.24	√	25	No
17	Road 20	Giant Rd. to Douglas St.	25	24	21	16	25	91	14	35	1.000	4/9/2025	10:40 AM	0.00	4,254	0.18	√	25	No
18	Road 20	Rumrill Blvd. to San Pablo Ave.	25	23	21	16	25	93	13	29	1.000	3/27/2025	1:55 PM	0.76	1,507	0.48	√	25	No
19	Road 20	San Pablo Ave. to El Portal Dr.	30	33	29	24	33	80	19	43	1.000	4/24/2025	10:55 AM	0.83	4,581	0.43	√	25	Change
20	Rumrill Blvd.	San Pablo Ave. to Brookside Dr.	35	37	32	28	37	80	20	46	1.167	3/27/2025	10:10 AM	0.38	14,240	0.71	√	35	No
21	Rumrill Blvd.	Brookside Dr. to Market Ave.	35	35	31	27	36	88	21	45	1.111	3/25/2025	11:40 AM	0.40	15,695	0.35	√	35	No
22	Rumrill Blvd.	Market Ave. to Costa Ave. (south City Limit)	35	36	32	27	36	80	21	44	1.000	3/25/2025	10:15 AM	0.87	19,287	0.59	√	35	No
23	San Pablo Ave.	Lancaster Dr. (north City Limit) to El Portal Dr.	35	37	33	29	38	83	24	47	1.091	4/24/2025	2:30 PM	0.53	25,303	0.41	√	35	No
24	San Pablo Ave.	El Portal Dr. to 23rd St.	35	34	29	25	34	79	19	45	1.077	4/16/2025	11:15 AM	0.51	18,842	0.34	√	35	No
25	San Pablo Ave.	23rd St. to Church Ln.	35	36	31	28	37	77	22	45	1.077	4/15/2025	4:25 PM	0.94	16,864	0.38	√	35	No
26	San Pablo Ave.	Church Ln. to San Pablo Dam Rd.	35	35	30	26	35	78	22	43	1.077	4/15/2025	3:30 PM	0.52	25,982	0.53	√	35	No
27	San Pablo Ave.	San Pablo Dam Rd. to Lowell Ave. (south City Limit)	35	32	28	24	33	82	19	42	1.000	4/15/2025	2:20 PM	0.84	23,389	0.28	√	35	No
28	San Pablo Dam Rd.	Amador St. to El Portal Dr. (east City Limit)	35	42	36	31	40	75	25	52	1.231	4/9/2025	3:45 PM	0.52	19,995	0.90	√	35	No
29	San Pablo Dam Rd.	I-80 On-Ramp/Off-Ramp to San Pablo Ave.	30	29	25	20	29	78	14	36	1.000	4/16/2025	9:50 AM	0.54	26,416	0.31	√	30	No
30	Sanford Ave.	23rd St. to Rumrill Blvd.	25	24	20	15	24	87	13	30	1.000	4/2/2025	4:25 PM	0.63	1,673	0.52	No	25	No
31	Stanton Ave.	Giant Rd. to Miner Ave.	25	24	21	17	26	94	13	28	1.000	4/24/2025	4:00 PM	1.68	860	0.38	√	25	No
32	Stanton Ave.	Miner Ave. to San Pablo Ave.	25	24	21	16	25	93	14	28	1.000	4/25/2025	3:30 PM	4.02	568	0.48	√	25	No
33	Vale Rd.	Willow Rd. to Howard St. (south City Limit)	25	30	26	22	31	85	18	36	1.091	4/2/2025	10:45 AM	0.82	7,863	0.34	√	25	No
34	Willow Rd.	Church Ln. to Vale Rd.	25	27	23	18	27	72	13	36	0.923	4/3/2025	12:25 PM	0.00	2,351	0.37	No	25	No



LEGEND

25 mph
30 mph
35 mph

GHD

Recommended Speed Limits

San Pablo E&TS Speed Limits Study 2025

FIGURE 1

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Engineering & Traffic Surveys

City of San Pablo
Engineering and Traffic Survey - 2025

Location: 11th Street - Broadway Avenue to Stanton Avenue

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	25 mph	Recorder:	GHD
Direction:	Both	Land Use:	Residential
Survey Date:	4/3/2025	Day:	Thursday
Begin Time:	3:25 PM	End Time:	4:30 PM
Weather:	Clear		

Speed	#
≤ 18	1
19	4
20	7
21	8
22	10
23	14
24	17
25	23
26	21
27	27
28	16
29	18
30	10
31	7
32	2
33	4
34	3
35	3
36	2
37	1
38	0
39	0
40	0
41	0
42	1
43	1
44	0
≥ 45	0

SUMMARY STATISTICS

Total Observed	200
Speed Range	18 - 43
50th percentile speed	26
85th percentile speed	30
10 mph pace speed	21 - 30
% in pace speed	82
Skewness index	1.17

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	3/19/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.22	ADT:	2,841
Number of collisions:	3	Time period:	5 years
Calc. Collision Rate =	**2.63**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	40 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
11th Street is classified as an Avenue (per the City's General Plan) within a residential area. Given the 85th percentile speed, residential area, street parking and pedestrian activity, it is recommended an optional 5 mph reduction be applied to the 85th percentile speed of 30 mph, resulting in a speed limit of 25 mph. (Existing speed limit unchanged).

City of San Pablo
Engineering and Traffic Survey - 2025

Location: 23rd Street - San Pablo Avenue to Market Avenue

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	25 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use
Survey Date:	4/10/2025	Day:	Thursday
Begin Time:	12:20 PM	End Time:	1:10 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	18 - 35
50th percentile speed	25
85th percentile speed	28
10 mph pace speed	21 - 30
% in pace speed	93
Skewness index	1.11

Speed	#
≤ 19	4
20	3
21	13
22	15
23	16
24	20
25	30
26	31
27	25
28	18
29	9
30	8
31	4
32	1
33	0
34	1
35	2
36	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.41	ADT:	15,008
Number of collisions:	23	Time period:	5 years
Calc. Collision Rate =	**2.05**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	50-66 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	Both Sides

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
23rd Street is a Mixed Use Boulevard (per the City's General Plan) within a Pedestrian Prioriy Zone in downtown San Pablo. Given the 85th percentile speed, street parking, vehicles turning in/out driveways, and pedestrian activity, it is recommended an optional 5 mph reduction be applied to the rounded 85th percentile speed of 30 mph, resulting in a 25 mph speed limit. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: 23rd Street - Market Avenue to Costa Avenue (South City Limit)

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	25 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use
Survey Date:	4/10/2025	Day:	Thursday
Begin Time:	11:20 AM	End Time:	12:10 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	18 - 34
50th percentile speed	26
85th percentile speed	29
10 mph pace speed	21 - 30
% in pace speed	90
Skewness index	1.000

Speed	#
≤ 19	4
20	3
21	6
22	11
23	19
24	23
25	27
26	23
27	25
28	17
29	18
30	10
31	5
32	4
33	3
34	2
35	0
36	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.45	ADT:	19,105
Number of collisions:	20	Time period:	5 years
Calc. Collision Rate =	**1.27**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	56 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	Both Sides

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:

23rd Street is a Mixed Use Boulevard (per the City's General Plan) within a Pedestrian Priority Zone in downtown San Pablo. Given the 85th percentile speed, street parking, vehicles turning in/out driveways, and pedestrian activity, it is recommended an optional 5 mph reduction be applied to the rounded 85th percentile speed of 30 mph, resulting in a 25 mph speed limit. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Amador Street - San Pablo Dam Road to McBryde Avenue (South City Limit)

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	30 mph	Recorder:	GHD
Direction:	Both	Land Use:	Residential
Survey Date:	4/15/2025	Day:	Tuesday
Begin Time:	12:15 PM	End Time:	1:55 PM
Weather:	Clear		

Speed	#
≤ 18	0
19	0
20	0
21	0
22	2
23	3
24	6
25	11
26	11
27	15
28	22
29	18
30	18
31	25
32	20
33	13
34	10
35	6
36	4
37	4
38	2
39	3
40	2
41	1
42	0
43	2
44	1
≥ 45	1

SUMMARY STATISTICS

Total Observed	200
Speed Range	22 - 45
50th percentile speed	30
85th percentile speed	34
10 mph pace speed	25 - 34
% in pace speed	82
Skewness index	1.167

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	Add
Segment Length (mi):	0.57	ADT:	8,897
Number of collisions:	7	Time period:	5 years
Calc. Collision Rate =	**0.76**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	32-34 ft	Configuration:	2 Lanes
Parking Conditions:	1 Side	Sidewalk:	1 Side
Terrain:	Flat	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:

Amador Street is a local street (per the City's General Plan) and frontage road that provides access to residences and an adjacent elementary school. Section 22358.7 of the CVC provides for a 5 mph reduction from the rounded down 85th % speed of 30 mph for a "facility that generates high concentrations of bicyclists or pedestrians". The adjacent school qualifies, therefore it is recommended the speed limit be established at 25 mph. (New speed limit.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Broadway Avenue - 11th Street to Rumrill Boulevard

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	25 mph	Recorder:	GHD
Direction:	Both	Land Use:	Residential
Survey Date:	3/27/2025	Day:	Thursday
Begin Time:	12:30 PM	End Time:	1:40 PM
Weather:	Clear		

Speed	#
≤ 18	0
19	2
20	1
21	1
22	6
23	8
24	6
25	15
26	14
27	25
28	21
29	21
30	19
31	19
32	16
33	10
34	7
35	3
36	2
37	2
38	1
39	0
40	0
41	0
42	0
43	0
44	0
≥ 45	1

SUMMARY STATISTICS

Total Observed	200
Speed Range	19 - 45
50th percentile speed	29
85th percentile speed	32
10 mph pace speed	25 - 34
% in pace speed	84
Skewness index	0.909

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	3/20/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.57	ADT:	5,777
Number of collisions:	8	Time period:	5 years
Calc. Collision Rate =	**1.33**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	40 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
Broadway is classifed as an Avenue (per the City's General Plan) in a residential area. Given the 85th percentile speed, residential area, street parking, and pedestrian crossing activity, including to/from nearby schools, it is recommended an optional 5 mph reduction be applied to the rounded 85th percentile speed of 30 mph, resulting in a 25 mph speed limit. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Brookside Drive - Giant Road to 23rd Street

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	25 mph	Recorder:	GHD
Direction:	Both	Land Use:	Residential
Survey Date:	3/27/2025	Day:	Thursday
Begin Time:	3:25 PM	End Time:	4:45 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	19 - 38
50th percentile speed	28
85th percentile speed	31
10 mph pace speed	23 - 32
% in pace speed	86
Skewness index	1.000

Speed	#
≤ 19	1
20	2
21	3
22	5
23	10
24	13
25	22
26	19
27	17
28	27
29	21
30	18
31	13
32	11
33	5
34	5
35	4
36	1
37	2
38	1
39	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	3/25/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.64	ADT:	3,713
Number of collisions:	8	Time period:	3 years
Calc. Collision Rate =	**3.07**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	40 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
Brookside Drive is a local street (per the City's General Plan) within a residential area. Given the 85th percentile speed, residential area, street parking, and pedestrian crossing activity, it is recommended an optional 5 mph reduction be applied to the rounded 85th percentile speed of 30 mph, resulting in a 25 mph speed limit. (Existing speed limit unchanged.)

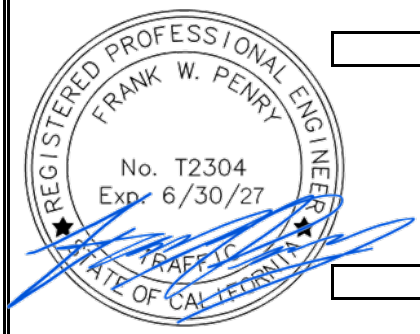
City of San Pablo
Engineering and Traffic Survey - 2025

Location: Chesley Avenue - West City Limit (Railroad Tracks) to Rumrill Boulevard

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph



VEHICLE SPEED DATA

Posted Limit:	25 mph (Richmond)	Recorder:	GHD
Direction:	Both	Land Use:	Industrial
Survey Date:	4/9/2025	Day:	Wednesday
Begin Time:	2:15 PM	End Time:	3:15 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	14 - 35
50th percentile speed	23
85th percentile speed	27
10 mph pace speed	18 - 27
% in pace speed	82
Skewness index	1.09

Speed	#
≤ 15	2
16	2
17	8
18	10
19	11
20	21
21	18
22	22
23	27
24	18
25	15
26	11
27	11
28	7
29	7
30	4
31	0
32	3
33	1
34	1
35	1

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	3/25/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.07	ADT:	5,196
Number of collisions:	0	Time period:	5 years
Calc. Collision Rate =	0.00	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	40 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	One Side
Terrain:	Hill	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:

Chesley Avenue is a local street within a commercial area that also carries vehicle trips to/from the neighboring City of Richmond. Given the 85th percentile speed, a vertical crest limiting sight distance, and at-grade railroad crossing, it is recommended that the speed limit be retained at 25 mph extending from the existing zone in Richmond. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Church Lane - Market Avenue to San Pablo Avenue

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	25 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use
Survey Date:	4/2/2025	Day:	Wednesday
Begin Time:	1:50 PM	End Time:	3:00 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	19 - 38
50th percentile speed	26
85th percentile speed	29
10 mph pace speed	21 - 30
% in pace speed	89
Skewness index	1.00

Speed	#
≤ 19	2
20	6
21	10
22	11
23	16
24	22
25	26
26	23
27	23
28	22
29	15
30	9
31	5
32	4
33	3
34	1
35	1
36	0
37	0
38	1
39	0
40	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.23	ADT:	14,654
Number of collisions:	4	Time period:	3 years
Calc. Collision Rate =	**1.08**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	46-70 ft	Configuration:	2-3 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	Both Sides

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:

Church Lane is an Urban Arterial (per the City's General Plan) in a mixed use area and designated Pedestrian Priority Zone, which includes an adjacent school and senior center. Given the 85th percentile speed, adjacent facilites, and pedestrian crossing activity, it is recommended an optional 5 mph reduction be applied to the nearest rounded 85th percentile speed of 30 mph, resulting in a 25 mph speed limit. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Church Lane - San Pablo Avenue to El Portal Drive

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **30 mph** is hereby determined to be reasonable and appropriate for the above street.

30 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	30 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use
Survey Date:	4/2/2025	Day:	Wednesday
Begin Time:	12:45 PM	End Time:	1:40 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	23 - 44
50th percentile speed	30
85th percentile speed	34
10 mph pace speed	25 - 34
% in pace speed	87
Skewness index	1.20

Speed	#
23	2
24	2
25	7
26	4
27	12
28	21
29	26
30	28
31	26
32	22
33	15
34	12
35	5
36	4
37	4
38	4
39	2
40	1
41	2
42	0
43	0
44	1
45	0
≥ 46	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.38	ADT:	14,558
Number of collisions:	7	Time period:	5 years
Calc. Collision Rate =	**0.69**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	48 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	Both Sides

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:

Church Lane is an Urban Arterial in a mixed use area with residential, retail, and commercial uses, and Pedestrian Priority Zones at both ends of the segment. Given the 85th percentile speed, street parking activity, vehicles turning in and out of driveways, and pedestrian crossing activity, it is recommended that an optional 5 mph reduction be applied to the nearest rounded 85th percentile speed of 35 mph, resulting in a 30 mph speed limit. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: El Portal Drive - San Pablo Avenue to Church Lane/Rollingwood Drive

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **30 mph** is hereby determined to be reasonable and appropriate for the above street.

30 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	30 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use
Survey Date:	4/3/2025	Day:	Thursday
Begin Time:	2:15 PM	End Time:	3:05 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	20 - 43
50th percentile speed	32
85th percentile speed	36
10 mph pace speed	28 - 37
% in pace speed	88
Skewness index	0.91

Speed	#
≤ 23	3
24	4
25	4
26	4
27	6
28	11
29	19
30	17
31	22
32	25
33	13
34	20
35	16
36	11
37	12
38	5
39	1
40	4
41	0
42	1
43	2
44	0
45	0
≥ 46	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.58	ADT:	21,512
Number of collisions:	6	Time period:	5 years
Calc. Collision Rate =	**0.26**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	64-82 ft	Configuration:	4 Lanes
Parking Conditions:	None	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
This section of **El Portal Drive** is an Urban Arterial (per the City's General Plan) in a mixed use area, including residential, retail, and adjacent community college. Given the 85th percentile speed, pedestrian, bicycle, and transit activity associated with adacent school, it is recommended that an optional 5 mph reduction be applied to the nearest rounded 85th percentile speed of 35 mph, resulting in a 30 mph speed limit. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: El Portal Drive - Church Lane/Rollingwood Drive to I-80 Ramps (East City Limit)

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **35 mph** is hereby determined to be reasonable and appropriate for the above street.

35 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	35 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use
Survey Date:	4/4/2025	Day:	Friday
Begin Time:	11:05 AM	End Time:	11:55 AM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	27 - 50
50th percentile speed	36
85th percentile speed	40
10 mph pace speed	31 - 40
% in pace speed	81
Skewness index	1.00

Speed	#
≤ 28	3
29	8
30	5
31	11
32	16
33	16
34	15
35	18
36	21
37	20
38	15
39	20
40	10
41	5
42	6
43	2
44	4
45	3
46	0
47	0
48	1
49	0
50	1
≥ 51	2

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.81	ADT:	27,702
Number of collisions:	20	Time period:	5 years
Calc. Collision Rate =	**0.49**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	32-76 ft	Configuration:	2-4 Lanes
Parking Conditions:	1 Side	Sidewalk:	1-2 Sides
Terrain:	Flat / Horizontal Curves	Bike Lanes:	Btwn. Church & Fordham

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:

This section of **El Portal Drive** is an Auto Arterial (per the City's General Plan) that provides access to the I-80 freeway. The eastern half transitions from four lanes to two lanes. Given the 85th percentile speed, tight horizontal curves, and lane transitions, it is recommended that an optional 5 mph reduction be applied to the 85th percentile speed of 40 mph, resulting in a 35 mph speed limit. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Emeric Avenue - Rumrill Boulevard to 23rd Street

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	25 mph	Recorder:	GHD
Direction:	Both	Land Use:	Residential
Survey Date:	3/31/2025	Day:	Monday
Begin Time:	3:35 PM	End Time:	5:30 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	16 - 35
50th percentile speed	26
85th percentile speed	29
10 mph pace speed	21 - 30
% in pace speed	88
Skewness index	0.89

Speed	#
≤ 15	0
16	1
17	0
18	2
19	4
20	6
21	8
22	12
23	18
24	18
25	26
26	28
27	22
28	20
29	13
30	10
31	4
32	4
33	1
34	1
35	2
≥ 36	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.52	ADT:	2,144
Number of collisions:	2	Time period:	5 years
Calc. Collision Rate =	**0.98**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	40 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
Emeric Avenue is an Avenue (per the City's General Plan) within a residential neighborhood. Given the 85th percentile speed, adjacent residential area, street parking activity, and pedestrian crossing activity, it is recommended that an optional 5 mph reduction be applied to the nearest rounded 85th percentile speed of 30 mph, resulting in a 25 mph speed limit. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Giant Road - Miner Avenue to Road 20

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **35 mph** is hereby determined to be reasonable and appropriate for the above street.

35 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	35 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use/Industrial
Survey Date:	4/4/2025	Day:	Friday
Begin Time:	2:35 PM	End Time:	3:50 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	23 - 50
50th percentile speed	36
85th percentile speed	41
10 mph pace speed	31 - 40
% in pace speed	75
Skewness index	1.14

Speed	#
≤ 28	3
29	7
30	9
31	9
32	10
33	15
34	19
35	22
36	21
37	17
38	17
39	11
40	9
41	4
42	7
43	4
44	2
45	5
46	4
47	2
48	1
49	1
50	1
≥ 51	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	3/192025	CRS Map:	7/3/2024
Segment Length (mi):	0.9	ADT:	6,067
Number of collisions:	5	Time period:	5 years
Calc. Collision Rate =	**0.50**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	34-44 ft	Configuration:	2 Lanes
Parking Conditions:	1 Side	Sidewalk:	1 Side
Terrain:	Flat	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:

Giant Road is an Auto Arterial (per the City's General Plan) located along the western boundary of the City Limits. Given the 85th percentile speed, the combination of higher speed vehicles and large/slower speed trucks, with trucks turning in/out at driveways and side-streets, it is recommended that an optional 5 mph reduction be applied to the nearest rounded 85th percentile speed of 40 mph, resulting in a 35 mph speed limit. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Giant Road - Road 20 to Brookside Drive

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **30 mph** is hereby determined to be reasonable and appropriate for the above street.

30 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	30 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use/Industrial
Survey Date:	4/4/2025	Day:	Friday
Begin Time:	12:20 PM	End Time:	1:55 PM
Weather:	Clear		

Speed	#
≤ 18	1
19	1
20	1
21	6
22	2
23	4
24	6
25	5
26	13
27	8
28	15
29	15
30	21
31	22
32	26
33	16
34	10
35	10
36	5
37	3
38	3
39	3
40	2
41	0
42	0
43	0
44	0
≥ 45	0

SUMMARY STATISTICS

Total Observed	200
Speed Range	14 - 47
50th percentile speed	31
85th percentile speed	34
10 mph pace speed	26 - 35
% in pace speed	78
Skewness index	0.77

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	3/25/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.18	ADT:	5,072
Number of collisions:	1	Time period:	5 years
Calc. Collision Rate =	**0.60**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	42 ft	Configuration:	2 Lanes
Parking Conditions:	1 Side	Sidewalk:	1 Side
Terrain:	Flat	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
Giant Road is an Auto Arterial (per the City's General Plan) located along the western boundary of the City Limits. Given the 85th percentile speed, the combination of higher speed vehicles and large/slower speed trucks, wih vehicles turning in/out of driveways in a short segment length, it is recommended an optional 5 mph reduction be applied to the nearest rounded 85th percentile speed of 35 mph, resulting in a 30 mph speed limit. (Existing speed limit unchanged.)

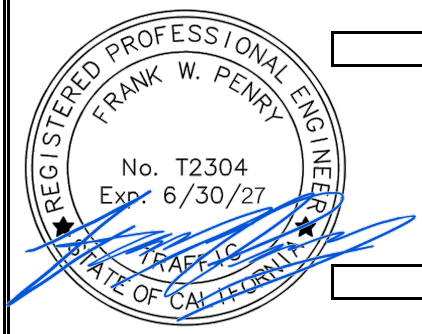
City of San Pablo
Engineering and Traffic Survey - 2025

Location: Market Ave - Railroad Tracks (West City Limit) to 23rd Street

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph



VEHICLE SPEED DATA

Posted Limit:	25 mph	Recorder:	GHD
Direction:	Both	Land Use:	Residential
Survey Date:	3/27/2025	Day:	Thursday
Begin Time:	5:00 PM	End Time:	6:00 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	19 - 39
50th percentile speed	29
85th percentile speed	32
10 mph pace speed	24 - 33
% in pace speed	89
Skewness index	0.89

Speed	#
≤ 19	1
20	2
21	3
22	2
23	3
24	9
25	14
26	13
27	22
28	27
29	26
30	22
31	23
32	14
33	7
34	3
35	5
36	1
37	2
38	0
39	1

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.59	ADT:	10,466
Number of collisions:	5	Time period:	5 years
Calc. Collision Rate =	**0.44**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	48 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	Both Sides

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:

Market Avenue is an Urban Arterial (per the City's General Plan) in a residential area near downtown with Pedestrian Priority Zones at each end. Given the 85th percentile speed, street parking, bicyclist, and pedestrian crossing activity, it is recommended that an optional 5 mph reduction be applied to the nearest rounded 85th percentile speed of 30 mph, resulting in a 25 mph speed limit. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Market Avenue - 23rd Street to Church Lane

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	25 mph	Recorder:	GHD
Direction:	Both	Land Use:	Residential
Survey Date:	4/24/2025	Day:	Thursday
Begin Time:	1:15 PM	End Time:	2:15 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	18 - 37
50th percentile speed	26
85th percentile speed	30
10 mph pace speed	22 - 31
% in pace speed	87
Skewness index	1.11

Speed	#
≤ 17	0
18	1
19	1
20	5
21	6
22	12
23	17
24	18
25	24
26	20
27	23
28	18
29	19
30	9
31	13
32	4
33	2
34	2
35	3
36	0
37	3
38	0
39	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.24	ADT:	10,876
Number of collisions:	8	Time period:	5 years
Calc. Collision Rate =	**1.68**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	48 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	Both Sides

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:

Market Avenue is an Urban Arterial (per the City's General Plan) within a mixed-use area of downtown that includes residential, commercial, a school, and a Pedestrian Priority Zone. Given the 85th percentile speed, street parking, pedestrian, and bicyclist activity, it is recommended that an optional 5 mph reduction be applied to the nearest rounded 85th percentile speed of 30 mph, resulting in a 25 mph speed limit. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Road 20 - Giant Road to Douglas Street

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	25 mph (Prima Facie)	Recorder:	GHD
Direction:	Both	Land Use:	Residential
Survey Date:	4/9/2025	Day:	Wednesday
Begin Time:	10:40 AM	End Time:	12:45 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	14 - 35
50th percentile speed	21
85th percentile speed	24
10 mph pace speed	16 - 25
% in pace speed	91
Skewness index	1.00

Speed	#
≤ 15	6
16	7
17	16
18	21
19	22
20	26
21	25
22	25
23	17
24	12
25	10
26	4
27	4
28	1
29	1
30	0
31	1
32	0
33	1
34	0
35	1

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	3/25/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.18	ADT:	4,254
Number of collisions:	0	Time period:	5 years
Calc. Collision Rate =	0.00	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	40 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	None

Other considerations and conditions not readily apparent to drivers:
Road 20 is an Avenue (per the City's General Plan) within a residential neighborhood. Given the 85th percentile speed, it is recommended that the speed limit be retained at 25 mph. (Existing speed limit unchanged.)

CITY OF SAN PABLO
City of New Directions

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Road 20 - Rumrill Boulevard to San Pablo Avenue

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	25 mph	Recorder:	GHD
Direction:	Both	Land Use:	Residential
Survey Date:	3/27/2025	Day:	Thursday
Begin Time:	1:55 PM	End Time:	3:10 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	13 - 29
50th percentile speed	21
85th percentile speed	23
10 mph pace speed	16 - 25
% in pace speed	93
Skewness index	1.00

Speed	#
≤ 13	1
14	0
15	6
16	5
17	11
18	17
19	24
20	33
21	31
22	26
23	19
24	11
25	9
26	3
27	3
28	0
29	1
30	0
31	0
32	0
33	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	3/25/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.48	ADT:	1,507
Number of collisions:	1	Time period:	5 years
Calc. Collision Rate =	**0.76**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	30-46 ft	Configuration:	2 Lanes
Parking Conditions:	1-2 Sides	Sidewalk:	1 side
Terrain:	Flat	Bike Lanes:	None

Other considerations and conditions not readily apparent to drivers:
Road 20 is an Avenue (per the City's General Plan) within a residential neighborhood. Given the 85th percentile speed, it is recommended that the speed limit be retained at 25 mph. (Existing speed limit unchanged.)

CITY OF SAN PABLO
City of New Directions

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Road 20 - San Pablo Avenue to El Portal Drive

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	30 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use
Survey Date:	4/24/2025	Day:	Thursday
Begin Time:	10:55 AM	End Time:	1:05 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	19 - 43
50th percentile speed	29
85th percentile speed	33
10 mph pace speed	24 - 33
% in pace speed	80
Skewness index	1.00

Speed	#
≤ 20	3
21	2
22	3
23	6
24	9
25	9
26	13
27	20
28	20
29	25
30	22
31	14
32	16
33	11
34	8
35	8
36	4
37	2
38	2
39	0
40	1
41	1
42	0
≥ 43	1

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.43	ADT:	4,581
Number of collisions:	3	Time period:	5 years
Calc. Collision Rate =	**0.83**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	44-56 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
Road 20 is an Avenue (per the City's General Plan) with residences, a school, community center, and Pedestrian Priority Zones at each end. Section 22358.7 of the CVC provides for a 5 mph reduction from the rounded down 85th % speed of 30 mph for a "facility that generates high concentrations of bicyclists or pedestrians". The adjacent school qualifies, therefore it is recommended the speed limit be established at 25 mph. (New speed limit.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Rumrill Boulevard - San Pablo Avenue to Brookside Drive

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **35 mph** is hereby determined to be reasonable and appropriate for the above street.

35 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	35 mph	Recorder:	GHD
Direction:	Both	Land Use:	Residential
Survey Date:	3/27/2025	Day:	Thursday
Begin Time:	10:10 AM	End Time:	12:10 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	20 - 46
50th percentile speed	32
85th percentile speed	37
10 mph pace speed	28 - 37
% in pace speed	80
Skewness index	1.17

Speed	#
≤ 24	4
25	2
26	5
27	5
28	12
29	15
30	22
31	21
32	22
33	14
34	19
35	11
36	14
37	9
38	8
39	5
40	4
41	4
42	2
43	0
44	0
45	1
46	1
≥ 47	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	3/19/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.71	ADT:	14,240
Number of collisions:	7	Time period:	5 years
Calc. Collision Rate =	**0.38**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	56-80 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	Both Sides

Other considerations and conditions not readily apparent to drivers:
Rumrill Boulevard is an Urban Arterial (per the City's General Plan). Given the 85th percentile speed, street parking, and pedestrian crossing activity, it is recommended that the speed limit be retained at 35 mph. (Exsiting speed limit unchanged.)

CITY OF SAN PABLO
City of New Directions

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Rumrill Boulevard - Brookside Drive to Market Avenue

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **35 mph** is hereby determined to be reasonable and appropriate for the above street.

35 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	35 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use
Survey Date:	3/25/2025	Day:	Tuesday
Begin Time:	11:40 AM	End Time:	12:30 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	21 - 45
50th percentile speed	31
85th percentile speed	35
10 mph pace speed	27 - 36
% in pace speed	88
Skewness index	1.11

Speed	#
≤ 24	4
25	2
26	7
27	7
28	16
29	23
30	23
31	19
32	18
33	21
34	23
35	11
36	14
37	5
38	3
39	1
40	0
41	0
42	2
43	0
44	0
45	1
46	0
≥ 47	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	3/25/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.35	ADT:	15,695
Number of collisions:	4	Time period:	5 years
Calc. Collision Rate =	**0.40**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	56-64 ft	Configuration:	2 Lanes
Parking Conditions:	None	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	Both Sides

Other considerations and conditions not readily apparent to drivers:
Rumrill Boulevard is an Urban Arterial (per the City's General Plan). Given the 85th percentile speed, street parking, and pedestrian crossing activity, it is recommended that the speed limit be retained at 35 mph. (Existing speed limit unchanged.)

CITY OF SAN PABLO
City of New Directions

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Rumrill Boulevard - Market Avenue to Costa Avenue (South City Limit)

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **35 mph** is hereby determined to be reasonable and appropriate for the above street.

35 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	35 mph	Recorder:	GHD
Direction:	Both	Land Use:	Commercial
Survey Date:	3/25/2025	Day:	Tuesday
Begin Time:	10:15 AM	End Time:	11:30 AM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	21 - 44
50th percentile speed	32
85th percentile speed	36
10 mph pace speed	27 - 36
% in pace speed	80
Skewness index	1.00

Speed	#
≤ 24	6
25	4
26	5
27	11
28	13
29	16
30	19
31	25
32	25
33	21
34	12
35	12
36	6
37	9
38	8
39	2
40	1
41	2
42	1
43	1
44	1
45	0
46	0
≥ 47	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	3/25/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.59	ADT:	19,287
Number of collisions:	18	Time period:	5 years
Calc. Collision Rate =	**0.87**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	58-64 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	Both Sides

Other considerations and conditions not readily apparent to drivers:
Rumrill Boulevard is an Urban Arterial (per the City's General Plan). Given the 85th percentile speed, street parking, and pedestrian crossing activity, it is recommended that the speed limit be retained at 35 mph. (Existing speed limit unchanged.)

CITY OF SAN PABLO
City of New Directions

City of San Pablo
Engineering and Traffic Survey - 2025

Location: San Pablo Avenue - Lancaster Drive (City Limit) to El Portal Drive

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **35 mph** is hereby determined to be reasonable and appropriate for the above street.

35 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	35 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use
Survey Date:	4/24/2025	Day:	Thursday
Begin Time:	2:30 PM	End Time:	3:35 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	24 - 47
50th percentile speed	33
85th percentile speed	37
10 mph pace speed	29 - 38
% in pace speed	83
Skewness index	1.09

Speed	#
≤ 24	4
25	1
26	2
27	3
28	6
29	11
30	18
31	22
32	21
33	16
34	22
35	16
36	15
37	14
38	10
39	7
40	3
41	3
42	2
43	1
44	0
45	1
46	1
≥ 47	1

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.41	ADT:	25,303
Number of collisions:	10	Time period:	5 years
Calc. Collision Rate =	**0.53**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	72-86 ft	Configuration:	4 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	Both Sides

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
San Pablo Avenue within the City Limits is a Mixed Use Boulevard (per the City's General Plan) with Pedestrian Priority Zones extending the length of the City. Given the 85th percentile speed, mix of higher speed through-vehicles and lower speed vehicles turning in/out of driveways, and parking, transit, bicyclist, and pedestrian crossing activity, it is recommended that the speed limit be retained at 35 mph. (Existing speed limit unchanged.)

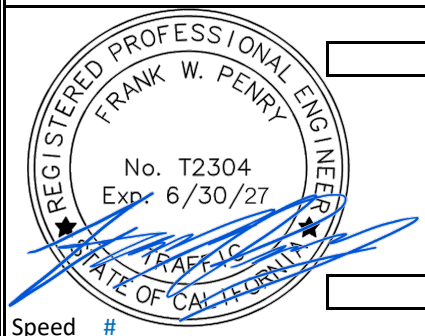
City of San Pablo
Engineering and Traffic Survey - 2025

Location: San Pablo Avenue - El Portal Drive to 23rd Street

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **35 mph** is hereby determined to be reasonable and appropriate for the above street.

35 mph



VEHICLE SPEED DATA

Posted Limit:	35 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use
Survey Date:	4/16/2025	Day:	Wednesday
Begin Time:	11:15 AM	End Time:	12:05 PM
Weather:	Clear		

Speed	#
≤ 18	1
19	1
20	0
21	5
22	4
23	5
24	5
25	12
26	11
27	20
28	24
29	25
30	21
31	15
32	12
33	9
34	8
35	7
36	6
37	4
38	4
39	1
40	0
41	0
42	0
43	0
44	0
≥ 45	0

SUMMARY STATISTICS

Total Observed	200
Speed Range	19 - 45
50th percentile speed	29
85th percentile speed	34
10 mph pace speed	25 - 34
% in pace speed	79
Skewness index	1.08

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	3/25/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.34	ADT:	18,842
Number of collisions:	6	Time period:	5 years
Calc. Collision Rate =	**0.51**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	78-84 ft	Configuration:	4 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
San Pablo Avenue is a Mixed Use Boulevard (per the City's General Plan) with Pedestrian Priority Zones extending the length of the City. Given the 85th percentile speed, mix of higher speed through-vehicles and lower speed vehicles turning in/out of driveways, and parking, transit, bicyclist, and pedestrian crossing activity, it is recommended that the speed limit be retained at 35 mph. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: San Pablo Avenue - 23rd Street to Church Lane

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **35 mph** is hereby determined to be reasonable and appropriate for the above street.

35 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	35 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use
Survey Date:	4/15/2025	Day:	Tuesday
Begin Time:	4:25 PM	End Time:	5:20 PM
Weather:	Clear		

Speed	#
≤ 18	0
19	0
20	0
21	0
22	1
23	2
24	2
25	10
26	6
27	9
28	18
29	14
30	21
31	23
32	19
33	14
34	11
35	10
36	12
37	11
38	4
39	3
40	1
41	4
42	2
43	2
44	0
≥ 45	1

SUMMARY STATISTICS

Total Observed	200
Speed Range	22 - 45
50th percentile speed	31
85th percentile speed	36
10 mph pace speed	28 - 37
% in pace speed	77
Skewness index	1.08

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.38	ADT:	16,864
Number of collisions:	11	Time period:	5 years
Calc. Collision Rate =	**0.94**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	70 ft	Configuration:	4 Lanes
Parking Conditions:	None	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	Both Sides

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:

San Pablo Avenue is a Mixed Use Arterial (per the City's General Plan) with Pedestrian Priority Zones extending the length of the City. Given the 85th percentile speed, mix of higher speed through-vehicles and lower speed vehicles turning in/out of driveways, and transit, bicyclist, and pedestrian crossing activity, it is recommended that the speed limit be retained at 35 mph. (Existing speed limit unchanged.)

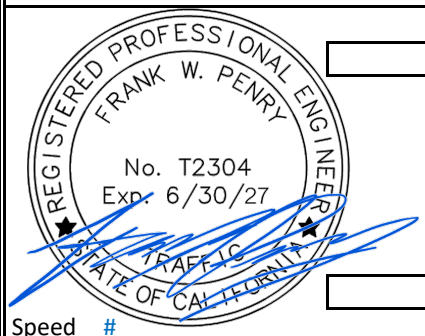
City of San Pablo
Engineering and Traffic Survey - 2025

Location: San Pablo Avenue - Church Lane to San Pablo Dam Road

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **35 mph** is hereby determined to be reasonable and appropriate for the above street.

35 mph



VEHICLE SPEED DATA

Posted Limit:	35 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use
Survey Date:	4/15/2025	Day:	Tuesday
Begin Time:	3:30 PM	End Time:	4:15 PM
Weather:	Clear		

SUMMARY STATISTICS

Speed	#
≤ 18	0
19	0
20	0
21	0
22	3
23	7
24	4
25	6
26	11
27	20
28	19
29	22
30	25
31	18
32	13
33	7
34	11
35	9
36	5
37	8
38	4
39	2
40	3
41	0
42	2
43	1
44	0
≥ 45	0

Total Observed	200
Speed Range	22 - 43
50th percentile speed	30
85th percentile speed	35
10 mph pace speed	26 - 35
% in pace speed	78
Skewness index	1.08

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.53	ADT:	25,982
Number of collisions:	13	Time period:	5 years
Calc. Collision Rate =	**0.52**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	70 ft	Configuration:	4 Lanes
Parking Conditions:	None	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	Both Sides

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
San Pablo Avenue is a Mixed Use Boulevard (per the City's General Plan) with Pedestrian Priority Zones extending the length of the City. Given the 85th percentile speed, mix of higher speed through-vehicles and lower speed vehicles turning in/out of driveways, and transit, bicyclist, and pedestrian crossing activity, it is recommended that the speed limit be retained at 35 mph. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: San Pablo Avenue - San Pablo Dam Road to Lowell Avenue (South City Limit)

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **35 mph** is hereby determined to be reasonable and appropriate for the above street.

35 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	35 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use
Survey Date:	4/15/2025	Day:	Tuesday
Begin Time:	2:20 PM	End Time:	3:20 PM
Weather:	Clear		

Speed	#
≤ 18	0
19	1
20	1
21	6
22	5
23	9
24	13
25	15
26	14
27	20
28	25
29	23
30	15
31	16
32	15
33	9
34	4
35	4
36	2
37	1
38	1
39	0
40	1
41	0
42	1
43	0
44	0
≥ 45	0

SUMMARY STATISTICS

Total Observed	200
Speed Range	19 - 42
50th percentile speed	28
85th percentile speed	32
10 mph pace speed	24 - 33
% in pace speed	82
Skewness index	1.00

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.28	ADT:	23,389
Number of collisions:	10	Time period:	5 years
Calc. Collision Rate =	**0.84**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	70-84 ft	Configuration:	4 Lanes
Parking Conditions:	None	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
San Pablo Avenue is a Mixed Use Boulevard (per the City's General Plan) with Pedestrian Priority Zones extending the length of the City. Given the 85th percentile speed, mix of higher speed through-vehicles and lower speed vehicles turning in/out of driveways, and transit, bicyclist, and pedestrian crossing activity, it is recommended that the speed limit be retained at 35 mph. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: San Pablo Dam Road - Amador Street to El Portal Drive (East City Limit)

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **35 mph** is hereby determined to be reasonable and appropriate for the above street.

35 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	35 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use
Survey Date:	4/9/2025	Day:	Wednesday
Begin Time:	3:45 PM	End Time:	4:40 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	25 - 52
50th percentile speed	36
85th percentile speed	42
10 mph pace speed	31 - 40
% in pace speed	75
Skewness index	1.23

Speed	#
≤ 28	2
29	3
30	6
31	8
32	13
33	16
34	17
35	19
36	19
37	16
38	16
39	15
40	11
41	7
42	9
43	4
44	5
45	4
46	3
47	1
48	2
49	1
50	1
≥ 51	2

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.9	ADT:	19,995
Number of collisions:	17	Time period:	5 years
Calc. Collision Rate =	**0.52**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	52-64 ft	Configuration:	4 Lanes
Parking Conditions:	None	Sidewalk:	1-2 Sides
Terrain:	Hilly	Bike Lanes:	Posted I-80 Bikeway

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
This segment of **San Pablo Dam Road** is classified as an Auto Arterial (per the City's General Plan). There is a Pedestrian Priority Zone near El Portal Drive, and is designated as the I-80 Bikeway bike route. Given the 85th percentile speed, pedestrian priority , and bikeway, it is recommended that an optional 5 mph reduction be applied to the nearest rounded 85th percentile speed of 40 mph, resulting in a 35 mph speed limit. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: San Pablo Dam Road - I-80 On-Ramp/Off-Ramp to San Pablo Avenue

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

30 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	30 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use
Survey Date:	4/16/2025	Day:	Wednesday
Begin Time:	9:50 AM	End Time:	11:00 AM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	14 - 36
50th percentile speed	25
85th percentile speed	29
10 mph pace speed	20 - 29
% in pace speed	78
Skewness index	1.00

Speed	#
≤ 15	3
16	2
17	0
18	6
19	9
20	10
21	13
22	17
23	19
24	17
25	19
26	19
27	15
28	13
29	14
30	8
31	6
32	3
33	2
34	2
≥ 35	3

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.31	ADT:	26,416
Number of collisions:	8	Time period:	5 years
Calc. Collision Rate =	**0.54**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	54-76 ft	Configuration:	4 Lanes
Parking Conditions:	None	Sidewalk:	Both Sides
Terrain:	Slight Grade	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
This segment of **San Pablo Dam Road** is classified as an Urban Arterial (per the City's General Plan) and extends through a designated Pedestrian Priority Zone. Given the 85th percentile speed, vehicles turning in/out of driveways, and pedestrian zone with associated pedestrian activity, it is recommended that the speed limit be retained at 30 mph. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Sanford Avenue - 23rd Street to Rumrill Boulevard

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	25 mph (PF)	Recorder:	GHD
Direction:	Both	Land Use:	Residential
Survey Date:	4/2/2025	Day:	Wednesday
Begin Time:	4:25 PM	End Time:	6:10 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	13 - 30
50th percentile speed	20
85th percentile speed	24
10 mph pace speed	15 - 24
% in pace speed	87
Skewness index	1.00

Speed	#
≤ 10	0
11	0
12	0
13	1
14	2
15	12
16	14
17	20
18	23
19	23
20	23
21	21
22	16
23	12
24	10
25	9
26	7
27	3
28	2
29	1
30	1
31	0
≥ 32	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	No
Segment Length (mi):	0.52	ADT:	1,673
Number of collisions:	1	Time period:	5 years
Calc. Collision Rate =	**0.63**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	32-40 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	None

Other considerations and conditions not readily apparent to drivers:
Sanford Avenue is a Local street (per the City's General Plan) in a residential area. Given the 85th percentile speed, adjacent residential, parking, bicycle, and pedestrian crossing activity, it is recommended that the speed limit be retained at 25 mph. (Existing speed limit unchanged.)

CITY OF SAN PABLO
City of New Directions

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Stanton Avenue - Giant Road to Miner Avenue

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	25 mph (PF)	Recorder:	GHD
Direction:	Both	Land Use:	Residential
Survey Date:	4/24/2025	Day:	Thursday
Begin Time:	4:00 PM	End Time:	7:00 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	13 - 28
50th percentile speed	21
85th percentile speed	24
10 mph pace speed	17 - 26
% in pace speed	94
Skewness index	1.00

Speed	#
≤ 10	0
11	0
12	0
13	1
14	1
15	2
16	3
17	12
18	21
19	26
20	24
21	25
22	25
23	21
24	16
25	10
26	8
27	4
28	1
29	0
30	0
31	0
≥ 32	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	3/19/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.38	ADT:	860
Number of collisions:	1	Time period:	5 years
Calc. Collision Rate =	**1.68**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	36-40 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Hilly	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
Stanton Avenue is classified as an Avenue (per the City's General Plan) within a residential area. Given the 85th percentile speed and residential neighborhood, it is recommended that the speed limit be retained at 25 mph. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Stanton Avenue - Miner Avenue to San Pablo Avenue

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	25 mph (PF)	Recorder:	GHD
Direction:	Both	Land Use:	Residential
Survey Date:	4/25/2025	Day:	Friday
Begin Time:	3:30 PM	End Time:	6:30 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	14 - 28
50th percentile speed	21
85th percentile speed	24
10 mph pace speed	16 - 25
% in pace speed	93
Skewness index	1.00

Speed	#
≤ 10	0
11	0
12	0
13	0
14	2
15	4
16	7
17	15
18	24
19	21
20	24
21	27
22	22
23	21
24	16
25	9
26	5
27	2
28	1
29	0
30	0
31	0
≥ 32	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	3/19/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.48	ADT:	568
Number of collisions:	2	Time period:	5 years
Calc. Collision Rate =	**4.02**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	36 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Hilly	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
Stanton Avenue is classified as an Avenue (per the City's General Plan) within a residential area. Given the 85th percentile speed and residential neighborhood, it is recommended that the speed limit be retained at 25 mph. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Vale Road - Willow Road to Howard Street (South City Limit)

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	25 mph	Recorder:	GHD
Direction:	Both	Land Use:	Mixed Use
Survey Date:	4/2/2025	Day:	Wednesday
Begin Time:	10:45 AM	End Time:	12:25 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	18 - 36
50th percentile speed	26
85th percentile speed	30
10 mph pace speed	22 - 31
% in pace speed	85
Skewness index	1.09

Speed	#
≤ 17	0
18	1
19	3
20	3
21	7
22	12
23	14
24	17
25	18
26	25
27	27
28	20
29	14
30	13
31	9
32	8
33	5
34	2
35	1
36	1
37	0
38	0
39	0

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	7/3/2024
Segment Length (mi):	0.34	ADT:	7,863
Number of collisions:	4	Time period:	5 years
Calc. Collision Rate =	**0.82**	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	40-52 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Flat	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:

Vale Road is classifed as an Avenue (per the City's General Plan) and extends through a Pedestrian Priority Zone. Given the 85th percentile speed, mix of adjacent land uses, including residential and medical healthcare facilities, and pedestrian crossing activity, it is recommended that an optional 5 mph reduction be applied to the 85th percentile speed of 30 mph, resulting in a 25 mph speed limit. (Existing speed limit unchanged.)

City of San Pablo
Engineering and Traffic Survey - 2025

Location: Willow Road - Church Lane to Vale Road

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported below, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

25 mph

REGISTERED PROFESSIONAL ENGINEER
FRANK W. PENRY
No. T2304
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

VEHICLE SPEED DATA

Posted Limit:	25 mph	Recorder:	GHD
Direction:	Both	Land Use:	Residential
Survey Date:	4/3/2025	Day:	Thursday
Begin Time:	12:25 PM	End Time:	2:00 PM
Weather:	Clear		

SUMMARY STATISTICS

Total Observed	200
Speed Range	13 - 36
50th percentile speed	23
85th percentile speed	27
10 mph pace speed	18 - 27
% in pace speed	72
Skewness index	0.92

Speed	#
≤ 13	1
14	2
15	7
16	10
17	9
18	11
19	11
20	17
21	17
22	13
23	19
24	18
25	12
26	15
27	10
28	10
29	4
30	3
31	3
32	4
≥ 33	4

Jill Mercurio, PE, City Engineer

ANALYSIS INFORMATION

Count Date:	4/2/2025	CRS Map:	No
Segment Length (mi):	0.37	ADT:	2,351
Number of collisions:	0	Time period:	5 years
Calc. Collision Rate =	0.00	collisions per million vehicle-miles (c/mvm)	

Street Width (ft):	40 ft	Configuration:	2 Lanes
Parking Conditions:	Both Sides	Sidewalk:	Both Sides
Terrain:	Hilly	Bike Lanes:	None

CITY OF SAN PABLO
City of New Directions

Other considerations and conditions not readily apparent to drivers:
Willow Road is a Local road (per the City's General Plan) within a residential neighborhood and there is a Pedestrian Priority Zone at the south end. Given the 85th percentile speed, adjacent residential, parking, bicycle, and pedestrian crossing activity, it is recommended that the speed limit be retained at 25 mph. (Existing speed limit unchanged.)


GHD