TRAFFIC CIRCULATION SURVEY

ELF WOOD LANE

(No. 1118)

Impacts Due to Ponderosa High School Traffic

Reviewed by the Traffic Advisory Committee on OCT 17 2013

[ ] COMMITTEE APPROVED STAFF'S RECOMMENDATION.

[ ] COMMITTEE REQUESTED FURTHER ACTION.

Action: APPROVED

Location: Elf Wood Lane (No. 1118)

Subject: Traffic Circulation Survey

Date: July 11, 2013

REQUEST REFERENCE:

This study was requested by the Traffic Advisory Committee (TAC) at the April 4, 2013 meeting, due to complaints by the residents of Elf Wood Lane, which began in the fall of 2011. This is based in part that the Elf Wood Lane resident complaints of school related traffic running stop signs, performing unsafe turning movements, and traveling at unsafe speeds; which are all actions that are in violation of the vehicle code. The residents on Elf Wood Lane have expressed great concern over the school related AM peak hour traffic volume and unsafe turning movements of vehicles that travels on Elf Wood Lane during the school year.

The residents of Elf Wood Lane are currently pursuing a General Vacation to abandon Elf Wood Lane as a County Maintained Road so as to preclude all 'non Elf Wood Lane residents/guests' vehicular through traffic on this roadway. Furthermore, the residents have separately requested to install a barricade at the Elf Wood Lane and Mineshaft Lane intersection, preventing all ingress and egress via Elf Wood Lane at the Mineshaft Lane intersection.

In 2008, Ponderosa High School installed a new access driveway encroachment onto Ponderosa Road, opposite Mineshaft Lane, which included an All-Way-Stop at this intersection. With this improvement, this new in-bound only access from Ponderosa Road (as well as an improved school parking lot) would now allow for eastbound (EB) Mineshaft Lane traffic to continue straight into the school parking lot. It is alleged that many students traveling EB on Meder Road to the high school are opting to 'cut through' via Elf Wood Lane and Mineshaft Lane in accessing the Ponderosa High School parking lot instead of continuing traveling EB on Meder Road to Ponderosa Road. The Traffic Unit of the Division of Transportation has had numerous phone call, emails, and meetings with the residents as well as CHP, Sheriff, and Ponderosa High School representatives in order to address the resident concerns, which were discussed at the April 4, 2013 Traffic Advisory Committee meeting as well as the June 7, 2013 meeting at Ponderosa High School.

The intent and scope of this study is to discuss and determine what options might exist to discourage school traffic from using Elf Wood Lane and Mineshaft Lane as a commuter route to the high school, knowing that through traffic can legally use these County Maintained Roadways. This study will be performed in accordance with current County, California Manual of Uniform Traffic Control Devices (CAMUTCD), and the California Vehicle Code (CVC) policies and standards.

GENERAL PHYSICAL CONDITIONS:

Elf Wood Lane is a north/south local road that exhibits the following characteristics:

Functional Classification:	Local Roadway
Length:	0.15 mile
Limit:	Mineshaft Lane to Meder Road
Alignment:	Straight (Minor Horizontal Alignment Changes)
Grade:	Level Grade
Road Width:	24 feet
Shoulder:	None (No Asphalt Shoulders)
Striping:	None
# of Lanes:	2 Lanes
Speed Limit	55 MPH (Basic Speed Law)

Elf Wood Lane intersects Mineshaft Lane and Meder Road and is controlled by "STOP" signs, legends, and stop bars. There are no existing crosswalks at these intersections. For the type and location of the various signs present along Elf Wood Lane, please see attached "SIGN INVENTORY PRINTOUT" sheets.

RECORD DATA:

Ponderosa (originally named Lower Shingle) Road and Meder Road (adjoining the high school) were accepted as County Maintained roadways with the establishment of the County Maintained Mileage System for El Dorado County in 1948. Ponderosa High School was built and first offered classes in 1963. On October 21, 1963, the El Dorado County Board of Supervisors passed Ordinance No. 610, authorizing the posting of a speed limit on Ponderosa Road of 25 MPH from US Highway 50 to Meder Road. Elf Wood Lane and Mineshaft Lane were accepted as County Maintained roadways in 1985. "No Parking" signs were first installed on Elf Wood and Mineshaft Lane in 1995. "No Parking" signs were first installed on Ponderosa Road and Meder Road, adjacent to the High School property, in 1981 and 1999, respectfully. Over the years, may changes have occurred to this portion Ponderosa Road as it relates to roadway improvements, signing, and striping adjoining the High School. One of the more significant improvements to Ponderosa Road was the installation of the All-Way Stop at the Mineshaft Lane intersection which included a new driveway access into an improved high school parking lot, which was constructed in 2008. This project was initiated by the School District due to the high schools inadequate on-site traffic circulation as well as the traffic congestion that existed primarily due to school related traffic in the AM peak hour for northbound Ponderosa Road, south of the school property.

A review of the collision data provided by the California Highway Patrol for a three (3) year period from January 1, 2010, through December 31, 2012, disclosed the following for Elf Wood Lane (see attached sheets):

Summary of accident data for **Elf Wood Lane** from 1/1/10 to 12/31/12	
Milepost 0.00 to 0.15	
Accident Rate	*2.63 Accidents per Million Entering Vehicles (Acc./MEV)*
County wide Average Accident Rate	*1.00 Acc./MEV*
Number of Reported Accidents	*One (1)*
Three Year Injury Total	*Zero (0)*
Three Year Fatality Total	*Zero (0)*
Average Daily Traffic volume	*347 vehicles (during school days)*
The one (1) reported accident during the three (3) year period could be summarized as follows: *1 – Parked Vehicle Involved – Unsafe backing on a non-school day*	

This accident rate of 2.63 Acc./MEV, is higher than the countywide average rate of 1.00 Acc./MEV normally experienced along similar sections of **collector** roadways. The unusually high accident rate is commonly associated with **local** roadways with extremely low traffic counts and does not necessarily reflect a high accident rate.

The California Vehicle Code, Section 22358, allows local authorities to establish speed limits based on an "Engineering and Traffic Survey". The Vehicle Code goes on, in Section 40801 to prohibit the use of "speed traps" for the purpose of speed enforcement and, in Section 40802, defines "speed trap". Section 40802 also indicates that an "Engineering and Traffic Survey" is required where speed enforcement involves the use of radar and establishes the frequency with which surveys must be conducted for continued radar enforcement. In order to comply with the provisions of the Vehicle Code, and insure that radar enforced speed zones are based on recent data, El Dorado County has established a practice of conducting engineering and traffic survey updates based on a cycle length of five (5) years or less.

In Section 627 the Vehicle Code provides a definition for "Engineering and Traffic Survey", and states that an "Engineering and Traffic Survey" shall include:

1. Prevailing speeds as determined by traffic engineering measurements.
2. Accident records.
3. Highway, traffic, and roadside conditions not readily apparent to the driver.

In addition, the 2001 edition of the Vehicle Code added that residential density, pedestrian, and bicycle safety may be considered.

While the California Vehicle Code is silent regarding the relationship of the 85th percentile speed to the posted speed, the California Manual on Uniform Traffic Control Devices (CAMUTCD), Section 2B.13, "Speed Limit Sign", "Engineering and Traffic Survey", states in part:

"When a speed limit is to be posted, it shall be established at the nearest 5mph increment of the 85th percentile speed of free-flowing traffic, . . . [except] The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed . . ."

Section 2B.13 further states in part:

"If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer. The reasons for the lower speed limit shall be in compliance with CVC Sections 627 and 22358.5.

Support:
An example of the application of this speed limit criterion is as follows:

- If the 85th percentile speed in a speed survey was 37 mph, then the speed limit would be posted at 35 mph or optionally reduced to 30 mph. However,
- If the 85th percentile speed in a speed survey was 38 mph, then the speed limit would be posted at 40 mph or optionally reduced to 35 mph.

For guidance, when considering an additional reduction in the speed limit, Section 2B.13 provides in part:

"Other factors that may be considered when establishing or reevaluating speed limits are the following:

A. Road characteristics, shoulder condition, grade, alignment, and sight distance;
B. The pace;
C. Roadside development and environment;
D. Parking practices and pedestrian activity; and
E. Reported crash experience for at least a 12-month period."

The following caution is also provided:

"The establishment of a speed limit of more than 5 mph below the 85th percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85th percentile generally results in an increase in collision rates; in addition, this may make violators of a disproportionate number of the reasonable majority of drivers."

If there is no posted speed limit present on a road, the speed is controlled by Section 22350 "Basic Speed Law" of the California Vehicle Code, which states:

"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."

Section 22352(a)(2)(A), of the California Vehicle Code establishes a prima facie 25 mile per hour speed limit on any highway within a "Residence District".

In defining a "Residence District", Section 515 of the California Vehicle Code states:

"A "Residence District" is that portion of a highway and the property contiguous thereto, other than a

business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures. A residence district may be longer than one-quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists."

In defining a "Business District", Section 235 of the California Vehicle Code states:

"A "business district" is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists."

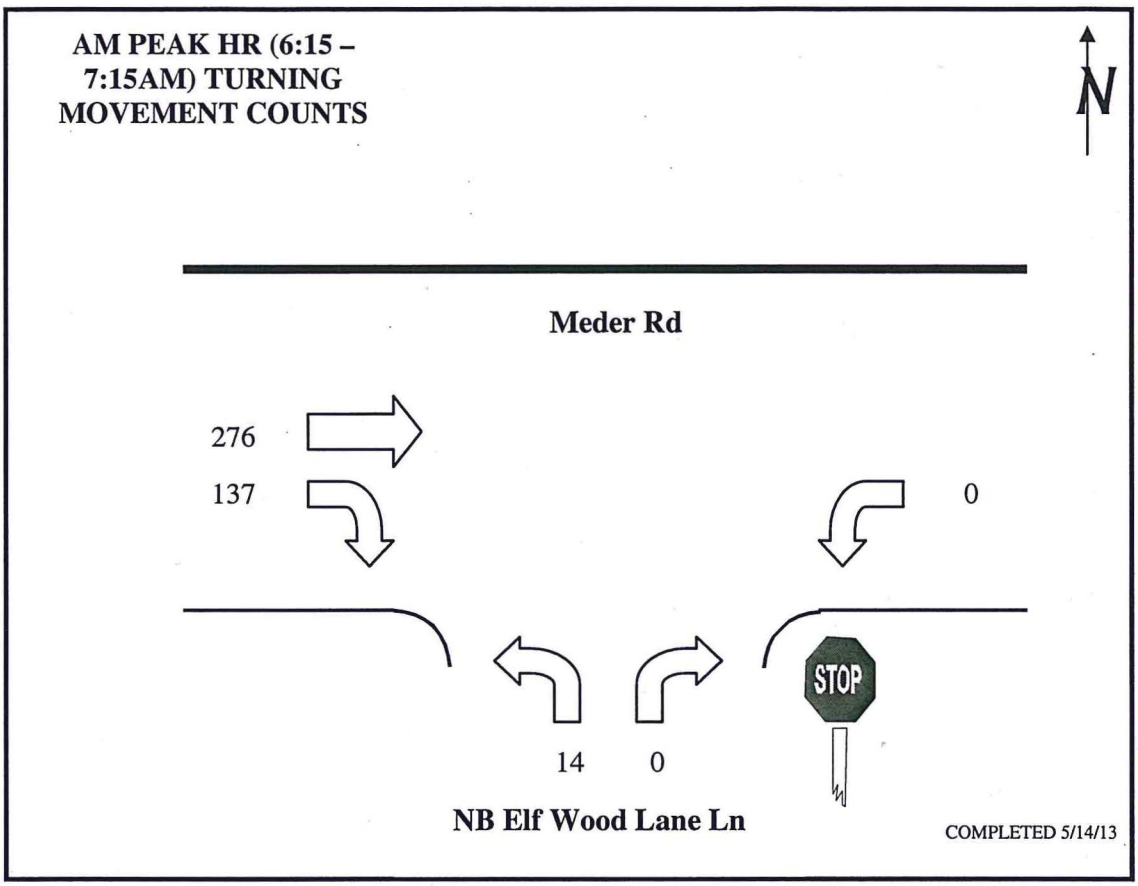
FIELD REVIEW AND OBSERVATION:

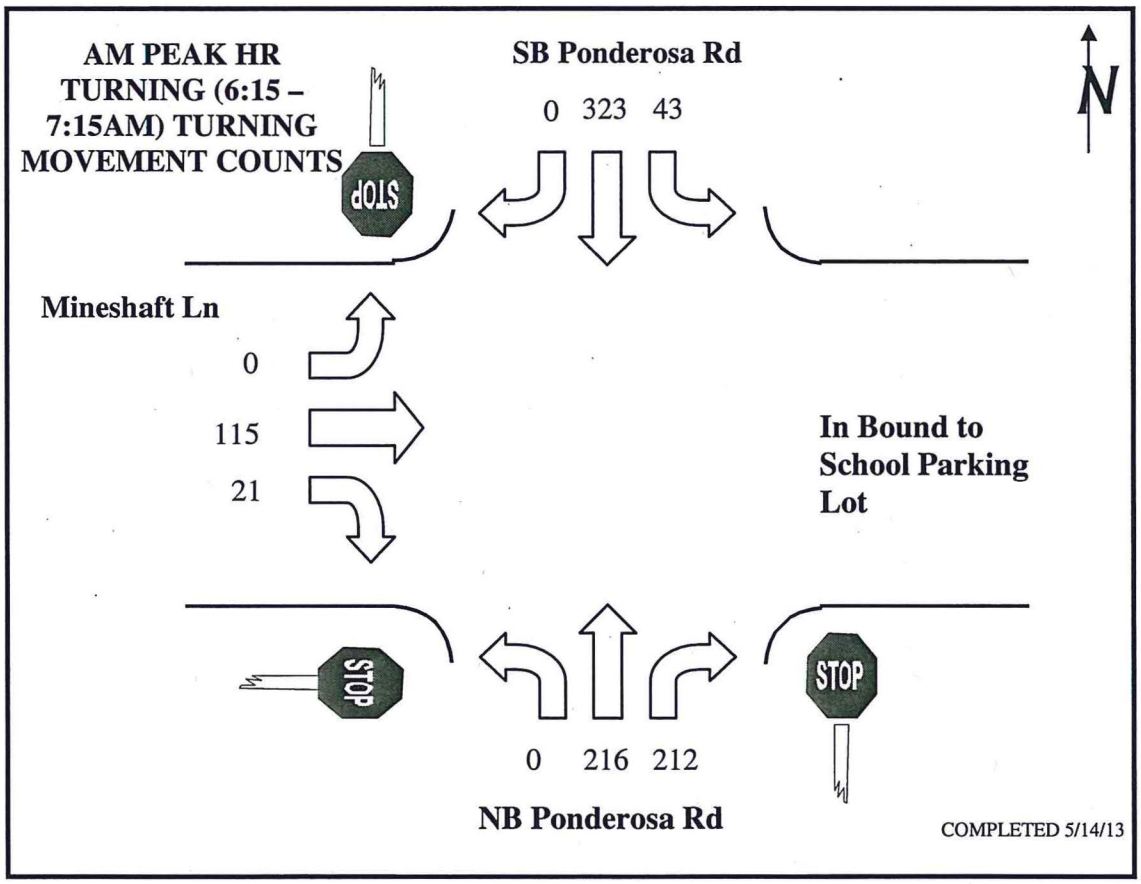
A radar speed survey was completed by El Dorado County Transportation Division on September 20, 2011, on Elf Wood Lane, South of Meder Road (see attached sheet). The following was recorded:

SURVEY	85% SPEED	SPEED LIMIT	10 MPH PACE	% IN PACE	RANGE OF SPEEDS
Elf Wood Lane	29 mph	55 mph	20 - 29 mph	86.2%	18 to 35 mph

The results recorded in the table above demonstrates that the average 85 % speed survey would yield a 30 MPH speed limit if a speed zone for Elf Wood Lane would be considered. Currently the "Basic Speed Law" of 55 MPH would pertain to Elf Wood Lane, as specified in Section 22350 of the CVC. Elf Wood Lane does not qualify as a "Residence or Business District" and therefore could not be posted with a 25 mile per hour prima facie "Residence or Business District" speed limit.

Vehicular traffic movements were observed on 5/14/2013 in the AM Peak Hour (a school day) at the Meder Road/Elf Wood Lane and Ponderosa Road/Mineshaft Lane intersections. The vehicular traffic movements revealed that a heavy EB traffic pattern existed (primarily between 6:15 -7:15 AM) on Elf Wood and Mineshaft Lane to the high school parking lot, which is represented in the following figures:


AM PEAK HR (6:15 – 7:15AM) TURNING MOVEMENT COUNTS
N
Meder Rd
276
137
0
STOP
14
0
NB Elf Wood Lane Ln
COMPLETED 5/14/13


AM PEAK HR TURNING (6:15 – 7:15AM) TURNING MOVEMENT COUNTS
SB Ponderosa Rd
0 323 43
N
STOP
Mineshaft Ln
0
115
21
In Bound to School Parking Lot
STOP
STOP
0 216 212
NB Ponderosa Rd
COMPLETED 5/14/13

In excess of 100 vehicles traveling to school (AM peak hour), via eastbound Meder Road, are opting to 'cut through' via Elf Wood Lane and Mineshaft Lane in accessing the Ponderosa High School parking lot instead of continuing traveling EB on Meder Road to Ponderosa Road. The PM peak hour (2 – 3 PM on Elf Wood Lane) experiences about 50 vehicles at the conclusion of the school day. The vehicular traffic volumes are minimal throughout the remaining part of the day on Elf Wood Lane, which is expected on a local internal subdivision street. The overall average daily traffic on Elf Wood Lane is 347 vehicles per day (see attached traffic count sheet).

The following four (4) options have been suggested and/or considered to help alleviate this traffic condition, which are the following:

1. **The placement of a sign at the Meder Road/Elf Wood Lane intersection precluding right hand turns from eastbound Meder Road onto southbound Elf Wood Lane traffic during school hours.**

2. **Improve the existing raised median at the School Parking Lot Entrance, opposite Mineshaft Lane, precluding inbound through traffic from Mineshaft Lane.**

3. **The residents of Elf Wood Lane pursue a General Vacation to abandon Elf Wood Lane as a County Maintained Road so as to preclude all 'non Elf Wood Lane residents/guests' vehicular through traffic on this roadway.**

4. **Install a barricade on Elf Wood Lane at the Mineshaft Lane intersection so as to preclude all ingress and egress vehicular traffic on this portion of Elf Wood Lane.**

CONTACTS:

Elf Wood Lane residents Frank Kopita and Tom Ward, Lieutenant Craig Root – Placerville CHP Commander, Officer Quinn Cuthbertson – Public Affairs, Placerville CHP Community Outreach Officer, and Lisa Garrett, Ponderosa High School Principal.

FINDINGS AND CONCLUSIONS:

Findings

- 85th percentile speed of 29 miles per hour was observed on Elf Wood Lane.
- There was one (1) accident reported on Elf Wood Lane for the three (3) year period from January, 2010 through December, 2012.
- The overall average daily traffic on Elf Wood Lane during school days is 347 vehicles per day.
- Over 100 vehicles travel to the high school via eastbound Meder Road, are opting to 'cut through' via Elf Wood Lane and Mineshaft Lane in accessing the Ponderosa High School parking lot instead of continuing traveling EB on Meder Road to Ponderosa Road during the morning commute.

The four (4) options considered to help alleviate this traffic condition, were evaluated as to their effectiveness, legality, and practical application, which is as follows:

1. **The placement of a sign at the Meder Road/Elf Wood Lane intersection precluding right hand turns from Eastbound Meder Road onto southbound Elf Wood Lane traffic during school hours.**

The Board of Supervisors, as authorized by Streets and Highway Codes Section 940 & 941, accepted Elf Wood Lane as a County Maintained Roadway, providing full access to the public. The California Vehicle Code, Sections 22101 & 22113 and Section 2B.18 of the CA MUTCD grants local authorities the right to regulate turning movements at intersections. However, it is the opinion of the Division of Transportation, in consultation with local law enforcement, that this proposed mitigation will do little to mitigate this traffic circulation matter. This is based in part that the Elf Wood Lane resident complaints of students are running stop signs, performing unsafe turning movements, and traveling at unsafe speeds; which are all actions that are in violation of the vehicle code and it is unlikely that many of the students will abide with the no right turn sign as well.

The residents are of the opinion that the placement of this sign would at least discourage some of the school traffic from using Elf Wood Lane. The proposed sign installation would cost approximately $900 to fabricate and install.

The Transportation Division recommends against the installation of a sign at the Meder Road/Elf Wood Lane intersection precluding right hand turns from Eastbound Meder Road onto southbound Elf Wood Lane traffic during school hours. The Elf Wood Lane residents are enthusiastically supportive of the placement of a "no right turn during school hours" sign. It could be recommended to install this sign for eastbound Meder Road if all other measures below (2-4) are not approved by the Traffic Advisory Committee.

2. **Improve the existing raised median at the School Parking Lot Entrance, opposite Mineshaft Lane, precluding inbound through traffic from Mineshaft Lane.**

Section 21102 of the California Vehicle Code authorizes the County of El Dorado to regulate any school access to County roadways. This option appears to be the most practical option to discourage school traffic from using Elf Wood Lane. The Ponderosa High School and local law enforcement staff are not opposed to this option, which was communicated to DOT staff at the June 7, 2013 meeting at Ponderosa High School. The following effect of this improvement is the following:

- This proposed improvement effectively prevents the over 100 vehicles from traveling eastbound in the AM peak hour from Mineshaft Lane into the Ponderosa Road High School parking lot as well as discouraging students from using the Elf Wood Lane/Mineshaft Lane route to access the school parking lot.

- This proposed improvement will reduce the traffic impacts of Elf Wood Lane and Mineshaft Lane to the 'pre-school parking lot access' condition of 2008.

- It is estimated that the queue length (and traffic delay) will increase from five (5) to ten (10) vehicles for the eastbound leg of Meder Road at the Ponderosa Road intersection in the AM peak hour. Even with the addition of this traffic on Meder Road, the estimated increase in the eastbound Meder Road traffic queue length will not impede

traffic access and circulation at the nearest intersection, Elf Wood Lane. In summary, the overall traffic circulation and operations (for the AM school day traffic) at the Ponderosa Road/Meder Road intersection may be degraded based on this proposed improvement. However, the traffic circulation and operations at the Ponderosa Road/Mineshaft Lane intersection should improve with this proposed improvement.

- The overall cost of improvements for this improvement is estimated to be $20,000.

3. **The residents of Elf Wood Lane pursue a General Vacation to abandon Elf Wood Lane as a County Maintained Road so as to preclude all 'non Elf Wood Lane residents/guests' vehicular through traffic on this roadway.**

   The residents of Elf Wood Lane may continue the pursuit of a General Vacation to abandon Elf Wood Lane as a County Maintained Road.

4. **Install a barricade on Elf Wood Lane at the Mineshaft Lane intersection so as to preclude all ingress and egress vehicular traffic on this portion of Elf Wood Lane.**

   Section 21101.6 of the California Vehicle Code prohibits the placement of gates to deny or restrict certain members of the public to the street. Therefore, the Transportation Division does not support the option to install a barricade on Elf Wood Lane at the Mineshaft Lane intersection.

Conclusions

The roadway design of Elf Wood Lane is adequate as it relates to roadway width and alignment. Furthermore, the accident history [one (1) reported accident in the last three (3) years] confirms that Elf Wood Lane could not be characterized as being a hazardous roadway. Therefore, the current traffic condition on Elf Wood Lane can be best described as a nuisance to the few homeowners that reside on Elf Wood Lane and a majority of the traffic complaints can be categorized as an enforcement matter. However, the school traffic (especially during the AM peak hour) is a considerable increase in traffic during the AM peak hour in comparison to non-school days. Therefore, the Division of Transportation is supportive in mitigating the school traffic traveling on Elf Wood Lane by exercising option # 2, improving the existing raised median at the school parking lot entrance, opposite Mineshaft Lane, precluding inbound through traffic from Mineshaft Lane. Furthermore, the Division of Transportation is also supportive of the residents of Elf Wood Lane continuing the process of the General Vacation to abandon Elf Wood Lane as a County Maintained Road (Option # 3). The Division of Transportation does not support option #1, the sign application due to its ineffectiveness as well does not support option #4, due to its violation of State Law.

RECOMMENDATION

Based on the findings of this study, it is recommended to:

Approve Option # 2 and direct staff to redesign and construct the inbound leg of the school parking lot to preclude any eastbound traffic from Mineshaft Lane into the school parking lot.

Prepared by: _____

Jon T. Vegna
Senior Engineering Technician

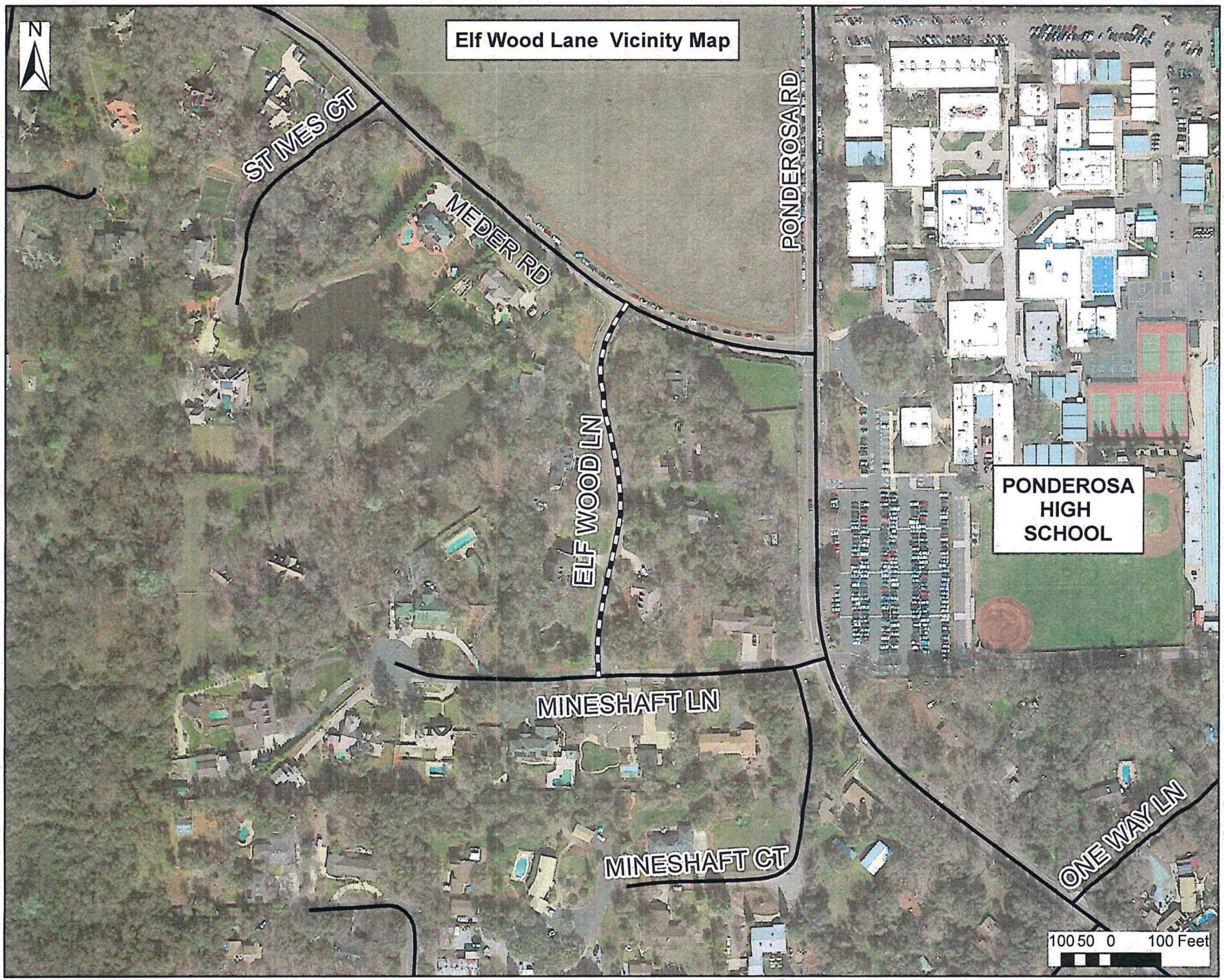
Approved By: _____ On 7/31/13

Darryl L. Brown, P.E. Date
Traffic Superintendent

Approved By: _____ On 8/19/13

Bard R. Lower, Director Date
Transportation Division
Community Development Agency

Attachments: Vicinity Map (1 page)
Traffic Count Summary (2 pages)
Accident Summary (2 pages)
Speed Survey (1 page)
Sign Inventory (1 page)


Elf Wood Lane Vicinity Map
N
ST IVES CT
MEDER RD
PONDEROSA RD
ELF WOOD LN
PONDEROSA HIGH SCHOOL
MINESHAFT LN
MINESHAFT CT
ONE WAY LN
100 50 0 100 Feet

EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION

Count Summary Beginning: March 10, 2013

Count Station:	Special	Counter ID:	68
City/Town:		Mile Post:	
Road Name:	**Elfwood Lane**	Location:	**North of Mineshaft Lane**
Lanes:	2	Direction:	SOUTHBOUND

Date	10	11	12	13	14	15	16	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	1	0	0	1	0	0	1	0	0
200	0	2	0	1	0	0	0	0	1
300	0	0	0	0	0	1	0	0	0
400	0	0	0	0	0	0	0	0	0
500	0	1	1	1	1	0	1	1	1
600	0	1	1	0	0	1	0	0	1
700	1	87	95	106	86	99	0	68	95
800	0	47	61	56	47	59	2	39	54
900	1	17	16	15	19	11	0	11	16
1000	2	9	12	4	9	3	4	6	7
1100	2	3	9	2	4	2	8	4	4
1200	2	5	10	12	7	6	6	7	8
1300	2	5	9	5	6	7	6	6	6
1400	6	10	10	9	6	7	5	8	8
1500	6	38	25	38	34	34	3	25	34
1600	2	12	18	9	7	21	3	10	13
1700	6	3	6	3	3	9	9	6	5
1800	3	7	5	8	7	2	3	5	6
1900	0	7	7	3	3	4	3	4	5
2000	2	1	3	3	2	7	6	3	3
2100	2	2	2	6	2	2	1	2	3
2200	1	1	0	1	1	3	0	1	1
2300	0	0	0	0	0	3	1	1	1
2400	0	1	0	1	0	1	1	1	1
Totals	39	259	290	283	244	282	62	209	272
AM Peak Hr	10:00	7:00	7:00	7:00	7:00	7:00	11:00	7:00	7:00
AM Count	2	87	95	106	86	99	8	68	95
PM Peak Hr	2:00	3:00	3:00	3:00	3:00	3:00	5:00	3:00	3:00
PM Count	6	38	25	38	34	34	9	25	34

TOTAL ADT: 347

EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION

Count Summary Beginning: March 10, 2013

Count Station:	Special	Counter ID:	68
City/Town:		Mile Post:	
Road Name:	**Elfwood Lane**	Location:	**North of Mineshaft Lane**
Lanes:	2	Direction:	NORTHBOUND

Date	10	11	12	13	14	15	16	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									
100	0	1	0	1	0	0	1	0	0
200	0	0	0	0	0	0	0	0	0
300	0	0	0	0	0	0	0	0	0
400	0	0	0	0	0	0	0	0	0
500	0	0	0	0	0	0	0	0	0
600	0	0	0	0	0	0	0	0	0
700	0	9	3	3	10	8	0	5	7
800	0	0	2	3	1	3	0	1	2
900	0	3	2	2	2	1	1	2	2
1000	1	6	4	2	3	3	5	3	4
1100	0	2	4	4	0	1	7	3	2
1200	3	8	5	4	6	2	5	5	5
1300	6	3	4	7	3	4	4	4	4
1400	4	2	1	7	4	3	5	4	3
1500	8	13	5	8	31	7	4	11	13
1600	4	8	7	7	6	10	6	7	8
1700	1	4	7	2	6	8	5	5	5
1800	2	6	3	4	7	6	7	5	5
1900	1	6	6	5	7	6	5	5	6
2000	5	4	6	0	3	1	2	3	3
2100	0	7	6	5	2	1	2	3	4
2200	2	0	1	0	2	3	1	1	1
2300	0	1	1	0	0	1	2	1	1
2400	0	0	0	0	0	0	1	0	0
Totals	37	82	67	63	93	68	62	68	75
AM Peak Hr	12:00	7:00	12:00	12:00	7:00	6:00	7:00	7:00	7:00
AM Count	3	9	5	4	10	8	7	5	7
PM Peak Hr	3:00	3:00	4:00	3:00	3:00	4:00	6:00	3:00	3:00
PM Count	8	13	7	8	31	10	7	11	13

TOTAL ADT: 347

EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION

ACCIDENT SITE ANALYSIS SUMMARY FOR

ELF WOOD LN

Entire Length

Report Date: 6/12/2013

For the period beginning January 1, 2010 and ending December 31, 2012

Beginning at Mile Post 0.00	and Ending at Mile Post 0.15	Roadway Section Length = 0.15

2011	Number of Accidents: 1	Number of Injuries: 0	Number of Fatalities: 0

Three Year Accident Total = 1 **Three Year Injury Total = 0** **Three Year Fatality Total = 0**

Average Daily Traffic Volume: 347

Accidents per Million Entering Vehicles: 2.63

EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION

2011 C.H.P. ACCIDENT SUMMARY FOR ELF WOOD LN FROM MP-0.00 TO MP-0.15

Report Date: 6/12/2013

The following accident data is based on the C.H.P. Accident Reports for the one year period from January 1, 2011, through December 31, 2011.

The following code numbers have been used to classify the various major types of accidents:

1 = Headon	2 = Sideswipe	3 = Rearend
4 = Broadside	5 = Hit Object	6 = Overturned
7 = Pedestrian Involved	8 = Bicycle Involved	9 = Animal Involved
10 = Parked Vehicle Involved	11 = Snow Removal Equip. Involved	12 = Other
13 = Motorcycle Involved	14 = School Bus Involved	

Street	Mile Post	Dist.	Dir.		Cross Street	# Veh	Injury	Fatal	Time	Cond.	Imp.	Code
ELF WOOD LN	0.07	345	NORTH	of	MINESHAFT LN	2	0	0	DAY	DRY	IMP?	10

Total Number of Accidents: 1

Total Number of Injuries: 0

Total Number of Fatalities: 0

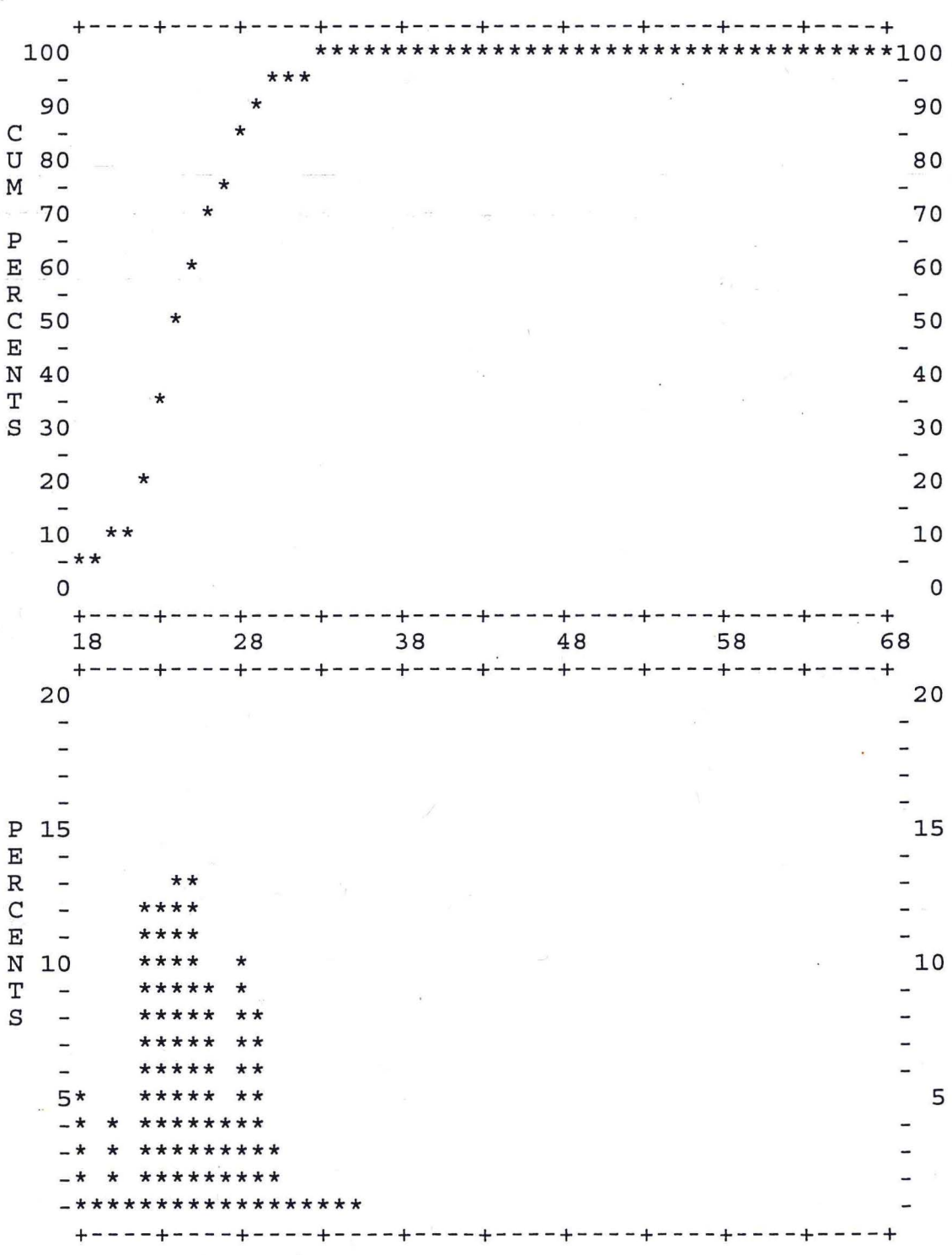
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 ELF WOOD LN
LIMITS..... 350 FT SOUTH of MEDER RD

DIRECTION(S).....N/S
DATE.....9/20/11
TIME.....6:38-7:08AM
POSTED SPEED LIMIT....55

50TH PERCENTILE SPEED.....25
85TH PERCENTILE SPEED.....29
10 MPH PACE SPEED.....20 through 29
PERCENT IN PACE SPEED..... 86.2
PERCENT OVER PACE SPEED..... 8.0
PERCENT UNDER PACE SPEED..... 5.8
RANGE OF SPEEDS.....18 to 35
VEHICLES OBSERVED..... 138
AVERAGE SPEED.....25.0

SPEED	NO.	PCT.	CUM. PCT.
18	7	5.1	5.1
19	1	0.7	5.8
20	6	4.3	10.1
21	1	0.7	10.9
22	16	11.6	22.5
23	17	12.3	34.8
24	18	13.0	47.8
25	18	13.0	60.9
26	12	8.7	69.6
27	6	4.3	73.9
28	14	10.1	84.1
29	11	8.0	92.0
30	4	2.9	94.9
31	1	0.7	95.7
32	2	1.4	97.1
33	1	0.7	97.8
34	2	1.4	99.3
35	1	0.7	100.0



Sign Inventory for: ELF WOOD LN Road # 1118

17-Jun-13 Beginning at Mile Post- 0.00 and Ending at Mile Post- 0.06

Old Sign Code	2010 CA Sign Code	Location		Dir		Cross Street	Mile Post	Side	Fac	Sheeting	Date
R1	R1-1	27	ft	S	of	MEDER RD	0.000	E	S	H	2/23/2008
R1	R1-1	0	ft	N	of	MINESHAFT LN	0.000	NW	N	H	6/1/1998
R30(S)	R30(S) (CA)	30	ft	S	of	MEDER RD	0.010	W	N	R	1/21/2004
R30(S)	R30(S) (CA)	30	ft	S	of	MEDER RD	0.010	W	N	R	1/21/2004
R30(S)	R30(S) (CA)	245	ft	S	of	MEDER RD	0.050	W	N	R	1/21/2004
R30(S)	R30(S) (CA)	250	ft	S	of	MEDER RD	0.050	E	S	R	1/21/2004