AGENDA

Tuesday, June 3, 2025

5:00 P.M. Closed Session
6:30 P.M. Open Session

REGULAR MEETING

CITY COUNCIL, AIRPORT COMMISSION, MARINA ABRAMS B NON-PROFIT CORPORATION, PRESTON PARK SUSTAINABLE COMMUNITY NON-PROFIT CORPORATION, SUCCESSOR AGENCY OF THE FORMER MARINA REDEVELOPMENT AGENCY AND MARINA GROUNDWATER SUSTAINABILITY AGENCY

THIS MEETING WILL BE HELD IN PERSON AND VIRTUALLY (HYBRID).

Council Chambers
211 Hillcrest Avenue
Marina, California

TELECONFERENCE LOCATION: [1]
1004 Saga St.
Glendora, California 91741

AND

Zoom Meeting URL: https://zoom.us/j/730251556
Zoom Meeting Telephone Only Participation: 1-669-900-9128 - Webinar ID: 730 251 556

PARTICIPATION

You may participate in the City Council meeting in person or in real-time by calling Zoom Meeting via the weblink and phone number provided at the top of this agenda. Instructions on how to access, view and participate in remote meetings are provided by visiting the City's home page at https://cityofmarina.org/. Attendees can make oral comments during the meeting by using the "Raise Your Hand" feature in the webinar or by pressing *9 on your telephone keypad if joining by phone only.

The most effective method of communication with the City Council is by sending an email to marina@cityofmarina.org Comments will be reviewed and distributed before the meeting if received by 5:00 p.m. on the day of the meeting. All comments received will become part of the record. Council will have the option to modify their action on items based on comments received.

AGENDA MATERIALS

Agenda materials, staff reports and background information related to regular agenda items are available on the City of Marina's website www.cityofmarina.org. Materials related to an item on this agenda submitted to the Council after distribution of the agenda packet will be made available on the City of Marina website www.cityofmarina.org subject to City staff's ability to post the documents before the meeting.

[1] Note: Pursuant to Government Code Section 54953(b), this meeting will include teleconference participation by Mayor Bruce C. Delgado from the address above. This Notice and Agenda will be posted at the teleconference location

VISION STATEMENT

Marina will grow and mature from a small town bedroom community to a small city which is diversified, vibrant and through positive relationships with regional agencies, self-sufficient. The City will develop in a way that insulates it from the negative impacts of urban sprawl to become a desirable residential and business community in a natural setting. **(Resolution No. 2006-112 - May 2, 2006)**

MISSION STATEMENT

The City Council will provide the leadership in protecting Marina's natural setting while developing the City in a way that provides a balance of housing, jobs and business opportunities that will result in a community characterized by a desirable quality of life, including recreation and cultural opportunities, a safe environment and an economic viability that supports a high level of municipal services and infrastructure. **(Resolution No. 2006-112 - May 2, 2006)**

LAND ACKNOWLEDGEMENT

The City recognizes that it was founded and is built upon the traditional homelands and villages first inhabited by the Indigenous Peoples of this region - the Esselen and their ancestors and allies - and honors these members of the community, both past and present.

1. CALL TO ORDER
2. ROLL CALL & ESTABLISHMENT OF QUORUM: (City Council, Airport Commissioners, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Communities Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency Members and Marina Groundwater Sustainability Agency)
   Jenny McAdams, Brian McCarthy, Kathy Biala, Mayor Pro-Tem/Vice Chair Liesbeth Visscher, Mayor/Chair Bruce C. Delgado
3. PUBLIC COMMENT ON CLOSED SESSION ITEMS:
4. CLOSED SESSION:
   a. Conference with Legal Counsel: Anticipated Litigation (Govt. Code § 54956.9(d)(2)), 1 potential case. Based on existing facts and circumstances, there is significant exposure to litigation. Such facts and circumstances creating significant exposure to litigation are not known to potential plaintiff(s).
   b. Conference with Legal Counsel, Existing Litigation (§ 54956.9(d)) (1 case(s))
      i. *City of Marina, et. al. v. California Coastal Commission, et al.*, 22-CV-004063, Monterey Superior Court

6:30 PM - RECONVENE OPEN SESSION AND REPORT ON ANY ACTIONS TAKEN IN CLOSED SESSION

5. MOMENT OF SILENCE & PLEDGE OF ALLEGIANCE (Please stand)
6. SPECIAL PRESENTATIONS:
   a. LGBTQ+ Pride Month Proclamation
   b. Imjin Parkway Presentation
7. COUNCIL AND STAFF ANNOUNCEMENTS:

8. PUBLIC COMMENT**:** *Any member of the public may comment on any matter within the City Council's jurisdiction that is not on the agenda. This is the appropriate place to comment on items on the Consent Agenda. Action will not be taken on items not on the agenda. Comments are limited to a maximum of three (3) minutes. General public comment may be limited to thirty (30) minutes and/or continued to the end of the agenda. Any member of the public may comment on any matter listed on this agenda at the time the matter is being considered by the City Council. Whenever possible, written correspondence should be submitted to the Council in advance of the meeting, to provide adequate time for its consideration.*

9. CONSENT AGENDA FOR THE SUCCESSOR AGENCY TO THE FORMER MARINA REDEVELOPMENT AGENCY: *Background information has been provided to the Successor Agency of the former Redevelopment Agency on all matters listed under the Consent Agenda, and these items are considered to be routine and non-controversial. All items under the Consent Agenda are normally approved by one motion. Prior to such a motion being made, any member of the public or City Council may ask a question or make a comment about an agenda item and staff may provide a response. If discussion or a lengthy explanation is required, the Council may remove an item from the Consent Agenda for individual consideration. If an item is pulled for discussion, it will be placed at the end of Other Action Items Successor Agency to the former Marina Redevelopment Agency.*

10. CONSENT AGENDA: *These items are considered to be routine and non-controversial. All items under the Consent Agenda may be approved by one motion. Prior to such a motion being made, any member of City Council may ask a question or make a comment about an agenda item and staff may provide a response. If discussion or a lengthy explanation is required, Council may remove the item from the Consent Agenda and it will be placed at the end of Other Action Items.*

    a. ACCOUNTS PAYABLE: *(Not a Project under CEQA per Article 20, Section 15378)*

        (1) Accounts Payable Check Numbers 106960-107034, totaling $1,175,033.35. Accounts Payable Successor Agency Check Number 131, totaling $ 5,462.49.

    b. MINUTES: *(Not a Project under CEQA per Article 20, Section 15378)*

        (1) May 20, Regular City Council Meeting

    c. CLAIMS AGAINST THE CITY: None

    d. AWARD OF BID: None

    e. CALL FOR BIDS: None

    f. ADOPTION OF RESOLUTIONS: *(Not a Project under CEQA per Article 20, Section 15378)*

        (1) Adopting Resolution No. 2025-, certifying City of Marina compliance with State law (Proposition 218) with respect to special assessment for the Seabreeze Landscape Maintenance Assessment District for FY 2025-2026.

        (2) Adopting Resolution No. 2025-, certifying City of Marina compliance with State law (Proposition 218) with respect to special assessment for the Monterey Bay Estates Landscape Maintenance Assessment District for FY 2025-2026.

(3) Adopting Resolution No. 2025-, confirming levy of a special tax for the City of Marina Community Facilities District No. 2007-2 (Locke Paddon) for Fiscal Year 2025-2026 as authorized by Ordinance No. 2007-09, and; consider adopting Resolution No. 2025-, certifying City of Marina compliance with State law (Proposition 218) with respect to levying of special taxes for the City of Marina Community Facilities District No. 2007-2 for Fiscal Year 2025-2026 as authorized by Ordinance No. 2007-09.

(4) Adopting Resolution No. 2025-, approving the purchase of a fully equipped RAVO R5-ISERIES Compact Diesel Street Sweeper from our Sourcewell Contractor.

(5) Adopting Resolution No. 2025-, approving the appropriation of $85,000 from Public Facilities Impact Fee Fund No. 215 (Roadway & Intersection Impact Fees) to the City Capital Improvement Projects Fund No. 462.TBD for the Dunes on Monterey Bay ("Dunes") Traffic Impact Analysis (TIA) update.

(6) Adopting Resolution No. 2025-, Approving a clarification on the adopted fee schedule for sidewalk replacement.

(7) Adopting Resolution No. 2025-, setting a public hearing for July 1, 2025, on the proposed intention to amend Chapter 3.26 of the Marina Municipal Code regarding mitigation fees for new development within the City of Marina.

g. APPROVAL OF AGREEMENTS: *(Not a Project under CEQA per Article 20, Section 15378)*

(1) Adopting Resolution No. 2025-, approving Amendment No. 3 to the agreement between City of Marina and Kimley-Horn and Associates, Inc. of Salinas, California, to provide engineering services to complete the plans for widening of Imjin Parkway between Reservation Road and Imjin Road.

(2) Adopting Resolution No. 2025-, approving two new contracts with Denise Duffy and Associates to continue providing biological consulting services to the City of Marina in support of the city's Incidental Take Permit for Monterey Gilia and other protected species and in support of the City's Fort Ord Habitat Management Compliance and find these actions are exempt from CEQA.

(3) Adopting Resolution No. 2025-, approving an agreement with Tripepi Smith and Associates to provide on-call communication support, public outreach, and public engagement support services.

h. ACCEPTANCE OF PUBLIC IMPROVEMENTS: None

i. MAPS: None

j. REPORTS: (RECEIVE AND FILE):

(1) Community Human Services May 15, 2025, Board Meeting Highlights

k. FUNDING & BUDGET MATTERS: None

l. APPROVE ORDINANCES (WAIVE SECOND READING):

(1) Read by Title Only and consider adopting Ordinance No. 2025-06, renewing Ordinance No. 2022-02, Marina Municipal Code Chapter 9.26 "Military Equipment Use".

(2) Read by Title Only and consider adopting Ordinance No. 2025-07, amending the Zoning Code (Title 17); to implement Program 2.4 of the Housing Element.

m. APPROVE APPOINTMENTS: None

11. PUBLIC HEARINGS: *In the Council's discretion, the applicant/proponent of an item may be given up to ten (10) minutes to speak. All other persons may be given up to three (3) minutes to speak on the matter.*

a. Open a public hearing, and consider introducing Ordinance No. 2025-, approving the proposed amendments to Title 17, Article 1**,** by amending Sections 17.06, 17.08, 17.12, 17.18, 17.20, and 17.22 of the Marina Municipal Code pertaining to day care centers and Section 17.42.135.1 pertaining to the concentration restrictions for small and large family child care homes, as set forth in the proposed Ordinance, and finding this action is exempt from environmental review pursuant to Section 15061(B)(3) of the CEQA Guidelines.

b. Open a public hearing and consider introducing Ordinance No. 2025-, amending the Zoning Code (Title 17) to implement Program 3.3 (Design Review Process Requirements and Design Thresholds) of the Housing Element; and find that the action is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3).

c. Open a public hearing and consider introducing Ordinance No. 2025-, amending the Marina Municipal Code by adding Chapter 2.56 (Building Appeals Board) to Title 2 (Administration and Personnel) of the Marina Municipal Code; and find that the ordinance is not subject to CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines.

d. Consider adopting Resolution No. 2025-, approving the 2025 Engineering and Traffic Survey with recommended speed limits; and authorize a budget appropriation of $10,000 of Gas Tax/Street Fund for signs and supplies; and authorize the Finance Director to make necessary accounting and budgetary entries; and consider introducing Ordinance No. 2025-, for first reading by title only and waive further reading, amending Section 10.60.010 "Speed Limits Established" of Chapter 10.60 "Speed Limits" of Title 10 "Vehicles and Traffic" to adopt *prima facie* speed limits pursuant to an engineering and traffic survey and the California Vehicle Code (CVC).

12. OTHER ACTIONS ITEMS OF THE SUCCESSOR AGENCY TO THE FORMER MARINA REDEVELOPMENT AGENCY: *Action listed for each Agenda item is that which is requested by staff. The Successor Agency may, at its discretion, take action on any items. Members of the public may be given up to three (3) minutes to speak.*

13. OTHER ACTION ITEMS: *Action listed for each Agenda item is that which is requested by staff. The City Council may, at its discretion, take action on any items. Members of the public may be given up to three (3) minutes to speak.*

Note: No additional major projects or programs should be undertaken without review of the impacts on existing priorities (Resolution No. 2006-79 – April 4, 2006).

a. Adopting Resolution No. 2025-, approving an agreement with Denise Duffy and Associates to implement a monitoring plan for Hilltop Park within Phase 2 East of University Village in an amount not to exceed $24,000; and discussion to dissolve the Hilltop Park Ad Hoc Committee. ***Continued from May 20, 2025***

14. COUNCIL & STAFF INFORMATIONAL REPORTS:

a. Monterey County Mayor's Association [Mayor Bruce Delgado]

b. Council reports on meetings and conferences attended (Gov't Code Section 53232).

15. ADJOURNMENT:

CERTIFICATION

I, Anita Sharp, Deputy City Clerk, of the City of Marina, do hereby certify that a copy of the foregoing agenda was posted at City Hall and Council Chambers Bulletin Board at 211 Hillcrest Avenue, Monterey County Library Marina Branch at 190 Seaside Circle, City Bulletin Board at the corner of Reservation Road and Del Monte Boulevard on or before 6:30 p.m., Friday, May 30, 2025.

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ANITA SHARP, DEPUTY CITY CLERK

City Council, Airport Commission and Redevelopment Agency meetings are recorded on tape and available for public review and listening at the Office of the City Clerk and kept for a period of 90 days after the formal approval of MINUTES.

City Council meetings may be viewed live on the meeting night and at 12:30 p.m. and 3:00 p.m. on Cable Channel 25 on the Sunday following the Regular City Council meeting date. In addition, Council meetings can be viewed at 6:30 p.m. every Monday, Tuesday and Wednesday. For more information about viewing the Council Meetings on Channel 25, you may contact Access Monterey Peninsula directly at 831-333-1267.

Agenda items and staff reports are public record and are available for public review on the City's website (www.ciytofmarina.org), at the Monterey County Marina Library Branch at 190 Seaside Circle and at the Office of the City Clerk at 211 Hillcrest Avenue, Marina between the hours of 10:00 a.m. 5:00 p.m., on the Monday preceding the meeting.

Supplemental materials received after the close of the final agenda and through noon on the day of the scheduled meeting will be available for public review at the City Clerk's Office during regular office hours and in a 'Supplemental Binder' at the meeting.

ALL MEETINGS ARE OPEN TO THE PUBLIC. THE CITY OF MARINA DOES NOT DISCRIMINATE AGAINST PERSONS WITH DISABILITIES. Council Chambers are wheelchair accessible. Meetings are broadcast on cable channel 25 and recordings of meetings can be provided upon request. To request assistive listening devices, sign language interpreters, readers, large print agendas or other accommodations, please call (831) 884-1278 or e-mail: marina@cityofmarina.org. Requests must be made at least **48 hours** in advance of the meeting.

Upcoming 2025 Meetings of the City Council, Airport Commission, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Community Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency and Marina Groundwater Sustainability Agency
Regular Meetings: 5:00 p.m. Closed Session;
6:30 p.m. Regular Open Sessions

~~Tuesday, June 17, 2025~~-Rescheduled
Tuesday, June 24, 2025
Tuesday, July 1, 2025

Tuesday, July 15, 2025 (Cancelled)

****Wednesday, August 6, 2025**
Tuesday, August 19, 2025 (Cancelled)

***Wednesday, September 3, 2025**
Tuesday, September 16, 2025

Tuesday, October 7, 2025
Tuesday, October 21, 2025

Tuesday, November 4, 2025
Tuesday, November 18, 2025

Tuesday, December 2, 2025
Tuesday, December 16, 2025

*** Regular Meeting rescheduled due to Monday Holiday**

**** Regular Meeting rescheduled due to National Night Out**

***** Regular Meeting rescheduled due to General Election Day**

C I T Y H A L L 2 0 2 5 H O L I D A Y S
(City Hall Closed)

Juneteenth Day---------- Thursday, June 19, 2025
Independence Day (City Offices Closed) ----------Friday, July 4, 2025
Labor Day ---------- Monday, September 1, 2025
Veterans Day (City Offices Closed)----------Tuesday, November 11, 2025
Thanksgiving Day----------Thursday, November 27, 2025
Thanksgiving Break---------- Friday, November 28, 2025
Winter Break----------Wednesday, December 24, 2025-Wednesday, December 31, 2025

2025 COMMISSION DATES

Upcoming 2025 Meetings of Planning Commission
2nd and 4th Thursday of every month. Meetings are held at the Council Chambers at 6:30 P.M.

June 12, 2025
June 26, 2025
July 10, 2025
July 24, 2025
August 14, 2025
August 28, 2025
September 11, 2025
September 25, 2025
October 9, 2025
October 23,2 025
November 13, 2025
November 27, 2025 (Cancelled)
December 11, 2025

Upcoming 2025 Meetings of Public Works Commission
1st Thursday of every month. Meetings are held at the Council Chambers at 6:30 P.M.

June 5, 2025	September 4, 2025	November 6, 2025
July 3, 2025	October 2, 2025	December 4, 2025
August 7, 2025		

Upcoming 2025 Meetings of Recreation & Cultural Services Commission
1st Wednesday of every second month. Meetings are held at the Council Chambers at 6:30 P.M.

July 2, 2025	September 10, 2025	November 5, 2025

Upcoming 2025 Meetings of Marina Tree Committee
2nd Wednesday of every quarter month as needed. Meetings are held at the Council Chambers at 6:30 P.M.

July 9, 2025	October 8, 2025

Proclamation

LGBTQ+ Pride Month

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WHEREAS, the City of Marina has a diverse Lesbian, Gay, Bisexual, Transgender, Queer and Plus (LGBTQ+) community and is committed to celebrating and supporting visibility, dignity and equity for all people in the community;

WHEREAS, many of the residents within the City of Marina that contribute to the enrichment of our City are a part of the lesbian, gay, bisexual, and transgender community; and

WHEREAS, The City of Marina has a long and proud history of inclusion and civil rights;

WHEREAS, the City of Marina commends the bravery and courage of all those in the LGBTQ+ community that face adversity and various forms of violence;

WHEREAS, The Supreme Court decision guaranteeing marriage equality in all 50 States was a historic victory for the LGBTQ+ community, our country still has far to go with respect to the equitable treatment of the LGBTQ+ community;

WHEREAS, continued opposition and oppression against LGBTQ+ peoples makes it important for cities to stand up and show solidarity and support for our LGBTQ residents and the community at large;

WHEREAS, cities across the United States recognize and celebrate June as LGBTQ+ Pride Month, June has become a symbolic month in which the LGBTQ+ community and allies come together in various celebrations of pride; and

NOW THEREFORE, the City Council of the City of Marina does hereby declare the month of June as Lesbian, Gay, Bisexual, Transgender and Queer Pride month, symbolizing the City's celebration of diversity and support for the Lesbian, Gay, Bisexual, Transgender, Queer and Plus community.

Dated this 3rd day of June 2025

CITY OF MARINA INCORPORATED NOVEMBER 13, 1975 CALIFORNIA

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Bruce C. Delgado, Mayor

Agenda Item: **6b**

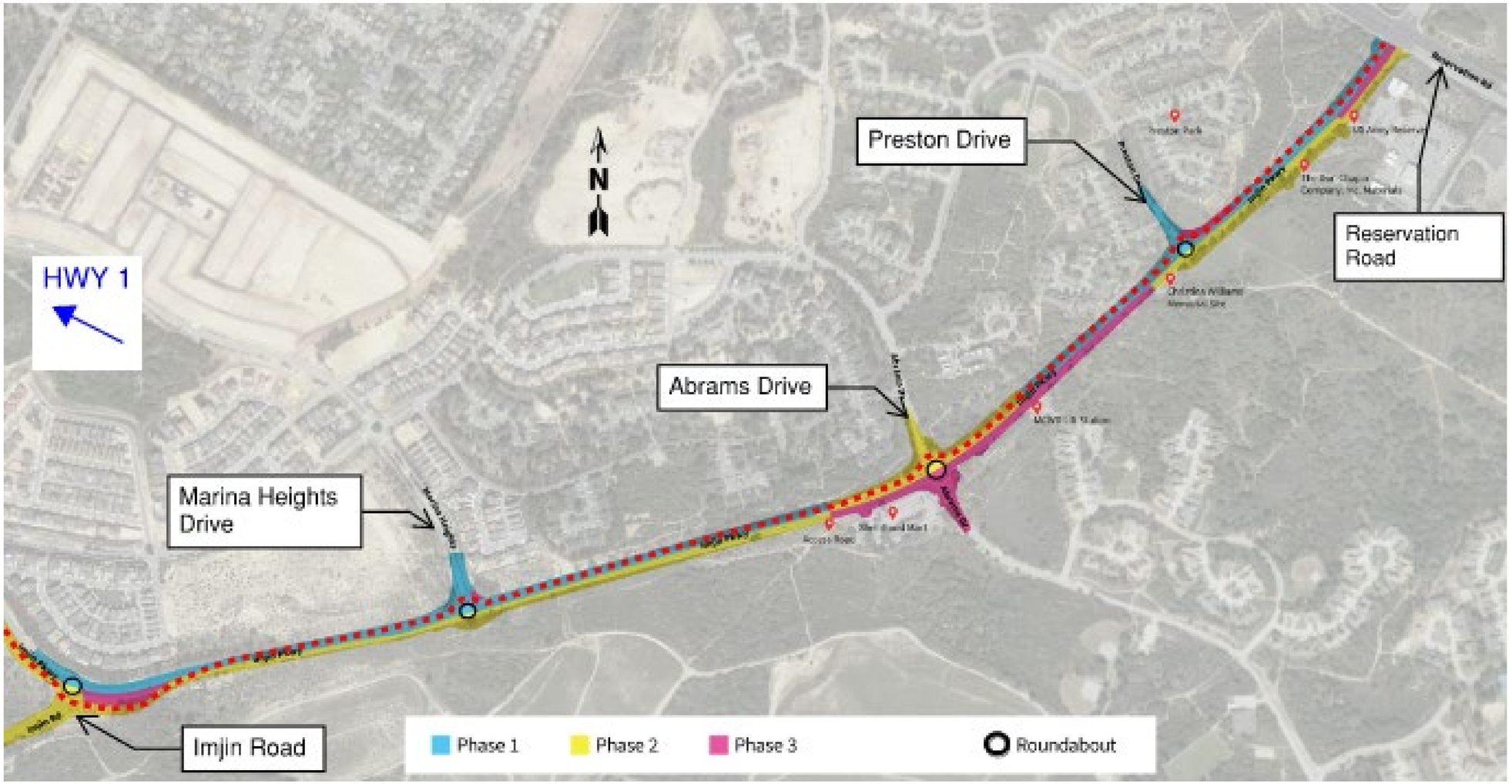
IMJIN PARKWAY WIDENING & ROUNDABOUT PROJECT

AGENDA

- Project Overview
- Project Phasing
- Upcoming Changes
- Project Timeline

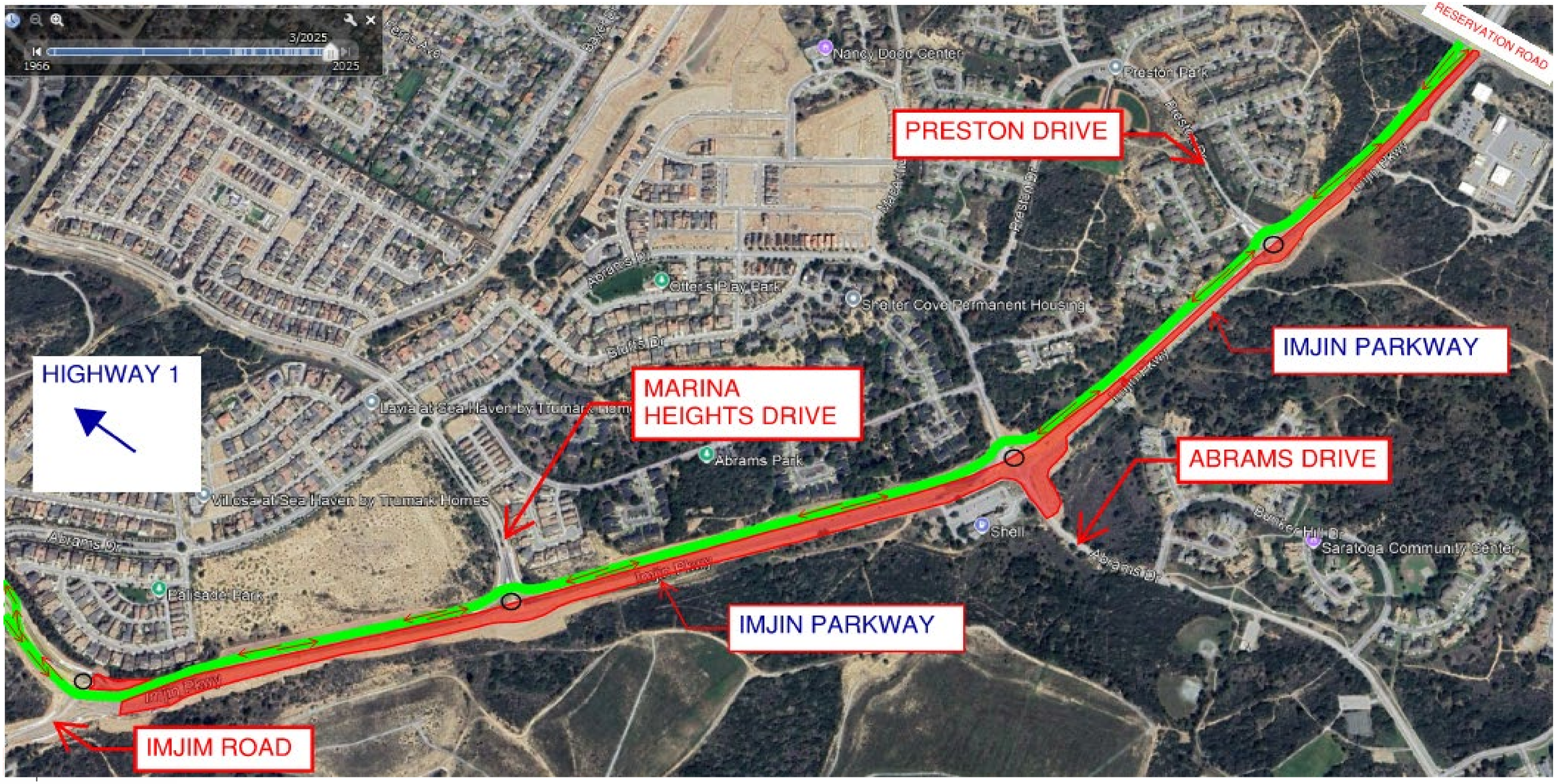
CURRENT PHASE/TRAFFIC FLOW

IMJIN PARKWAY WIDENING & ROUNDABOUT PROJECT



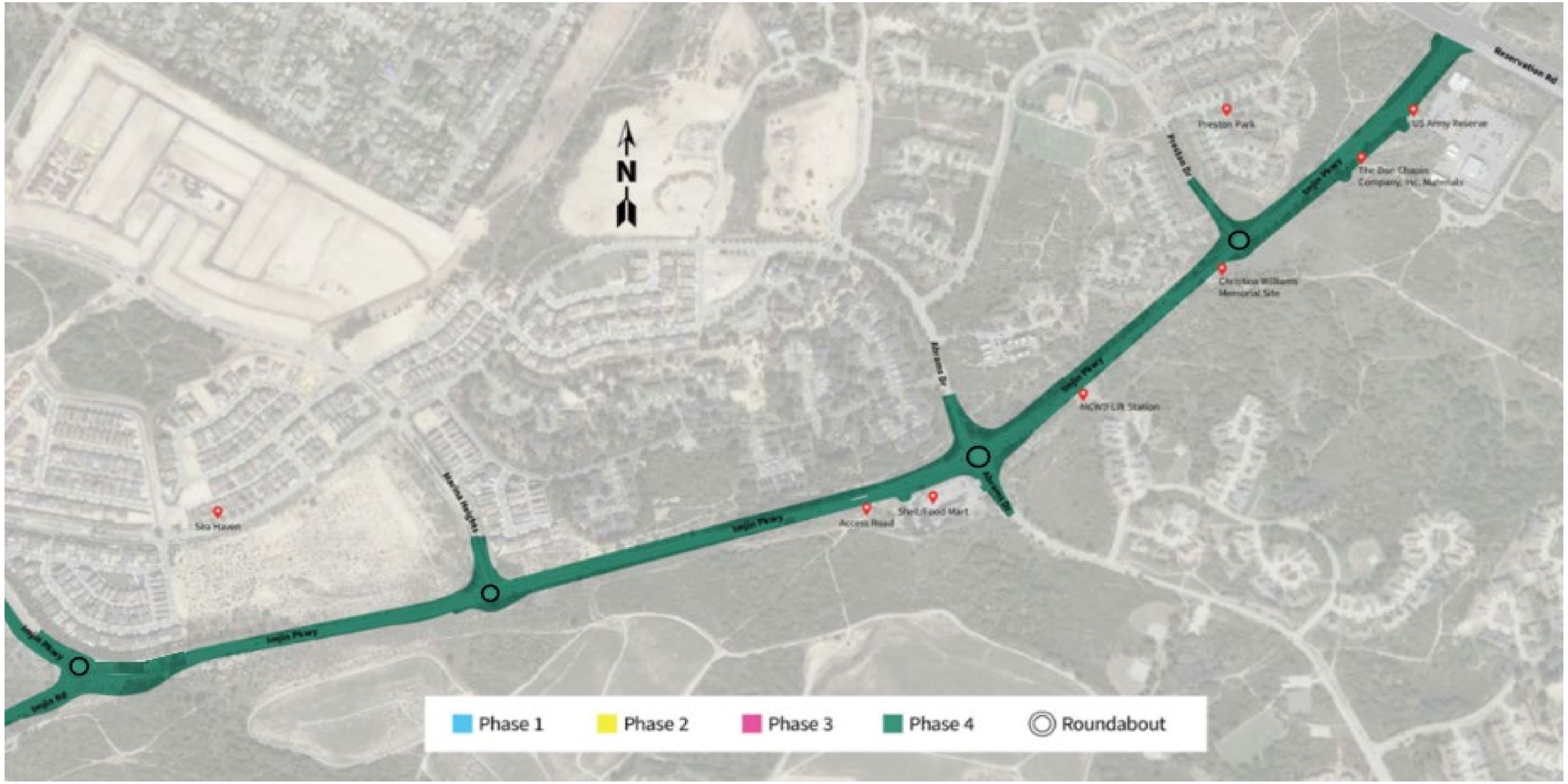
TRAFFIC SHIFT 5/29/2025

IMJIN PARKWAY WIDENING & ROUNDABOUT PROJECT



PHASE 4 FINAL PAVING & STRIPING

IMJIN PARKWAY WIDENING & ROUNDABOUT PROJECT



PROGRESS PHOTOS

IMJIN PARKWAY WIDENING & ROUNDABOUT PROJECT

Bioswales for roadway drainage

Curb machine for linear stretches – up to 4200 LF/day

Paving operations for first layer of asphalt

Imjin Road Roundabout & paving for transition

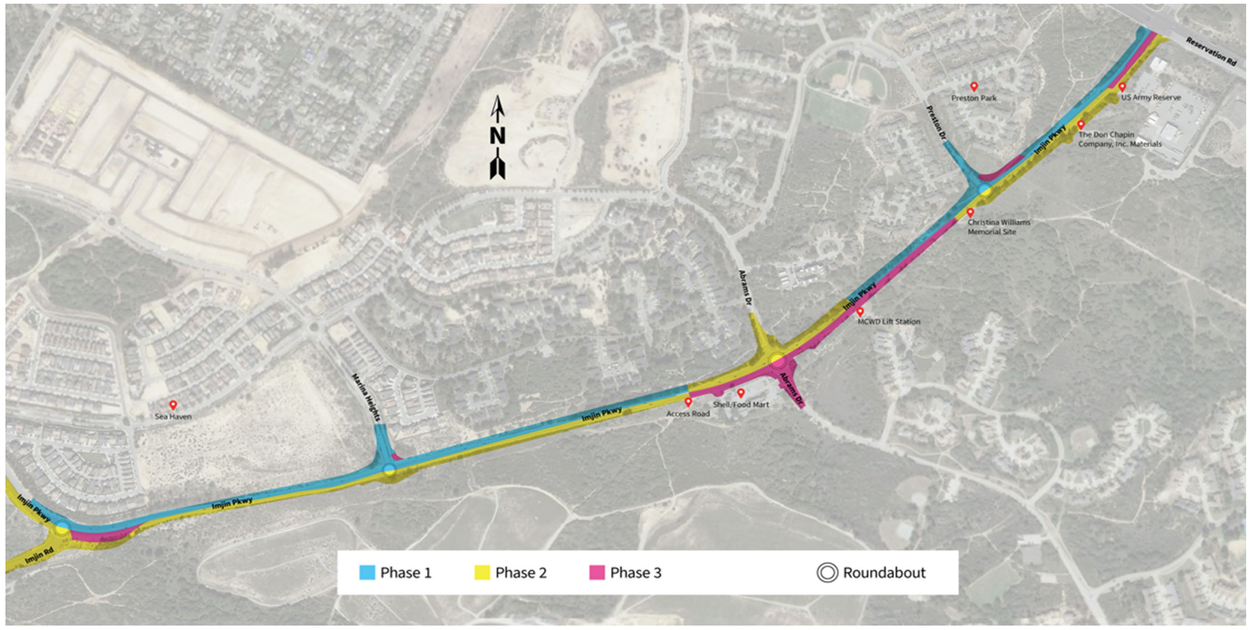
Marina Heights Drive Roundabout

Abrams Drive Roundabout

PROJECT TIMELINE

IMJIN PARKWAY WIDENING & ROUNDABOUT PROJECT

- BID OPENING – JANUARY 23, 2023
- START CONSTRUCTION – FEBRUARY 13, 2024
- PHASE 1 COMPLETE – FEBRUARY 27, 2025
- PHASE 2 COMPLETE – LATE SUMMER 2025
- PHASE 3 COMPLETE – EARLY 2026
- PHASE 4 COMPLETE – MAY 2026



Harris & Associates

Agenda Item: **10a**

Accounts Payable by G/L Distribution Report

Payment Date Range 05/23/25 - 05/23/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **120 - City Mgr/HR/Risk**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.120 - Utilities Comm Mobile & Pager**										
10603 - Verizon Wireless	6113145221	Monthly Verizon Bill-308174766	Paid by EFT # 6162		05/10/2025	05/20/2025	05/20/2025		05/23/2025	213.87
Account **6380.120 - Utilities Comm Mobile & Pager** Totals								Invoice Transactions 1		$213.87
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions 1		$213.87
Division **000 - Non-Div** Totals								Invoice Transactions 1		$213.87
Department **120 - City Mgr/HR/Risk** Totals								Invoice Transactions 1		$213.87
Department **130 - Finance**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.120 - Utilities Comm Mobile & Pager**										
10603 - Verizon Wireless	6113145221	Monthly Verizon Bill-308174766	Paid by EFT # 6162		05/10/2025	05/20/2025	05/20/2025		05/23/2025	102.86
Account **6380.120 - Utilities Comm Mobile & Pager** Totals								Invoice Transactions 1		$102.86
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions 1		$102.86
Division **000 - Non-Div** Totals								Invoice Transactions 1		$102.86
Department **130 - Finance** Totals								Invoice Transactions 1		$102.86
Department **150 - City Attorney**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.450 - Prof Svc Legal - City Attorney Other Svc**										
10257 - Goldfarb & Lipman	482986	The Dunes - April 2025	Paid by EFT # 6157		05/14/2025	05/15/2025	05/15/2025		05/23/2025	985.50
10257 - Goldfarb & Lipman	482985	General - April 2025	Paid by EFT # 6157		05/14/2025	05/15/2025	05/15/2025		05/23/2025	146.00
Account **6300.450 - Prof Svc Legal - City Attorney Other Svc** Totals								Invoice Transactions 2		$1,131.50
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions 2		$1,131.50
Division **000 - Non-Div** Totals								Invoice Transactions 2		$1,131.50
Department **150 - City Attorney** Totals								Invoice Transactions 2		$1,131.50
Department **190 - Citywide Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6150.500 - Medical Vision**										
10607 - Vision Service Plan	05-01-25	VSP Adjustment (05.2025)	Paid by Check # 106994		05/01/2025	05/01/2025	05/01/2025		05/23/2025	21.84
10607 - Vision Service Plan	05-01-.25	VSP - COBRA 05.2025	Paid by Check # 106994		05/01/2025	05/01/2025	05/01/2025		05/23/2025	68.43
Account **6150.500 - Medical Vision** Totals								Invoice Transactions 2		$90.27

Accounts Payable by G/L Distribution Report

Payment Date Range 05/23/25 - 05/23/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **190 - Citywide Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.150 - Utilities Comm Phone System**										
10758 - AT & T CALNET3	000023486092	CALNET3-9391023491 (884-9654)	Paid by Check # 106963		05/15/2025	05/20/2025	05/20/2025		05/23/2025	92.75
10758 - AT & T CALNET3	000023486086	CALNET3-9391023485 (884-2573)	Paid by Check # 106963		05/15/2025	05/20/2025	05/20/2025		05/23/2025	33.00
10758 - AT & T CALNET3	000023486084	CALNET3-9391023485 (884-2573)	Paid by Check # 106963		05/15/2025	05/20/2025	05/20/2025		05/23/2025	31.75
10758 - AT & T CALNET3	000023486091	CALNET3-9391023490 (884-9568)	Paid by Check # 106963		05/15/2025	05/20/2025	05/20/2025		05/23/2025	60.39
			Account **6380.150 - Utilities Comm Phone System** Totals					Invoice Transactions	4	$217.89
Account **6380.300 - Utilities Gas & Electric**										
10463 - Pacific Gas & Electric	May 2025 683-2	PG&E 6217294683-2	Paid by Check # 106983		05/15/2025	05/20/2025	05/20/2025		05/23/2025	189.50
			Account **6380.300 - Utilities Gas & Electric** Totals					Invoice Transactions	1	$189.50
Account **6400.565 - Material & Suppl Office Supplies**										
12248 - Blue Triton Brands Inc	25D872033978 3	Water Cooler Rentals and Replacement Water	Paid by Check # 106965		05/14/2025	05/19/2025	05/19/2025		05/23/2025	185.86
			Account **6400.565 - Material & Suppl Office Supplies** Totals					Invoice Transactions	1	$185.86
Account **6600.010 - Other Charges Alarm**										
10239 - First Alarm	887261	Alarm Monitoring - 3200 Del Monte Blvd June-Aug 2025	Paid by EFT # 6156		05/15/2025	05/15/2025	05/15/2025		05/23/2025	182.58
10239 - First Alarm	884849	Alarm Monitoring - 211 Hillcrest Ave Audio/Visual Room	Paid by EFT # 6156		05/15/2025	05/15/2025	05/15/2025		05/23/2025	113.67
10981 - Sentry Alarm Systems of America, Inc.	2283482	Alarm Monitoring - Sports Center - Jun-Aug 2025	Paid by Check # 106987		05/15/2025	05/15/2025	05/15/2025		05/23/2025	285.00
10981 - Sentry Alarm Systems of America, Inc.	133128	Sports Center Service Charge	Paid by Check # 106987		04/30/2025	05/15/2025	05/15/2025		05/23/2025	250.00
			Account **6600.010 - Other Charges Alarm** Totals					Invoice Transactions	4	$831.25
Account **6600.090 - Other Charges Claims, Judgments, Damages**										
10375 - MBASIA-Monterey Bay Area Self Insurance Authority	May2025 600-1	MBASIA - Claim for Payment	Paid by Check # 106978		04/28/2025	05/06/2025	05/06/2025		05/23/2025	177.40
			Account **6600.090 - Other Charges Claims, Judgments, Damages** Totals					Invoice Transactions	1	$177.40
			Sub-Division **00 - Non-Subdiv** Totals					Invoice Transactions	13	$1,692.17
			Division **000 - Non-Div** Totals					Invoice Transactions	13	$1,692.17
			Department **190 - Citywide Non-Dept** Totals					Invoice Transactions	13	$1,692.17

Accounts Payable by G/L Distribution Report

Payment Date Range 05/23/25 - 05/23/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **210 - Police**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
10143 - Civicplus	337087	Next Request Annual Fee 7/1/25 - 6/30/26	Paid by EFT # 6154		07/01/2025	07/31/2025	05/19/2025		05/23/2025	10,067.40
10143 - Civicplus	337081	Emergency Mass Notification 7/1/25 - 6/30/26	Paid by EFT # 6154		07/01/2025	07/31/2025	05/15/2025		05/23/2025	9,450.00
10143 - Civicplus	337075	Social Media Archiving 7/1/25 - 6/30/26	Paid by EFT # 6154		07/01/2025	07/31/2025	05/15/2025		05/23/2025	7,547.40
12065 - Hasco Stations, LLC	HCL-021467-25	Car Wash	Paid by Check # 106974		05/15/2025	05/20/2025	05/20/2025		05/23/2025	119.00
11764 - Kurt Ashley / Secure Solutions	001694	Background - Macias, Joshua	Paid by Check # 106975		05/15/2025	05/15/2025	05/15/2025		05/23/2025	1,540.00
10326 - Language Line, LLC	11585498	Translation	Paid by Check # 106976		04/30/2025	05/12/2025	05/12/2025		05/23/2025	273.54
10456 - Shred-it USA - Stericycle, Inc.	8010805423	Shredding - Onsite	Paid by Check # 106988		05/18/2025	05/20/2025	05/20/2025		05/23/2025	172.61
				Account **6300.570 - Prof Svc Other** Totals			Invoice Transactions	7		$29,169.95
Account **6360.050 - Maint & Repairs Building**										
10239 - First Alarm	887264	Monitoring	Paid by EFT # 6156		05/15/2025	05/15/2025	05/15/2025		05/23/2025	218.82
10239 - First Alarm	887645	Service Call and labor - Ticket 230043	Paid by EFT # 6156		05/19/2025	05/20/2025	05/20/2025		05/23/2025	767.50
				Account **6360.050 - Maint & Repairs Building** Totals			Invoice Transactions	2		$986.32
Account **6380.150 - Utilities Comm Phone System**										
10053 - AT & T	May 2025 0676	Acct # 325820676	Paid by Check # 106962		05/13/2025	05/20/2025	05/20/2025		05/23/2025	204.31
10758 - AT & T CALNET3	0023486080	Acct # 9391023478	Paid by Check # 106963		05/15/2025	05/15/2025	05/12/2025		05/23/2025	61.95
				Account **6380.150 - Utilities Comm Phone System** Totals			Invoice Transactions	2		$266.26
Account **6380.500 - Utilities Water & Sewer**										
10349 - Marina Coast Water District	Apr 2025 74-000	Acct # 014874-000	Paid by Check # 106977		04/28/2025	05/12/2025	05/12/2025		05/23/2025	162.07
				Account **6380.500 - Utilities Water & Sewer** Totals			Invoice Transactions	1		$162.07
Account **6400.565 - Material & Suppl Office Supplies**										
10498 - Quill Corporation	43963178	Office Supplies	Paid by Check # 106985		05/01/2025	05/12/2025	05/12/2025		05/23/2025	81.13
10498 - Quill Corporation	44006817	Office Supplies	Paid by Check # 106985		05/06/2025	05/15/2025	05/15/2025		05/23/2025	92.85
10498 - Quill Corporation	44002984	Office Supplies	Paid by Check # 106985		05/05/2025	05/15/2025	05/15/2025		05/23/2025	118.31
				Account **6400.565 - Material & Suppl Office Supplies** Totals			Invoice Transactions	3		$292.29

Accounts Payable by G/L Distribution Report

Payment Date Range 05/23/25 - 05/23/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **210 - Police**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6400.720 - Material & Suppl Safety Equip**										
10727 - Ace Hardware-Public Safety	091412	Supplies - Broom	Paid by Check # 106961		05/13/2025	05/13/2025	05/12/2025		05/23/2025	27.30
Account **6400.720 - Material & Suppl Safety Equip** Totals								Invoice Transactions 1		$27.30
Account **6400.800 - Material & Suppl Uniform**										
10309 - Salinas Valley Pro Squad	217	Uniform - Sievers	Paid by Check # 106986		04/21/2025	05/12/2025	05/12/2025		05/23/2025	1,324.02
10566 - Symbol Arts	0531052	"Of the Year" badges	Paid by Check # 106989		05/19/2025	05/20/2025	05/20/2025		05/23/2025	328.56
Account **6400.800 - Material & Suppl Uniform** Totals								Invoice Transactions 2		$1,652.58
Account **6600.455 - Other Charges Leased Parking**										
12070 - Open Road Investors, LLC	1049	Monthly Parking Lot Rent	Paid by Check # 106982		05/21/2025	05/21/2025	05/21/2025		05/23/2025	1,600.00
Account **6600.455 - Other Charges Leased Parking** Totals								Invoice Transactions 1		$1,600.00
Account **6600.465 - Other Charges Live Scan**										
10193 - California Department of Justice	813427	Livescans	Paid by Check # 106968		05/05/2025	05/12/2025	05/12/2025		05/23/2025	192.00
Account **6600.465 - Other Charges Live Scan** Totals								Invoice Transactions 1		$192.00
Account **6600.485 - Other Charges Medical Svc - Investigations**										
10776 - Central Valley Toxicology	340687	CVT-25-2628	Paid by Check # 106970		04/18/2025	05/20/2025	05/20/2025		05/23/2025	222.00
Account **6600.485 - Other Charges Medical Svc - Investigations** Totals								Invoice Transactions 1		$222.00
Account **6600.625 - Other Charges Printing Svc**										
12091 - MP EXPRESS, INC.	77817	PD Logo Envelopes	Paid by Check # 106981		05/12/2025	05/12/2025	05/12/2025		05/23/2025	961.97
Account **6600.625 - Other Charges Printing Svc** Totals								Invoice Transactions 1		$961.97
Account **6600.850 - Other Charges K9 / Animal Supplies & Vet Svc**										
12245 - BLUEPEARL CALIFORNIA VETERINARY PRACTICE ENTITY, P	177702	other Vet Service; emergency	Paid by Check # 106966		05/04/2025	05/12/2025	05/12/2025		05/23/2025	58.42
Account **6600.850 - Other Charges K9 / Animal Supplies & Vet Svc** Totals								Invoice Transactions 1		$58.42
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions 23		$35,591.16
Division **000 - Non-Div** Totals								Invoice Transactions 23		$35,591.16
Department **210 - Police** Totals								Invoice Transactions 23		$35,591.16

Accounts Payable by G/L Distribution Report

Payment Date Range 05/23/25 - 05/23/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **250 - Fire**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.344 - Maint & Repairs IT - Office Equip & PC Upgrades**										
10623 - Xerox Financial Services	40511689	FD Monthly Copier Charges 05/03/25-06/02/25	Paid by Check # 106992		05/19/2025	05/19/2025	05/19/2025		05/23/2025	257.13
Account **6360.344 - Maint & Repairs IT - Office Equip & PC Upgrades** Totals								Invoice Transactions	1	$257.13
Account **6400.740 - Material & Suppl Special Dept Suppl**										
10129 - Cintas Corporation	4218287408	Towel - Microfiber Towel	Paid by Check # 106971		01/17/2025	05/21/2025	05/21/2025		05/23/2025	159.99
10129 - Cintas Corporation	4219743170	Towel - Microfiber Towel	Paid by Check # 106971		01/31/2025	05/21/2025	05/21/2025		05/23/2025	159.99
10129 - Cintas Corporation	4221224468	Towel - Microfiber Towel	Paid by Check # 106971		02/14/2025	05/21/2025	05/21/2025		05/23/2025	159.99
10129 - Cintas Corporation	4222741268	Towel - Microfiber Towel	Paid by Check # 106971		02/28/2025	05/21/2025	05/21/2025		05/23/2025	159.99
10129 - Cintas Corporation	4224163915	Towel - Microfiber Towel	Paid by Check # 106971		03/14/2025	05/21/2025	05/21/2025		05/23/2025	159.99
10129 - Cintas Corporation	4225458328	Towel - Microfiber Towel	Paid by Check # 106971		03/27/2025	05/21/2025	05/21/2025		05/23/2025	159.99
10129 - Cintas Corporation	4227133332	Towel - Microfiber Towel	Paid by Check # 106971		04/11/2025	05/21/2025	05/21/2025		05/23/2025	159.99
10129 - Cintas Corporation	4228600887	Towel - Microfiber Towel	Paid by Check # 106971		04/25/2025	05/21/2025	05/21/2025		05/23/2025	159.99
10129 - Cintas Corporation	4230060174	Towel - Microfiber Towel	Paid by Check # 106971		05/09/2025	05/21/2025	05/21/2025		05/23/2025	159.99
Account **6400.740 - Material & Suppl Special Dept Suppl** Totals								Invoice Transactions	9	$1,439.91
Account **6600.455 - Other Charges Leased Parking**										
12070 - Open Road Investors, LLC	1049	Monthly Parking Lot Rent	Paid by Check # 106982		05/21/2025	05/21/2025	05/21/2025		05/23/2025	400.00
Account **6600.455 - Other Charges Leased Parking** Totals								Invoice Transactions	1	$400.00
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	11	$2,097.04
Division **000 - Non-Div** Totals								Invoice Transactions	11	$2,097.04
Department **250 - Fire** Totals								Invoice Transactions	11	$2,097.04
Department **310 - Public Works**										
Division **311 - Buildings & Grounds**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.065 - Maint & Repairs Bdg NonFlagship**										
10250 - Gavilan Pest Control	0170042	2660 5th Ave	Paid by Check # 106973		05/06/2025	05/12/2025	05/12/2025		05/23/2025	105.00
10250 - Gavilan Pest Control	0170242	3260 Imjin Rd	Paid by Check # 106973		05/06/2025	05/12/2025	05/12/2025		05/23/2025	90.00

Accounts Payable by G/L Distribution Report

Payment Date Range 05/23/25 - 05/23/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **310 - Public Works**										
Division **311 - Buildings & Grounds**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.065 - Maint & Repairs Bdg NonFlagship**										
10250 - Gavilan Pest Control	0170245	Multiple Locations	Paid by Check # 106973		05/07/2025	05/12/2025	05/12/2025		05/23/2025	1,825.00
Account **6360.065 - Maint & Repairs Bdg NonFlagship** Totals								Invoice Transactions	3	$2,020.00
Account **6360.440 - Maint & Repairs Landscape General**										
10952 - MuttMitt - ZW USA Inc.	763329	City MuttMitts	Paid by EFT # 6158		05/12/2025	05/12/2025	05/12/2025		05/23/2025	1,250.52
10952 - MuttMitt - ZW USA Inc.	759837	City muttmitts	Paid by EFT # 6158		04/21/2025	05/12/2025	05/12/2025		05/23/2025	1,250.52
Account **6360.440 - Maint & Repairs Landscape General** Totals								Invoice Transactions	2	$2,501.04
Account **6380.500 - Utilities Water & Sewer**										
10349 - Marina Coast Water District	Apr 2025 56-099	9th Street West of 2nd Ave	Paid by Check # 106977		04/28/2025	05/16/2025	05/16/2025		05/23/2025	2,376.64
10349 - Marina Coast Water District	Apr 2025 56-100	9th Street Irrigation Parcels L&M	Paid by Check # 106977		04/28/2025	05/16/2025	05/16/2025		05/23/2025	558.94
10349 - Marina Coast Water District	Apr 2025 56-102	9th St & 4th Ave	Paid by Check # 106977		04/28/2025	05/16/2025	05/16/2025		05/23/2025	210.01
10349 - Marina Coast Water District	Apr 2025 56-110	9th Street & 4th Ave	Paid by Check # 106977		04/28/2025	05/16/2025	05/16/2025		05/23/2025	363.31
10349 - Marina Coast Water District	Apr 2025 56-109	8th Street	Paid by Check # 106977		04/28/2025	05/16/2025	05/16/2025		05/23/2025	458.21
10349 - Marina Coast Water District	Apr 2025 56-108	Imjin Pkwy & Marina Heights	Paid by Check # 106977		04/28/2025	05/16/2025	05/16/2025		05/23/2025	283.01
10349 - Marina Coast Water District	Apr 2025 56-107	9th Street Irrigation	Paid by Check # 106977		04/28/2025	05/16/2025	05/16/2025		05/23/2025	683.04
10349 - Marina Coast Water District	Apr 2025 56-103	2940 Fifth Ave	Paid by Check # 106977		04/28/2025	05/16/2025	05/16/2025		05/23/2025	138.81
Account **6380.500 - Utilities Water & Sewer** Totals								Invoice Transactions	8	$5,071.97
Account **6400.630 - Material & Suppl Portable Toilet**										
10587 - United Rentals	INV-5328349	Beach Rd & Deforest Rd Windy Hill Park	Paid by Check # 106991		05/15/2025	05/16/2025	05/16/2025		05/23/2025	260.35
Account **6400.630 - Material & Suppl Portable Toilet** Totals								Invoice Transactions	1	$260.35
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	14	$9,853.36
Division **311 - Buildings & Grounds** Totals								Invoice Transactions	14	$9,853.36

Accounts Payable by G/L Distribution Report

Payment Date Range 05/23/25 - 05/23/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **310 - Public Works**										
Division **313 - Vehicle Maint**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.850 - Maint & Repairs Vehicle**										
10428 - Monterey Tire Service	1-124306	21 Chevy tahoe c1500	Paid by Check # 106980		05/10/2025	05/12/2025	05/12/2025		05/23/2025	740.64
Account **6360.850 - Maint & Repairs Vehicle** Totals							Invoice Transactions	1		$740.64
Sub-Division **00 - Non-Subdiv** Totals							Invoice Transactions	1		$740.64
Division **313 - Vehicle Maint** Totals							Invoice Transactions	1		$740.64
Department **310 - Public Works** Totals							Invoice Transactions	15		$10,594.00
Department **410 - Planning**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.610 - Prof Svc Planning - Consultant**										
10515 - Rincon Consultants, Inc.	65751	Marina Planning Support	Paid by EFT # 6160		05/19/2025	05/20/2025	05/20/2025		05/23/2025	717.25
10515 - Rincon Consultants, Inc.	65606	Marina on-call GIS Support	Paid by EFT # 6160		05/15/2025	05/20/2025	05/20/2025		05/23/2025	1,320.50
Account **6300.610 - Prof Svc Planning - Consultant** Totals							Invoice Transactions	2		$2,037.75
Account **6330.100 - Fee Agr Costs - Planning**										
10508 - Regional Government Services	18422	Marina Dunes Misc March	Paid by EFT # 6159		03/31/2025	05/21/2025	05/21/2025		05/23/2025	3,198.78
Account **6330.100 - Fee Agr Costs - Planning** Totals							Invoice Transactions	1		$3,198.78
Account **6380.120 - Utilities Comm Mobile & Pager**										
10603 - Verizon Wireless	6113145221	Monthly Verizon Bill-308174766	Paid by EFT # 6162		05/10/2025	05/20/2025	05/20/2025		05/23/2025	102.91
Account **6380.120 - Utilities Comm Mobile & Pager** Totals							Invoice Transactions	1		$102.91
Account **6600.490 - Other Charges Membership Prof Orgs**										
10783 - ParcelQuest	8589-5-2025	Parcel Quest Renewal	Paid by Check # 106984		05/20/2025	05/21/2025	05/21/2025		05/23/2025	2,399.00
Account **6600.490 - Other Charges Membership Prof Orgs** Totals							Invoice Transactions	1		$2,399.00
Sub-Division **00 - Non-Subdiv** Totals							Invoice Transactions	5		$7,738.44
Division **000 - Non-Div** Totals							Invoice Transactions	5		$7,738.44
Department **410 - Planning** Totals							Invoice Transactions	5		$7,738.44

Accounts Payable by G/L Distribution Report

Payment Date Range 05/23/25 - 05/23/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **420 - Engineering**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6500.700 - Training & Travel Training & Travel**										
11882 - Tyler Lewis - Employee	04-23-25	Training	Paid by Check # 106990		04/23/2025	05/12/2025	05/12/2025		05/23/2025	207.00
			Account **6500.700 - Training & Travel Training & Travel** Totals					Invoice Transactions	1	$207.00
			Sub-Division **00 - Non-Subdiv** Totals					Invoice Transactions	1	$207.00
			Division **000 - Non-Div** Totals					Invoice Transactions	1	$207.00
			Department **420 - Engineering** Totals					Invoice Transactions	1	$207.00
Department **510 - Recreation & Culture**										
Division **100 - Admin**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.150 - Utilities Comm Phone System**										
10053 - AT & T	May 2025 520 5	AT&T 831-582-9957 520 5	Paid by Check # 106962		05/13/2025	05/20/2025	05/20/2025		05/23/2025	468.04
			Account **6380.150 - Utilities Comm Phone System** Totals					Invoice Transactions	1	$468.04
Account **6500.700 - Training & Travel Training & Travel**										
12249 - California Association of Public Information Offic	24295	webinar fee	Paid by Check # 106967		05/19/2025	05/21/2025	05/21/2025		05/23/2025	45.00
			Account **6500.700 - Training & Travel Training & Travel** Totals					Invoice Transactions	1	$45.00
			Sub-Division **00 - Non-Subdiv** Totals					Invoice Transactions	2	$513.04
			Division **100 - Admin** Totals					Invoice Transactions	2	$513.04
			Department **510 - Recreation & Culture** Totals					Invoice Transactions	2	$513.04
			Fund **100 - General Fund** Totals					Invoice Transactions	74	$59,881.08

Accounts Payable by G/L Distribution Report

Payment Date Range 05/23/25 - 05/23/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **220 - Gas Tax**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.780 - Maint & Repairs Traffic Signals**										
11248 - Bear Electrical Solutions, Inc.	25485	Traffic Signal Maintenance Services	Paid by Check # 106964		01/31/2025	05/12/2025	05/12/2025		05/23/2025	250.00
11248 - Bear Electrical Solutions, Inc.	26523	Traffic signal maintenance response	Paid by Check # 106964		04/30/2025	05/16/2025	05/16/2025		05/23/2025	880.00
			Account **6360.780 - Maint & Repairs Traffic Signals** Totals				Invoice Transactions	2		$1,130.00
Account **6380.300 - Utilities Gas & Electric**										
10463 - Pacific Gas & Electric	May 2025 827-8	PG&E - 0423929827-8	Paid by Check # 106983		05/11/2025	05/20/2025	05/20/2025		05/23/2025	179.93
10463 - Pacific Gas & Electric	May 2025 535-3	PG&E - 6161832535-3	Paid by Check # 106983		05/11/2025	05/20/2025	05/20/2025		05/23/2025	311.85
10463 - Pacific Gas & Electric	May 2025 851-0	PG&E - 3440977851-0	Paid by Check # 106983		05/13/2025	05/20/2025	05/20/2025		05/23/2025	225.01
10463 - Pacific Gas & Electric	May 2025 683-2	PG&E 6217294683-2	Paid by Check # 106983		05/15/2025	05/20/2025	05/20/2025		05/23/2025	956.70
			Account **6380.300 - Utilities Gas & Electric** Totals				Invoice Transactions	4		$1,673.49
Account **6380.500 - Utilities Water & Sewer**										
10349 - Marina Coast Water District	Apr 2025 56-036	2nd Ave/Divarty & Intergarrison	Paid by Check # 106977		04/28/2025	05/16/2025	05/16/2025		05/23/2025	223.14
10349 - Marina Coast Water District	Apr 2025 56-037	2nd Ave	Paid by Check # 106977		04/28/2025	05/16/2025	05/16/2025		05/23/2025	223.14
10349 - Marina Coast Water District	Apr 2025 56-049	Imjin Rd (Irrigation Backflow Accts)	Paid by Check # 106977		04/28/2025	05/16/2025	05/16/2025		05/23/2025	223.14
10349 - Marina Coast Water District	Apr 2025 56-095	2nd Ave	Paid by Check # 106977		04/28/2025	05/16/2025	05/16/2025		05/23/2025	223.14
			Account **6380.500 - Utilities Water & Sewer** Totals				Invoice Transactions	4		$892.56
			Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	10		$3,696.05
			Division **000 - Non-Div** Totals				Invoice Transactions	10		$3,696.05
			Department **000 - Non-Dept** Totals				Invoice Transactions	10		$3,696.05
			Fund **220 - Gas Tax** Totals				Invoice Transactions	10		$3,696.05

Accounts Payable by G/L Distribution Report

Payment Date Range 05/23/25 - 05/23/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **251 - CFD - Locke Paddon**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.300 - Utilities Gas & Electric**										
10463 - Pacific Gas & Electric	April 2025 272-1	PG&E - 2862559272-1	Paid by Check # 106983		05/15/2025	05/20/2025	05/20/2025		05/23/2025	45.14
Account **6380.300 - Utilities Gas & Electric** Totals							Invoice Transactions	1		$45.14
Sub-Division **00 - Non-Subdiv** Totals							Invoice Transactions	1		$45.14
Division **000 - Non-Div** Totals							Invoice Transactions	1		$45.14
Department **000 - Non-Dept** Totals							Invoice Transactions	1		$45.14
Fund **251 - CFD - Locke Paddon** Totals							Invoice Transactions	1		$45.14

Accounts Payable by G/L Distribution Report

Payment Date Range 05/23/25 - 05/23/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **255 - Housing Assistance Fund**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6600.400 - Other Charges - Fees**										
10463 - Pacific Gas & Electric	May 2025 340-8	PG&E - 8376495340-8	Paid by Check # 106983		05/11/2025	05/20/2025	05/20/2025		05/23/2025	17.79
Account **6600.400 - Other Charges - Fees** Totals							Invoice Transactions 1			$17.79
Sub-Division **00 - Non-Subdiv** Totals							Invoice Transactions 1			$17.79
Division **000 - Non-Div** Totals							Invoice Transactions 1			$17.79
Department **000 - Non-Dept** Totals							Invoice Transactions 1			$17.79
Fund **255 - Housing Assistance Fund** Totals							Invoice Transactions 1			$17.79

Accounts Payable by G/L Distribution Report

Payment Date Range 05/23/25 - 05/23/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **462 - City Capital Projects**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
11364 - COAR Design Group	22826	Aquatic & Sports Center	Paid by EFT # 6155		05/14/2025	05/19/2025	05/19/2025		05/23/2025	202,499.00
11084 - EMC Planning Group	24-132-4	Locke Paddon Wetlands Community Park & Pond Management Plan	Paid by Check # 106972		01/31/2025	05/20/2025	05/20/2025		05/23/2025	632.03
11084 - EMC Planning Group	24-132-5	Locke Paddon Wetlands Community Park & Pond Management Plan	Paid by Check # 106972		02/28/2025	05/20/2025	05/20/2025		05/23/2025	684.33
10515 - Rincon Consultants, Inc.	65542	Marina Housing Element Update	Paid by EFT # 6160		05/15/2025	05/20/2025	05/20/2025		05/23/2025	3,103.50
10515 - Rincon Consultants, Inc.	65541	Marina Housing Element Update	Paid by EFT # 6160		05/15/2025	05/20/2025	05/20/2025		05/23/2025	4,095.00
				Account **6300.570 - Prof Svc Other** Totals			Invoice Transactions	5		$211,013.86
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions	5		$211,013.86
				Division **000 - Non-Div** Totals			Invoice Transactions	5		$211,013.86
				Department **000 - Non-Dept** Totals			Invoice Transactions	5		$211,013.86
				Fund **462 - City Capital Projects** Totals			Invoice Transactions	5		$211,013.86

Accounts Payable by G/L Distribution Report

Payment Date Range 05/23/25 - 05/23/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **555 - Marina Airport**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.120 - Utilities Comm Mobile & Pager**										
10603 - Verizon Wireless	6113145221	Monthly Verizon Bill-308174766	Paid by EFT # 6162		05/10/2025	05/20/2025	05/20/2025		05/23/2025	102.91
				Account **6380.120 - Utilities Comm Mobile & Pager** Totals				Invoice Transactions	1	$102.91
Account **6380.300 - Utilities Gas & Electric**										
10463 - Pacific Gas & Electric	May 2025 767-2	751 Neeson Rd Bldg 526 (2652040767-2)	Paid by Check # 106983		05/08/2025	05/27/2025	05/14/2025		05/23/2025	125.27
10463 - Pacific Gas & Electric	May 2025 288-5	781 Neeson Rd Bldg 520 (7175660288-5)	Paid by Check # 106983		05/08/2025	05/27/2025	05/14/2025		05/23/2025	400.53
10463 - Pacific Gas & Electric	May 2025 451-7	3271 Imjin Rd (8600650451-7)	Paid by Check # 106983		05/07/2025	05/14/2025	05/14/2025		05/23/2025	382.49
10463 - Pacific Gas & Electric	May 2025 347-0	3263 Imjin Rd. Bldg 519 (6258961347-0)	Paid by Check # 106983		05/07/2025	05/27/2025	05/14/2025		05/23/2025	841.74
10463 - Pacific Gas & Electric	May 2025 103-6	3200 Imjin Rd Bldg 507 (8030427103-6)	Paid by Check # 106983		05/07/2025	05/27/2025	05/14/2025		05/23/2025	4,198.30
10463 - Pacific Gas & Electric	April 2025 767-2	751 Neeson Rd Bldg 526 (2652040767-2)	Paid by Check # 106983		04/09/2025	05/14/2025	05/14/2025		05/23/2025	32.70
10463 - Pacific Gas & Electric	May 2025 683-2	PG&E 6217294683-2	Paid by Check # 106983		05/15/2025	05/20/2025	05/20/2025		05/23/2025	396.79
				Account **6380.300 - Utilities Gas & Electric** Totals				Invoice Transactions	7	$6,377.82
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	8	$6,480.73
				Division **000 - Non-Div** Totals				Invoice Transactions	8	$6,480.73
				Department **000 - Non-Dept** Totals				Invoice Transactions	8	$6,480.73
				Fund **555 - Marina Airport** Totals				Invoice Transactions	8	$6,480.73
				Grand Totals				Invoice Transactions	99	$281,134.65

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **110 - City Council**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6400.565 - Material & Suppl Office Supplies**										
11790 - Quality Print & Copy	24257	Business Cards - Bruce C. Delgado - 500	Paid by EFT # 6192		05/20/2025	05/27/2025	05/27/2025		05/30/2025	103.79
Account **6400.565 - Material & Suppl Office Supplies** Totals								Invoice Transactions	1	$103.79
Account **6600.630 - Other Charges Promotional Activities**										
12226 - Dan Landrum	04-21-2025	Namwon Friendship City Festival Greeting Video	Paid by Check # 107003		04/21/2025	05/27/2025	05/27/2025		05/30/2025	340.00
Account **6600.630 - Other Charges Promotional Activities** Totals								Invoice Transactions	1	$340.00
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	2	$443.79
Division **000 - Non-Div** Totals								Invoice Transactions	2	$443.79
Department **110 - City Council** Totals								Invoice Transactions	2	$443.79
Department **120 - City Mgr/HR/Risk**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.305 - Prof Svc HR - Citywide Recruit/Background**										
10074 - Bob Murray & Associates	11103	ACM Recruitment	Paid by Check # 106999		05/15/2025	05/27/2025	05/27/2025		05/30/2025	8,078.29
Account **6300.305 - Prof Svc HR - Citywide Recruit/Background** Totals								Invoice Transactions	1	$8,078.29
Account **6300.465 - Prof Svc Legal - Special Counsel**										
11505 - Shartsis Friese LLP	5508637	Professional Services - MPWSP - April 2025	Paid by Check # 107027		05/23/2025	05/23/2025	05/23/2025		05/30/2025	105,312.82
Account **6300.465 - Prof Svc Legal - Special Counsel** Totals								Invoice Transactions	1	$105,312.82
Account **6400.565 - Material & Suppl Office Supplies**										
10732 - Office Depot-General Account	423393165001	Office Depot	Paid by Check # 107018		05/12/2025	05/27/2025	05/27/2025		05/30/2025	700.05
10732 - Office Depot-General Account	423393156001	Office Depot	Paid by Check # 107018		05/12/2025	05/27/2025	05/27/2025		05/30/2025	432.63
10732 - Office Depot-General Account	423393155001	Office Depot	Paid by Check # 107018		05/12/2025	05/27/2025	05/27/2025		05/30/2025	85.20
Account **6400.565 - Material & Suppl Office Supplies** Totals								Invoice Transactions	3	$1,217.88
Account **6600.490 - Other Charges Membership Prof Orgs**										
10739 - League of CA Cities-Monterey Bay Division	8347	Monterey Bay Division Membership Dues - 2025	Paid by Check # 107013		05/20/2025	05/27/2025	05/27/2025		05/30/2025	300.00
Account **6600.490 - Other Charges Membership Prof Orgs** Totals								Invoice Transactions	1	$300.00
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	6	$114,908.99
Division **000 - Non-Div** Totals								Invoice Transactions	6	$114,908.99
Department **120 - City Mgr/HR/Risk** Totals								Invoice Transactions	6	$114,908.99

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **190 - Citywide Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6150.500 - Medical Vision**										
10607 - Vision Service Plan	06.-01-25	VSP Adjustment (06.2025)	Paid by Check # 107035		06/01/2025	06/01/2025	06/01/2025		05/30/2025	(160.63)
10607 - Vision Service Plan	.06-01-25	VSP COBRA (06.2025)	Paid by Check # 107035		06/01/2025	06/01/2025	06/01/2025		05/30/2025	68.43
				Account **6150.500 - Medical Vision** Totals				Invoice Transactions	2	($92.20)
Account **6170.400 - Other Benefits State Unempl Insur**										
10222 - Employment Development Department	L1094752720	Employment Development Department	Paid by Check # 107006		05/09/2025	05/27/2025	05/27/2025		05/30/2025	4,127.04
				Account **6170.400 - Other Benefits State Unempl Insur** Totals				Invoice Transactions	1	$4,127.04
Account **6300.570 - Prof Svc Other**										
10011 - Abbott's Pro-Power	203609	Repair for Toro Mower	Paid by Check # 106995		04/07/2025	05/28/2025	05/28/2025		05/30/2025	780.00
12208 - RAYA AUTOMOTIVE	2215	2021 Dodge Charger #822	Paid by Check # 107023		05/16/2025	05/28/2025	05/28/2025		05/30/2025	995.00
12208 - RAYA AUTOMOTIVE	2217	2020 Dodge Durango #817	Paid by Check # 107023		05/12/2025	05/28/2025	05/28/2025		05/30/2025	145.00
				Account **6300.570 - Prof Svc Other** Totals				Invoice Transactions	3	$1,920.00
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	6	$5,954.84
				Division **000 - Non-Div** Totals				Invoice Transactions	6	$5,954.84
				Department **190 - Citywide Non-Dept** Totals				Invoice Transactions	6	$5,954.84
Department **210 - Police**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.344 - Maint & Repairs IT - Office Equip & PC Upgrades**										
10623 - Xerox Financial Services	40537647	Printer Paper Tray 550 sheet non-serialized 5/21	Paid by Check # 107032		05/21/2025	05/22/2025	05/22/2025		05/30/2025	2.04
				Account **6360.344 - Maint & Repairs IT - Office Equip & PC Upgrades** Totals				Invoice Transactions	1	$2.04
Account **6360.360 - Maint & Repairs Janitorial**										
10080 - Branch's Janitorial	228923	Janitorial Service Police/Fire/Airport May 2025	Paid by EFT # 6186		05/23/2025	05/28/2025	05/28/2025		05/30/2025	1,308.00
				Account **6360.360 - Maint & Repairs Janitorial** Totals				Invoice Transactions	1	$1,308.00
Account **6360.570 - Maint & Repairs Other Svc Agr**										
10623 - Xerox Financial Services	40537648	Svc payment 5/10 - 6/09/25	Paid by Check # 107032		05/21/2025	05/22/2025	05/22/2025		05/30/2025	810.63
				Account **6360.570 - Maint & Repairs Other Svc Agr** Totals				Invoice Transactions	1	$810.63

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **210 - Police**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.850 - Maint & Repairs Vehicle**										
10677 - Richard Moreno - Employee	5-08-2025	Refund for Moreno - Motor Oil (5 Quart Jug)	Paid by Check # 107024		05/20/2025	05/20/2025	05/20/2025		05/30/2025	40.37
Account **6360.850 - Maint & Repairs Vehicle** Totals								Invoice Transactions	1	$40.37
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	4	$2,161.04
Division **000 - Non-Div** Totals								Invoice Transactions	4	$2,161.04
Department **210 - Police** Totals								Invoice Transactions	4	$2,161.04
Department **250 - Fire**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.070 - Maint & Repairs Bdg Public Safety**										
12151 - King garage doors inc.	022725	Fire Key Switch PD	Paid by Check # 107012		02/27/2025	05/23/2025	05/23/2025		05/30/2025	230.00
10459 - Overhead Door Company	149244	Station 1 Bay Door Repair	Paid by Check # 107020		04/02/2025	05/28/2025	05/28/2025		05/30/2025	2,611.84
Account **6360.070 - Maint & Repairs Bdg Public Safety** Totals								Invoice Transactions	2	$2,841.84
Account **6360.360 - Maint & Repairs Janitorial**										
10080 - Branch's Janitorial	228923	Janitorial Service Police/Fire/Airport May 2025	Paid by EFT # 6186		05/23/2025	05/28/2025	05/28/2025		05/30/2025	517.00
Account **6360.360 - Maint & Repairs Janitorial** Totals								Invoice Transactions	1	$517.00
Account **6400.740 - Material & Suppl Special Dept Suppl**										
10129 - Cintas Corporation	4231535565	Towel - Microfiber Towel	Paid by Check # 107001		05/23/2025	05/27/2025	05/27/2025		05/30/2025	159.99
10323 - L.N. Curtis & Sons	INV951843	Bigeasy Storage Pouch for Engine	Paid by EFT # 6190		05/27/2025	05/28/2025	05/28/2025		05/30/2025	43.93
10967 - Monterey Signs, Inc.	26582	Custom Die Cut Decal for Helmets	Paid by EFT # 6191		05/22/2025	05/23/2025	05/23/2025		05/30/2025	136.56
Account **6400.740 - Material & Suppl Special Dept Suppl** Totals								Invoice Transactions	3	$340.48
Account **6700.130 - Capital Outlay Vehicles**										
11402 - Rosenbauer Minnesota, LLC	80251	New Fire Truck Ladder	Paid by Check # 107025		05/20/2025	05/22/2025	05/22/2025		05/30/2025	440,077.00
Account **6700.130 - Capital Outlay Vehicles** Totals								Invoice Transactions	1	$440,077.00
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	7	$443,776.32
Division **000 - Non-Div** Totals								Invoice Transactions	7	$443,776.32
Department **250 - Fire** Totals								Invoice Transactions	7	$443,776.32

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **310 - Public Works**										
Division **311 - Buildings & Grounds**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.065 - Maint & Repairs Bdg NonFlagship**										
10728 - Ace Hardware-Public Works	091408	Tate Park	Paid by Check # 106996		05/13/2025	05/21/2025	05/21/2025		05/30/2025	58.95
10728 - Ace Hardware-Public Works	091341	Recreation	Paid by Check # 106996		05/05/2025	05/21/2025	05/21/2025		05/30/2025	8.19
10728 - Ace Hardware-Public Works	091340	Rec	Paid by Check # 106996		05/05/2025	05/21/2025	05/21/2025		05/30/2025	22.93
10728 - Ace Hardware-Public Works	091358	Annex	Paid by Check # 106996		05/07/2025	05/21/2025	05/21/2025		05/30/2025	4.36
10728 - Ace Hardware-Public Works	091369	Annex	Paid by Check # 106996		05/07/2025	05/21/2025	05/21/2025		05/30/2025	20.74
10728 - Ace Hardware-Public Works	091436	on call truck	Paid by Check # 106996		05/15/2025	05/21/2025	05/21/2025		05/30/2025	5.45
10728 - Ace Hardware-Public Works	091387	city Hall	Paid by Check # 106996		05/09/2025	05/21/2025	05/21/2025		05/30/2025	26.19
10728 - Ace Hardware-Public Works	091442	Community Center	Paid by Check # 106996		05/15/2025	05/21/2025	05/21/2025		05/30/2025	9.82
10728 - Ace Hardware-Public Works	091478	Rental Property	Paid by Check # 106996		05/21/2025	05/28/2025	05/28/2025		05/30/2025	16.38
10728 - Ace Hardware-Public Works	091467	Equestrian Center	Paid by Check # 106996		05/20/2025	05/28/2025	05/28/2025		05/30/2025	21.82
10728 - Ace Hardware-Public Works	091468	Reservation Property	Paid by Check # 106996		05/20/2025	05/28/2025	05/28/2025		05/30/2025	10.91
10728 - Ace Hardware-Public Works	090540	Supplies	Paid by Check # 106996		01/30/2025	05/28/2025	05/28/2025		05/30/2025	33.85
10728 - Ace Hardware-Public Works	090763	Supplies	Paid by Check # 106996		02/24/2025	05/28/2025	05/28/2025		05/30/2025	13.08
10728 - Ace Hardware-Public Works	090631	Supplies	Paid by Check # 106996		02/10/2025	05/28/2025	05/28/2025		05/30/2025	43.66
10034 - American Supply Co.	3061649	City Supplies	Paid by Check # 106997		05/22/2025	05/28/2025	05/28/2025		05/30/2025	1,553.54
10237 - Ferguson Enterprise , Inc. # 1423	5980784	Supplies townhouse	Paid by Check # 107007		05/20/2025	05/28/2025	05/28/2025		05/30/2025	878.72
10237 - Ferguson Enterprise , Inc. # 1423	5981916	Building 4495	Paid by Check # 107007		05/20/2025	05/28/2025	05/28/2025		05/30/2025	192.36
10275 - Home Depot Credit Service	May 2025 5 9813	Home Depot 6035 3225 0395 9813	Paid by Check # 107009		05/13/2025	05/21/2025	05/21/2025		05/30/2025	327.28
10368 - Martin's Irrigation Supply	676727	Backflow Vince DiMaggio	Paid by Check # 107015		05/14/2025	05/21/2025	05/21/2025		05/30/2025	2,271.49
10538 - Sherwin-Williams	2030-6	Facilities Community Center	Paid by Check # 107028		05/12/2025	05/21/2025	05/21/2025		05/30/2025	55.62

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **310 - Public Works**										
Division **311 - Buildings & Grounds**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.065 - Maint & Repairs Bdg NonFlagship**										
10538 - Sherwin-Williams	4610-3	Rental Unit	Paid by Check # 107028		05/27/2025	05/23/2025	05/23/2025		05/30/2025	550.78
Account **6360.065 - Maint & Repairs Bdg NonFlagship** Totals							Invoice Transactions		21	$6,126.12
Account **6360.070 - Maint & Repairs Bdg Public Safety**										
10275 - Home Depot Credit Service	May 2025 5 9813	Home Depot 6035 3225 0395 9813	Paid by Check # 107009		05/13/2025	05/21/2025	05/21/2025		05/30/2025	174.58
Account **6360.070 - Maint & Repairs Bdg Public Safety** Totals							Invoice Transactions		1	$174.58
Account **6360.440 - Maint & Repairs Landscape General**										
10011 - Abbott's Pro-Power	203609	Repair for Toro Mower	Paid by Check # 106995		04/07/2025	05/28/2025	05/28/2025		05/30/2025	1,266.01
Account **6360.440 - Maint & Repairs Landscape General** Totals							Invoice Transactions		1	$1,266.01
Account **6380.500 - Utilities Water & Sewer**										
10349 - Marina Coast Water District	May 2025 56-094	2660 5th Ave	Paid by Check # 107014		05/20/2025	05/21/2025	05/21/2025		05/30/2025	346.78
10349 - Marina Coast Water District	May 2025 56-098	3254 Abdy Way (Tate Park-Building)	Paid by Check # 107014		05/06/2025	05/21/2025	05/21/2025		05/30/2025	72.62
10349 - Marina Coast Water District	May 2025 56-034	3240 DeForest Rd	Paid by Check # 107014		05/06/2025	05/21/2025	05/21/2025		05/30/2025	140.57
10349 - Marina Coast Water District	May 2025 56-014	3200 Del Monte Blvd	Paid by Check # 107014		05/06/2025	05/21/2025	05/21/2025		05/30/2025	1,474.83
10349 - Marina Coast Water District	May 2025 56-011	3254 Abdy Way (Tate Park-Irrigation)	Paid by Check # 107014		05/06/2025	05/21/2025	05/21/2025		05/30/2025	213.54
10349 - Marina Coast Water District	May 2025 56-090	Locke Paddon Park	Paid by Check # 107014		05/20/2025	05/23/2025	05/23/2025		05/30/2025	122.01
10349 - Marina Coast Water District	May 2025 56-061	Reservation/Locke Paddon Park	Paid by Check # 107014		05/20/2025	05/23/2025	05/23/2025		05/30/2025	154.49
10349 - Marina Coast Water District	May 2025 56-046	3100 Preston Dr	Paid by Check # 107014		05/20/2025	05/23/2025	05/23/2025		05/30/2025	198.82
10349 - Marina Coast Water District	May 2025 56-045	3100 Preston Dr	Paid by Check # 107014		05/20/2025	05/23/2025	05/23/2025		05/30/2025	2,967.94
10349 - Marina Coast Water District	May 2025 56-042	3040 Lake Dr	Paid by Check # 107014		05/20/2025	05/28/2025	05/28/2025		05/30/2025	213.54
10349 - Marina Coast Water District	May 2025 56-006	188 Seaside Cir	Paid by Check # 107014		05/20/2025	05/28/2025	05/28/2025		05/30/2025	278.50
Account **6380.500 - Utilities Water & Sewer** Totals							Invoice Transactions		11	$6,183.64
Account **6400.737 - Material & Suppl Tools & Equip**										
10275 - Home Depot Credit Service	May 2025 5 9813	Home Depot 6035 3225 0395 9813	Paid by Check # 107009		05/13/2025	05/21/2025	05/21/2025		05/30/2025	8,225.50

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **310 - Public Works**										
Division **311 - Buildings & Grounds**										
Sub-Division **00 - Non-Subdiv**										
Account **6400.737 - Material & Suppl Tools & Equip**										
10591 - Urban Lumberjacks	23719	Replace rope on flag pole	Paid by Check # 107029		05/27/2025	05/28/2025	05/28/2025		05/30/2025	500.00
10599 - Valley Saw & Garden Equipment	410037	Chain	Paid by Check # 107030		05/21/2025	05/28/2025	05/28/2025		05/30/2025	35.00
			Account **6400.737 - Material & Suppl Tools & Equip** Totals					Invoice Transactions	3	$8,760.50
Account **6400.800 - Material & Suppl Uniform**										
12177 - Peter Kuck - Employee	05-16-25	Safety Glasses	Paid by Check # 107022		05/16/2025	05/28/2025	05/28/2025		05/30/2025	180.27
10043 - VESTIS GROUP, INC./(f/k/a ARAMARK UNIFORM & C	5110699544	PW Uniforms	Paid by Check # 107031		05/23/2025	05/23/2025	05/23/2025		05/30/2025	232.64
10043 - VESTIS GROUP, INC./(f/k/a ARAMARK UNIFORM & C	5110699545	PW Shop Supplies	Paid by Check # 107031		05/23/2025	05/23/2025	05/23/2025		05/30/2025	73.51
			Account **6400.800 - Material & Suppl Uniform** Totals					Invoice Transactions	3	$486.42
			Sub-Division **00 - Non-Subdiv** Totals					Invoice Transactions	40	$22,997.27
			Division **311 - Buildings & Grounds** Totals					Invoice Transactions	40	$22,997.27
Division **313 - Vehicle Maint**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.850 - Maint & Repairs Vehicle**										
10085 - Burton's Fire, Inc.	W82597	Unit E5412 2022 Rosenbauer Avenger 15178	Paid by EFT # 6187		05/22/2025	05/23/2025	05/23/2025		05/30/2025	363.39
10891 - Golden State Overnight Delivery Service	W50712	2004 Workstar 74 Unit 04-01	Paid by Check # 107008		05/27/2025	05/23/2025	05/23/2025		05/30/2025	9,813.83
10428 - Monterey Tire Service	1-124445	21 Dodge Charger PD 822	Paid by Check # 107017		05/15/2025	05/21/2025	05/21/2025		05/30/2025	39.92
12208 - RAYA AUTOMOTIVE	2215	2021 Dodge Charger #822	Paid by Check # 107023		05/16/2025	05/28/2025	05/28/2025		05/30/2025	1,035.48
12208 - RAYA AUTOMOTIVE	2217	2020 Dodge Durango #817	Paid by Check # 107023		05/12/2025	05/28/2025	05/28/2025		05/30/2025	409.68
			Account **6360.850 - Maint & Repairs Vehicle** Totals					Invoice Transactions	5	$11,662.30
			Sub-Division **00 - Non-Subdiv** Totals					Invoice Transactions	5	$11,662.30
			Division **313 - Vehicle Maint** Totals					Invoice Transactions	5	$11,662.30
			Department **310 - Public Works** Totals					Invoice Transactions	45	$34,659.57

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **410 - Planning**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.610 - Prof Svc Planning - Consultant**										
11710 - HdL Coren & Cone	SIN047259	Cannabis Management Program	Paid by EFT # 6189		01/31/2025	05/27/2025	05/27/2025		05/30/2025	250.00
Account **6300.610 - Prof Svc Planning - Consultant** Totals								Invoice Transactions	1	$250.00
Account **6330.100 - Fee Agr Costs - Planning**										
10316 - Kimley-Horn & Associates, Inc.	31748012	Marina Station Traffic	Paid by Check # 107011		04/30/2025	05/28/2025	05/28/2025		05/30/2025	10,834.00
10316 - Kimley-Horn & Associates, Inc.	097789125-0425	Marina Station COA	Paid by Check # 107011		04/30/2025	05/28/2025	05/28/2025		05/30/2025	6,722.00
Account **6330.100 - Fee Agr Costs - Planning** Totals								Invoice Transactions	2	$17,556.00
Account **6400.565 - Material & Suppl Office Supplies**										
11790 - Quality Print & Copy	24265	Post Cards	Paid by EFT # 6192		05/20/2025	05/21/2025	05/21/2025		05/30/2025	261.91
Account **6400.565 - Material & Suppl Office Supplies** Totals								Invoice Transactions	1	$261.91
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	4	$18,067.91
Division **000 - Non-Div** Totals								Invoice Transactions	4	$18,067.91
Department **410 - Planning** Totals								Invoice Transactions	4	$18,067.91
Department **420 - Engineering**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.180 - Prof Svc Eng Svc- Rev Funded Inspection**										
10316 - Kimley-Horn & Associates, Inc.	31748020	Sea Haven Phase 5B Review	Paid by Check # 107011		04/30/2025	05/28/2025	05/28/2025		05/30/2025	18,930.00
Account **6300.180 - Prof Svc Eng Svc- Rev Funded Inspection** Totals								Invoice Transactions	1	$18,930.00
Account **6330.200 - Fee Agr Costs - Engineering**										
10316 - Kimley-Horn & Associates, Inc.	31778345	Marina Dev Review	Paid by Check # 107011		04/30/2025	05/28/2025	05/28/2025		05/30/2025	6,875.88
Account **6330.200 - Fee Agr Costs - Engineering** Totals								Invoice Transactions	1	$6,875.88
Account **6400.565 - Material & Suppl Office Supplies**										
10734 - Office Depot-Public Works Dept.	420776033001	Office Supplies	Paid by Check # 107019		05/06/2025	05/20/2025	05/20/2025		05/30/2025	26.21
10734 - Office Depot-Public Works Dept.	422603934001	Office Supplies	Paid by Check # 107019		05/02/2025	05/20/2025	05/20/2025		05/30/2025	229.17
10734 - Office Depot-Public Works Dept.	422603934002	Office Supplies	Paid by Check # 107019		05/05/2025	05/20/2025	05/20/2025		05/30/2025	168.96
10734 - Office Depot-Public Works Dept.	422603939001	Office Supplies Corp Yard	Paid by Check # 107019		05/02/2025	05/21/2025	05/21/2025		05/30/2025	88.59
10734 - Office Depot-Public Works Dept.	423135459001	Office Supplies	Paid by Check # 107019		05/12/2025	05/23/2025	05/23/2025		05/30/2025	104.84

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **420 - Engineering**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6400.565 - Material & Suppl Office Supplies**										
10734 - Office Depot-Public Works Dept.	424055637001	Office Supplies Annex	Paid by Check # 107019		05/14/2025	05/28/2025	05/28/2025		05/30/2025	313.93
10734 - Office Depot-Public Works Dept.	424055890001	Office Supplies Annex	Paid by Check # 107019		05/14/2025	05/28/2025	05/28/2025		05/30/2025	17.58
				Account **6400.565 - Material & Suppl Office Supplies** Totals				Invoice Transactions	7	$949.28
Account **6500.700 - Training & Travel Training & Travel**										
12195 - DKF SOLUTIONS GROUP LLC	22861	Training	Paid by Check # 107005		05/07/2025	05/28/2025	05/28/2025		05/30/2025	2,948.50
				Account **6500.700 - Training & Travel Training & Travel** Totals				Invoice Transactions	1	$2,948.50
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	10	$29,703.66
				Division **000 - Non-Div** Totals				Invoice Transactions	10	$29,703.66
				Department **420 - Engineering** Totals				Invoice Transactions	10	$29,703.66
Department **510 - Recreation & Culture**										
Division **100 - Admin**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.360 - Maint & Repairs Janitorial**										
10080 - Branch's Janitorial	228921	Custodial Service for May 2025	Paid by EFT # 6186		05/23/2025	05/29/2025	05/29/2025		05/30/2025	906.47
				Account **6360.360 - Maint & Repairs Janitorial** Totals				Invoice Transactions	1	$906.47
Account **6380.150 - Utilities Comm Phone System**										
10603 - Verizon Wireless	6113748507	542484588-00001	Paid by EFT # 6194		05/17/2025	05/29/2025	05/29/2025		05/30/2025	415.36
				Account **6380.150 - Utilities Comm Phone System** Totals				Invoice Transactions	1	$415.36
Account **6400.651 - Material & Suppl Recr Donation - Spec Recr Prog**										
11784 - John Upshaw John Upshaw - DJ Monterey	06-07-25	Windy Hill Opening Event	Paid by Check # 107033		04/28/2025	05/22/2025	05/22/2025		05/30/2025	600.00
				Account **6400.651 - Material & Suppl Recr Donation - Spec Recr Prog** Totals				Invoice Transactions	1	$600.00
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	3	$1,921.83
				Division **100 - Admin** Totals				Invoice Transactions	3	$1,921.83
Division **511 - Youth**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.360 - Maint & Repairs Janitorial**										
10080 - Branch's Janitorial	228921	Custodial Service for May 2025	Paid by EFT # 6186		05/23/2025	05/29/2025	05/29/2025		05/30/2025	350.00
				Account **6360.360 - Maint & Repairs Janitorial** Totals				Invoice Transactions	1	$350.00
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	1	$350.00
				Division **511 - Youth** Totals				Invoice Transactions	1	$350.00

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **510 - Recreation & Culture**										
Division **512 - Teen**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.360 - Maint & Repairs Janitorial**										
10080 - Branch's Janitorial	228921	Custodial Service for May 2025	Paid by EFT # 6186		05/23/2025	05/29/2025	05/29/2025		05/30/2025	474.00
Account **6360.360 - Maint & Repairs Janitorial** Totals								Invoice Transactions	1	$474.00
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	1	$474.00
Division **512 - Teen** Totals								Invoice Transactions	1	$474.00
Division **513 - Senior**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.360 - Maint & Repairs Janitorial**										
10080 - Branch's Janitorial	228921	Custodial Service for May 2025	Paid by EFT # 6186		05/23/2025	05/29/2025	05/29/2025		05/30/2025	329.00
Account **6360.360 - Maint & Repairs Janitorial** Totals								Invoice Transactions	1	$329.00
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	1	$329.00
Division **513 - Senior** Totals								Invoice Transactions	1	$329.00
Department **510 - Recreation & Culture** Totals								Invoice Transactions	6	$3,074.83
Fund **100 - General Fund** Totals								Invoice Transactions	90	$652,750.95

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **130 - Library Maintenance**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.060 - Maint & Repairs Bdg Library**										
10368 - Martin's Irrigation Supply	676650	Library	Paid by Check # 107015		05/13/2025	05/21/2025	05/21/2025		05/30/2025	309.48
10534 - Scudder Roofing Company	R70100-002	Plywood Replacement	Paid by Check # 107026		05/15/2025	05/21/2025	05/21/2025		05/30/2025	2,614.80
			Account **6360.060 - Maint & Repairs Bdg Library** Totals				Invoice Transactions 2			$2,924.28
			Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions 2			$2,924.28
			Division **000 - Non-Div** Totals				Invoice Transactions 2			$2,924.28
			Department **000 - Non-Dept** Totals				Invoice Transactions 2			$2,924.28
			Fund **130 - Library Maintenance** Totals				Invoice Transactions 2			$2,924.28

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **220 - Gas Tax**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.690 - Maint & Repairs Supplies**										
10275 - Home Depot Credit Service	May 2025 5 9813	Home Depot 6035 3225 0395 9813	Paid by Check # 107009		05/13/2025	05/21/2025	05/21/2025		05/30/2025	136.55
				Account **6360.690 - Maint & Repairs Supplies** Totals			Invoice Transactions	1		$136.55
Account **6360.780 - Maint & Repairs Traffic Signals**										
10728 - Ace Hardware-Public Works	091400	Streetlights	Paid by Check # 106996		05/12/2025	05/21/2025	05/21/2025		05/30/2025	27.28
				Account **6360.780 - Maint & Repairs Traffic Signals** Totals			Invoice Transactions	1		$27.28
Account **6380.300 - Utilities Gas & Electric**										
10463 - Pacific Gas & Electric	May 2025 329-1	430 Marina Heights Dr Unit A (2391581329-1)	Paid by Check # 107021		05/13/2025	05/21/2025	05/21/2025		05/30/2025	63.94
10463 - Pacific Gas & Electric	May 2025 080-9	5th Ave Bldg 1A-136 (3479881080-9)	Paid by Check # 107021		05/07/2025	05/28/2025	05/28/2025		05/30/2025	23.82
				Account **6380.300 - Utilities Gas & Electric** Totals			Invoice Transactions	2		$87.76
Account **6380.500 - Utilities Water & Sewer**										
10349 - Marina Coast Water District	May 2025 56-027	Calif Ave at Reindollar	Paid by Check # 107014		05/13/2025	05/21/2025	05/21/2025		05/30/2025	65.06
10349 - Marina Coast Water District	May 2025 56-086	Crescent Ave/Sirena Del Mar Irrigation	Paid by Check # 107014		05/06/2025	05/21/2025	05/21/2025		05/30/2025	50.75
10349 - Marina Coast Water District	May 2025 56-085	Crescent/Whitney Irrigation	Paid by Check # 107014		05/06/2025	05/21/2025	05/21/2025		05/30/2025	42.29
10349 - Marina Coast Water District	May 2025 56-084	Crescent/Shuler/Irrigation	Paid by Check # 107014		05/06/2025	05/21/2025	05/21/2025		05/30/2025	42.29
10349 - Marina Coast Water District	May 2025 56-032	Crescent Ave/Costa Del Mar East Side	Paid by Check # 107014		05/06/2025	05/21/2025	05/21/2025		05/30/2025	122.01
10349 - Marina Coast Water District	May 2025 56-030	Crescent Ave/Reser Rd/Ramada Inn	Paid by Check # 107014		05/06/2025	05/21/2025	05/21/2025		05/30/2025	65.06
10349 - Marina Coast Water District	May 2025 56-008	Reservation & Del Monte	Paid by Check # 107014		05/06/2025	05/21/2025	05/21/2025		05/30/2025	42.29
10349 - Marina Coast Water District	May 2025 56-040	Hilo Ave	Paid by Check # 107014		05/20/2025	05/28/2025	05/28/2025		05/30/2025	42.29
10349 - Marina Coast Water District	May 2025 56-028	California at Jerry Ct	Paid by Check # 107014		05/20/2025	05/28/2025	05/28/2025		05/30/2025	65.06
				Account **6380.500 - Utilities Water & Sewer** Totals			Invoice Transactions	9		$537.10
Account **6400.155 - Material & Suppl Dump Fees**										
10427 - Monterey Regional Waste Management District	4155749	Sweeper	Paid by Check # 107016		09/06/2024	05/20/2025	05/20/2025		05/30/2025	29.61
10427 - Monterey Regional Waste Management District	4223115	Public Works	Paid by Check # 107016		12/17/2024	05/20/2025	05/20/2025		05/30/2025	62.04
10427 - Monterey Regional Waste Management District	4223521	Public Works	Paid by Check # 107016		12/18/2024	05/20/2025	05/20/2025		05/30/2025	43.24

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **220 - Gas Tax**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6400.155 - Material & Suppl Dump Fees**										
10427 - Monterey Regional Waste Management District	4223914	Sweeper	Paid by Check # 107016		12/18/2024	05/20/2025	05/20/2025		05/30/2025	45.12
10427 - Monterey Regional Waste Management District	4224428	Park VDM	Paid by Check # 107016		12/19/2024	05/20/2025	05/20/2025		05/30/2025	45.12
10427 - Monterey Regional Waste Management District	4224822	Public Works	Paid by Check # 107016		12/19/2024	05/20/2025	05/20/2025		05/30/2025	63.92
10427 - Monterey Regional Waste Management District	4225394	Public Works	Paid by Check # 107016		12/20/2024	05/20/2025	05/20/2025		05/30/2025	54.52
10427 - Monterey Regional Waste Management District	4237521	City Trash	Paid by Check # 107016		01/10/2025	05/20/2025	05/20/2025		05/30/2025	541.31
10427 - Monterey Regional Waste Management District	4266003	Fridge	Paid by Check # 107016		02/24/2025	05/20/2025	05/20/2025		05/30/2025	40.00
10427 - Monterey Regional Waste Management District	4279590	Public Works	Paid by Check # 107016		03/18/2025	05/20/2025	05/20/2025		05/30/2025	38.07
			Account **6400.155 - Material & Suppl Dump Fees** Totals					Invoice Transactions	10	$962.95
Account **6400.733 - Material & Suppl Signs**										
10728 - Ace Hardware-Public Works	091381	Streets	Paid by Check # 106996		05/08/2025	05/21/2025	05/21/2025		05/30/2025	5.20
10728 - Ace Hardware-Public Works	091361	Street signs	Paid by Check # 106996		05/07/2025	05/21/2025	05/21/2025		05/30/2025	21.83
10108 - Capitol Barricade, Inc.	177684	No outlet, End, W2-6, R3-18, Arrows	Paid by Check # 107000		05/20/2025	05/21/2025	05/21/2025		05/30/2025	2,026.80
10108 - Capitol Barricade, Inc.	177683	Stop Signs, ADA sign, No Parking Anytime	Paid by Check # 107000		05/20/2025	05/21/2025	05/21/2025		05/30/2025	1,339.14
			Account **6400.733 - Material & Suppl Signs** Totals					Invoice Transactions	4	$3,392.97
Account **6400.737 - Material & Suppl Tools & Equip**										
10728 - Ace Hardware-Public Works	091404	Streets	Paid by Check # 106996		05/13/2025	05/21/2025	05/21/2025		05/30/2025	80.78
10728 - Ace Hardware-Public Works	091367	Streets	Paid by Check # 106996		05/07/2025	05/21/2025	05/21/2025		05/30/2025	27.30
			Account **6400.737 - Material & Suppl Tools & Equip** Totals					Invoice Transactions	2	$108.08
Account **6400.740 - Material & Suppl Special Dept Suppl**										
12248 - Blue Triton Brands Inc	15D8720337299	209 Cypress Ave	Paid by Check # 106998		05/16/2025	05/23/2025	05/23/2025		05/30/2025	253.31
12248 - Blue Triton Brands Inc	15D8720346923	2660 5th Ave Corp Yard	Paid by Check # 106998		05/08/2025	05/28/2025	05/28/2025		05/30/2025	244.32
			Account **6400.740 - Material & Suppl Special Dept Suppl** Totals					Invoice Transactions	2	$497.63

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **220 - Gas Tax**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6400.750 - Material & Suppl Street Material (non-capitalize)**										
10261 - Graniterock/Pavex Construction	2227767	Streets	Paid by EFT # 6188		05/17/2025	05/21/2025	05/21/2025		05/30/2025	82.71
Account **6400.750 - Material & Suppl Street Material (non-capitalize)** Totals								Invoice Transactions	1	$82.71
Account **6400.752 - Material & Suppl Street Paint & Legends**										
10538 - Sherwin-Williams	4151-8	Paint	Paid by Check # 107028		05/19/2025	05/21/2025	05/21/2025		05/30/2025	561.15
10538 - Sherwin-Williams	2172-6	Streets	Paid by Check # 107028		05/15/2025	05/21/2025	05/21/2025		05/30/2025	74.74
Account **6400.752 - Material & Suppl Street Paint & Legends** Totals								Invoice Transactions	2	$635.89
Account **6400.754 - Material & Suppl Street Sweeper**										
10427 - Monterey Regional Waste Management District	4314067	Sweepings	Paid by Check # 107016		05/09/2025	05/21/2025	05/21/2025		05/30/2025	515.90
10427 - Monterey Regional Waste Management District	4314234	Sweepings	Paid by Check # 107016		05/09/2025	05/21/2025	05/21/2025		05/30/2025	539.00
10427 - Monterey Regional Waste Management District	4314331	Sweepings	Paid by Check # 107016		05/09/2025	05/21/2025	05/21/2025		05/30/2025	347.27
Account **6400.754 - Material & Suppl Street Sweeper** Totals								Invoice Transactions	3	$1,402.17
Account **6500.700 - Training & Travel Training & Travel**										
12195 - DKF SOLUTIONS GROUP LLC	22861	Training	Paid by Check # 107005		05/07/2025	05/28/2025	05/28/2025		05/30/2025	2,948.50
Account **6500.700 - Training & Travel Training & Travel** Totals								Invoice Transactions	1	$2,948.50
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	38	$10,819.59
Division **000 - Non-Div** Totals								Invoice Transactions	38	$10,819.59
Department **000 - Non-Dept** Totals								Invoice Transactions	38	$10,819.59
Fund **220 - Gas Tax** Totals								Invoice Transactions	38	$10,819.59

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **251 - CFD - Locke Paddon**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.500 - Utilities Water & Sewer**										
10349 - Marina Coast Water District	May 2025 16-000	199 A Paddon Place	Paid by Check # 107014		05/20/2025	05/23/2025	05/23/2025		05/30/2025	107.06
Account **6380.500 - Utilities Water & Sewer** Totals							Invoice Transactions 1			$107.06
Sub-Division **00 - Non-Subdiv** Totals							Invoice Transactions 1			$107.06
Division **000 - Non-Div** Totals							Invoice Transactions 1			$107.06
Department **000 - Non-Dept** Totals							Invoice Transactions 1			$107.06
Fund **251 - CFD - Locke Paddon** Totals							Invoice Transactions 1			$107.06

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **422 - Capital Projects - Measure X**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
11847 - BKF Engineers	25050077	Reconstruction and Cape Seal Streets	Paid by EFT # 6185		05/08/2025	05/23/2025	05/23/2025		05/30/2025	177,687.50
10189 - Denise Duffy & Associates	9825	Pavement Management	Paid by Check # 107004		05/20/2025	05/20/2025	05/20/2025		05/30/2025	9,845.20
				Account **6300.570 - Prof Svc Other** Totals			Invoice Transactions 2			$187,532.70
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions 2			$187,532.70
				Division **000 - Non-Div** Totals			Invoice Transactions 2			$187,532.70
				Department **000 - Non-Dept** Totals			Invoice Transactions 2			$187,532.70
				Fund **422 - Capital Projects - Measure X** Totals			Invoice Transactions 2			$187,532.70

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **462 - City Capital Projects**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
10316 - Kimley-Horn & Associates, Inc.	31681713	Imjin Parkway PS&E	Paid by Check # 107011		04/30/2025	05/28/2025	05/28/2025		05/30/2025	12,230.50
10316 - Kimley-Horn & Associates, Inc.	31748017	Marina Speed Surveys	Paid by Check # 107011		04/30/2025	05/28/2025	05/28/2025		05/30/2025	10,454.77
10316 - Kimley-Horn & Associates, Inc.	31748019	2nd Ave Alignment Study	Paid by Check # 107011		04/30/2025	05/28/2025	05/28/2025		05/30/2025	9,538.50
				Account **6300.570 - Prof Svc Other** Totals			Invoice Transactions	3		$32,223.77
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions	3		$32,223.77
				Division **000 - Non-Div** Totals			Invoice Transactions	3		$32,223.77
				Department **000 - Non-Dept** Totals			Invoice Transactions	3		$32,223.77
				Fund **462 - City Capital Projects** Totals			Invoice Transactions	3		$32,223.77

Accounts Payable by G/L Distribution Report

Payment Date Range 05/30/25 - 05/30/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **555 - Marina Airport**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.050 - Maint & Repairs Building**										
10728 - Ace Hardware-Public Works	091365	Supplies for Pilots Lounge sign	Paid by Check # 106996		05/07/2025	05/21/2025	05/15/2025		05/30/2025	14.19
10275 - Home Depot Credit Service	May 2025 5 9813	Home Depot 6035 3225 0395 9813	Paid by Check # 107009		05/13/2025	05/21/2025	05/21/2025		05/30/2025	455.77
				Account **6360.050 - Maint & Repairs Building** Totals				Invoice Transactions	2	$469.96
Account **6360.360 - Maint & Repairs Janitorial**										
10080 - Branch's Janitorial	228923	Janitorial Service Police/Fire/Airport May 2025	Paid by EFT # 6186		05/23/2025	05/28/2025	05/28/2025		05/30/2025	410.00
				Account **6360.360 - Maint & Repairs Janitorial** Totals				Invoice Transactions	1	$410.00
Account **6360.450 - Maint & Repairs Maint & Repairs**										
10728 - Ace Hardware-Public Works	091425	Airport Maintenance Supplies	Paid by Check # 106996		05/14/2025	05/28/2025	05/15/2025		05/30/2025	46.39
				Account **6360.450 - Maint & Repairs Maint & Repairs** Totals				Invoice Transactions	1	$46.39
Account **6360.566 - Maint & Repairs Other Equipment**										
12229 - Irlesis Rodriguez / Monterey Electric Systems	INV-000056	507-Com Facility Live Circuit Tracing & Panel Documentation	Paid by Check # 107010		05/23/2025	05/30/2025	05/23/2025		05/30/2025	2,670.00
12229 - Irlesis Rodriguez / Monterey Electric Systems	INV-000055	507 Live Commercial Electrical Circuit Testing & Load Analysis	Paid by Check # 107010		05/23/2025	05/30/2025	05/23/2025		05/30/2025	1,760.00
12229 - Irlesis Rodriguez / Monterey Electric Systems	INV-000057	Commercial Facility Live Circuit Tracing and Panel Documentation	Paid by Check # 107010		05/27/2025	06/26/2025	05/28/2025		05/30/2025	2,184.00
				Account **6360.566 - Maint & Repairs Other Equipment** Totals				Invoice Transactions	3	$6,614.00
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	7	$7,540.35
				Division **000 - Non-Div** Totals				Invoice Transactions	7	$7,540.35
				Department **000 - Non-Dept** Totals				Invoice Transactions	7	$7,540.35
				Fund **555 - Marina Airport** Totals				Invoice Transactions	7	$7,540.35
				Grand Totals				Invoice Transactions	143	$893,898.70

Accounts Payable by G/L Distribution Report

Payment Date Range 05/23/25 - 05/23/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **758 - Successor Agency Oblig Retiremt**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6650.001 - ROPS #1- Neeson Rd Tax Alloc Bond**										
10593 - USDA Rural Development	07-01-25	Case #04-027-0942321991 Code 97 Loan Number 01	Paid by Check # 131		05/20/2025	05/20/2025	05/20/2025		05/23/2025	5,462.49
Account **6650.001 - ROPS #1- Neeson Rd Tax Alloc Bond** Totals								Invoice Transactions 1		$5,462.49
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions 1		$5,462.49
Division **000 - Non-Div** Totals								Invoice Transactions 1		$5,462.49
Department **000 - Non-Dept** Totals								Invoice Transactions 1		$5,462.49
Fund **758 - Successor Agency Oblig Retiremt** Totals								Invoice Transactions 1		$5,462.49
Grand Totals								Invoice Transactions 1		$5,462.49

DRAFT

Agenda Item: **10b(1)**
City Council Meeting of
June 3, 2025

ACTION
MINUTES

Tuesday, May 20, 2025 **5:00 P.M. Closed Session**
6:30 P.M. Open Session

REGULAR MEETING

CITY COUNCIL, AIRPORT COMMISSION, MARINA ABRAMS B NON-PROFIT CORPORATION, PRESTON PARK SUSTAINABLE COMMUNITY NON-PROFIT CORPORATION, SUCCESSOR AGENCY OF THE FORMER MARINA REDEVELOPMENT AGENCY AND MARINA GROUNDWATER SUSTAINABILITY AGENCY

THIS MEETING WILL BE HELD IN PERSON AND VIRTUALLY (HYBRID).

Council Chambers
211 Hillcrest Avenue
Marina, California

TELECONFERENCE LOCATION: [1]
1004 Saga St.
Glendora, California 91741

AND

Zoom Meeting URL: https://zoom.us/j/730251556
Zoom Meeting Telephone Only Participation: 1-669-900-9128 - Webinar ID: 730 251 556

1. CALL TO ORDER

2. ROLL CALL & ESTABLISHMENT OF QUORUM: (City Council, Airport Commissioners, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Communities Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency Members and Marina Groundwater Sustainability Agency)

   MEMBERS PRESENT: Jenny McAdams, Brian McCarthy, Kathy Biala, Mayor Pro-Tem/Vice Chair Liesbeth Visscher, Mayor/Chair Bruce C. Delgado

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS:

4. CLOSED SESSION:

   a. Conference with Legal Counsel, Existing Litigation (§ 54956.9(d)) (2 cases)

      i. *City of Marina, et. al. v. California Coastal Commission, et al.*, 22-CV004063, Monterey Superior Court

      ii. *Application of California-American Water Company (U210W)*, Application 21-11-024, California Public Utilities Commission

6:30 PM - RECONVENE OPEN SESSION AND REPORT ON ANY ACTIONS TAKEN IN CLOSED SESSION

City Attorney Ortega reported out Closed Session: Council provided direction, and no reportable action was taken.

5. MOMENT OF SILENCE & PLEDGE OF ALLEGIANCE (Please stand)

6. SPECIAL PRESENTATIONS:

   a. Asian American and Pacific Islander Heritage Month Proclamation

   b. Simmon Bull Presentation

7. COUNCIL AND STAFF ANNOUNCEMENTS:

- Councilmember McAdams announced the community members are invited to purchase personalized fence pickets for $35 to be engraved and installed at our future Inclusive Park. Invited the public to join the Pride Flag raising at 12:00 pm on Sunday, June 1st, at the corner of Reservation Road and Del Monte Boulevard.
- Mayor Delgado thanked the American Legion Post 694 for holding the Teachers Appreciation Dinner each year. Announced this Thursday and every Thursday throughout the year, rain or shine, from 5.30 till 7pm volunteer with watering, weeding and general maintenance at Hilltop Park.
- Mayor Pro Tem Visscher announced that TAMC workshop on traffic safety, tomorrow at Vince DiMaggio Park from 5:30-7:00pm
- Recreation Director, Willer announced on June 7, 2025, from 11:00am-1:00pm that there will be the Windy Hill Park Grand Opening.

8. PUBLIC COMMENT**:** *Any member of the public may comment on any matter within the City Council's jurisdiction that is not on the agenda. This is the appropriate place to comment on items on the Consent Agenda. Action will not be taken on items not on the agenda. Comments are limited to a maximum of three (3) minutes. General public comment may be limited to thirty (30) minutes and/or continued to the end of the agenda. Any member of the public may comment on any matter listed on this agenda at the time the matter is being considered by the City Council. Whenever possible, written correspondence should be submitted to the Council in advance of the meeting, to provide adequate time for its consideration.*

- Nina Beattie commented on the prescribed burn to take place on the former Fort Ord and the hazardous fumes generated from the toxins in the ground. Encourage the public to petition the EPA to stop these prescribed burns.
- Denise Turley enjoyed the short video by Simon Bull and is excited about his artwork.

9. CONSENT AGENDA FOR THE SUCCESSOR AGENCY TO THE FORMER MARINA REDEVELOPMENT AGENCY: *Background information has been provided to the Successor Agency of the former Redevelopment Agency on all matters listed under the Consent Agenda, and these items are considered to be routine and non-controversial. All items under the Consent Agenda are normally approved by one motion. Prior to such a motion being made, any member of the public or City Council may ask a question or make a comment about an agenda item and staff may provide a response. If discussion or a lengthy explanation is required, the Council may remove an item from the Consent Agenda for individual consideration. If an item is pulled for discussion, it will be placed at the end of Other Action Items Successor Agency to the former Marina Redevelopment Agency.*

10. CONSENT AGENDA: *These items are considered to be routine and non-controversial. All items under the Consent Agenda may be approved by one motion. Prior to such a motion being made, any member of City Council may ask a question or make a comment about an agenda item and staff may provide a response. If discussion or a lengthy explanation is required, Council may remove the item from the Consent Agenda and it will be placed at the end of Other Action Items.*

    a. ACCOUNTS PAYABLE: *(Not a Project under CEQA per Article 20, Section 15378)*

        (1) Accounts Payable Check Numbers 106852-106960, totaling $1,393,717.89.

    b. MINUTES: *(Not a Project under CEQA per Article 20, Section 15378)*

        (1) May 6, Regular City Council Meeting

    c. CLAIMS AGAINST THE CITY:

        (1) Staff recommend that the City Council reject the following claim and direct sending appropriate notice of rejection to claimant: Cynthia Wills for a claim received on May 6, 2025.

    d. AWARD OF BID: None

    e. CALL FOR BIDS: None

    f. ADOPTION OF RESOLUTIONS: *(Not a Project under CEQA per Article 20, Section 15378)*

        (1) Adopting **Resolution No. 2025-39**, approving the GANN Appropriations Limit for Fiscal Year 2025-26.

        (2) Adopting **Resolution No. 2025-40**, approving a new records retention schedule for the Administration and Human Resources departments and repealing portions of previous resolution 2020-08.

    g. APPROVAL OF AGREEMENTS: *(Not a Project under CEQA per Article 20, Section 15378)*

        (1) Adopting **Resolution No. 2025-41**, accepting the Grant of Avigation Easement affecting Phases 1 and 2 of Marina Station Development Project Subdivision; and authorizing the City Clerk to execute the Grant of Avigation Easement Agreement, on behalf of the City, subject to final review and approval by the City Attorney.

        (2) Adopting **Resolution No. 2025-42**, approving a Public Improvement Agreement for Marina Station Phases 1 and 2 between the City of Marina and Marina Station Phases I and 2 LLC, a Delaware limited liability company; and authorizing the City Manager to execute the Public Improvement Agreement on behalf of the City subject to final review and approval by the City Attorney.

        (3) Adopting **Resolution No. 2025-43**, approving the Public Improvement Agreement for Phase 3 Offsite Roadway Improvements between the City of Marina and Shea Homes, LP, ("Developer"); and authorizing the City Manager to execute the Public Improvement Agreement on behalf of City subject to final review and approval by the City Attorney.

(4) Adopting Resolution No. 2025-, approving an agreement with Denise Duffy and Associates to implement a monitoring plan for Hilltop Park within Phase 2 East of University Village in an amount not to exceed $24,000; and discussion to dissolve the Hilltop Park Ad Hoc Committee. ***Tabled by Mayor Delgado.***

(5) Adopting **Resolution No. 2025-44**, consenting to a sublease between Light & Motion Industries and Simon Bull, an individual, d/b/a Simon Bull Studio, of a portion of the space leased by Light & Motion Industries pursuant to a lease agreement between Light & Motion Industries and the City of Marina dated March 25, 2013, as amended.

h. ACCEPTANCE OF PUBLIC IMPROVEMENTS: None

i. MAPS:

(1) Adopting **Resolution No. 2025-45**, approving the Phases 1 and 2 Final Map for Marina Station Development Project Subdivision; and consider authorizing the City Clerk to certify the Final Map on behalf of the City subject to final review and approval by the City Attorney.

j. REPORTS: (RECEIVE AND FILE):

(1) Monterey-Salinas Transit May 12, 2025, Board Meeting Highlights.

(2) Receiving Investment Reports for the City of Marina, City of Marina as Successor Agency to the Marina Redevelopment Agency, and Preston Park Sustainable Community Non-Profit Corporation (PPSC-NPC) and Abrams B Non-Profit Corporation for the quarter ended March 31, 2025.

(3) Receiving City of Marina Third Quarter Budget Report – Fiscal Year 2024/25, which represents the quarter ended March 31, 2025; and consider receiving the HdL City of Marina Sales Tax Update for the period from October – December 2024

k. FUNDING & BUDGET MATTERS: None

l. APPROVE ORDINANCES (WAIVE SECOND READING):

(1) Read by Title Only and adopting **Ordinance No. 2025-04**, amending Title 15 of the Marina Municipal Code by adding Chapter 15.07, the State Fire Hazard Severity Zone map.

(2) Read by Title Only and adopting **Ordinance No. 2025-05**, amending Title 15, Chapter 15. 32 entitled "Adoption of the California Fire Code (CFC), Section 15.32.890, Subsection 5609.1.4-r of the Marina Municipal Code.

m. APPROVE APPOINTMENTS: None

Councilmember McAdams had comments on agenda item 10j(3).

Mayor Delgado Had comments on agenda items 10g(1), 10g(2) and 10i(1). Requested to table agenda item 10g(4) to a later meeting.

Councilmember Biala had comments on agenda item 10j(3).

BIALA/MCADAMS: TO APPROVE THE CONSENT AGENDA MINUS 10g(4). 5-0-0-0 Motino Passes by Roll Call Vote

Councilmember McCarthy announced that he needed to leave the meeting at 9:00 pm and suggested the Council rearrange the agenda so he and the council hear and vote on agenda item 13a.

The City Council agreed to hear agenda items 13a and 13b before the public hearing items.

11. PUBLIC HEARINGS: *In the Council's discretion, the applicant/proponent of an item may be given up to ten (10) minutes to speak. All other persons may be given up to three (3) minutes to speak on the matter.*

    a. Open public hearing and take testimony from the public; consider adopting **Resolution No. 2025-46**, confirming diagram, assessment and ordering levy of $182.42 for FY 2025-26 assessment for Seabreeze Landscape Maintenance Assessment District, and; authorize the City Clerk to file a certified copy of the diagram and assessment with the Monterey County Auditor-Controller prior to August 1, 2025.

Public Comments: None received

MCADAMS/VISSCHER: TO OPEN THE PUBLIC HEARING, TAKE TESTIMONY FROM THE PUBLIC; AND ADOPTING RESOLUTION NO. 2025-46, CONFIRMING DIAGRAM, ASSESSMENT AND ORDERING LEVY OF $182.42 FOR FY 2025-26 ASSESSMENT FOR SEABREEZE LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT, AND; AUTHORIZE THE CITY CLERK TO FILE A CERTIFIED COPY OF THE DIAGRAM AND ASSESSMENT WITH THE MONTEREY COUNTY AUDITOR-CONTROLLER PRIOR TO AUGUST 1, 2025. 4-0-1(McCarthy)-0 Motion Passes by Roll Call Vote

    b. Open public hearing and take testimony from the public; consider adopting **Resolution No. 2025-47**, confirming diagram, assessment and ordering levy of $77.14 for FY 2025-26 assessment for the Monterey Bay Estates Lighting & Landscape Maintenance Assessment District, and; authorize the City Clerk to file a certified copy of the diagram and assessment with the Monterey County Auditor-Controller prior to August 1, 2025.

Public Comments: None received

VISSCHER/MCADAMS: TO OPEN PUBLIC THE PUBLIC HEARING, TAKE TESTIMONY FROM THE PUBLIC; AND ADOPTING RESOLUTION NO. 2025-47, CONFIRMING DIAGRAM, ASSESSMENT AND ORDERING LEVY OF $77.14 FOR FY 2025-26 ASSESSMENT FOR THE MONTEREY BAY ESTATES LIGHTING & LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT, AND; AUTHORIZE THE CITY CLERK TO FILE A CERTIFIED COPY OF THE DIAGRAM AND ASSESSMENT WITH THE MONTEREY COUNTY AUDITOR-CONTROLLER PRIOR TO AUGUST 1, 2025. 4-0-1(McCarthy)-0 Motion Passes by Roll Call Vote

    c. Opening a public hearing and introducing by title only **Ordinance No. 2025-06,** renewing Ordinance No. 2022-02, Marina Municipal Code Chapter 9.26 "Military Equipment Use".

Public Comments:

- Fred Nelson see's the nature of this ordinances as an opportunity to leverage our budget and our resources to protect our immigrant population from ice and DHS. Would like to see this ordinance expanded to include language against cooperation with those.

BIALA/MCADAMS: TO OPEN THE PUBLIC HEARING AND INTRODUCE by title ONLY ORDINANCE NO. 2025-06, RENEWING ORDINANCE NO. 2022-02, MARINA MUNICIPAL CODE CHAPTER 9.26 "MILITARY EQUIPMENT USE". 4-0-1(McCarthy)-0 Motion Passes by Roll Call Vote

d. Open a public hearing and consider introducing **Ordinance No. 2025-07**, amending the Zoning Code (Title 17); and adopting **Resolution No. 2025-48** amending Section 5.7.2 of the 2000 General Plan, both to implement Program 2.4 of the Housing Element; and find that the recommended action is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3).

Public Comments: None received

BIALA/MCADAMS: TO OPEN A PUBLIC HEARING AND INTRODUCING ORDINANCE NO. 2025-07 AMENDING THE ZONING CODE (TITLE 17); AND ADOPTING RESOLUTION NO. 2025-48, AMENDING SECTION 5.7.2 OF THE 2000 GENERAL PLAN, BOTH TO IMPLEMENT PROGRAM 2.4 OF THE HOUSING ELEMENT AND FIND THAT THE RECOMMENDED ACTION IS EXEMPT FROM CEQA PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3). 4-0-1(McCarthy)-0 Motion Passes by Roll Call Vote

e. Open a public hearing; and receive a report and presentation regarding City vacancies, recruitment and retention efforts, including any presentation from the City's represented bargaining groups, pursuant to California Government Code Section 3502.3.

Public Comments:

- Chris Johnson commented on the increased growth of the city. Current sworn officers. The need for additional officers to help cover those on leave, vacations etc. Low pay incentives for Marina. POA supports the Police Chiefs budget proposals for the new fiscal year.
- Alyson Hunter spoke about the MMEA, and out of 10 positions, only 6 are filled right now. Emphasize the need to fill the two engineering positions as the top priority. These vacancies are holding up work being completed on city projects and private projects.

The Council discussed total employees, police officer recruitment, recruitment of all vacant positions and timelines of the recruitments.

12. OTHER ACTIONS ITEMS OF THE SUCCESSOR AGENCY TO THE FORMER MARINA REDEVELOPMENT AGENCY: *Action listed for each Agenda item is that which is requested by staff. The Successor Agency may, at its discretion, take action on any items. Members of the public may be given up to three (3) minutes to speak.*

13. OTHER ACTION ITEMS: *Action listed for each Agenda item is that which is requested by staff. The City Council may, at its discretion, take action on any items. Members of the public may be given up to three (3) minutes to speak.*

Note: No additional major projects or programs should be undertaken without review of the impacts on existing priorities (Resolution No. 2006-79 – April 4, 2006).

a. Adopting **Resolution No. 2025-49**, approving a sales tax revenue sharing agreement between the City of Marina and Unstoppable Automotive MBMCA LLC to assist in covering high site development and construction costs associated with developing a Mercedes-Benz automobile dealership in Marina

Public Comments: None received

The city council discussed the business name to be used for Marina location, keeping track of the conditions of the agreement and payments being made, location of the business, views from the highway, concerns with site and architectural reviews, lighting, possible impacts on CDEC Hill hotel, accurate computer simulation showing trees, shrubs and gateway signage. Finances coming into the city over a 5-to-7-year period.

BIALA/DELGADO: TO APPROVE RESOLUTION NO. 2025-49, APPROVING A SALES TAX REVENUE SHARING AGREEMENT BETWEEN THE CITY OF MARINA AND UNSTOPPABLE AUTOMOTIVE, MBMCA LLC, TO ASSIST WITH THE CONSTRUCTION COSTS AND SITE DEVELOPMENT OF AN AUTOMOBILE DEALERSHIP AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT, SUBJECT TO FINAL REVIEW BY THE CITY ATTORNEY, WITH THE FOLLOWING CONDITIONS:

a. THE CITY COUNCIL SHALL HAVE FINAL APPROVAL AFTER REVIEW FROM THE TREE COMMITTEE AND THE PLANNING COMMISSION FOR SITE PLAN AND ARCHITECTURAL DESIGN REVIEW;

b. THAT THE DEALERSHIP PRODUCE AN ACCURATE COMPUTER SIMULATION VIDEO PRIOR TO PLANNING COMMISSION REVIEW;

c. THAT ANY GATEWAY SIGN BE CONSISTENT WITH CITY MONUMENT DESIGN REQUIREMENTS AND THAT ANY DEALERSHIP SIGNAGE REFER TO "MERCEDES OF MARINA";

d. THAT THE PROPOSED LIGHTING FOR THE DEALERSHIP SITE MINIMIZES IMPACT TO THE NIGHT SKY;

e. TO CONSIDER FUTURE SPECIFIC AGREEMENT AMENDMENTS SUBJECT TO MUTUAL AGREEMENT BY CITY AND DEVELOPER; AND

f. IMPLEMENT PREFERENCE FOR LOCAL HIRES WHEN FEASIBLE.

5-0-0-0 Motion Passes by Roll Call Vote

a. Receiving a presentation regarding the status of the City's City-Wide Incidental Take Permit (ITP) for Monterey Gilia and Fort Ord Habitat Management Plan Compliance Projects; and providing input on a conceptual realignment of the proposed Del Monte Boulevard/2nd Avenue Extension; and adopting Resolution No. 2025-, approving change orders to amend the existing project agreements with Denise Duffy & Associates, Inc. to extend the timeframe for both contracts and include additional services in the ITP contract.

Public Comments:

- Denise Turley asked about the legality of possessing a Tiger Salamander.

The City Council discussed getting more understanding of the Western Burrowing Owl, the Crotch bumblebees, and a tiger salamander as new endangered species and including them in future ITP permits. Direct access bike/pedestrian path to shopping from Del Monte to the dunes in alternatives to Del Monte 2nd Avenue Extension. Approval of Dept. of Fish and Wildlife Airport area. Consistency with the General Plan. Salinas Avenue site. Mitigation strategies for development areas. Concerns about the realignment of 2nd Avenue to Crescent Street.

BIALA/VISSCHER: THAT WE RECEIVED THE PRESENTATION REGARDING THE STATUS OF THE CITY'S CITY-WIDE INCIDENTAL TAKE PERMIT (ITP) FOR MONTEREY GILIA AND FORT ORD HABITAT MANAGEMENT PLAN COMPLIANCE PROJECTS; AND PROVIDING INPUT ON A CONCEPTUAL REALIGNMENT OF THE PROPOSED DEL MONTE BOULEVARD/2ND AVENUE EXTENSION TO INCLUDE ALTERNATIVE EVALUATION OF A FORTAG LIKE PEDESTRIAN BIKE EXTENSION FROM 2ND AVENUE TO DEL MONTE BLVD; AND EVALUATE PRESTON PARK ALTERNATIVE DUE TO SAND GILIA ISSUES; AND THAT CONNECTOR ROADS NOT EMPTY INTO RESIDENTIAL STREETS. 3-1(Delgado)-0-0. Substitute Motion Passes by Roll Call Vote.

b. ~~Consider adopting Resolution No. 2025-, approving the 2025 Engineering and Traffic Survey with recommended speed limits; and authorize a budget appropriation of $10,000 of Gas Tax/Street Fund for signs and supplies; and authorize the Finance Director to make necessary accounting and budgetary entries; and consider introducing Ordinance No. 2025-, for first reading by title only and waive further reading, amending Section 10.60.010 "Speed Limits Established" of Chapter 10.60 "Speed Limits" of Title 10 "Vehicles and Traffic" to adopt *prima facie* speed limits pursuant to an engineering and traffic survey and the California Vehicle Code (CVC).~~ ***Continued to June 3, 2025***

c. ~~Adopting Resolution No. 2025-, approving the purchase of a fully equipped RAVO R5-ISERIES Compact Diesel Street Sweeper from our Sourcewell Contractor~~. ***Continued to June 3, 2025***

14. COUNCIL & STAFF INFORMATIONAL REPORTS:

a. Monterey County Mayor's Association [Mayor Bruce Delgado]

b. Council reports on meetings and conferences attended (Gov't Code Section 53232).

15. ADJOURNMENT: The meeting adjourned at 11:16 P.M.

_____

Anita Sharp, Deputy City Clerk

ATTEST:

_____

Liesbeth Visscher, Mayor Pro Tem

May 27, 2025 Item No.**10f(1)**

Honorable Mayor and Members of the Marina City Council

City Council Meeting of June 3, 2025

CITY COUNCIL TO CONSIDER ADOPTING RESOLUTION NO. 2025-, CERTIFYING CITY OF MARINA COMPLIANCE WITH STATE LAW (PROPOSITION 218) WITH RESPECT TO SPECIAL ASSESSMENT FOR THE SEABREEZE LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT FOR FISCAL YEAR 2025-2026

RECOMMENDATION:

It is requested that the City Council consider:

(1) Adopting Resolution No. 2025-, certifying City of Marina compliance with State law (Proposition 218) with respect to special assessment for the Seabreeze Landscape Maintenance Assessment District for FY 2025-2026.

BACKGROUND:

On May 20, 2025, the City Council passed Resolution 2025-46 setting FY 2025/26 special assessment for the Seabreeze Landscape Maintenance Assessment District as recommended in the engineer's report.

Except for the Constitutionally limited 1% ad valorem tax, the Monterey County Auditor-Controller will not place taxes, assessments, fees or charges on the rolls unless the City Council certifies by resolution that the City is in compliance with Proposition 218, the 1996 '*Right to Vote on Taxes Act*' with respect to each such tax, assessment, fee and charge. Certification resolution(s) must contain hold harmless and indemnification provisions for administrative expenses of the County associated with collection of the City's taxes, assessments, fees and charges placed on the rolls. These certifications, along with copies of the resolutions setting the tax, assessment fee and/or charge rates and certain other documentation, must be submitted to the County no later than August 1, 2025.

ANALYSIS:

The following special levy, adopted by Resolution 2025-46 on May 20, 2025, is for Assessment District operations and must be included in the certification adopted by the Council:

Seabreeze Landscape Maintenance Assessment District	$ 182.42 per parcel

FISCAL IMPACT:

Special assessments finance the assessment district's approved maintenance. Total to be credited to the district is as follows:

Seabreeze Landscape Maintenance Assessment District	$ 6,749.54

CONCLUSION:

This request is submitted for City Council consideration and possible action.

Respectfully submitted,

_____
Edrie Delos Santos, P.E.
Engineering Division
Public Works Department

REVIEWED/CONCUR:

_____
Tori Hannah, MBA
Finance Director
City of Marina

_____
Ismael Hernandez
Public Works Director
City of Marina

_____
Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY OF MARINA CERTIFYING COMPLIANCE WITH STATE LAW WITH RESPECT TO LEVYING OF SPECIAL ASSESSMENTS FOR FISCAL YEAR 2025-2026

WHEREAS, The City of Marina requests that the Monterey County Auditor-Controller enter those special assessments identified in Exhibit "A" on the property tax roll for collection and distribution by the Monterey County Treasurer-Tax Collector commencing with the property tax bills for fiscal year 2025-2026 (**"EXHIBIT A"**).

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Marina as follows:

1. The City hereby certifies that it has, without limitation, complied with all legal procedures and requirements necessary for the levying and imposition of the general or special taxes and assessments identified in **EXHIBIT A** regardless of whether those procedures and requirements are set forth in the Constitution of the State of California, in State statutes, or in the applicable decisional law of the State of California.

2. The City further certifies that, except for the sole negligence or misconduct of the County of Monterey, its officers, employees and agents, the City shall be solely liable and responsible for defending, at its sole expense, cost and risk, each and every action, suit or other proceeding brought against the County of Monterey, its officers, employees and agents for every claim, demand or challenge to the levying or imposition of the general or special taxes and assessments identified in **EXHIBIT A** and that the City shall pay or satisfy any judgment rendered against the County of Monterey, its officers, employees and agents on every such action, suit, or other proceeding, including all claims for refunds and interest thereon, legal fees, court costs and administrative expenses of the County of Monterey to correct the tax rolls.

PASSED AND ADOPTED by the City of Marina City Council at a regular meeting duly held on the 3rd day of June 2025, by the following vote:

AYES: Council Members:
NOES: Council Members:
ABSTAIN: Council Members:
ABSENT: Council Members:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

EXHIBIT A

ATTACHMENT TO RESOLUTION NO. 2025-__ OF THE CITY OF MARINA, COUNTY OF MONTEREY, CALIFORNIA, CERTIFYING COMPLIANCE WITH STATE LAW WITH RESPECT TO THE LEVYING OF SPECIAL ASSESSMENTS FOR FISCAL YEAR 2025-2026

PER-PARCEL ASSESSMENTS:

Assessment Districts – Operations:

- Seabreeze Landscape Maintenance Assessment District
  $182.42

May 27, 2025 Item No. **10f(2)**

Honorable Mayor and Members of the Marina City Council

City Council Meeting of June 3, 2025

CITY COUNCIL TO CONSIDER ADOPTING RESOLUTION NO. 2025-, CERTIFYING CITY OF MARINA COMPLIANCE WITH STATE LAW (PROPOSITION 218) WITH RESPECT TO SPECIAL ASSESSMENT FOR THE MONTEREY BAY ESTATES LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT FOR FISCAL YEAR 2025-2026

RECOMMENDATION:

It is requested that the City Council consider:

(1) Adopting Resolution No. 2025-, certifying City of Marina compliance with State law (Proposition 218) with respect to special assessment for the Monterey Bay Estates Landscape Maintenance Assessment District for FY 2025-2026.

BACKGROUND:

On May 20, 2025, the City Council passed Resolution No. 2025-47 setting the FY 2025/26 special assessment for the Monterey Bay Estates Landscape Maintenance Assessment District as recommended in the engineer's report.

Except for the Constitutionally limited 1% ad valorem tax, the Monterey County Auditor-Controller will not place taxes, assessments, fees or charges on the rolls unless the City Council certifies by resolution that the City is in compliance with Proposition 218, the 1996 '*Right to Vote on Taxes Act*' with respect to each such tax, assessment, fee and charge. Certification resolution(s) must contain hold harmless and indemnification provisions for administrative expenses of the County associated with collection of the City's taxes, assessments, fees and charges placed on the rolls. These certifications, along with copies of the resolutions setting the tax, assessment fee and/or charge rates and certain other documentation, must be submitted to the County no later than August 1, 2025.

ANALYSIS:

The following special levy, adopted by Resolution 2025-47 on May 20, 2025, is for Assessment District operations and must be included in the certification adopted by the Council:

Monterey Bay Estates Landscape Maintenance Assessment District	$ 77.14 per parcel

FISCAL IMPACT:

Special assessments finance the assessment district's approved maintenance. Total to be credited to the district is as follows:

Monterey Bay Estates Landscape Maintenance Assessment District	$ 12,496.68

CONCLUSION:

This request is submitted for City Council consideration and possible action.

Respectfully submitted,

_____
Edrie Delos Santos, P.E.
Engineering Division
Public Works Department

REVIEWED/CONCUR:

_____
Tori Hannah, MBA
Finance Director
City of Marina

_____
Ismael Hernandez
Public Works Director
City of Marina

_____
Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY OF MARINA CERTIFYING COMPLIANCE WITH STATE LAW WITH RESPECT TO LEVYING OF SPECIAL ASSESSMENT FOR FISCAL YEAR 2025-2026

WHEREAS, The City of Marina requests that the Monterey County Auditor-Controller enter that special assessment identified in Exhibit "A" on the property tax roll for collection and distribution by the Monterey County Treasurer-Tax Collector commencing with the property tax bills for fiscal year 2025-2026 (**"EXHIBIT A"**).

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Marina as follows:

1. The City hereby certifies that it has, without limitation, complied with all legal procedures and requirements necessary for the levying and imposition of the general or special taxes and assessments identified in **EXHIBIT A** regardless of whether those procedures and requirements are set forth in the Constitution of the State of California, in State statutes, or in the applicable decisional law of the State of California.

2. The City further certifies that, except for the sole negligence or misconduct of the County of Monterey, its officers, employees and agents, the City shall be solely liable and responsible for defending, at its sole expense, cost and risk, each and every action, suit or other proceeding brought against the County of Monterey, its officers, employees and agents for every claim, demand or challenge to the levying or imposition of the general or special taxes and assessments identified in **EXHIBIT A** and that the City shall pay or satisfy any judgment rendered against the County of Monterey, its officers, employees and agents on every such action, suit, or other proceeding, including all claims for refunds and interest thereon, legal fees, court costs and administrative expenses of the County of Monterey to correct the tax rolls.

PASSED AND ADOPTED by the City of Marina City Council at a regular meeting duly held on the 3rd day of June 2025, by the following vote:

AYES: Council Members:
NOES: Council Members:
ABSTAIN: Council Members:
ABSENT: Council Members:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

EXHIBIT A

ATTACHMENT TO RESOLUTION NO. 2025-__ OF THE CITY OF MARINA, COUNTY OF MONTEREY, CALIFORNIA, CERTIFYING COMPLIANCE WITH STATE LAW WITH RESPECT TO THE LEVYING OF SPECIAL ASSESSMENT FOR FISCAL YEAR 2025-2026

PER-PARCEL ASSESSMENTS:

Assessment District – Operations:

- Monterey Bay Estates Landscape Maintenance Assessment District $77.14

May 27, 2025 Item No.**10f(3)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of June 3, 2025

CITY COUNCIL TO CONSIDER ADOPTING RESOLUTION NO. 2025-, CONFIRMING LEVY OF A SPECIAL TAX FOR THE CITY OF MARINA COMMUNITY FACILITIES DISTRICT NO. 2007-2 (LOCKE PADDON) FOR FISCAL YEAR 2025-2026 AS AUTHORIZED BY ORDINANCE NO. 2007-09; AND RESOLUTION NO. 2025-, CERTIFYING CITY OF MARINA COMPLIANCE WITH STATE LAW (PROPOSITION 218) WITH RESPECT TO LEVYING OF SPECIAL TAXS ON BEHALF OF THE CITY OF MARINA COMMUNITY FACILITIES DISTRICT NO. 2007-2 FOR FISCAL YEAR 2025-2026 AS AUTHORIZED BY ORDINANCE NO. 2007-09

RECOMMENDATION:
It is requested that the City Council:

1. Consider adopting Resolution No. 2025-, confirming levy of a special tax for the City of Marina Community Facilities District No. 2007-2 (Locke Paddon) for Fiscal Year 2025-2026 as authorized by Ordinance No. 2007-09; and

2. Consider adopting Resolution No. 2025-, certifying City of Marina compliance with State law (Proposition 218) with respect to levying of special taxes for the City of Marina Community Facilities District No. 2007-2 for Fiscal Year 2025-2026 as authorized by Ordinance No. 2007-09

BACKGROUND:
Pursuant to a special election held on July 17, 2007, on August 7, 2007, the City Council unanimously passed Ordinance No. 2007-09, forming the City of Marina Community Facilities District No. 2007-2 (commonly referred to as Locke-Paddon CFD, see **"EXHIBIT B"**). Ordinance 2007-09 also authorized an annual special tax levy for the purpose of landscape and park maintenance. The special tax was first levied for fiscal year 2008-09, in the amount of $898.58 for each of the fifteen (15) assessed properties. Each subsequent year, Ordinance 2007-09 requires the special tax to be increased by two percent (2.00%) from the previous approved Maximum Special Tax.

For fiscal years 2013/14, 2014/15 and 2015/16, the special tax was temporarily reduced to zero. The City Council Resolutions affirmed that for future calculations, the full, authorized, maximum rate would continue to increase per Ordinance 2007-09. Accordingly, the special tax for each fiscal year since inception has been as follows (NOTE: Monterey County requires that rates be divisible by 2 for placement on the rolls, so calculations are rounded each year):

Fiscal Year	Max. Per Parcel Tax	Approved Levy	Total Special Tax
FY 08/09	$898.58	$ 898.58	$ 13,478.70
FY 09/10	$916.56	$ 916.56	$ 13,748.40
FY 10/11	$934.90	$ 934.90	$ 14,023.50
FY 11/12	$953.60	$ 953.60	$ 14,304.00
FY 12/13	$972.68	$ 972.68	$ 14,590.20
FY 13/14	$992.14	$ -	$ -
FY 14/15	$1,011.98	$ -	$ -
FY 15/16	$1,032.22	$ -	$ -
FY 16/17	$1,052.86	$ 420.00	$ 6,300.00
FY 17/18	$1,073.92	$ 475.00	$ 7,125.00
FY 18/19	$1,095.40	$ 450.00	$ 6,750.00
FY 19/20	$1,117.30	$ 488.00	$ 7,320.00
FY 20/21	$1,139.64	$ 785.00	$ 11,775.00
FY 21/22	$1,162.44	$ 820.00	$ 12,300.00
FY 22/23	$1,185.68	$ 1,100.00	$ 16,500.00
FY 23/24	$1,209.40	$ 1,100.00	$ 16,500.00
FY 24/25	$1,233.58	$ 1,200.00	$ 18,000.00
FY 25/26	$1,258.66	$ 912.00	$ 13,680.00

ANALYSIS:

Each year's special tax is collected by the Monterey County Tax Collector, and then distributed to the City. When received by the City, special taxes are credited in the accounting system to Fund 251 - CFD No. 2007-2 Locke Paddon. Likewise, expenditures and costs incurred on behalf of the District are paid out of Fund 251 expenditure. It is estimated that by June 30, 2025, the unexpended fund balance in Fund 251 (cumulative tax revenue in excess of expenditures since inception) is projected to be approximately $4,878. Expected landscaping, utilities, extraordinary maintenance, and City service expenditures for this coming fiscal year (2025-26) will be approximately $13,533 ("**EXHIBIT C**").

Due to the age of the site improvements at the District, a fund balance of $5,025 will be maintained for replacement costs of site improvements as they reach the end of their life expectancy (e.g. street light fixtures, irrigation system) and for tree removal/replacement as needed.

Section 2 of Ordinance 2007-09 requires the CFD Administrator (the City Manager) "...to determine each year, without further action of this Council, the Special Tax...and, without further action of this Council, to provide all necessary and appropriate information to the Monterey County Auditor...necessary to effect the correct and timely billing and collection of the Special Tax...." Upon evaluation of the anticipated expenditures of the District for the upcoming Fiscal Year 25/26, it is the opinion of the CFD Administrator to assess a special tax of $912.00 per parcel to maintain an adequate fund balance for any potential unforeseen extraordinary maintenance projects.

Monterey County will not impose or collect the special tax on the District's behalf unless the City submits, in a form provided by the County, a certification of compliance with State Law (Proposition 218) that includes a hold harmless and indemnification provision for administrative expenses of the County associated with collection of the City's taxes, assessments, fees or charges, other than the Constitutionally authorized 1% ad valorem tax.

Attached is a resolution which, if adopted by the Council will satisfy the County's certification, hold-harmless and indemnification requirements with respect to the City of Marina Community Facilities District No. 2007-2 Special Tax for the 2025-26 fiscal year.

FISCAL IMPACT:

Special assessments finance the CFD's approved landscape maintenance services. Total to be credited to the district is as follows:

Fund 251 Community Facilities District No. 2007-2	$13,533.00

CONCLUSION:

This request is submitted for City Council consideration and possible action.

Respectfully submitted,

_____

Edrie Delos Santos, P.E.
Engineering Division
Public Works Department

REVIEWED/CONCUR:

_____

Tori Hannah, MBA
Finance Director
City of Marina

_____

Ismael Hernandez
Public Works Director
City of Marina

_____

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY OF MARINA CONFIRMING LEVY OF A SPECIAL TAX FOR THE CITY OF MARINA COMMUNITY FACILITIES DISTRICT NO. 2007-2 (LOCKE PADDON) FOR FISCAL YEAR 2025-2026 AS AUTHORIZED BY ORDINANCE NO. 2007-09

WHEREAS, Ordinance 2007-09 authorized the levy of a special tax for the benefit of the City of Marina Community Facilities District 2007-2 starting in Fiscal Year 2008-2009, and increasing each year by two percent (2%); and

WHEREAS the special tax has been levied each fiscal year as authorized, but was temporarily reduced to zero for Fiscal Years 2013/14, 2014/15 and 2015/16; and

WHEREAS the Administrator has calculated the maximum Fiscal Year 2025-2026 special tax to be $1,258.26, and;

WHEREAS, the CFD administrator having further considered the special tax requirements in accordance with Exhibit A to Ordinance 2007-09, by which Community Facilities District 2007-2 was established and continues, has determined that a special tax for fiscal year 2025-2026 be assessed at $912.00 per parcel.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Marina that:

1. The City does hereby confirm the diagram and assessment as described in the Engineer's Report on file with the City Clerk.
2. The City does hereby order the levy and collection of said assessment, $912.00 per parcel for FY 2025-2026 assessment for the Locke Paddon Community Facilities District No. 2007-2.
3. It is the intention of the City of Marina that any monetary advance made by it during any fiscal year to cover a deficit in the improvement fund of Community Facilities District No. 2007-2 shall be repaid from the next annual assessments levied and collected within Community Facilities District No. 2007-2.
4. The City Clerk is hereby authorized and directed to file a certified copy of said diagram and assessment with the Monterey County Auditor prior to August 1, 2025.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 3rd day of June 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY OF MARINA CERTIFYING COMPLIANCE WITH STATE LAW (PROPOSITOIN 218) WITH RESPECT TO LEVYING OF SPECIAL TAXES ON BEHALF OF CITY OF MARINA COMMUNITY FACILITIES DISTRICT NO. 2007-2 FOR FISCAL YEAR 2025-2026 AS AUTHORIZED BY ORDINANCE NO. 2007-09

WHEREAS, the City of Marina "Public Agency" requests that the Monterey County Auditor-Controller enter those general or special taxes, assessments, or property-related Fees or charges identified in Exhibit "A" on the tax roll for collection and distribution by the Monterey County Treasurer-Tax Collector commencing with the property tax bills for fiscal year 2025-2026.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. The Public Agency hereby certifies that it has, without limitation, complied with all legal procedures and requirements necessary for the levying and imposition of the general or special taxes, assessments, or property-related fees or charges identified in Exhibit "A", regardless of whether those procedures and requirements are set forth in the Constitution of the State of California, in State statues, or in the applicable law of the State of California.

2. The Public Agency further certifies that, except for the sole negligence or misconduct of the County of Monterey, its officers, employees, and agents, with regards to the handling of the Cd or electronic file identified as Exhibit "A", the Public Agency shall be solely liable and responsible for defending, at its sole expense, cost, and risk, each and every action, suit, or other proceeding brought against the County of Monterey, its officers, employees, and agents for every claim, demand, or challenge to the levying or imposition of the general or special taxes, assessments, or property –related fees or charges identified in Exhibit "A" and that it shall pay or satisfy any judgment rendered against the County of Monterey, its officers, employees, and agents on every such action, suit, or other proceeding, including all claims for refunds and interest thereon, legal fees and court costs, and administrative expenses of the County of Monterey to correct the tax rolls.

PASSED AND ADOPTED by the City of Marina City Council at a regular meeting duly held on the 3rd day of June 2025, by the following vote:

AYES: Council Members:
NOES: Council Members:
ABSTAIN: Council Members:
ABSENT: Council Members:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

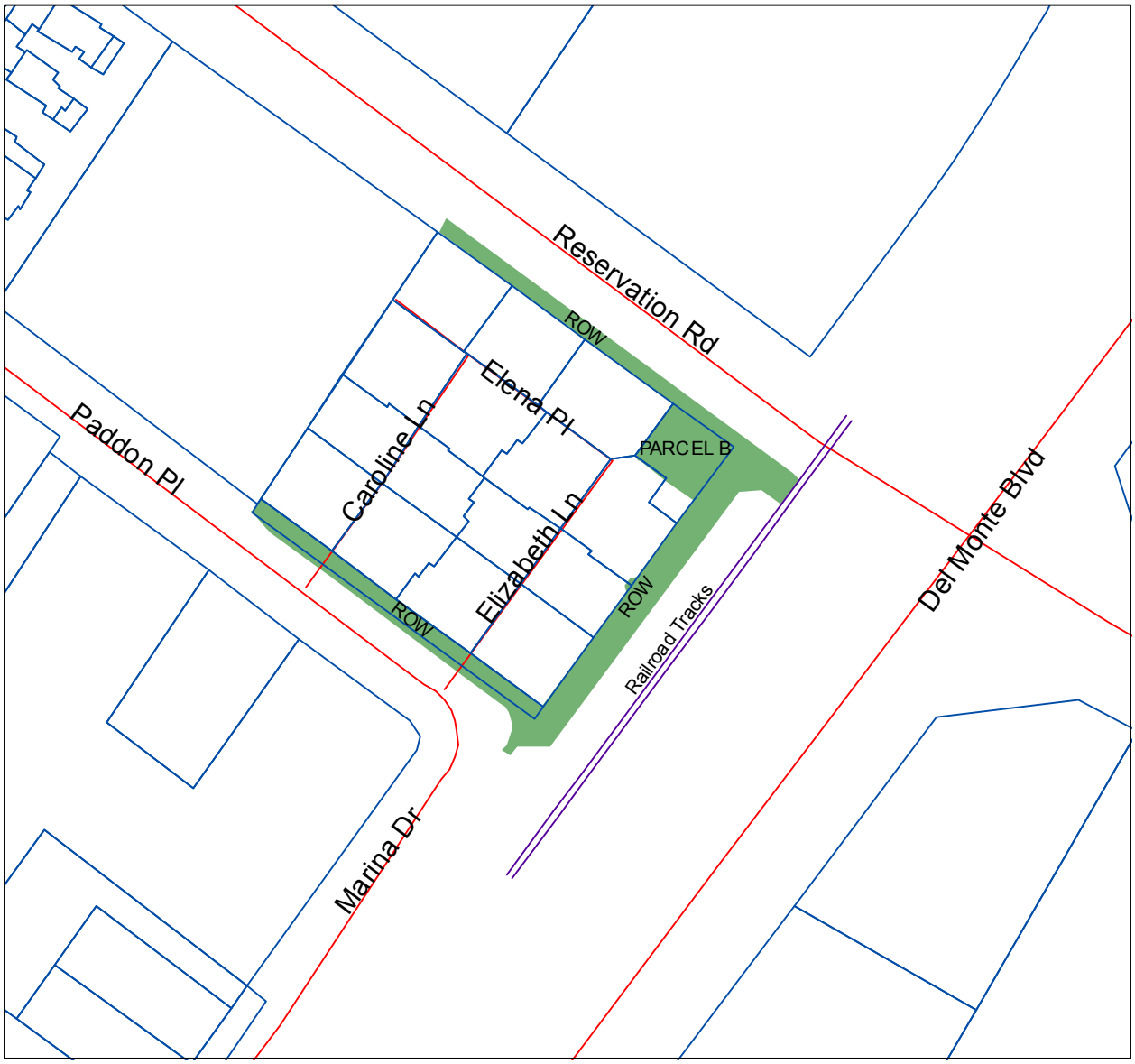
EXHIBIT "A"

TO
RESOLUTION OF THE CITY OF MARINA, COUNTY OF MONTEREY, CALIFORNIA, CERTIFYING COMPLIANCE WITH STATE LAW WITH RESPECT TO THE LEVYING OF SPECIAL TAXES FOR FISCAL YEAR 2025-2026

PER-PARCEL SPECIAL TAX:

DIAGRAM & LOT NO.	ASSESSOR'S PARCEL NUMBER	SPECIAL TAX ASSESSMENT
1	033-135-001-000	$ 912.00
2	033-135-002-000	$ 912.00
3	033-135-003-000	$ 912.00
4	033-135-004-000	$ 912.00
5	033-135-005-000	$ 912.00
6	033-135-006-000	$ 912.00
7	033-135-007-000	$ 912.00
8	033-135-008-000	$ 912.00
9	033-135-009-000	$ 912.00
10	033-135-010-000	$ 912.00
11	033-135-011-000	$ 912.00
12	033-135-012-000	$ 912.00
13	033-135-013-000	$ 912.00
14	033-135-014-000	$ 912.00
15	033-135-015-000	$ 912.00

EXHIBIT B
CFD DIAGRAM



Locke Paddon Point Landscape Maintenace District

Area To Maintain
Parcels
Roads
Railroad Tracks

N
W
E
S

0 62.5 125 250 375 500 Feet

EXHIBIT C

LOCKE-PADDON COMMUNITY FACILITIES DISTRICT

BUDGET SUMMARY

Summary	Estimates FY 2024-2025	Estimates FY 2025-2026	Estimates FY 2026-2027
Beginning Cash Balance, July 1st	**$ 4,672**	**$ 4,878**	**$ 5,025**
[(a)]Total Special Tax Revenue (15 Parcels)	**$ 16,500**	**$ 13,680**	**$ 14,090**
Expenditures			
Contractor Services			
[(b)]Landscape Maintenance Contract	$ 2,988	$ 3,078	$ 3,170
Utilities	$ 1,671	$ 1,721	$ 1,772
Large Tree Trimming	$ -	$ -	$ -
Extraordinary Maintenance	$ 3,000	$ -	$ -
Administrative Services			
Supervision	$ -	$ -	$ -
Cost Allocation Charges	$ 5,235	$ 5,235	$ 5,235
Administration (Incl. Engineer's Report)	$ 3,400	$ 3,500	$ 3,605
Total Expenditures	**$ 16,294**	**$ 13,533**	**$ 13,782**
[(c)]Net Change in Fund Balance	**$ 206**	**$ 147**	**$ 308**
[(d)]Ending Fund Balance, June 30th	**$ 4,878**	**$ 5,025**	**$ 5,333**

[(a)] Maximum Assessment per Rate of Apportionment is $1,258.26 per parcel for FY 25/26. Actual Per Parcel Assessment for FY 25/26 is $912.00

[(b)] Maintenance Costs are shown as increasing per fiscal year by an estimated Consumer Cost Index (CPI) of 3% as allowed by the Contract Specifications.

[(c)] Net Change in Fund Balance equals the Total Expenditures subtracted from Total Special Tax Revenue for that Fiscal Year.

[(d)] End Fund Balance equals the Net Change in Fund Balance plus the Beginning Cash Balance of that Fiscal Year.

May 15, 2025 Item No. **10f(4)**

Honorable Mayor and Members of the Marina City Council

City Council Meeting of June 3, 2025

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2025-, APPROVING PURCHASE OF A RAVO R5-ISERIES COMPACT DIESEL STREET SWEEPER, AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO EXECUTE PURCHASE AGREEMENTS ON BEHALF OF THE CITY SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY, AND AUTHORIZING THE FINANCE DIRECTOR TO MAKE NECESSARY ACCOUNTING AND BUDGETARY ENTRIES.

REQUEST:

It is requested that the City Council:

1. Consider adopting Resolution No. 2025- approving the purchase of one (1) new Ravo R5-iSeries Compact Diesel Street Sweeper for the amount of $345,562.74;
2. Authorize the City Manager or his designee to execute purchase agreements on behalf of the City subject to final review and approval by the City Attorney, and;
3. Authorize the Finance Director to make necessary accounting and budgetary entries.

BACKGROUND:

Currently, Marina's streets are maintained via a contract with a local street sweeping contractor. This arrangement lacks a fixed schedule, relying on short-notice sweeps based on the contractor's availability, resulting in inconsistent street cleanliness. The absence of a regular cleaning schedule diminishes the overall appearance and health of the community and limits control over street maintenance.

The proposed purchase aligns with the upcoming addition of Public Works Maintenance Worker positions included in the proposed budget, which will facilitate more consistent and effective street cleaning services.

The Public Works Department evaluated several street sweepers, concluding that the Ravo R5iSeries Street Sweeper was the best fit for the organization. A variety of factors were considered which helped staff come to this conclusion, including safety, performance, maintenance cost and efficiency.

ANALYSIS:

The Ravo R5-iSeries Street Sweeper is recognized industry-wide for its durability, long service life, and ease of operation. Key features include:

- Industry-leading compaction rate to maximize payload and efficiency.
- Automatic ride height/self-leveling system that ensures optimal broom pressure, resulting in superior sweeping quality and reduced broom wear.
- Maintenance-friendly broom system with no greasing points, reducing upkeep costs.
- Exceptional maneuverability, with a turning radius of only 199 inches, suitable for tight streets and dead ends.
- No CDL requirement, as the GVW is 25,132 lbs., easing operation and staffing.
- High loading capacity of 12,125 lbs., supporting extended and efficient sweeping operations.

The unit's cost is $345,562.74, inclusive of taxes, delivery, and training. This purchase falls within the current fiscal year budget allocation of $400,000 designated for new street sweeping equipment.

The bidding requirement for this purchase is satisfied through a Sourcewell cooperative purchasing program. Cooperative purchasing is defined by the American Bar Association Model Procurement Code for State and Local Governments as "Procurement conducted by, or on behalf of, one or more Public Procurement Units." Sourcewell's analysts facilitate the procurement process by developing Requests for Proposals (RFPs) and Invitations for Bids (IFBs) for national, competitive solicitations that meet or exceed local requirements. Their rigorous process is continually refined to best serve the needs of participating agencies and ensures access to exceptional products from nationally recognized suppliers. The contract number for this purchase is 093021-FAY.

FISCAL IMPACT:

The total cost of $345,562.74 for the Ravo R5-iSeries is covered by the existing budget allocation of $400,000, resulting in remaining funds that can be allocated towards other needs. This purchase is expected to enhance the efficiency and effectiveness of street and airport runway cleaning, promoting community health, safety, and aesthetics. It supports the City's operational goals without exceeding the designated budget.

EXHIBITS:

Exhibit A – Contract Pricing sheet for Sourcewell Contract No. 093021-FAY for one (1) new Ravo R5iSeries Diesel Street Sweeper

Respectfully submitted,

_____

Ismael Hernandez
Public Works Director
City of Marina

REVIEW/CONCUR

_____

Layne Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF MARINA APPROVING PURCHASE OF A RAVO R5-ISERIES COMPACT DIESEL STREET SWEEPER, AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO EXECUTE PURCHASE AGREEMENTS ON BEHALF OF THE CITY SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY, AND AUTHORIZING THE FINANCE DIRECTOR TO MAKE NECESSARY ACCOUNTING AND BUDGETARY ENTRIES.

WHEREAS, the City of Marina recognizes the need for a reliable and efficient street sweeping program to enhance the cleanliness, safety, and appearance of city streets and public areas; and

WHEREAS, the Public Works Department has identified the Ravo R5-iSeries Compact Diesel Street Sweeper as an industry-leading vehicle that offers superior performance, maneuverability, and operational efficiency; and

WHEREAS, the purchase of this equipment will enable the City to implement a scheduled, routine street sweeping program, including maintenance of the Marina Airport runway and taxiways, as well as cleaning public event areas and traffic accident sites; and

WHEREAS, the procurement of the Ravo R5-iSeries is in compliance with the City's purchasing policies through participation in the Sourcewell cooperative purchasing program, with contract number 093021-FAY, which ensures a competitive and streamlined procurement process; and

WHEREAS, the total cost of the equipment, $345,562.74, is within the current fiscal year budget allocation of $400,000 designated for new street sweeping equipment.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Marina as follows:

1. The City Council hereby supports the staff report and authorizes the purchase of the Ravo R5-iSeries Compact Diesel Street Sweeper for the amount of $345,562.74.
2. The City Manager or his designee is authorized to execute all necessary documents and take all actions required to effectuate this purchase.
3. The Finance Director is authorized to make necessary accounting and budgetary entries.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 3rd Day of June 2025 by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

MUNICIPAL MAINTENANCE EQUIPMENT
CSLB #980409
DIR 1000004282
www.source-mme.com
Toll Free 1-888-484-9968

EXHIBIT A

May 13, 2025

City of Marina
211 Hillcrest Avenue
Marina, CA 93933

Tel: 831-277-0343
jperez@cityofmarina.org

Attention: Juan Perez

We are pleased to provide the enclosed contract pricing sheet off the Sourcewell Contract No. 093021-FAY for one (1) new Ravo R5-iSeries Compact Diesel Sweeper for your review.

Summary:	Complete Unit per attached Sourcewell price sheet	
	Price F.O.B. Marina, CA	$317,093.13
	8.975% Estimated Sales Tax	28,459.11
	CA Tire Fee (6 @ $1.75 Each)	10.50
	Total	$345,562.74

City's Purchase Order to be prepared and sent directly to the Sourcewell Contract Assignee:
Municipal Maintenance Equipment, Inc. 4634 Mayhew Road Sacramento, CA 95827
Nancy Steffan nsteffan@source-mme.com Tel: 916-922-1101 Fax: 916-922-1034

- Pricing includes delivery and on-site training.
- Normal delivery 120-240 days A.R.O., depending on component availability during production.
- CARB Disclosure: A vehicle operated in California may be subject to California Air Resources Board Advanced Clean Fleets regulations. It therefore could be subject to the requirements to reduce emissions of air pollutants. For more information, please visit the CARB Advanced Clean Fleets webpage at https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets
- Due to California emissions requirements, special permits may be required on engines. MME cannot provide these permits and we recommend you contact your local Air Resources Management District for the specific requirements.
- Sales tax applicable at time of delivery will be shown on invoice.
- Terms per Sourcewell Program.
- Quotation valid for 30 days.

Thank you for your interest in this fine product. Should you have any questions or need additional information, please let us know. We look forward to being of service.

Sincerely,
Municipal Maintenance Equipment, Inc.

James Wheeler,
President

Enclosure

MUNICIPAL MAINTENANCE EQUIPMENT

Sourcewell Awarded Contract

FAYAT ENVIRONMENTAL SOLUTIONS

RAVO FAYAT GROUP

FESA 2024 Ravo R5 Sourcewell Price List 03/01/2024 V1

Dealer Name	MME Sacramento	**Sourcewell Discount**	5%
Customer Name	City of Marina	**Order Number**	
Customer Physical Address	211 Hillcrest Avenue	**Quotation Date**	5/13/25
City, State, Zipcode	Marina, CA 93933	**Sourcewell Contract #**	093021-FAY
Contact Person	Juan Perez		
Contact Title	0		
Contact Email Address	jperez@cityofmarina.org		
Contact Phone Number	831-277-0343		
Customer Sourcewell Number	Pending		

QTY	ITEM CODE	DESCRIPTION	Sourcewell List Price Ea	Sourcewell Total List Price
1	1.1	5-iSeries 25 MPH, meeting NHTSA Road safety standards, including:	$ 284,758.98	$ 284,758.98
		Tier 4 engine / Standard tipping container		
		Inspection door retainer / Wide sweeping		
		Gutter brush angle adjustment right hand side / Dual tires		
		Step on brooms / License plate holder		
		12V Plug inside cabin / Airconditioning		
		Coated suction line + Suspended swivel wheel / Aluminium cover inside rear door		
		Alloy Fan / Easy liftable grid		
		LED work light package (brushes, cabin, container) / Rearview camera		
		LED beacon light (front and back) / Engine safety stop		
		Suction nozzle camera + second monitor / Heated and electrically adjustable mirrors		
		Central doorlock (doors lockable from inside) / Service manual		
		Cruise control (during sweeping) / PM10 Standard		
	7	**Broom and suction system**		
1	7.1	Independent brush lifting	$ 3,689.56	$ 3,689.56
1	7.2.2	Gutter brush angle adjustment left and right hand side	$ 1,066.08	$ 1,066.08
1	7.3	Borium Fan	$ 1,360.60	$ 1,360.60
1	7.4.1	Third brush / Weedcutter complete (double angle adjustment included)	$ 18,525.05	$ 18,525.05
1	7.4.3	Third brush quick release system	$ 2,765.62	$ 2,765.62
1	7.5	Hydraulic suction tube shutter with switch in cabin (shuts the suction tube off from the hopper)	$ 5,820.00	$ 5,820.00
	9	**Silent**		
1	9.1	Silent stage 1	$ 1,418.35	$ 1,418.35
	10	**Water options**		
1	10.1	High pressure water pump with spray gun mounted right hand side	$ 4,801.99	$ 4,801.99
	11	**Wander hose**		
1	11.1	Wander hose (8 inch) through container roof and mounted on rear door including mounting rack	$ 5,543.61	$ 5,543.61
	12	**Ergonomical and safety options**		
1	12.1	Air suspended driver seat with 2 point safety belt	$ 1,844.78	$ 1,844.78
	13	**Camera systems**		
1	13.3	Blind spot camera on left hand side of cabin (connected to 1st monitor)	$ 1,279.29	$ 1,279.29
	15	**Accessories**		
1	15.4	Toolbox (mounted in front of the passengers seat)	$ 278.11	$ 278.11
1	15.5	Mounting rack on rear door of the container (standard i.c.w. 11.1)	$ 463.51	$ 463.51
1	15.6	Air deflection plate (standard i.c.w. 1.3)	$ 1,093.89	$ 1,093.89

Subtotal :	$ 334,709.42
Sourcewell Discount:	$ (17,616.29)
Ravo R5 Subtotal:	$ 317,093.13

Ravo R5 Subtotal:	**$ 317,093.13**
Training:	Included

MUNICIPAL MAINTENANCE EQUIPMENT

Sourcewell Awarded Contract

FAYAT ENVIRONMENTAL SOLUTIONS

RAVO FAYAT GROUP

FESA 2024 Ravo R5 Sourcewell Price List 03/01/2024 V1

Dealer Name	MME Sacramento	**Sourcewell Discount**	5%
Customer Name	City of Marina	**Order Number**	
Customer Physical Address	211 Hillcrest Avenue	**Quotation Date**	5/13/25
City, State, Zipcode	Marina, CA 93933	**Sourcewell Contract #**	093021-FAY
Contact Person	Juan Perez		
Contact Title	0		
Contact Email Address	jperez@cityofmarina.org		
Contact Phone Number	831-277-0343		
Customer Sourcewell Number	Pending		

QTY	ITEM CODE	DESCRIPTION	Sourcewell List Price Ea	Sourcewell Total List Price
		We are pleased to offer this quotation for a Ravo R5 with the options listing above per the terms and conditions of the Sourcewell Contract Number 093021-FAY and the additional terms sheet attached.	**Dealer Prep:**	Included
			Freight:	Included
			Sourcewell Price:	**$ 317,093.13**
			Sales Tax 8.975%	$ 28,459.11
			California Tire Fee (6@1.75 ea)	$ 10.50
			Total Sourcewell Price:	**$ 345,562.74**

Very Truly Yours,
Adam Horch
0
0
0

For Acceptance:

Signed: _____ _____

Juan Perez
0

Adam Horch
0

Date: _____ _____

EXHIBIT

Support for Purchase of Ravo R5 -iSeries Street Sweeper & New Street Sweeper Program

ISMAEL HERNANDEZ
PUBLIC WORKS DIRECTOR

Introduction & Purpose

- **To request City Council approval for purchasing the Ravo R5-iSeries Compact Diesel Street Sweeper.**
- **To introduce the plan for a new, scheduled street sweeping program in Marina.**
- **Highlight the benefits: cleaner streets, increased safety, improved airport runway maintenance, and support for public events.**

Current Approach

- **Streets are currently cleaned via a local contractor.**
- **No fixed schedule; sweeps are scheduled short-notice based on contractor availability.**
- **Result: Inconsistent street cleanliness and limited community control.**

Proposed Approach

New Street Sweeping Program

Goal: Implement a scheduled, routine street sweeping program.

Key Point: Use of new equipment and additional staff to ensure consistent cleaning.

Focus: Maintain streets, airport runways, public event areas, and traffic accident cleanup.

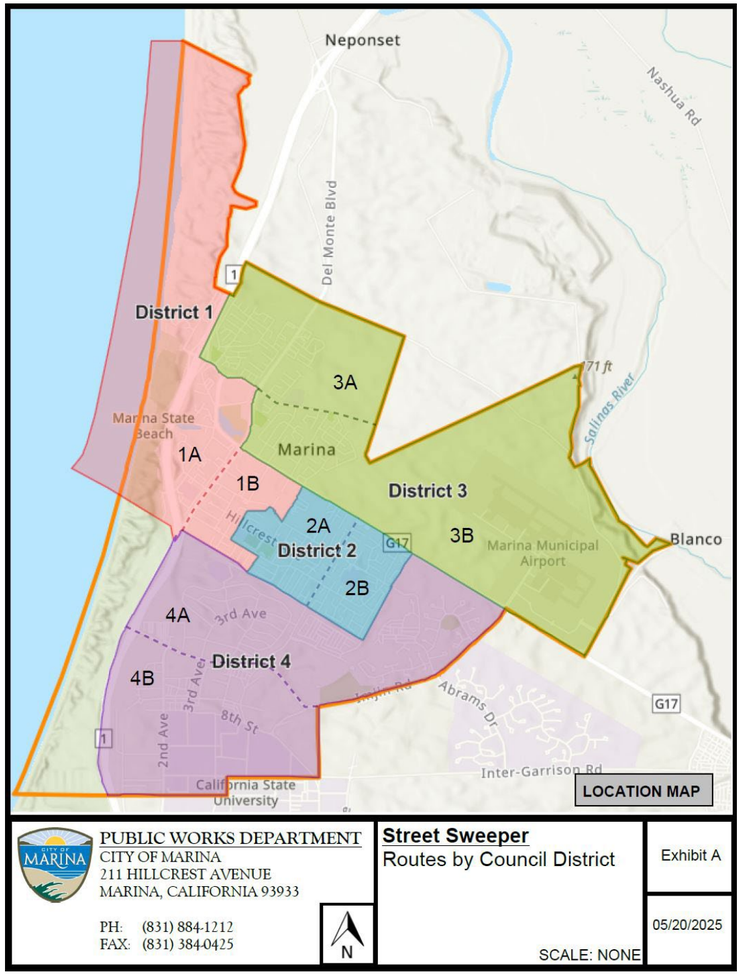
New Routine Plan

The plan introduces **eight street sweeping routes**.

How: Dividing existing City Council districts in half.

Result: Four districts, split into two routes each, totaling eight routes.

Benefit: More efficient, manageable, and predictable sweeping schedule.



Ravo R5 -iSeries

- **Industry leader in durability, payload, and maneuverability.**
  - **Features include:**
    - **Automatic self-leveling broom system**
    - **High compaction rate and large hopper**
    - **Exceptional turning radius (199 inches)**
    - **No CDL required**
    - **High loading capacity (12,125 lbs)**
- **Cost: $345,562.74 (includes taxes, delivery, training)**

Procurement

- **Purchase through Sourcewell cooperative purchasing program.**
- **This meets bidding requirements as defined by the American Bar Association.**
- **Contract number: 093021-FAY.**
- **Process ensures competitive, streamlined procurement with nationally recognized suppliers.**

Fiscal Impact

- **Total cost: $345,562.74.**
- **Within the current fiscal year budget of $400,000.**
- **Funds allocated support improved street maintenance and airport operations.**
- **The investment ensures long-term savings and community benefits.**

QUESTIONS

May 22, 2025 Item No. **10f(5)**

Honorable Mayor and Members of the Marina City Council

City Council Meeting of June 3, 2025

REQUEST TO CONSIDER ADOPTING RESOLUTION NO. 2025-, APPROPRIATE $85,000 FROM PUBLIC FACILITIES IMPACT FEE FUND NO. 215 (ROADWAY & INTERSECTION IMPACT FEES) TO THE CITY CAPITAL IMPROVEMENT PROJECTS FUND NO. 462. TBD FOR THE DUNES ON MONTEREY BAY ("DUNES") TRAFFIC IMPACT ANLYSIS (TIA) UPDATE; AUTHORIZE THE FINANCE DIRECTOR TO MAKE THE NECESSARY ACCOUNTING AND BUDGETARY ENTRIES

REQUEST:

It is requested that the City Council:

1. Consider adopting Resolution No. 2025-, approving the appropriation of $85,000 from Public Facilities Impact Fee Fund No. 215 (Roadway & Intersection Impact Fees) to the City Capital Improvement Projects Fund No. 462.TBD for the Dunes on Monterey Bay ("Dunes") Traffic Impact Analysis (TIA) update;

2. Authorize the Finance Director to make the necessary accounting and budgetary entries.

BACKGROUND:

On May 31, 2005, along with other entitlements, the Marina City Council adopted Resolution No. 2005-127, certifying the Final Environmental Impact Report (FEIR) (SCH. No. 2004091167) for University Villages Specific Plan project (now Dunes on Monterey Bay Specific Plan) in accordance with the California Environmental Quality Act (CEQA) and state and local guidelines, making certain findings and determinations thereto, adopting a statement of overriding considerations, and adopting a mitigation monitoring and reporting program. The Traffic Impact Analysis (Appendix F of the FEIR) contained an analysis of the transportation network for the Specific Plan area.

The purpose of the original FEIR TIA (May 31, 2005) was to study the traffic impact associated with planned development within the Dunes Specific Plan area. A variety of residential, commercial and other land uses were assessed to understand their combined influence on road and intersection operating conditions, which were evaluated based on the expected level of service (LOS).

Altogether, project build-out in the FEIR TIA included 1,237 residential units, 1,122,055 square feet (sf) of retail uses, 809,171 sf of business park, 561,850 sf of government type offices, 10,000 sf of general office, and various other land uses such as a multiplex theater, gas station, community building, soccer fields, a possible transit center, a church, and "opportunity phase" development.

Vehicle trips were based upon trip rates published for various "land use types" in the Institute of Transportation Engineers' (ITE) *Trip Generation* (7th Edition, 2003) and San Diego Association of Governments (SANDAG) *Vehicular Traffic Generation Rates* (2003). The total number of generated trips were reduced by five percent to account for captured trips. In addition, a five percent internal trip reduction was applied to account for the vision for this new mixed-use, planned community "as a fully integrated, sustainable, pedestrian friendly place, incorporating residential, employment, shopping and recreational opportunities, as well as the anticipated provision for and use of other modes of transit" (FEIR TIA, p. 26).

The distribution of the estimated project trips from the Dunes project area to the Monterey Peninsula and the surrounding region was based on the origin/destination matrices provided by the Association of Monterey Bay Area Governments (AMBAG). The location and proximity of other existing and future land uses adjacent to the Dunes project site boundaries, including CSUMB campus activities, were considered in the project trip distribution.

Project Status and Existing Conditions (as of 2015)

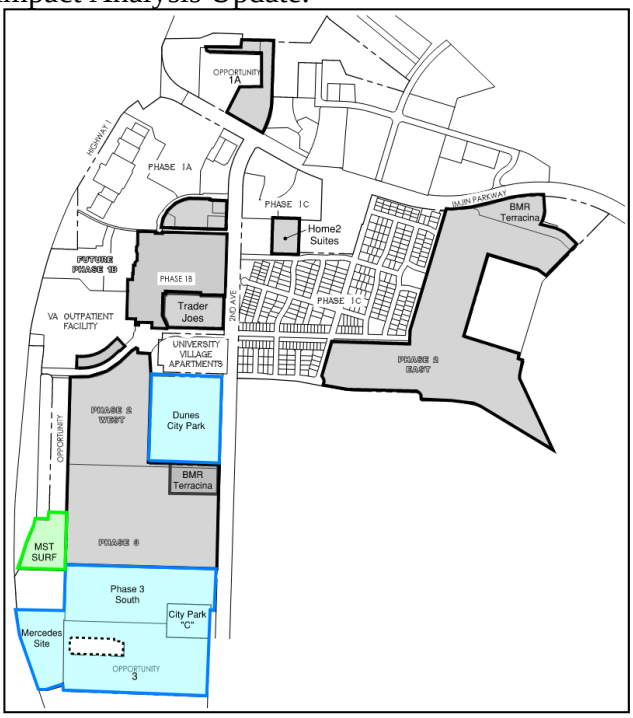
A portion of the Dunes project has been built or is under construction, including the regional retail component (Dunes Shopping Center), movie theater (Cinemark), single- and multi-family housing, Peninsula Wellness Center, VA Clinic, and hotel rooms (Marriott Springhill Suites).

Since the certification of the Dunes FEIR, in 2005, there have been a number of changes to evaluate land use types. For example, the Peninsula Wellness Center, a medical facility, was constructed instead of a grocery store and associated service retail shops at the south east corner of Imjin Parkway and 2nd Avenue.

Also within the vicinity of the Dunes Specific Plan area, land use changes have taken place, including the addition of Monterey Peninsula College (MPC) satellite campus at Imjin Parkway and 3rd Avenue and development of the Promontory student dormitory housing at 8th Street and Imjin Road. Neither were anticipated at the time of the Dunes project. Future additional student housing north of CSUMB campus is planned as Promontory 2.

These changes, in conjunction with relocation of the multimodal corridor and potential closure of 8th Street for recreational trail and greenway purposes warrant further investigation of associated impacts to traffic operations. An updated traffic analysis was needed as part of the environmental review to support the General Plan amendments needed for these projects.

At the regular meeting of December 15, 2015, the City Council adopted Resolution No. 2015-147, approving an agreement with Kimley Horn for traffic engineering services for the Traffic Impact Analysis Update.



Project Status and Existing Conditions (as of 2025)

Since the last update, a large portion of the Dunes project has been built or is under construction, including the Phase 1A Casual Dining (e.g. Chipotle, Teriyaki Madness) and Restaurants (e.g. Brass Tap), the Phase 1B Promenade with mixed-use Grocery Store (Trader Joes) and housing, Phase 2 West and East Residential single-, multi-family, and below-market-rate housing (Terracina at the Dunes, Site 1 & 2), and hotel rooms (Hilton Home2Suites).

Backbone infrastructure for Opportunity Phases 1A ("CDEC Hill") and Phase 3 have been constructed to allow for active development of a Gas Station, Car Dealership and Medical Facilities. The connection of 8th Street from 2nd Avenue through to California Avenue is currently under design in conjunction with the Fort Ord Rec Trail and Greenway (FORTAG) segment along California Avenue.

These changes, in conjunction with relocation of the multimodal corridor warrant further investigation of associated impacts to traffic operations. An updated traffic analysis is needed as part of the environmental review to support the General Plan amendments needed for these projects.

Scope of Services

Staff requested a Scope of Services for a TIA from the City's on-call traffic engineering consultant Kimley-Horn and Associates (KHA) to understand the implications of these changes to the traffic network.

The proposed TIA update would evaluate the effects of the land use and circulation changes. Traffic operations on the existing and planned road network would be compared to the traffic analysis in the original FEIR TIA. If intersections and roadway segments are found to operate at an undesirable LOS with these changes, KHA would specify feasible mitigation measures. These measures may include, but are not limited to, lane re-configuration, installation of traffic signals, minor widening to accommodate turn lanes, changes to signal phasing, timing, or coordination. It will also inform the timing of the measures required by the 2005 FEIR, given contextual changes.

FISCAL IMPACT:

Should the City Council approve this request for additional funding, adequate funding is available for a total appropriation of $85,000 to the project account 462.TBD from the Public Facilities Impact Fees Fund No. 215, Roadway Impact Fees ($42,500) and Intersection Impact Fees ($42,500).

CONCLUSION:

This request is submitted for City Council consideration and possible action.

Respectfully submitted,

_____

Edrie Delos Santos, PE
Engineering Division
Public Works Department

REVIEWED/CONCUR:

_____

Ismael Hernandez
Public Works Director
City of Marina

_____

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA APPROPRIATE $85,000 FROM PUBLIC FACILITIES IMPACT FEE FUND NO. 215 (ROADWAY & INTERSECTION IMPACT FEES) TO THE CITY CAPITAL IMPROVEMENT PROJECTS FUND NO. 462. TBD FOR THE DUNES ON MONTEREY BAY ("DUNES")_TRAFFIC IMPACT ANLYSIS (TIA) UPDATE; AUTHORIZE THE FINANCE DIRECTOR TO MAKE THE NECESSARY ACCOUNTING AND BUDGETARY ENTRIES

WHEREAS, on May 31, 2005, along with other entitlements, the Marina City Council adopted Resolution No. 2005-127, certifying the Final Environmental Impact Report (FEIR) (SCH. No. 2004091167) for University Villages Specific Plan project (now Dunes on Monterey Bay Specific Plan) in accordance with the California Environmental Quality Act (CEQA) and state and local guidelines, making certain findings and determinations thereto, adopting a statement of overriding considerations, and adopting a mitigation monitoring and reporting program. The Traffic Impact Analysis (Appendix F of the FEIR) contained an analysis of the transportation network for the Specific Plan area, and;

WHEREAS, the purpose of the original FEIR TIA (May 31, 2005) was to study the traffic impact associated with planned development within the Dunes Specific Plan area. A variety of residential, commercial and other land uses were assessed to understand their combined influence on road and intersection operating conditions, which were evaluated based on the expected level of service (LOS), and;

WHEREAS, altogether, project build-out in the FEIR TIA included 1,237 residential units, 1,122,055 square feet (sf) of retail uses, 809,171 sf of business park, 561,850 sf of government type offices, 10,000 sf of general office, and various other land uses such as a multiplex theater, gas station, community building, soccer fields, a possible transit center, a church, and "opportunity phase" development, and;

WHEREAS, vehicle trips were based upon trip rates published for various "land use types" in the Institute of Transportation Engineers' (ITE) *Trip Generation* (7th Edition, 2003) and San Diego Association of Governments (SANDAG) *Vehicular Traffic Generation Rates* (2003). The total number of generated trips were reduced by five percent to account for captured trips. In addition, a five percent internal trip reduction was applied to account for the vision for this new mixed-use, planned community "as a fully integrated, sustainable, pedestrian friendly place, incorporating residential, employment, shopping and recreational opportunities, as well as the anticipated provision for and use of other modes of transit" (FEIR TIA, p. 26), and;

WHEREAS, the distribution of the estimated project trips from the Dunes project area to the Monterey Peninsula and the surrounding region was based on the origin/destination matrices provided by the Association of Monterey Bay Area Governments (AMBAG). The location and proximity of other existing and future land uses adjacent to the Dunes project site boundaries, including CSUMB campus activities, were considered in the project trip distribution, and;

WHEREAS, since the last update, a large portion of the Dunes project has been built or is under construction, including the Phase 1A Casual Dining (e.g. Chipotle, Teriyaki Madness) and Restaurants (e.g. Brass Tap), the Phase 1B Promenade with mixed-use Grocery Store (Trader Joes) and housing, Phase 2 West and East Residential single-, multi-family, and below-market-rate housing (Terracina at the Dunes, Site 1 & 2), and hotel rooms (Hilton Home2Suites), and;

WHEREAS, backbone infrastructure for Opportunity Phases 1A ("CDEC Hill") and Phase 3 have been constructed to allow for active development of a Gas Station, Car Dealership and Medical Facilities. The connection of 8th Street from 2nd Avenue through to California Avenue is currently under design in conjunction with the Fort Ord Rec Trail and Greenway (FORTAG) segment along California Avenue, and;

WHEREAS, these changes, in conjunction with relocation of the multimodal corridor warrant further investigation of associated impacts to traffic operations. An updated traffic analysis is needed as part of the environmental review to support the General Plan amendments needed for these projects, and;

WHEREAS, staff requested a Scope of Services for a TIA from the City's on-call traffic engineering consultant Kimley-Horn and Associates (KHA) to understand the implications of these changes to the traffic network, and;

WHEREAS, the proposed TIA update would evaluate the effects of the land use and circulation changes. Traffic operations on the existing and planned road network would be compared to the traffic analysis in the original FEIR TIA. If intersections and roadway segments are found to operate at an undesirable LOS with these changes, KHA would specify feasible mitigation measures. These measures may include, but are not limited to, lane re-configuration, installation of traffic signals, minor widening to accommodate turn lanes, changes to signal phasing, timing, or coordination. It will also inform the timing of the measures required by the 2005 FEIR, given contextual changes, and;

WHEREAS, should the City Council approve this request for additional funding, adequate funding is available for a total appropriation of $85,000 to the project account 462.TBD from the Public Facilities Impact Fees Fund No. 215, Roadway Impact Fees ($42,500) and Intersection Impact Fees ($42,500).

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Marina does hereby:

1. Approve the appropriation of $85,000 from Public Facilities Impact Fee Fund No. 215 (Roadway & Intersection Impact Fees) to the City Capital Improvement Projects Fund No. 462.TBD for the Dunes on Monterey Bay ("Dunes") Traffic Impact Analysis (TIA) update;

2. Authorize the Finance Director to make the necessary accounting and budgetary entries.

PASSED AND ADOPTED, at a regular meeting of the City Council of the City of Marina, duly held on the 3rd day of June 2025 by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

April 8, 2025

Edrie De Los Santos
City of Marina
211 Hilcrest Avenue
Marina, CA 93933

Re: Proposal – Dunes and 2nd Avenue Traffic Study Update

Dear Mr. De Los Santos,

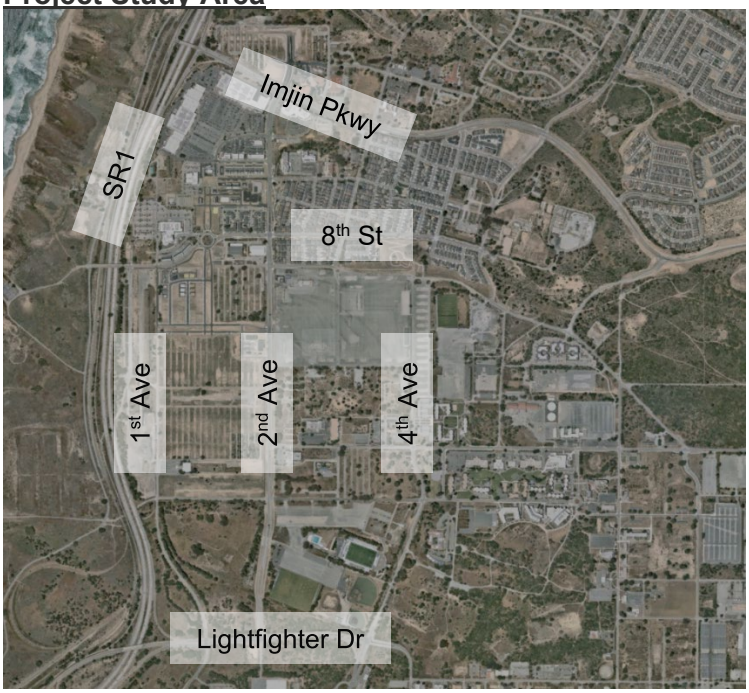
Thank you for inviting Kimley-Horn and Associates, Inc. ("Kimley-Horn" or "Consultant") to provide engineering services to the City of Marina ("Client") for the proposed 2nd Avenue and Dunes Traffic Study (the Project). Per the On-Call contract with the Client, this proposal describes the scope and methodologies for providing professional services.

Project Understanding

The City of Marina is planning to improve the infrastructure within the Dunes Specific Plan area to support the future development phases along 2nd Avenue between Imjin Parkway and Lightfighter Drive. The project is a mixed-use, planned community located on approximately 429 acres of the former Fort Ord military base. The Final Environmental Impact Report (FEIR) for the Dunes Specific Plan (formerly called University Villages) was certified in 2005. Since the certification of the FEIR, there have been multiple changes to evaluated land use types and the proposed circulation network. As a result, an updated traffic analysis was prepared in 2017 by Kimley-Horn.

The proposed land uses for the Dunes Specific Plan has changed since the 2017 study, and the City is seeking a revised traffic analysis to identify future roadway and intersection improvements that are consistent with the City's General Plan. The Consultant will evaluate the effects of the Dunes land use type and circulation network changes to the traffic operations and facilities as compared to the analysis in the original 2005 FEIR and 2017 traffic study.

Project Study Area



Project Assumptions

The traffic analysis will based on the following analysis scenarios:

- Dunes Baseline Conditions – Current traffic and roadways plus approved project trips and conditions
- Cumulative Plus Dunes Project Conditions – Current traffic plus the latest General Plan buildout traffic volumes and geometric improvements plus traffic generated by the Dunes

The traffic analysis will evaluate the following study roadway segments and intersections:

- Study Roadways:
  - 1st Avenue between Imjin Pkwy and Lightfighter Dr
  - 2nd Avenue between Imjin Pkwy and Lightfigher Dr
  - 8th Street between 1st Ave and Imjin Rd
  - Inter-Garrison Rd between 1st Ave and 2nd Ave
  - Divarty St between 1st Ave and 2nd Ave
- Study Intersections:
  - Imjin Pkwy / 2nd Ave
  - Imjin Pkwy / 3rd Ave
  - Imjin Pkwy / 4th Ave
  - Imjin Pkwy / California Ave
  - 2nd Ave / General Stilwell Dr
  - 2nd Ave / 10th St
  - 2nd Ave / 9th St
  - 2nd Ave / 8th St
  - 2nd Ave / 6th St
  - 2nd Ave / 3rd St - Inter-Garrison Rd
  - 2nd Ave / Divarty St
  - 8th St / 3rd Ave
  - 8th St / 4th Ave – General Jim Moore Blvd
- It is assumed the proposed traffic control signals on 2nd Avenue between Imjin Parkway and 10th Street will remain.
- The existing stop control intersections on 2nd Avenue between 9th Street and Lightfigher Dr will be evaluated for future signal or roundabout control

Scope of Services

Task 1 – Data Collection and Review

Land Use Information

Kimley-Horn will review, in close collaboration with City staff, project related material consisting of the latest:

- Project description
- Land use quantities and unit totals
- Tentative Map, site access locations, and circulation network
- Approved / Built projects
- Background information
  - Dunes Specific Plan
  - California State University Monterey Bay (CSUMB) Master Plan
  - Marina Housing Element
  - Main Gate Specific Plan in City of Seaside (Divarty / 1st Avenue)

Based on the data, a table will be prepared comparing the land uses in the 2005 FEIR and 2017 study to the proposed development land use types. Kimley-Horn will rely upon the accuracy and completeness of all documents, reports, plans and specifications provided by the City or by others. Verifying the accuracy and completeness of such items is not part of this scope of services.

To determine the 1st Avenue connection to Lightfighter Drive from the planned Main Gate development, the Consultant will coordinate with the City of Seaside / developer for the latest site plan and project description.

Traffic and Field Data

To understand existing traffic conditions in the project study area and potential freeway cut-through along 2nd Avenue, Kimley-Horn will coordinate with a subconsultant to conduct an origin-destination study with a license plate survey.

- The survey will identify cut-through traffic during the AM peak for commuters heading southbound on State Route 1 and using local streets through Imjin Parkway, 2nd Avenue, and Lightfigher Drive to bypass existing southbound congestion on the freeway.

Task 2 – Project Trip Generation and Distribution

Trip Generation

The Consultant will coordinate with City staff to update the project land uses, estimate the total number of net new vehicle trips expected to be generated by the proposed development, and compare the results to the traffic analysis in the 2005 FEIR and 2017 TIA. The primary source of trip generation rates will be Trip Generation (11th Edition) published by the Institute of Transportation Engineers (ITE). These rates will be adjusted accordingly for the specific site conditions. Project trip generation volumes will be estimated for weekday Daily, AM and PM peak hours.

Trip Distribution

The trip distribution of project traffic on the roadway system will be consistent with the previous 2005 FEIR and 2017 TIA based on:

- Existing traffic patterns
- Roadway network from the Dunes project and other Specific Plan developments
- Locations of land uses within the City
- The AMBAG travel demand model (General Plan or most current AMBAG model)

Task 3 – Dunes Baseline Conditions Analysis

Intersection traffic volumes will be used to analyze level-of-service (LOS) for the baseline scenario. Kimley-Horn will conduct an analysis of weekday AM and PM peak hour traffic conditions for each development scenario. Synchro software, Sidra software, City of Marina, and Highway Capacity Manual (HCM) technical procedures will be used to determine LOS at the study intersections. Synchro software will also be used to determine intersection vehicle queuing under each development condition.

Task 4 – Cumulative Plus Project Conditions Analysis

The Cumulative Plus Project traffic volumes are assumed to represent existing traffic plus General Plan buildout, including approved projects trips and the Dunes trips.

For this analysis, it is assumed that cumulative intersection volumes will be estimated based on the buildout data from the latest AMBAG travel demand model. The AMBAG model will be updated to reflect ITE land

use types for existing development or projects under construction and changes to the road network. For the study intersections and roadway segments not included in the model, cumulative traffic volumes will be estimated based on adjustment factors developed in coordination with City staff. Kimley-Horn will use the cumulative volumes to perform peak hour capacity analysis for study intersections and roadway segments.

Task 5 – Transportation Mitigations and Recommendations

Kimley-Horn will compare the capacity analysis results for the analysis scenarios to the established significance criteria to determine intersections and roadway segments operating at an undesirable level of service and queueing under the study scenarios. The transportation facilities operating deficiently will be compared to the facilities with significant impacts identified in the previous analysis.

Kimley-Horn will develop feasible potential mitigation measures for intersections and roadway segments operating at an undesirable LOS and queues. These may include, but are not limited to:

- Bus priority and potential queue jumping
- Roadway alignment re-configuration
- Lane re-configuration
- Installation of traffic signals or roundabouts
- Minor widening to accommodate turn lanes
- Changes to signal phasing, timing, or coordination.

Mitigation measures will be developed in concept and tested for effective improvement in LOS. One (1) potential mitigation improvement alternative will be developed for each significant impact identified. This scope of work does not include preliminary design of mitigation or cost estimates.

Task 6 – Technical Report

Kimley-Horn will prepare a technical report for review with the Client. The draft memorandum will include text, charts, and figures describing our process, assumptions, and results. The report will be provided in electronic format and will document the findings of the traffic analysis, peer review, and recommendations for City review. Based on up to one (1) set of consolidated comments received on the draft memo from the Client, the report will be revised, and a final report will be provided in electronic format.

Task 7 – Coordination Meetings and Presentations

Kimley-Horn will attend up to three (3) meetings attended virtually or by phone with City staff to discuss the Project recommendations.

Additional Services

Any services not specifically provided for in the above scope will be billed as additional services and performed at our then current hourly rates.

Information Provided by the Client

We shall be entitled to rely on the completeness and accuracy of all information provided by the Client or the Client's consultants or representatives. If available, the Client shall provide all information requested by Kimley-Horn during the project.

Schedule

Kimley-Horn will provide the services identified above as expeditiously as practicable to meet a mutually agreed upon schedule.

Compensation, Fees and Expenses:

Kimley-Horn and Associates will perform the service described in the Scope of Services on a labor fee plus expense basis. Labor fee will be billed on an hourly basis according to our then-current fees. The Client agrees to compensate Kimley-Horn for such services as follows:

Task Number and Name		Fee	Type
1	Data Collection and Review	$6,100	Not to exceed
2	Project Trip Generation and Distribution	$4,960	Not to exceed
3	Dunes Baseline Conditions Analysis	$14,630	Not to exceed
4	Cumulative Plus Project Conditions Analysis	$14,630	Not to exceed
5	Transportation Mitigations and Recommendations	$12,500	Not to exceed
6	Technical Report	$10,460	Not to exceed
7	Coordination Meetings & Presentations	$8,340	Not to exceed
	Kimley-Horn Labor Fee	**$71,620**	
	Subconsultant – Cut Through Traffic Counts	$13,200	Not to exceed
	Total Fee	**$84,820**	

In addition to the labor fee, direct reimbursable expenses such as express delivery services, fees, air travel, and other direct expenses will be billed at 1.10 times cost. A percentage of labor fee will be added to each invoice to cover certain other expenses such as telecommunications, in-house reproduction, postage, supplies, project related computer time, and local mileage. Administrative time related to the project will be billed hourly. All permitting, application, and similar project fees will be paid directly by the Client. Should the Client request Kimley-Horn to advance any such project fees on the Client's behalf, a separate invoice for such fees, with a ten percent (10%) markup, will be immediately issued to and paid by the Client. Fees and expenses will be invoiced monthly based on the percentage of services performed as of the invoice date. Payment will be due within 30 days of the date of the invoice.

Payment will be due within 30 days of your receipt of the invoice and should include the invoice number and Kimley-Horn project number.

Closure

We appreciate the opportunity to provide these services to you. Please contact me if you have any questions.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

Frederik Venter P.E.
#C64621
Senior Associate

Derek Wu P.E.
#C81401
Project Manager

City of Marina

By:

_____
(Signature)

_____
(Name and Title)

_____
(Date)

_____
(Email Address)

Attest:

_____
(Signature)

_____
(Name and Title)

_____
(Client's Federal Tax ID)

_____
(Client's Business License No.)

_____

_____

(Client's Street Address)

May 27, 2025 Item No. **10f(6)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of June 3, 2025

CITY COUNCIL TO CONSIDER ADOPTING RESOLUTION NO. 2025-, APPROVING CLARIFICATION ON THE ADOPTED FEE SCHEDULE FOR SIDEWALK REPLACEMENT

RECOMMENDATION: It is requested that the City Council consider:

1. Adopting Resolution No. 2025-, approving a clarification on the adopted fee schedule for sidewalk replacement

BACKGROUND:
At the regular meeting of July 2, 2024, the City Council adopted Resolution N0. 2024-86, receiving the Fee Study Update and adopting the new Master Fee Schedule with an implementation date of September 1, 2024. Included in the fee schedule is Fee Reference S-062 "Sidewalk Inspection". **(EXHIBIT A)**

ANALYSIS:
The scope of services for "Sidewalk Inspection" is intended for the installation of new sidewalk including grading, forming, and final finish concrete work. The fee is not intended for the repair of sidewalk due to compliance with City Ordinance Section 8.70.050(c) regarding replacement due to wear and tear and in response to California State Streets and Highways Code Section 5610 which requires the property owner to be responsible for the maintenance and repair of sidewalks in front of their property.

Staff proposes to include in the "Description of Service" for S-062 that the cost recovery for replacement of sidewalks due to wear and tear will be "zero", with no charge to the property owner.

The property owner is still required to secure the needed sidewalk repair permit prior to beginning the sidewalk repair work.

FISCAL IMPACT:
The impact to the General Fund is anticipated to be less than $2,000.

CONCLUSION:
This request is submitted for City Council consideration and possible action.
Respectfully submitted,

_____
Edrie Delos Santos, P.E.
Engineering Division
Public Works Department

REVIEWED/CONCUR:

_____
Ismael Hernandez
Public Works Director
City of Marina

_____
Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF CITY COUNCIL OF THE CITY OF MARINA
APPROVING A CLARIFICATION ON THE ADOPTED FEE SCHEDULE
FOR SIDEWALK REPLACEMENT

WHEREAS, at the regular meeting of July 2, 2024, the City Council adopted Resolution N0. 2024-86, receiving the Fee Study Update and adopting the new Master Fee Schedule with an implementation date of September 1, 2024. Included in the fee schedule is Fee Reference S-062 "Sidewalk Inspection". (Exhibit A), and;

WHEREAS, the scope of services for "Sidewalk Inspection" is intended for the installation of new sidewalk including grading, forming, and final finish concrete work. The fee is not intended for the repair of sidewalk due to compliance with City Ordinance Section 8.70.050(c) regarding replacement due to wear and tear and in response to California State Streets and Highways Code Section 5610 which requires the property owner to be responsible for the maintenance and repair of sidewalks in front of their property, and;

WHEREAS, staff proposes to include in the "Description of Service" for S-062 that the cost recovery for replacement of sidewalks due to wear and tear will be "zero", with no charge to the property owner, and;

WHEREAS, the property owner is still required to secure the needed sidewalk repair permit prior to beginning the sidewalk repair work. The impact to the General Fund is anticipated to be less than $2,000.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby approve a clarification on the adopted fee schedule for sidewalk replacement.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 3rd day of June 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

CITY OF MARINA
REVENUE AND COST SUMMARY WORKSHEET
FISCAL YEAR 2023-2024

SERVICE	REFERENCE NO.
SIDEWALK INSPECTION	**S-062**

PRIMARY DEPARTMENT	UNIT OF SERVICE	SERVICE RECIPIENT
ENGINEERING	PERMIT	Developer/Resident/Business

DESCRIPTION OF SERVICE

Inspection of the installation of a sidewalk in the public right-of-way.

CURRENT FEE STRUCTURE

$355 per permit + $100 per 250 square feet after the first 250 square feet

REVENUE AND COST COMPARISON

UNIT REVENUE:	**$358.33**	**TOTAL REVENUE:**	**$10,750**
UNIT COST:	**$587.43**	**TOTAL COST:**	**$17,623**
UNIT PROFIT (SUBSIDY):	**$(229.10)**	**TOTAL PROFIT (SUBSIDY):**	**$(6,873)**
TOTAL UNITS:	**30**	**PCT. COST RECOVERY:**	**61.00%**

SUGGESTED FEE FOR COST RECOVERY OF: 100%

$580 per permit + $165 per 250 square feet after the first 250 square feet

May 29, 2025 Item No. **10f(7)**

Honorable Mayor and Members of the Marina City Council

City Council Meeting of June 3, 2025

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2025-, ACKNOWLEDGING THE PUBLIC HEARING NOTICE AND RATIFYING THE SETTING OF A PUBLIC HEARING FOR JULY 1, 2025, ON THE PROPOSED INTENTION TO ADOPT AN IMPACT FEE NEXUS STUDY AND AMEND CHAPTER 3.26 OF THE MARINA MUNICIPAL CODE REGARDING MITIGATION FEES FOR NEW DEVELOPMENT WITHIN THE CITY OF MARINA

REQUEST:

It is requested that the City Council:

1. Consider adopting Resolution No. 2025-, acknowledging the public hearing notice and ratifying the setting of a public hearing for July 1, 2025, on the proposed intention to adopt an impact fee nexus study and amend Chapter 3.26 of the Marina Municipal Code regarding mitigation fees for new development within the City of Marina.

BACKGROUND:

The Mitigation Fee Act, Section 66000 et seq. of the California Government Code, and the Marina Municipal Code Chapter 3.26 Mitigation Fees for New Development, provide a mechanism whereby the City may impose and charge mitigation fees as a condition of approval for development projects. These mitigation or public facility impact fees (PFIF) may only be used to offset the cost of certain infrastructure attributable to development.

In 2007, the City contracted with Kimley Horn to conduct a Development Impact Fee Study. Following this study, the Council adopted public facility impact fees. In 2011, and subsequently in 2016, the Development Impact Fee Study was updated and the City Council adopted updated public facility impact fees.

ANALYSIS:

The City is in the process of working with a consulting team to provide an update to the prior impact fee studies through a new Development Impact Fee Nexus Study (Study) to be adopted by the City Council. This new study will update all five (5) City public facilities impact fee programs:

- Public building facilities
- Public safety facilities
- Roadways
- Intersections
- Parks

The purpose of the Study is to re-evaluate and update the fees developed from the 2016 study; incorporate projects from the City's Capital Improvement Program (CIP), and recommend additional projects. In establishing impact fees, it is important to remember that a nexus must be established between the fee and the development impact. A fee cannot be more than the cost of the public facility needed to accommodate the new development, and the fee revenues can only be used for their intended purpose.

Public Facilities Impact Fees are based on future infrastructure needs that are generated by new development projects. These future projects are included in the current General Plan boundary of the City.

Chapter 3.26.070 of the Marina Municipal Code requires the adoption or increase of fees by ordinance, and in accordance with Government Code Section 66016. These fees can only become effective sixty (60) days following the adoption of the ordinance.

In accordance with Government Code 66016.5(a)(7) the City has provided notice of intent to adopt an impact fee nexus study and to amend Chapter 3.26 of the Marina Municipal Code regarding mitigation fees within the City of Marina by publishing such notice on its website as well as with this item on May 30, 2025. This item serves to acknowledge that notice and ratify the setting of a public hearing on July 1, 2025 to adopt the Study as well as to take certain actions on that date to update the City's Public Facility Impact Fees.

The following schedule of regular City Council meetings will satisfy the requirements of Chapter 3.26.070 in updating the fee schedule and ordinance:

- May 30, 2025 – Publication of notice on the City's website regarding City's intent to adopt an impact fee nexus study and to amend Chapter 3.26 of the Marina Municipal Code, and proposed adoption of Resolution 2025-XX acknowledging such notice . This resolution and report were published to the City website on May 30, 2025, with the June 3, 2025 City Council agenda packet.
- Ten days prior to the July 1, 2025 Council Meeting - A public notice will be placed in a local newspaper twice regarding the public hearing date and intent to amend the mitigation fees at such Council Meeting date. A copy of the fee study will also be placed on the City's website and will be made available at City Hall.
- July 1, 2025 – A presentation of the updated Development Impact Fee Nexus Study will be provided at the regular City Council Meeting on July 1, 2025. As part of the same agenda item, a public hearing will be held regarding the adoption of the Study, along with the hearing and first reading of an ordinance to adopt the updated mitigation fees.
- August 6, 2025 – A second reading of the ordinance will be made, along with adoption of the ordinance. The new fees would then become effective sixty (60) days after adoption.

FISCAL IMPACT:

Adoption of the proposed development impact fees will provide revenue to fund the development driven public facility projects.

CONCLUSION:

This request is submitted for City Council's approval.

Respectfully submitted,

_____

Tori Hannah
Finance Department
City of Marina

REVIEWED/CONCUR:

_____

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF CITY COUNCIL OF THE CITY OF MARINA ACKNOWLEDGING THE PUBLIC HEARING NOTICE AND RATIFYING THE SETTING OF A PUBLIC HEARING FOR JULY 1, 2025, ON THE PROPOSED INTENTION TO ADOPT AN IMPACT FEE NEXUS STUDY AND TO AMEND CHAPTER 3.26 OF THE MARINA MUNICIPAL CODE REGARDING MITIGATION FEES FOR NEW DEVELOPMENT WITHIN THE CITY OF MARINA

WHEREAS, at the regular meetings of May 17, 2016, and July 6, 2016, the City Council held public meetings to receive any public comments regarding the proposed update to the City's Public Facilities Impact Fee (PFIF) Study, and;

WHEREAS, at the regular City Council meeting of July 19, 2016, the City Council passed and adopted Ordinance No. 2016-04, amending Chapter 3.26 of the Marina Municipal Code updating developer impact mitigation fees for new development; and

WHEREAS, Government Code Section 66016.5 requires that mitigation fee studies be updated at least every eight years, from the period beginning on January 1, 2022; and

WHEREAS, the City has retained a consulting team to prepare a Development Impact Fee Study to re-evaluate and update the fees developed from the 2016 study, incorporate projects from the City's adopted Capital Improvement Program (CIP), and incorporate additional recommended projects; and

WHEREAS, a public notice is required 30 days prior to a public hearing to adopt an impact fee nexus study to amend Chapter 3.26 of the Marina Municipal Code to update the City's impact fees which serve to mitigate for new development; and

WHEREAS, the notice of public hearing for July 1, 2025 was published on May 30, 2025; and

WHEREAS, this resolution and agenda report which acknowledges such notice were published to the City website on May 30, 2025 with the June 3, 2025 City Council agenda packet.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Marina:

1. Resolution 2025-XX acknowledges publication of notice on May 30, 2025 of the setting of a public hearing at a regular City Council Meeting on July 1, 2025, on the proposed intention to adopt a Development Impact Fee Nexus Study to amend Chapter 3.26 of the Marina Municipal Code regarding mitigation fees for new development within the City of Marina.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 3rd day of June 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

May 27, 2025 Item No. **10g(1)**

Honorable Mayor and Members of the Marina City Council

City Council Meeting of June 3, 2025

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2024-, APPROVING AMENDMENT NO. 3 TO THE AGREEMENT BETWEEN CITY OF MARINA AND KIMLEY-HORN AND ASSOCIATES, INC. OF SALINAS, CALIFORNIA, TO PROVIDE ENGINEERING SERVICES FOR THE PROPOSED WIDENING OF IMJIN PARKWAY BETWEEN RESERVATION ROAD AND IMJIN ROAD, AUTHORIZE THE FINANCE DIRECTOR TO MAKE THE NECESSARY ACCOUNTING AND BUDGETARY ENTRIES, AND AUTHORIZE THE CITY MANAGER TO EXECUTE THE AMENDMENT ON BEHALF OF THE CITY SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY

RECOMMENDATION:

It is recommended that the City Council:

1. Consider adopting Resolution No. 2025-, approving Amendment No. 3 to the agreement between City of Marina and Kimley-Horn and Associates, Inc. of Salinas, California, to provide engineering services to complete the plans for widening of Imjin Parkway between Reservation Road and Imjin Road;
2. Authorize the Finance Director to make the necessary accounting and budgetary entries;
3. Authorize the City Manager to execute the agreement on behalf of the City subject to final review and approval by the City Attorney.

BACKGROUND:

At the regular meeting of October 4, 2016, the City Council adopted Resolution No. 2016-142, Approving agreement between City of Marina and Kimley-Horn and Associates, Inc. of Salinas, California, to provide engineering services for the widening of Imjin Parkway in the amount of $2,173,520.

At the regular meeting of February 5, 2019, the City Council adopted Resolution No. 2019-14, approving Amendment No. 1 to the agreement between City of Marina and Kimley-Horn and Associates, Inc. of Salinas, California in the amount of $150,312.95 for a total amended contract amount of $2,323,832.95. This amendment included expansion for environmental, geotechnical and landscaping design.

At the regular meeting of November 5, 2019, the City Council adopted Resolution No. 2019-115, approving Amendment No. 2 to the agreement between City of Marina and Kimley-Horn and Associates, Inc. of Salinas, California in the amount of $179,052 for a total amended contract amount of $2,502,884.95. This amendment included additional engineering and environmental work.

At the regular meeting of October 20, 2020, the City Council adopted Resolution No. 2020-137, approving a new agreement between City of Marina and Kimley-Horn and Associates, Inc. of Salinas, California in the amount of $254,056.00. This amendment included additional engineering and environmental work.

At the regular meeting of December 14, 2021, the City Council adopted Resolution No. 2021-136, approving Amendment No. 1 to the agreement for bid and construction design support services in the amount of $421,259.00.

At the regular meeting of April 2, 2024, the City Council adopted Resolution No. 2024-30, approving Amendment No. 2 to the agreement for bid and construction design support services in the amount of $ 155,245.00.

ANALYSIS:
The original scope of work for the contract included engineering design support to accomplish environmental and right-of-way clearance as well as bid support during the project's bid advertisement period. Since the execution of the last amendment to the contract, the project design has undertaken various design changes per the environmental approval process as well as the relocation of existing utilities that were discovered during the major grading operations of the project. The cost of revising the project plans to accommodate these variables has depleted the amendment budget and will require additional funds to complete the project.

Staff has reviewed the scope of services and has concluded the need for design support for construction to complete the project effectively. These services include revised landscaping and irrigation design, utility relocation, and other design services to support the Project's environmental clearance conditions and address construction progress needs. Baring extenuating circumstances, staff considers this amendment to be the final change for this contract.

FISCAL IMPACT:
Should the City Council approve this request, adequate funding is available for the Kimley Horn design support services not to exceed $158,896 in the Capital Improvement Program project account R46B (#401) Imjin Widening Project. Funding for the project includes $20.25 Million in SB1 State Grant funds, $18.25M in Regional Measure X funds, and $2M in Development Impact Fee funds.

CONCLUSION:
This request is submitted for City Council consideration and possible action.

Respectfully submitted,

_____
Edrie Delos Santos, P.E.
Engineering Division
Public Works Department

REVIEWED/CONCUR:

_____
Ismael Hernandez
Public Works Director
City of Marina

_____
Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF CITY COUNCIL OF THE CITY OF MARINA APPROVING AMENDMENT NO. 3 TO THE AGREEMENT BETWEEN CITY OF MARINA AND KIMLEY-HORN AND ASSOCIATES, INC. OF SALINAS, CALIFORNIA, TO PROVIDE ENGINEERING SERVICES FOR THE PROPOSED WIDENING OF IMJIN PARKWAY BETWEEN RESERVATION ROAD AND IMJIN ROAD, AUTHORIZE THE FINANCE DIRECTOR TO MAKE THE NECESSARY ACCOUNTING AND BUDGETARY ENTRIES, AND AUTHORIZE THE CITY MANAGER TO EXECUTE THE AMENDMENT ON BEHALF OF THE CITY SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY

WHEREAS, at the regular meeting of October 4, 2016, the City Council adopted Resolution No. 2016-142, Approving agreement between City of Marina and Kimley-Horn and Associates, Inc. of Salinas, California, to provide engineering services for the widening of Imjin Parkway in the amount of $2,173,520, and;

WHEREAS, at the regular meeting of February 5, 2019, the City Council adopted Resolution No. 2019-14, approving Amendment No. 1 to the agreement between City of Marina and Kimley-Horn and Associates, Inc. of Salinas, California in the amount of $150,312.95 for a total amended contract amount of $2,323,832.95. This amendment included expansion for environmental, geotechnical and landscaping design, and;

WHEREAS, at the regular meeting of November 5, 2019, the City Council adopted Resolution No. 2019-115, approving Amendment No. 2 to the agreement between City of Marina and Kimley-Horn and Associates, Inc. of Salinas, California in the amount of $179,052 for a total amended contract amount of $2,502,884.95. This amendment included additional engineering and environmental work, and;

WHEREAS, at the regular meeting of October 20, 2020, the City Council adopted Resolution No. 2020-137, approving a new agreement between City of Marina and Kimley-Horn and Associates, Inc. of Salinas, California in the amount of $254,056.00. This amendment included additional engineering and environmental work, and;

WHEREAS, at the regular meeting of December 14, 2021, the City Council adopted Resolution No. 2021-136, approving Amendment No. 1 to the agreement for bid and construction design support services in the amount of $421,259.00, and;

WHEREAS, at the regular meeting of April 2, 2024, the City Council adopted Resolution No. 2024-30, approving Amendment No. 2 to the agreement for bid and construction design support services in the amount of $ 155,245.00, and;

WHEREAS, the original scope of work for the contract included engineering design support to accomplish environmental and right-of-way clearance as well as bid support during the project's bid advertisement period. Since the execution of the last amendment to the contract, the project design has undertaken various design changes per the environmental approval process as well as the relocation of existing utilities that were discovered during the major grading operations of the project. The cost of revising the project plans to accommodate these variables has depleted the amendment budget and will require additional funds to complete the project, and;

WHEREAS, staff has reviewed the scope of services and has concluded the need for design support for construction to complete the project effectively. These services include revised landscaping and irrigation design, utility relocation, and other design services to support the Project's environmental clearance conditions and address construction progress needs. Baring extenuating circumstances, staff considers this amendment to be the final change for this contract, and;

WHEREAS, should the City Council approve this request, adequate funding is available for the Kimley Horn design support services not to exceed $158,896 in the Capital Improvement Program project account R46B (#401) Imjin Widening Project. Funding for the project includes $20.25 Million in SB1 State Grant funds, $18.25M in Regional Measure X funds, and $2M in Development Impact Fee funds.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby:

1. Approve Amendment No. 3 to the agreement between City of Marina and Kimley-Horn and Associates, Inc. of Salinas, California, to provide engineering services to complete the plans for widening of Imjin Parkway between Reservation Road and Imjin Road;

2. Authorize the Finance Director to make the necessary accounting and budgetary entries;

3. Authorize the City Manager to execute the agreement on behalf of the City subject to final review and approval by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 3rd day of June 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

THIRD AMENDMENT TO AGREEMENT FOR ENGINEERING SERVICES FOR THE IMJIN PARKWAY WIDENING PROJECT

THIS THIRD AMENDMENT ("Third Amendment") to the Agreement for Engineering Services for the Imjin Parkway Widening Project is made this _____ day of _____, by and between the CITY OF MARINA, a municipal corporation ("CITY") and KIMLEY- HORN AND ASSOCIATES, INC., a North Carolina corporation ("CONSULTANT") registered to do business in California. CITY and CONSULTANT are sometimes referred to herein collectively as the "Parties."

Recitals

A. On December 14, 2020, CITY and CONSULTANT entered into the Agreement for Engineering Services for the Imjin Parkway Widening Project (the "Agreement") for CONSULTANT to prepare topographic survey and preliminary engineering to acquire the necessary NEPA and CEQA approvals, and to provide the CITY with accurate design plans, specifications and cost estimates; and to perform professional and environmental services necessary to prepare all environmental documents, permit applications packages, right of way maps showing rights of way take, and temporary construction easements, project reports, plans specifications, and estimates in the amount of $254,056.00.

B. On January 4, 2022, CITY and CONSULTANT entered into Amendment No. 1 of the Agreement ("Amendment No. 1") for CONSULTANT to prepare bid support documents, environmental clearance design support, and construction design revisions as needed in the amount of $421,259.00.

C. On June 10, 2024, CITY and CONSULTANT entered into Amendment No. 2 of the Agreement ("Amendment No. 2") for CONSULTANT to prepare bid support documents, environmental clearance design support, and construction design revisions as needed in the amount of $155,245.00.

D. The Agreement provides it may only be amended or modified by written agreement of the Parties. Both Parties now desire to amend the Agreement to include additional services to be performed by CONSULTANT and additional compensation in the amount of $158,896.00 to be furnished by the CITY.

E. The CONSULTANT has prepared a document entitled "Scope and Compensation" with terms for the proposed Third Amendment of the Agreement (attached as "Exhibit B3" to this Third Amendment incorporated herein by reference).

F. Only the numbered Articles of the Agreement which are being amended are set forth in this Third Amendment.

DRAFT

Terms & Conditions Amended

Now, therefore, the Parties agree to amend the Agreement as follows:

1. Exhibit "B3" to the Third Amendment is incorporated into the Agreement.

2. Section 2 "Term of Agreement & Commencement of Work" section (a) is amended to read in its entirety:

> "(a) Unless otherwise provided, the term of this Agreement began on September 1, 2020 and shall expire on June 30, 2027, unless extended by amendment or terminated earlier as provided herein. The date of full execution is defined as the date when all of the following events have occurred:
>
> (i) This Agreement has been approved by the City's Council or by the board, officer or employee authorized to give such approval, and;
>
> (ii) The office of the City Attorney has indicated in writing its approval of this Agreement as to form, and;
>
> (iii) This Agreement has been signed on behalf of Contractor by the person or persons authorized to bind the Contractor hereto, and;
>
> (iv) This Agreement has been signed on behalf of the City by the person designated to so sign by the City's Council or by the officer or employee authorized to enter into this Contract and is attested to by the Marina City Clerk."

3. Section 3 "Compensation" section (a) is amended to read in its entirety:

> "(a) City liability for compensation to Contractor under this Agreement shall only be to the extent of the present appropriation to fund this Agreement. For services to be provided under this Agreement City shall compensate Contractor in an amount not to exceed Nine Hundred Eighty-Nine Thousand Four Hundred Fifty-Six Dollars ($989,456.00) in accordance with the provisions of this Section and the Cost Estimate attached hereto as Exhibit B, Exhibit B1, Exhibit B2 & B3 and incorporated herein by this reference."

All other terms and conditions of the Agreement shall remain in full force and effect.

This Third Amendment is executed in two (2) duplicate originals, each of which is deemed to be an original. This Third Amendment consists of three (3) pages.

(Attestation & Approval follow)

IN WITNESS WHEREOF, the Parties hereto have executed this Third Amendment to Agreement for Agreement for Consulting Services for Engineering Services for the Imjin Parkway Widening Project on the date and year first written above.

CITY OF MARINA

By: _____
Layne Long
City Manager

Date: _____ 2025

KIMLEY-HORN AND ASSOCIATES, INC. a North Carolina corporation

By: _____
Name:
Its:

Date: _____ 2024

ATTEST: Per Resolution 2025-

By: _____
Deputy City Clerk

APPROVED AS TO FORM:

By: _____
City Attorney

EXHIBIT B3
SCOPE AND COMPENSATION

Scope of Services

Task 1 – Additional Design Support During Construction (DSDC)

The Kimley-Horn team will continue to coordinate with and provide support to the City during construction. We assume this task to occur over 18 months. We anticipate participating in weekly construction meetings with the City, construction manager (CM), and contractor (collectively the PDT) for the duration of the project.

Our landscape architecture subconsultant, Merrill Morris Partners (MMP), will provide additional support through creating additional planting and irrigation plan set revisions, as required by the actual tree removals during construction and differing field conditions. The additional trees removed will require additional trees, and associated irrigation system modifications, to be included in the project construction documents. Coordination with CDFW, MCWD, and the PDT are assumed to consist of email and telephone correspondence in support of the revised planting and irrigation plans. Up to three (3) revisions are included in this scope of services. If additional revisions are requested, additional scope and fee may be required.

Due to the unanticipated additional utility design, additional landscaping and irrigation redesign, and continuing general construction support activities, additional design support budget is requested.

Limitation of Responsibilities. Kimley-Horn shall not be responsible for the acts or omissions of any Contractor, or of any of their subcontractors, suppliers, or of any other individual or entity performing or furnishing the work. Kimley-Horn shall not have the authority or responsibility to stop the work of any Contractor.

Schedule

This proposal assumes our services will continue through the end of construction, anticipated to be mid to late-2026 (approximately 18 months).

Compensation, Fees and Expenses:

Kimley-Horn will perform the services in Task 1 on a labor fee plus expense basis with the additional maximum labor fee shown below.

Additional Kimley-Horn Design Support During Construction	$120,036
Escalation (KH Labor)	$ 7,202
Landscape Architecture Subconsultant (MMP)	$ 30,150
Subconsultant Markup (5%)	$ 1,508
Maximum Fee (Not to Exceed)	**$158,896**

Kimley»Horn

CITY OF MARINA
IMJIN PARKWAY WIDENING PROJECT
DSDC Amendment No. 3 - COST PROPOSAL
May 2025

Task		Project Manager Daniel Carley	Sr. Tech. Advisor	Sr. Professional II	Sr. Professional II	Professional	Analyst	Project Support	Total Hours	Total Labor Cost	MMP	Total Proposal
	HOURLY BILLING RATE	$325.00	$341.00	$325.00	$290.00	$253.00	$192.00	$182.00	**Total Hours**	**Total Labor Cost**		
1.0	**ADDITIONAL DESIGN SUPPORT DURING CONSTRUCTION**	**272**		**40**			**80**	**18**	**410**	**$ 120,036**	**$ 30,150**	**$ 150,186**
	Weekly PDT/Construction Meetings	90						18	108	$ 32,526	$ -	$ 32,526
	Additional Planting and Irrigation Plans	2							2	$ 650	$ 30,150	$ 30,800
	Additional Miscellaneous DSDC	180		40			80		300	$ 86,860	$ -	$ 86,860
		272		**40**			**80**	**18**	**410**	**$120,036.00**	**$30,150.00**	**$150,186.00**
	Total Other Direct Costs									**$8,710.16**		**$8,710.16**
	Escalation									$ 7,202	$ -	$ 7,202
	Direct Expenses (hotel, mileage, food, etc.)									$ -	$ -	$ -
	Subconsultant Markup (5%)									$ 1,508	$ -	$ 1,508
	TOTAL									**$ 128,747**	**$ 30,150**	**$ 158,897**

May 27, 2025 Item No: **10g(2)**

Honorable Mayor and Members of the Marina City Council

City Council Meeting of June 3, 2025

THE CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2025-, APPROVING TWO NEW CONTRACTS WITH DENISE DUFFY AND ASSOCIATES TO CONTINUE PROVIDING BIOLOGICAL CONSULTING SERVICES TO THE CITY OF MARINA IN SUPPORT OF THE CITY'S INCIDENTAL TAKE PERMIT FOR MONTEREY GILIA AND OTHER PROTECTED SPECIES AND IN SUPPORT OF THE CITY'S FORT ORD HABITAT MANAGEMENT COMPLIANCE AND FIND THESE ACTIONS ARE EXEMPT FROM CEQA.

REQUEST

It is requested that the City Council:

1. Adopt Resolution No. 2025-, approving two new contracts with Denise Duffy and Associates in an amount not to exceed $176,107 for the City's ITP Project **(EXHIBIT A)** and $204,170 for the Fort Ord Habitat Management Compliance Project **(EXHIBIT B)**.
2. Find this action is exempt from the California Environmental Quality Act (CEQA) pursuant to section 15061(b)(3) of the CEQA Guidelines.
3. Authorizing the Finance Director to make necessary accounting and budgetary entries,
4. Direct the City Manager to execute the agreements on behalf of the city, subject to final review and approval by the City Attorney.

BACKGROUND

On December 15, 2020, the City Council adopted Resolution No. 2020-157 approving an Agreement with Denise Duffy & Associates, Inc. (DD&A) to provide biological consulting services to develop a Resource Management Plan (RMP). The RMP will bring the City to compliance with deed restrictions and federal agency requirements to manage the City's Habitat Management Plans (HMAs) to mitigate for development on former Fort Ord.

On April 6, 2021, the City Council adopted Resolution No. 2021-26 approving Amendment No. 1 to the DD&A Agreement, which provided focused botanical surveys within the four habitat management areas to better inform management recommendations from the initial scope of work.

On December 7, 2021, the City Council held an informational and public input session regarding the prioritization of conservation and development areas to inform the mitigation strategy for the City-Wide Incidental Take Permit (ITP) for Monterey gilia. The City Council requested that options be prepared and brought back to the council and public for discussion.

On December 11 and 13 of 2022, City staff and DD&A held an in-person community workshop presenting the data and various options to the public and held a study session at a special City Council meeting

At the City Council meeting on December 17, 2024, DD&A presented an update on the status of the habitat management project, including an updated timeline for completion.

On May 20, 2025 the City Council received a presentation from Erin Harwayne from Denise Duffy and Associates regarding the City's ongoing efforts to prepare an Incidental Take Permit (ITP) for the Monterey Gilia and to potentially increase the scope of the review to include other protected species and plants.[1] After publication of the May 20, 2025 staff report, city staff discovered that the original contract with Denise Duffy and Associates had expired. The details of the technical work being proposed by the consultant can be found in the May 20, 2025 staff report and in the summary of the work orders included as Attachment 1 (Draft ITP Contract) to this report. The request from City staff for the June 3, 2025 City Council meeting is to approve a new contract with Denise Duffy and Associates in an amount not to exceed $176,107.

In addition, the agreement with Denise Duffy and Associates to provide biological consulting services for the Fort Ord Habitat Management Compliance project has expired. The request from City staff for the June 3, 2025 City Council meeting is to approve a new contract in an amount not to exceed $204,170, reinstating the original scope of work included as Attachment 2 (Draft HMP Contract) to this report.

FISCAL IMPACT:

When the Fort Ord Reuse Authority (FORA) closed its doors on June 30, 2020, funding that had been dedicated to habitat conservation planning efforts were divided and transferred to the land use jurisdictions with HMP responsibilities. Fund 223 currently contains a balance of approximately $1,300,000. This fund balance is sufficient to cover the contract extension and the CDFW ITP application fee, which is anticipated to be $47,102.50

ENVIROMENTAL REVIEW

The proposed action is exempt from the California Environmental Quality Act (CEQA) under Section 15061(b)(3) of the CEQA Guidelines as there is no reasonable possibility that entering these contracts will impact the environment. No further environmental review is necessary

CONCLUSION

This request is submitted for the City Council consideration and approval.

Respectfully submitted,

_____

Guido Persicone, AICP
Community Development Director
City of Marina

REVIEWED/CONCUR

_____

Layne Long
City Manager
City of Marina

[1] Burrowing owl (*Athene cunicularia*), candidate species for listing under CESA
Crotch bumble bee (*Bombus crotchii*, CBB), candidate species for listing under CESA
western bumble bee (*Bombus occidentalis*, WBB), candidate species for listing under CESA
seaside bird's-beak (*Cordylanthus rigidus* ssp. *littoralis*), state endangered species

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA APPROVING NEW CONTRACTS WITH DENISE DUFFY AND ASSOCIATES TO CONTINUE PROVIDING BIOLOGICAL CONSULTING SERVICES TO THE CITY OF MARINA IN SUPPORT OF THE CITY'S INCIDENTAL TAKE PERMIT FOR MONTEREY GILIA AND OTHER PROTECTED SPECIES IN AN AMOUNT NOT TO EXCEED $176,107 AND IN SUPPORT OF THE CITY'S FORT ORD HABITAT MANAGEMENT COMPLIANCE IN AN AMOUNT NOT TO EXCEED $204,170 AND FIND THIS ACTION IS EXEMPT FROM CEQA.

WHEREAS, the U.S. Army's decision to close and dispose of the Fort Ord military base was considered a major federal action that could affect listed species under the federal Endangered Species Act (ESA). In 1993, the U.S. Fish and Wildlife Service (USFWS) issued a biological opinion in accordance with Section 7 of the ESA requiring that a habitat management plan be developed and implemented to reduce the incidental take of listed species and loss of habitat that supports these species. The Installation-Wide Multispecies Habitat Management Plan for Former Fort Ord (HMP) was prepared to assess impacts on vegetation and wildlife resources, and provide mitigation for their loss associated with the remediation, disposal, and reuse of former Fort Ord; and,

WHEREAS, with the closure of FORA the City is responsible for four Habitat Management Areas (HMAs) including the Salinas River, Airport, Northwest Corner, and Landfill HMAs. In accordance with the requirements described in the Fort Ord HMP and the deed restrictions for the parcels, a Resource Management Plan (RMP) must be prepared and implemented by the City; and,

WHEREAS, on December 15, 2020, the City Council adopted Resolution No. 2020-157 approving Agreements with Denise Duffy & Associates (DD&A), Inc to provide biological consulting services to develop an RMP and to assist the city in acquiring a city-wide incidental take permit to mitigate for future planned development; and,

WHEREAS**,** on April 6, 2021, the City Council adopted Resolution No. 2020-26 approving change orders to each Agreement for additional biological services;

WHEREAS, to facilitate the completion of the projects referenced above, two new contracts are for Denise Duffy & Associates (DD&A); and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby:

1. Adopt Resolution No. 2025- approving two new contracts with Denise Duffy and Associates in an amount not to exceed $176,107 for the City's ITP Project(Exhibit A) and $204,170 for the Fort Ord Habitat Management Compliance Project (Exhibit B); and
2. Find this action is exempt from the California Environmental Quality Act (CEQA) pursuant to section 15061(b)(3) of the CEQA Guidelines; and
3. Authorizing the Finance Director to make necessary accounting and budgetary entries; and
4. Direct the City Manager to execute the agreements on behalf of the city, subject to final review and approval by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 3rd day of June 2025, by the following vote:

AYES, COUNCIL MEMBERS:
NOES, COUNCIL MEMBERS:
ABSENT, COUNCIL MEMBERS:
ABSTAIN, COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

CITY OF MARINA
AGREEMENT FOR BIOLOGICAL CONSULTING SERVICES

THIS AGREEMENT is made and entered into on_____ ____, 20___, by and between the City of Marina, a California charter city, hereinafter referred to as the "City," and Denise Duffy & Associates, Inc., a California Corporation, hereinafter referred to as the "Contractor." City and Contractor are sometimes individually referred to as "party" and collectively as "parties" in this Agreement.

Recitals

A. City desires to retain Contractor to:

Provide continuing assistance to the City in acquiring a City-Wide 2081 Incidental Take Permit (ITP) of the California Endangered Species Act (CESA) to mitigate for the future take of Monterey Gilia that may result from planned development, hereinafter referred to as the "Project."

B. Contractor represents that it has the qualifications, experience and personnel necessary to properly perform the services as set forth herein.

C. City desires to retain Contractor to provide such services.

Terms and Conditions

For good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and in consideration of the mutual promises contained herein, City and Contractor agree to the following terms and conditions:

1. Scope of Work.

(a) Contractor is hereby hired and retained by the City to work in a cooperative manner with the City to fully and adequately perform those services set forth in Exhibit “A” attached hereto (“Scope of Work”) and by this reference made a part hereof. With prior written notice to Contractor, City may elect to delete certain tasks of the Scope of Work at its sole discretion.

(b) Contractor shall perform all such work with skill and diligence and pursuant to generally accepted standards of practice in effect at the time of performance. Contractor shall provide corrective services without charge to the City for work which fails to meet these standards and which is reported to Contractor in writing within sixty days of discovery. Should Contractor fail or refuse to perform promptly its obligations under this Agreement, the City may render or undertake the performance thereof and the Contractor shall be liable for any expenses thereby incurred.

(c) If services under this Agreement are to be performed by a design professional, as that term is defined in California Civil Code §2782.8(b)(2), design professional certifies that all design professional services shall be provided by a person or persons duly licensed by the State of California to provide the type of services described in Section 1(a). By delivery of completed work, design professional certifies that the work conforms to the requirements of this Agreement and all applicable federal, state and local laws, and the professional standard of care in California.

(d) Contractor is responsible for making an independent evaluation and judgment of all relevant conditions affecting performance of the work, including without limitation site conditions, existing facilities, seismic, geologic, soils, hydrologic, geographic, climatic conditions, applicable federal, state and local laws and regulations and all other contingencies or considerations.

(e) City shall cooperate with Contractor and will furnish all information data, records and reports existing and available to City to enable Contractor to carry out work outlined in Exhibit "A." Contractor shall be entitled to reasonably rely on information, data, records and reports furnished by the City, however, the City makes no warranty as to the accuracy or completeness of any such information, data, records or reports available to it and provided to Contractor which were furnished to the City by a third party. Contractor shall have a duty to bring to the City's attention any deficiency or error it may discover in any information provided to the Contractor by the City or a third party.

2. Term of Agreement & Commencement of Work.

(a) Unless otherwise provided, the term of this Agreement shall begin on the date of its full execution and shall expire on **June 30, 2027** unless extended by amendment or terminated earlier as provided herein. The date of full execution is defined as the date when all of the following events have occurred:

(i) This Agreement has been approved by the City's Council or by the board, officer or employee authorized to give such approval; and

(ii) The office of the City Attorney has indicated in writing its approval of this Agreement as to form; and

(iii) This Agreement has been signed on behalf of Contractor by the person or persons authorized to bind the Contractor hereto; and.

(iv) This Agreement has been signed on behalf of the City by the person designated to so sign by the City's Council or by the officer or employee authorized to enter into this Contract and is attested to by the Marina City Clerk.

(b) Contractor shall commence work on the Project on or by **June 1, 2025.** This Agreement may be extended upon written agreement of both parties. Contractor may be required to prepare a written schedule for the work to be performed, which schedule shall be approved by the City and made a part of Exhibit A, and to perform the work in accordance with the approved schedule.

3. Compensation.

(a) City liability for compensation to Contractor under this Agreement shall only be to the extent of the present appropriation to fund this Agreement. For services to be provided under this Agreement City shall compensate Contractor in an amount not to exceed One-Hundred Seventy-Six Thousand One-Hundred Seven dollars ($176,107.00) in accordance with the provisions of this Section and the Fee Schedule attached hereto as Exhibit B and incorporated herein by this reference.

(b) Invoice(s) in a format and on a schedule acceptable to the City shall be submitted to and be reviewed and verified by the Project Administrator (see Section 5(a)) and forwarded to the City's Finance Department for payment. City shall notify Contractor of exceptions or disputed items and their dollar value within fifteen days of receipt. Payment of the undisputed amount of the invoice will typically be made approximately thirty days after the invoice is submitted to the Finance Department.

(c) Contractor will maintain clearly identifiable, complete and accurate records with respect to all costs incurred under this Agreement on an industry recognized accounting basis. Contractor shall make available to the representative of City all such books and records related to this Agreement, and the right to examine, copy and audit the same during regular business hours upon 24-hour's notice for a period of four years from the date of final payment under this Agreement.

(d) Contractor shall not receive any compensation for Extra Work without the prior written authorization of City. As used herein, "Extra Work" means any work that is determined by the City to be necessary for the proper completion of the Project but which is not included within the Scope of Work and which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Compensation for any authorized Extra Work shall be paid in accordance with Exhibit B.

(e) Expenses not otherwise addressed in the Scope of Services or the Fee Schedule incurred by Contractor in performing services under this Agreement shall be reviewed and approved in advance by the Project Administrator (Section 5(a)), be charged at cost and reimbursed to Contractor.

(f) There shall be no charge for transportation within Monterey, Santa Cruz and San Benito Counties required for the performance of the services under this Agreement; travel to other locations must be approved in writing and in advance by the City, mileage will be charged at the then current standard rate for business travel as set by the U.S. Internal Revenue Service for such approved travel.

4. <u>Termination or Suspension</u>.

(a) This Agreement may be terminated in whole or in part in writing by either party in the event of a substantial failure by the other party to fulfill its obligations under this Agreement through no fault of the terminating party, provided that no termination may be effected unless the other party is given (1) not less than ten days written notice of intent to terminate, and (2) provided an opportunity for consultation with the terminating party prior to termination.

(b) If termination for default is effected by the City, an equitable adjustment in the price provided for in this Agreement shall be made, but (1) no amount shall be allowed for anticipated profit on unperformed services or other work, and (2) any payment due

the Contractor at the time of termination may be adjusted to cover any additional costs to the City because of the Contractor's default. If after the termination for failure of Contractor to fulfill its contractual obligations, it is determined that the Contractor had not failed to fulfill contractual obligations, the termination shall be deemed to have been for the convenience of the City.

(c) The City may terminate or suspend this Agreement at any time for its convenience upon not less than thirty days prior written notice to Contractor. Not later than the effective date of such termination or suspension, Contractor shall discontinue all affected work and deliver all work product and other documents, whether completed or in progress, to the City.

(d) If termination for default is effected by the Contractor or if termination for convenience is effected by the City, the equitable adjustment shall include a reasonable profit for services or other work performed. The equitable adjustment for termination shall provide for payment to the Contractor for services rendered and expenses incurred prior to the termination, in addition to termination settlement costs reasonably incurred by Contractor relating to written commitments that were executed prior to the termination.

5. Project Administrator, Project Manager & Key Personnel.

(a) City designates as its Project Administrator Layne Long or his designee who shall have the authority to act for the City under this Agreement. The Project Administrator or his/her authorized representative shall represent the City in all matters pertaining to the work to be performed pursuant to this Agreement.

(b) Contractor designates **Erin Harwayne, AICP** as its Project Manager who shall coordinate all phases of the Project. The Project manager shall be available to City at all reasonable times during the Agreement term.

(c) Contractor warrants that it will continuously furnish the necessary personnel to complete the Project on a timely basis as contemplated by this Agreement. Contractor, at the sole discretion of City, shall remove from the Project any of its personnel assigned to the performance of services upon written request of City. Contractor has represented to City that certain key personnel will perform and coordinate the work under this Agreement. Should one or more of such personnel become unavailable, Contractor may substitute other personnel of at least equal competence upon written approval of the City. In the event that City and Contractor cannot agree as to the substitution of key personnel, City shall be entitled to terminate this Agreement for cause. The key personnel for performance of this Agreement are as follows: **Erin Harwayne, AICP.**

6. Delegation of Work.

(a) If Contractor utilizes any subcontractors, consultants, persons, employees or firms having applicable expertise to assist Contractor in performing the services under this Agreement, Contractor shall obtain City's prior written approval to such employment. Contractor's contract with any subcontractor shall contain a provision making the subcontract subject to all provisions of this Agreement. Contractor will be fully responsible and liable for payment for administration, completion, presentation, and

quality of all work performed. If such persons are utilized, they shall be charged at cost. City reserves the right to employ other contractors in connection with this Project.

(b) If the work hereunder is performed by a design professional, design professional shall be directly involved with performing the work or shall work through his, her or its employees. The design professional's responsibilities under this Agreement shall not be delegated. The design professional shall be responsible to the City for acts, errors or omissions of his, her or its subcontractors. Negligence of subcontractors or agents retained by the design professional is conclusively deemed to be the negligence of the design professional if not adequately corrected by the design professional. Use of the term subcontractor in any other provision of this Agreement shall not be construed to imply authorization for a design professional to use subcontractors for performance of any professional service under this Agreement.

(c) The City is an intended beneficiary of any work performed by a subcontractor for purposes of establishing a duty of care between the subcontractor and the City.

7. **Skill of Employees**. Contractor shall ensure that any employees or agents providing services under this Agreement possess the requisite skill, training and experience to properly perform such services.

8. **Confidential and Proprietary Information**. In the course of performing services under this Agreement Contractor may obtain, receive, and review confidential or proprietary documents, information or materials that are and shall remain the exclusive property of the City. Should Contractor undertake the work on behalf of other agencies, entities, firms or persons relating to the matters described in the Scope of Work, it is expressly agreed by Contractor that any such confidential or proprietary information or materials shall not be provided or disclosed in any manner to any of Contractor's other clients, or to any other third party, without the City's prior express written consent.

9. **Ownership of Data**. Unless otherwise provided for herein, all documents, material, data, drawings, plans, specifications, computer data files, basis for design calculations, engineering notes, and reports originated and prepared by Contractor, or any subcontractor of any tier, under this Agreement shall be and remain the property of the City for its use in any manner it deems appropriate. Contractor agrees that all copyrights which arise from creation of the work pursuant to this Agreement shall be vested in the City and waives and relinquishes all claims to copyright or intellectual property rights in favor of the City. Contractor shall provide two (2) sets of reproducible of the above-cited items, except for the computer data files which shall consist of one (1) set. Contractor shall use all reasonable efforts to ensure that any electronic files provided to the City will be compatible with the City's computer hardware and software. Contractor makes no representation as to long-term compatibility, usability or readability of the format resulting from the use of software application packages, operating systems or computer hardware differing from those in use by the City at the commencement of this Agreement. Contractor shall be permitted to maintain copies of all such data for its files. City acknowledges that its use of the work product is limited to the purposes contemplated by the Scope of Work and, should City use these products or data in connection with additions to the work required under this Agreement or for new work without consultation with and without additional compensation to Contractor, Contractor makes no representation as to the suitability of the work product for use in or application to circumstances not contemplated by the Scope of Work and shall have no liability or

responsibility whatsoever in connection with such use which shall be at the City's sole risk. Any and all liability arising out of changes made by the City to Contractor's deliverables is waived against Contractor unless City has given Contractor prior written notice of the changes and has received Contractor's written consent to such changes.

10. Conflict of Interest.

(a) Contractor covenants that neither it, nor any officer or principal of its firm has or shall acquire any interest, directly or indirectly, which would conflict in any manner with the interests of the City or which would in any way hinder Contractor's performance of services under this Agreement. Contractor further covenants that in the performance of this Agreement, no person having any such interest shall be employed by it as an officer, employee, agent or subcontractor without the express written consent of the City Manager. Contractor agrees to at all times avoid conflicts of interest or the appearance of any conflicts of interest with the interests of the City in the performance of this Agreement. Contractor shall represent the interest of the City in any discussion or negotiation.

(b) City understands and acknowledges that Contractor may be, as of the date of commencement of services under this Agreement, independently involved in the performance of non-related services for other governmental agencies and private parties. Contractor is unaware of any stated position of the City relative to such projects. Any future position of the City on such projects may result in a conflict of interest for purposes of this section.

11. Disclosure. Contractor may be subject to the appropriate disclosure requirements of the California Fair Political Practices Act, as determined by the City Manager.

12. Non-Discrimination.

(a) During the performance of this Agreement the Contractor and its subcontractors shall comply with the applicable laws of the United States of America, the State of California and the City prohibiting discrimination and harassment. In performing this Agreement, Contractor shall not discriminate, harass, or allow harassment, against any employee or applicant for employment because of gender, gender expression, gender identity, genetic characteristics, sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), medical condition (including cancer), mental disability, age, marital status, denial of family and medical care leave and denial of pregnancy disability leave, sexual orientation, military/veteran status and any other characteristics protected by state or federal law. Contractor shall give written notice of its obligations under this clause to labor organizations with which it has a collective bargaining or other agreement.

(b) Contractor shall include the provisions of this Section 12(a) in all subcontracts related to this Agreement.

13. Indemnification.

(a) Other than in the performance of design professional services by a design professional, which shall be solely as addressed by subsection (b) below, and to the full extent permitted by law, Contractor shall indemnify, immediately defend (with independent counsel reasonably acceptable to the City) and hold harmless the City, its Council, boards, commissions, employees, officials and agents (collectively "Indemnified Parties" or in the singular "Indemnified Party") from and against any claims, losses, damages, penalties, fines and judgments, associated investigation and administrative expenses, and defense costs including but not limited to reasonable attorney's fees, court costs, expert witness fees and costs of alternate dispute resolution (collectively "Liabilities"), where same arise out of the performance of this Agreement by Contractor, its officers, employees, agents and sub-contractors. The duty to defend is a separate and distinct obligation from the Contractor's duty to indemnify and Contractor shall be obligated to defend in all legal, equitable, administrative or special proceedings upon tender to the Contractor of any claim in any form or at any stage of an action or proceeding, whether or not liability is established and the obligation extends through final judgment including exhaustion of any appeals.. The Contractor's obligation to indemnify applies unless it is finally determined that the liability was caused by the sole active negligence or sole willful misconduct of an indemnified party. If it is finally determined that liability is caused by the comparative active negligence or willful misconduct of an Indemnified Party, the Contractor's indemnification obligation shall be reduced in proportion to the established comparative liability of the indemnified party.

(b) To the fullest extent permitted by law (including without limitation California Civil Code Sections 2782.8), when the services to be provided under this Agreement are design professional services to be performed by a design professional, as that term is defined by said section 2782.8(c)(2) ("Design Professional") Design Professional shall indemnify, protect and hold harmless any Indemnified Party for all Liabilities regardless of nature or type that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of Design Professional, or such acts or omissions of an officer, employee, agent or subcontractor of the Design Professional. Design Professional shall not have an immediate duty to defend an Indemnified Party, however, Design Professional's obligation to indemnify (including reimbursing the cost to defend) and hold the Indemnified Parties harmless applies unless it is finally determined that the liability was caused by the sole active negligence or sole willful misconduct of an Indemnified Party. If it is finally determined that liability was caused by the comparative active negligence or willful misconduct of an Indemnified Party the Design Professional's indemnification obligation shall be reduced in direct proportion to the indemnified party's proportionate percentage of fault. Within 30 days following Design Professional's receipt of a properly presented written invoice, Design Professional shall satisfy its indemnification obligations and reimburse the Indemnified Party for the cost of reasonable attorney's fees and defense costs incurred by the Indemnified Party to the same extent of Design Professional's indemnity obligation herein. In no event shall the cost to defend charged to the Design Professional exceed the Design Professional's proportionate percentage of fault.

(c) The provisions of this Section are not limited by the provisions of sections relating to insurance including provisions of any worker's compensation act or similar act. Contractor expressly waives its statutory immunity under such statues or laws as to City, its employees and officials. An allegation or determination of comparative active negligence or willful misconduct by an Indemnified Party unrelated to design professional services does not relieve Contractor from its separate and distinct obligation to defend City. Contractor agrees to obtain executed indemnity agreements with provisions identical

to those set forth here in this section from each and every subcontractor, sub tier contractor or any other person or entity involved by, for, with or on behalf of Contractor in the performance or subject matter of this Agreement. In the event Contractor fails to obtain such indemnity obligations from others as required here, Contractor agrees to be fully responsible according to the terms of this section. Failure of City to monitor compliance with these requirements imposes no additional obligations on City and will in no way act as a waiver of any rights hereunder.

(d) If any action or proceeding is brought against any Indemnified Party by reason of any of the matters against which the Contractor has agreed to provide an immediate defense to any Indemnified Party, as provided above, Contractor, upon notice from the City, shall defend the Indemnified Party at Contractor's expense by independent counsel reasonably acceptable to the City. Unless otherwise provided above, an Indemnified Party need not have first paid for any of the matters to which it is entitled to indemnification in order to be so defended. Contractor may submit a claim to the City for reasonable defense costs (including attorney's and expert fees) incurred in providing a defense of any Indemnified Party to the extent such defense costs arise under principals of comparative fault from the Indemnified Party's active negligence, recklessness or willful misconduct.

(e) This obligation to indemnify and defend, as set forth herein, is binding on the successors, assigns, or heirs of Contractor and shall survive the termination of this Agreement or this Section.

14. <u>Insurance</u>.

(a) As a condition precedent to the effectiveness of this Agreement and without limiting Contractor's indemnification of the City, Contractor agrees to obtain and maintain in full force and effect at its own expense the insurance policies set forth in Exhibit "C" "Insurance" attached hereto and made a part hereof. Contractor shall furnish the City with original certificates of insurance, executed by a person authorized by that insurer to bind coverage on its behalf, along with copies of all required endorsements. All certificates and endorsements must be received and approved by the City before any work commences. All insurance policies shall be subject to approval by the City Attorney and Risk Manager as to form and content. Specifically, such insurance shall: (1) be endorsed to protect City as an additional insured for commercial general and business auto liability; (2) provide City prior notice of cancellation; and (3) be primary with respect to City's insurance program. Contractor's insurance is not expected to respond to claims that may arise from the acts or omissions of the City.

(b) City reserves the right at any time during the term of this Agreement to change the amounts and types of insurance required herein by giving Contractor ninety days advance written notice of such change. If such change should result in substantial additional cost of the Contractor, City agrees to negotiate additional compensation proportional to the increased benefit to City.

(c) All required insurance must be submitted and approved by the City Attorney and Risk Manager prior to the inception of any operations by Contractor.

The required coverage and limits are subject to availability on the open market at reasonable cost as determined by the City. Non availability or non affordability must be

documented by a letter from Contractor's insurance broker or agency indicating a good faith effort to place the required insurance and showing as a minimum the names of the insurance carriers and the declinations or quotations received from each. Within the foregoing constraints, Contractor's failure to procure or maintain required insurance during the entire term of this Agreement shall constitute a material breach of this Agreement under which City may immediately suspend or terminate this Agreement or, at its discretion, procure or renew such insurance to protect City's interests and pay any and all premium in connection therewith and recover all monies so paid from Contractor.

(e) By signing this Agreement, Contractor hereby certifies that it is aware of the provisions of Section 3700 *et seq*., of the Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provision of that Code, and that it will comply with such provisions at all such times as they may apply during the performance of the work pursuant to this Contract. Unless otherwise agreed, a waiver of subrogation in favor of the City is required.

15. **Independent Contractor**. The parties agree that Contractor, its officers, employees and agents, if any, shall be independent contractors with regard to the providing of services under this Agreement, and that Contractor's employees or agents shall not be considered to be employees or agents of the City for any purpose and will not be entitled to any of the benefits City provides for its employees. City shall make no deductions for payroll taxes or Social Security from amounts due Contractor for work or services provided under this Agreement.

This Agreement shall not constitute, and it is not intended to constitute, either party as an employer, employee, agent, partner or legal representative of the other party for any purpose, or give either party any right to supervise or direct the functions of the other party. Except as specifically provided herein, neither party shall have authority to act for or obligate the other party in any way or to extend any representation on behalf of the other party. Each party agrees to perform under this Agreement solely as an independent contractor and neither party shall have any right, power, or authority, nor shall they represent themselves as having any authority to assume, create, or incur any expense, liability or obligation, express or implied, on behalf of the other party for any purpose. Each party agrees not to permit its employees or agents to do anything that might be construed or interpreted as acts of the other party.

16. **Claims for Labor and Materials**. Contractor shall promptly pay when due all amounts payable for labor and materials furnished in the performance of this Agreement, so as to prevent any lien or other claim under any provision of law from arising against any City property (including reports, documents, and other tangible matter produced by the Contractor hereunder), against the Contractor's rights to payments hereunder, or against the City, and shall pay all amounts due under the Unemployment Insurance Act with respect to such labor.

17. **Discounts**. Contractor agrees to offer the City any discount terms that are offered to its best customers for the goods and services to be provided herein and apply such discounts to payment made under this Agreement which meet the discount terms.

18. Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

19. Dispute Resolution. If any dispute arises between the parties as to proper interpretation or application of this Agreement, the parties shall first meet and confer in a good faith attempt to resolve the matter between themselves. If the dispute is not resolved by meeting and conferring, the matter shall be submitted for formal mediation to a mediator selected mutually by the parties. The expenses of such mediation shall be shared equally between the parties. If the dispute is not or cannot be resolved by mediation, the parties may mutually agree (but only as to those issues of the matter not resolved by mediation) to submit their dispute to arbitration. Before commencement of the arbitration, the parties may elect to have the arbitration proceed on an informal basis; however, if the parties are unable so to agree, then the arbitration shall be conducted in accordance with the rules of the American Arbitration Association. The decision of the arbitrator shall be binding, unless within thirty days after issuance of the arbitrator's written decision, any party files an action in court. Venue and jurisdiction for any such action between the parties shall lie in the Superior Court for the County of Monterey.

20. Compliance with Laws.

(a) Each party's performance hereunder shall comply with all applicable laws of the United States of America, the State of California and the City including but not limited to laws regarding health and safety, labor and employment, wage and hours and licensing laws which affect employees. This Agreement shall be governed by, enforced and interpreted under the laws of the State of California. Contractor must be in good standing and registered with the California Department of Industrial Relations in accordance with California labor Code section 1725.5 and shall comply with new, amended or revised laws, regulations or procedures that apply to the performance of this Agreement.

(b) If the Project is a "public work," or prevailing wages are otherwise required, Contractor shall comply with all provisions of California Labor Code section 1720 *et seq.*, as applicable, and laws dealing with prevailing wages, apprentices and hours of work.

(c) Contractor represents that it has obtained and presently holds all permits and licenses necessary for performance hereunder, including a Business License required by the City's Business License Ordinance (Title 5 of the Marina Municipal Code) for which a business license tax is prescribed and assessed at the rate of two-tenths percent of gross receipts, in accordance with the provisions therein. For the term covered by this Agreement, the Contractor shall maintain or obtain as necessary, such permits and licenses and shall not allow them to lapse, be revoked or suspended.

21. Assignment or Transfer. This Agreement or any interest herein may not be assigned, hypothecated or transferred, either directly or by operation of law, without the prior written consent of the City. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

22. **Notices**. All notices required or permitted to be given under this Agreement shall be in writing and shall be personally delivered, sent by facsimile ("fax") or certified mail, postage prepaid with return receipt requested, addressed as follows:

To City:
City Manager
City of Marina City Hall
211 Hillcrest Avenue
Marina, California 93933
Fax: (831) 384-9148

To Contractor:
Erin Harwayne, AICP
Denise Duffy & Associates, Inc.
947 Cass St, Suite 5
Monterey, CA 93940
Fax (831) 373-1417

The parties may agree in writing to receive notice by email. Notice shall be deemed effective on the date personally delivered or transmitted by facsimile or, if mailed, three days after deposit in the custody of the U.S. Postal Service. A copy of any notice sent as provided herein shall also be delivered to the Project Administrator and Project Manager.

23. **Amendments, Changes or Modifications**. This Agreement is not subject to amendment, change or modification except by a writing signed by the authorized representatives of City and Contractor.

24. **Force Majeure**. Notwithstanding any other provisions hereof, neither Contractor nor City shall be held responsible or liable for failure to meet their respective obligations under this Agreement if such failure shall be due to causes beyond Contractor's or the City's control except that an economic downturn of any type shall not be a justifiable cause for the failure to meet their respective obligations under this Agreement. Such causes include but are not limited to: strike, fire, flood, civil disorder, act of God or of the public enemy, act of the federal government, or any unit of state of local government in either sovereign or contractual capacity, epidemic, quarantine restriction, or delay in transportation to the extent that they are not caused by the party's willful or negligent acts or omissions, and to the extent that they are beyond the party's reasonable control.

25. **Attorney's Fees**. In the event of any controversy, claim or dispute relating to this Agreement, or the breach thereof, the prevailing party shall be entitled to recover from the losing party reasonable expenses, attorney's fees and costs.

26. **Successors and Assigns**. All of the terms, conditions and provisions of this Agreement shall apply to and bind the respective heirs, executors, administrators, successors, and assigns of the parties. Nothing in this paragraph is intended to affect the limitation on assignment.

27. **Authority to Enter Agreement**. Contractor has all requisite power and authority to conduct its business and to execute, deliver and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right and authority to make this Agreement and bind each respective party.

28. **Waiver**. A waiver of a default of any term of this Agreement shall not be construed as a waiver of any succeeding default or as a waiver of the provision itself. A party's performance after the other party's default shall not be construed as a waiver of that default.

29. **Severability**. Should any portion of this Agreement be determined to be void or unenforceable, such shall be severed from the whole and the Agreement will continue as modified.

30. **Construction, References, Captions**. Since the parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any party. Any term referencing time, days or period for performance shall be deemed calendar days and not workdays. The captions of the various sections are for convenience and ease of reference only, and do not define, limit, augment or describe the scope, content or intent of this Agreement.

31. **Advice of Counsel.** The parties agree that they are aware that they have the right to be advised by counsel with respect to the negotiations, terms and conditions of this Agreement, and that the decision of whether or not to seek the advice of counsel with respect to this Agreement is a decision which is the sole responsibility of each of the parties hereto. This Agreement shall not be construed in favor or against either party by reason of the extent to which each party participated in the drafting of this Agreement.

32. **Counterparts**. This Agreement may be signed in counterparts, each of which shall constitute an original.

33. **Time.** Time is of the essence in this contract.

34. **Entire Agreement**. This Agreement contains the entire agreement of the parties with respect to the matters as set forth in this Agreement, and no other agreement, statement or promise made by or to any party or by or to any employee, officer or agent of any party, which is not contained in this Agreement shall be binding or valid.

IN WITNESS WHEREOF, Contractor and the City by their duly authorized representatives, have executed this Agreement, on the date first set forth above, at Marina, California.

CITY OF MARINA	**DENISE DUFFY & ASSOCIATES, INC.**
By: _____	By: _____
Name: _____	Name: Denise Duffy
Its: _____	Its: President
Date: _____	Date: _____

Attest: (Pursuant to Reso: 20____ - _____)

By: _____
City Clerk

Approved as to form:

By: _____
City Attorney

INSERT EXHIBIT A

Section 1 (a)

- SCOPE OF WORK -

[Include Work Schedule if required.]

INSERT EXHIBIT B

Section 3 (a)

- FEE SCHEDULE -

EXHIBIT C - INSURANCE

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

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability (CGL):** Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **$1,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
2. **Automobile Liability:** Insurance Services Office Form Number CA 0001 covering, Code 1 (any auto), or if Contractor has no owned autos, Code 8 (hired) and 9 (non-owned), with limit no less than **$1,000,000** per accident for bodily injury and property damage.
3. **Workers' Compensation** insurance as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than **$1,000,000** per accident for bodily injury or disease. (Not required if Contractor provides written verification it has no employees)
4. **Professional Liability (Errors and Omissions):** Insurance appropriates to Contractor's profession, with limit no less than **$2,000,000** per occurrence or claim, $2,000,000 aggregate.

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

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

Additional Insured Status
City, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of Contractor including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to Contractor's insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10, CG 20 26, CG 20 33, or CG 20 38; and CG 20 37 if a later edition is used).

Primary Coverage
For any claims related to this contract, Contractor's insurance coverage shall be primary and non-contributory and at least as broad as ISO CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of Contractor's insurance and shall not contribute with it. This requirement shall also apply to any Excess or Umbrella liability policies.

Umbrella or Excess Policy
Contractor may use Umbrella or Excess Policies to provide the liability limits as required in this agreement. This form of insurance will be acceptable provided that all of the Primary and Umbrella or Excess Policies shall provide all of the insurance coverages herein required, including, but not limited to, primary and non-contributory, additional insured, Self-Insured Retentions (SIRs), indemnity, and defense requirements. The Umbrella or Excess policies shall be provided on a true "following form" or broader coverage basis, with coverage at least as broad as provided on the underlying Commercial General Liability insurance. No insurance policies maintained by the Additional Insureds, whether primary or excess, and which also apply to a loss covered hereunder, shall be called upon to contribute to a loss until Contractor's primary and excess liability policies are exhausted.

Notice of Cancellation
Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.

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

Self-Insured Retentions
Self-insured retentions must be declared to and approved by the City. The City may require Contractor to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City. The CGL and any policies, including Excess liability policies, may not be subject to a self-insured retention (SIR) or deductible that exceeds $25,000 unless approved in writing by City. Any and all deductibles and SIRs shall be the sole responsibility of Contractor or subcontractor who procured such insurance and shall not apply to the Indemnified Additional Insured Parties. City may deduct from any amounts otherwise due Contractor to fund the SIR/deductible. Policies shall NOT contain any self-insured retention (SIR) provision that limits the satisfaction of the SIR to the City. The policy must also provide that Defense costs, including the Allocated Loss Adjustment Expenses, will satisfy the SIR or deductible. City reserves the right to obtain a copy of any policies and endorsements for verification.

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

Claims Made Policies
If any of the required policies provide claims-made coverage:

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

Verification of Coverage
Contractor shall furnish the City with original certificates and amendatory endorsements or copies of the applicable policy language affecting coverage required by this clause and a copy of the Declarations and Endorsements Pages of the CGL and any Excess policies listing all policy endorsements. All certificates and endorsements and copies of the Declarations & Endorsements pages are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the beginning of the work shall not waive Contractor's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time. City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

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

Duration of Coverage
CGL & Excess liability policies for any construction related work, including, but not limited to, maintenance, service, or repair work, shall continue coverage for a minimum of five (5) years for Completed Operations liability coverage. Such Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.

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

Exhibit "A"
City of Marina
City-Wide Section 2081 ITP
Revised Scope of Work

To: Layne Long, City Manager, City of Marina **Date:** May 27, 2025

From: Erin Harwayne, AICP, DD&A

Ref: **City-Wide Section 2081 ITP**

INTRODUCTION

Denise Duffy & Associates, Inc. (DD&A) was contracted with the City of Marina (City) for the above-referenced project, which has expired. DD&A is providing this revised scope of work to establish a new agreement with the City to:

- extend the expiration of the contract,
- correct a clerical error related to the total budget stated in Change Order No. 1 issued April 9, 2021, and
- increase the budget to include additional services.

The details of the revised scope of work are provided below.

AMENDMENT REQUEST

Extend Contract

Through efforts in Task 1, it became evident that additional tasks were necessary to adequately complete the work efforts identified in the task, and as a result, Task 1 has taken more time than anticipated. The agreement expired on June 30, 2022. Therefore, this document requests a new expiration date of June 30, 2027.

Correct Budget Total in Change Order No. 1

Change Order No. 1 was issued on April 9, 2021, and authorized DD&A to complete additional surveys for Monterey gilia for a not-to-exceed cost of $10,000. However, the amount of the contracted budget was stated incorrectly in the staff report and the amendment. The approved budget for the contract is $48,944.50 (as approved by City Council on December 15, 2020, and agreement executed on December 18, 2020, per Resolution 2020-157). Change Order No. 1 incorrectly states the approved budget is $28,989 (which was the draft budget prior to Council requesting additional tasks at the December 15, 2020, meeting). Change Order No. 1 should have stated the correct total budget of $58,944.50. Therefore, DD&A is requesting that the difference of $19,956.00 be included in the new agreement to cover the out-of-scope services described below.

Additional Services

Completed Tasks December 2020 to May 2025

During Task 1 of our scope of work, additional out-of-scope tasks were identified to be necessary and completed utilizing the existing budget. The following is a summary of the approved and out-of-scope tasks:

- **Scope:** Identify potential future development areas that contain or may contain Monterey gilia, compile data, prepare draft mitigation strategy, three virtual meetings with City and working group
    - **Additional Out-of-Scope Tasks:**
        - Additional coordination with working group regarding data collection
        - Additional surveys within Marina Northwest Corner, Cypress Knolls, Preston Park, and Marina Equestrian Center (in addition to the surveys authorized by Change Order No. 1)
        - Additional meetings (bi-monthly meetings with City for two years, monthly meetings with CDFW and USFWS)

- **Scope:** Revise draft mitigation strategy incorporating comments from City and working group and resubmit to team for comments (assumes one round of comments)
    - **Additional Out-of-Scope Tasks:**
        - Responded to multiple rounds of comments
        - Additional meetings with City and working group to discuss revisions

- **Scope:** Incorporate comments on the revised draft mitigation strategy and prepare draft proposal to present to public at community workshop (virtual) to solicit input. The City and DD&A held a public information meeting soliciting input on the draft mitigation strategy at City Council meeting (December 7, 2021)
    - **Additional Out-of-Scope Tasks:**
        - In response to Council request, prepared multiple options for the mitigation strategy and presented at community workshop on December 11, 2022, requiring multiple meetings and rounds of comments from City and working group and posterboards and other meeting materials to facilitate in-person meeting
        - Held Study Session at a Special City Council meeting to discuss the options on December 13, 2022
        - Facilitated a public field meeting in April 2023
        - Presented update at City Council in December 2024
        - Participated in General Plan 2045 Update meetings and coordinated with City and consultant team

- **Scope:** Incorporate public comments and submit to CDFW and present at virtual meeting, including two virtual meetings with team and two with CDFW
    - **Additional Out-of-Scope Tasks:**
        - Facilitated an in-person resource agency field meeting in December 2024
        - Facilitated and coordinated 2nd Avenue/Del Monte Blvd Extension Alternative Alignment Study

Proposed Revised Scope of Work

Task 1. Mitigation Strategy Proposal

At the field meeting with the resource agencies in December 2024, the resource agencies strongly encouraged the inclusion of additional listed and candidate species due to their known and potential presence on City-owned lands within the former Fort Ord, including the identified Study Sites. In discussions with City staff, it was determined that it would be beneficial to include additional species in the ITP application to avoid having to undergo the ITP process again in the future. Therefore, this task is amended to include the following listed and candidate species in the ITP process, in addition to Monterey gilia (hereafter referred to as "Covered Species"):

- burrowing owl (*Athene cunicularia*), candidate species for listing under CESA
- Crotch bumble bee (*Bombus crotchii*, CBB), candidate species for listing under CESA
- western bumble bee (*Bombus occidentalis,* WBB), candidate species for listing under CESA
- seaside bird's-beak (*Cordylanthus rigidus* ssp. *littoralis*), state endangered species

In addition, this task will include conducting a site assessment in accordance with the "Interim Guidance on Site Assessment and Field Surveys for Determining Presence or a Negative Finding of the California Tiger Salamander" issued by the USFWS and CDFW in October 2003. California tiger salamander (*Ambystoma californiense*, CTS) is a federal threatened species and state threatened species. If it is determined that CTS has the potential to occur on City-owned lands within the former Fort Ord, the City may be required to obtain a federal and state ITP for impacts to this species. If it is determined a federal and state ITP will be required by the resource agencies, an amendment to the Agreement will be requested for the additional work required to add this species to the state ITP as well as obtain a federal ITP.

DD&A will coordinate with the City to identify and define the proposed projects that may result in take of the Covered Species. Based on the data collected to date and description of the proposed projects, DD&A will calculate the anticipated impacts to the Covered Species that may result from project implementation. As part of the impact assessment, DD&A will coordinate with the City and engineers to reassess the potential impacts to Monterey gilia that may result from a realignment of Del Monte Boulevard/2nd Avenue Extension. This scope of work assumes that the alignment will be relocated to minimize impacts to Monterey gilia, as encouraged by the resource agencies.

DD&A will coordinate with the City to prepare a mitigation strategy proposal to present and discuss with the California Department of Fish and Wildlife (CDFW) in order to obtain an ITP in accordance with Section 2081 of the CESA. DD&A will coordinate with local experts in the development of the mitigation strategy. It is important to note that the mitigation strategy for each of the Covered Species may be different, may overlap with other Covered Species, and may involve different options.

First, DD&A will calculate the estimated acreage of impacts to the Covered Species that would be impacted by the proposed projects, identify an appropriate mitigation ratio and strategy, and describe the potential mitigation sites in a brief letter format. This will serve as an administrative draft mitigation strategy. DD&A will submit the administrative draft mitigation strategy to the City and local experts (hereafter "working group") for review and comment. This scope of work assumes that the focused development areas previously identified during public outreach will continue to be the Airport Business Park Area, Future Cypress Knolls Development Area, and Del Monte Boulevard/2nd Avenue Extension (realigned). This scope of work assumes two rounds of comments on the administrative draft mitigation strategy and two virtual meetings.

Second, DD&A will incorporate comments from the City and working group, and submit a draft mitigation strategy to the City and working group for review and comment. This scope of work assumes one round of comments on the draft mitigation strategy and one virtual meeting.

Third, DD&A will then incorporate final comments on the draft mitigation strategy, and prepare a public draft mitigation strategy to present to the public as part of a community workshop with the purpose of soliciting input on the public draft mitigation strategy. DD&A will facilitate the community workshop (assumed to be virtual) and provide all necessary meeting materials, including, but not limited to, agendas, meeting notes, PowerPoint presentations, etc. DD&A will submit drafts of all meeting materials to the City and working group, as determined necessary, for review and comment prior to the workshop.

Lastly, DD&A will incorporate input from the public and prepare and submit the revised public draft mitigation strategy to the CDFW. The revised public draft mitigation strategy will be presented to CDFW at a virtual meeting for discussion and consideration. DD&A will work closely with the City, working group, and CDFW to respond to information requests and finalize the terms of the mitigation strategy. This task includes an estimated amount of project management time to coordinate with the City, working group, and CDFW.

This task will also include continued coordination related to the potential realignment of Del Monte Boulevard/2nd Avenue Extension, FORTAG, and General Plan 2045 Update. DD&A will coordinate with the City and engineers to prepare a draft and final memorandum describing the Del Monte Boulevard/2nd Avenue Extension Alignment Alternative Analysis completed by Kimley-Horn and recommendations from City Council and public, which will be submitted to the CDFW and U.S. Fish and Wildlife (USFWS). DD&A will participate in two virtual meetings with the Transportation Agency for Monterey County (TAMC) regarding potential mitigation opportunities related to the Fort Ord Regional Trail and Greenway Project. This task also includes participation in the General Plan 2045 Update process as related to biological resources within the City, zoning and land use designations, and policy development, including four virtual meetings.

In addition to the meetings identified above, this task assumes bi-monthly meetings with the City and monthly meetings with CDFW (as well as the USFWS, as determined appropriate) for the duration of this task, which is assumed to be six months. DD&A will facilitate the meetings (assumed to be virtual) and provide all necessary meeting materials, including, but not limited to, agendas, meeting notes, PowerPoint presentations, etc. DD&A will submit drafts of all meeting materials to the City and working group, as determined necessary, for review and comment prior to the meetings.

This scope of work assumes that the data collected and available to date for all Covered Species will be sufficient to support the issuance of the ITP.

Deliverable(s): Administrative Draft, Draft, Public Draft, and Revised Public Draft Mitigation Strategy; Draft and Final Del Monte Boulevard/2nd Avenue Extension Alignment Alternative Analysis Memorandum; Draft and Final Meeting Materials

Task 2. Prepare ITP Application

Based on the terms of the agreed-upon mitigation strategy, DD&A will work closely with the City, working group, and CDFW to prepare and submit a Section 2081 ITP application. The application will include all the required information, including, but not limited to, a description of the extent of take, proposed measures to minimize and fully mitigate the impacts of the proposed take, proposed plan to monitor compliance with the proposed measures, and a description of the funding sources and level of funding available to implement the proposed measures. The CDFW ITP application will require a Mitigation and Monitoring Plan.

DD&A will coordinate with the City and working group in the development of the application and Mitigation and Monitoring Plan. This task assumes three meetings with the City and working group, and DD&A will facilitate the meetings (assumed to be virtual) and provide all necessary meeting materials, including, but not limited to, agendas,

meeting notes, PowerPoint presentations, etc. DD&A will submit drafts of all meeting materials to the City and working group, as determined necessary, for review and comment prior to the meetings.

DD&A will incorporate input from the City and working group and prepare and submit an administrative draft application and Mitigation and Monitoring Plan to the City and working group for review and comment. This scope of work assumes two rounds of comments from the City and working group.

DD&A will incorporate comments and prepare a draft application and Mitigation and Monitoring Plan to present to the public as part of a community workshop with the purpose of soliciting input on the documents. DD&A will facilitate the community workshop (assumed to be virtual) and provide all necessary meeting materials, including, but not limited to, agendas, meeting notes, PowerPoint presentations, etc. DD&A will submit drafts of all meeting materials to the City and working group, as determined necessary, for review and comment prior to the workshop.

DD&A will incorporate input from the public and prepare and submit the final ITP application and Mitigation and Monitoring Plan to the CDFW. The ITP application and Mitigation and Monitoring Plan will be presented to CDFW at a virtual meeting for discussion. DD&A will work closely with the City, working group, and CDFW to respond to information requests and questions to facilitate permit issuance. This task includes an estimated amount of project management time to coordinate with the City, working group, and CDFW. This scope of work assumes that the application will be deemed incomplete twice and supplemental information will be required each time in order to be deemed complete.

In addition to the meetings identified above, this task assumes bi-monthly meetings with the City and monthly meetings with CDFW (as well as the USFWS, as determined appropriate) for the duration of this task, which is assumed to be six months. DD&A will facilitate the meetings (assumed to be virtual) and provide all necessary meeting materials, including, but not limited to, agendas, meeting notes, PowerPoint presentations, etc. DD&A will submit drafts of all meeting materials to the City and working group, as determined necessary, for review and comment prior to the meetings.

Deliverable: Administrative Draft, Draft, and Final CDFW ITP Application, Mitigation Monitoring Plan, and supporting information, as requested; Draft and Final Meeting Materials

Task 3. ITP Conditions

The ITP issued by CDFW will contain various conditions that will likely be required before the proposed take can occur. These requirements include, but are not limited to, acquisition of mitigation land, conservation of mitigation land in the form of deed restrictions or conservation easement, creation of security and endowment funding, execution of any required agreements, Phase 1 Environmental Site Assessment, preliminary title report(s), policy of title insurance, biological report, and final habitat management plan. The extent of these requirements will vary and depend on whether existing information is sufficient. DD&A will coordinate with the City, working group, and CDFW to identify, compile, and submit all requested documents in a timely manner.

This task assumes bi-monthly meetings with the City and bi-monthly meetings with CDFW (as well as the USFWS, as determined appropriate) for the duration of this task, which is assumed to be six months. DD&A will facilitate the meetings (assumed to be virtual) and provide all necessary meeting materials, including, but not limited to, agendas, meeting notes, PowerPoint presentations, etc. DD&A will submit drafts of all meeting materials to the City and working group, as determined necessary, for review and comment prior to the meetings.

Deliverables: Various/TBD; Draft and Final Meeting Materials

Task 4. City Council Meetings

In addition to the City Council meetings identified in Tasks 1-3, DD&A will participate in two additional City Council meetings (assumed to be virtual) to provide updates and input on the permit process. DD&A will coordinate with the City to provide all necessary meeting materials, including, but not limited to, staff reports and PowerPoint presentations. DD&A will submit drafts of all requested meeting materials to the City for review and comment prior to the meetings.

Deliverables: Draft and Final Meeting Materials

Budget

DD&A has exhausted the existing budget by completing the tasks identified above (please refer to *Completed Tasks December 2020 to May 2025*). In addition, due to the error in Change Order No. 1, DD&A is requesting that the difference of $19,956.00 be included in the new agreement to cover the out-of-scope services described above. DD&A is also requesting additional funds to complete the ITP process and include the additional services described herein.

DD&A will invoice on a time-and-material basis, with an initial not-to-exceed (NTE) amount of $176,107.00 as shown in the attached spreadsheet. The attached budget does not include the application fee. It is assumed the City will be required to pay the maximum total fee due to the cost of the projects and complexity of the ITP, which is $47,012.50.

Schedule

It is anticipated that the scope of work identified above will be completed by June 30, 2027.

Submitted by: Denise Duffy 5/27/2025

DD&A Principal Date

Accepted by: _____

City of Marina Date

DD&A Cost Estimate - City-Wide Section 2081 ITP Revised Scope of Work
EXHIBIT "B"

Task		Principal	Senior Project Manager	Senior Planner/Scientist	Assoc Planner/Scientist	Asst Planner/Scientist	GIS/Computer Specialist	Admin/Editing	Hours Per Task	Expenses	Admin Fee	Cost Per Task
	Out-of-Scope Services											**19,956**
1	**Mitigation Strategy Proposal**	8	60	80	100	140	60	18	466	10	$ 2	**71,212**
2	**Prepare ITP Application**	4	40	80	60	48	32	10	274	10	$ 2	**44,020**
3	**ITP Conditions**	8	20	40	60	24	12	8	172	10	$ 2	**27,580**
4	**City Council Meetings**	8	20	10	10	8	8	20	84		$ -	**13,340**
	Total Hours	28	140	210	230	220	112	56	996			
	Hourly Rate	$278.00	$202.00	$185.00	$141.00	$127.00	$145.00	$82.00				
	Total Labor	$ 7,784	$ 28,280	$ 38,850	$ 32,430	$ 27,940	$ 16,240	$ 4,592				**176,107**
Total Budget												**176,107**

CITY OF MARINA
AGREEMENT FOR BIOLOGICAL CONSULTING SERVICES

THIS AGREEMENT is made and entered into on_____ ____, 20___, by and between the City of Marina, a California charter city, hereinafter referred to as the "City," and Denise Duffy & Associates, Inc., a California Corporation, hereinafter referred to as the "Contractor." City and Contractor are sometimes individually referred to as "party" and collectively as "parties" in this Agreement.

Recitals

A. City desires to retain Contractor to:

Provide continuing biological consulting services to develop a Resource Management Plan (RMP) for Fort Ord HMP compliance hereinafter referred to as the "Project."

B. Contractor represents that it has the qualifications, experience and personnel necessary to properly perform the services as set forth herein.

C. City desires to retain Contractor to provide such services.

Terms and Conditions

For good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and in consideration of the mutual promises contained herein, City and Contractor agree to the following terms and conditions:

1. Scope of Work.

(a) Contractor is hereby hired and retained by the City to work in a cooperative manner with the City to fully and adequately perform those services set forth in Exhibit "A" attached hereto ("Scope of Work") and by this reference made a part hereof. With prior written notice to Contractor, City may elect to delete certain tasks of the Scope of Work at its sole discretion.

(b) Contractor shall perform all such work with skill and diligence and pursuant to generally accepted standards of practice in effect at the time of performance. Contractor shall provide corrective services without charge to the City for work which fails to meet these standards and which is reported to Contractor in writing within sixty days of discovery. Should Contractor fail or refuse to perform promptly its obligations under this Agreement, the City may render or undertake the performance thereof and the Contractor shall be liable for any expenses thereby incurred.

(c) If services under this Agreement are to be performed by a design professional, as that term is defined in California Civil Code §2782.8(b)(2), design professional certifies that all design professional services shall be provided by a person

or persons duly licensed by the State of California to provide the type of services described in Section 1(a). By delivery of completed work, design professional certifies that the work conforms to the requirements of this Agreement and all applicable federal, state and local laws, and the professional standard of care in California.

(d) Contractor is responsible for making an independent evaluation and judgment of all relevant conditions affecting performance of the work, including without limitation site conditions, existing facilities, seismic, geologic, soils, hydrologic, geographic, climatic conditions, applicable federal, state and local laws and regulations and all other contingencies or considerations.

(e) City shall cooperate with Contractor and will furnish all information data, records and reports existing and available to City to enable Contractor to carry out work outlined in Exhibit “A." Contractor shall be entitled to reasonably rely on information, data, records and reports furnished by the City, however, the City makes no warranty as to the accuracy or completeness of any such information, data, records or reports available to it and provided to Contractor which were furnished to the City by a third party. Contractor shall have a duty to bring to the City's attention any deficiency or error it may discover in any information provided to the Contractor by the City or a third party.

2. Term of Agreement & Commencement of Work.

(a) Unless otherwise provided, the term of this Agreement shall begin on shall begin on the date of its full execution and shall expire on **June 30, 2027** unless extended by amendment or terminated earlier as provided herein. The date of full execution is defined as the date when all of the following events have occurred:

(i) This Agreement has been approved by the City's Council or by the board, officer or employee authorized to give such approval; and

(ii) The office of the City Attorney has indicated in writing its approval of this Agreement as to form; and

(iii) This Agreement has been signed on behalf of Contractor by the person or persons authorized to bind the Contractor hereto; and.

(iv) This Agreement has been signed on behalf of the City by the person designated to so sign by the City's Council or by the officer or employee authorized to enter into this Contract and is attested to by the Marina City Clerk.

(b) Contractor shall commence work on the Project on or by **June 1, 2025.** This Agreement may be extended upon written agreement of both parties. Contractor may be required to prepare a written schedule for the work to be performed, which schedule shall be approved by the City and made a part of Exhibit A, and to perform the work in accordance with the approved schedule.

3. Compensation.

(a) City liability for compensation to Contractor under this Agreement shall only be to the extent of the present appropriation to fund this Agreement. For services to be provided under this Agreement City shall compensate Contractor in an amount not to

exceed Two-Hundred Four Thousand One-Hundred-Seventy dollars ($204,170.00) in accordance with the provisions of this Section and the Fee Schedule attached hereto as Exhibit B and incorporated herein by this reference.

(b) Invoice(s) in a format and on a schedule acceptable to the City shall be submitted to and be reviewed and verified by the Project Administrator (see Section 5(a)) and forwarded to the City's Finance Department for payment. City shall notify Contractor of exceptions or disputed items and their dollar value within fifteen days of receipt. Payment of the undisputed amount of the invoice will typically be made approximately thirty days after the invoice is submitted to the Finance Department.

(c) Contractor will maintain clearly identifiable, complete and accurate records with respect to all costs incurred under this Agreement on an industry recognized accounting basis. Contractor shall make available to the representative of City all such books and records related to this Agreement, and the right to examine, copy and audit the same during regular business hours upon 24-hour's notice for a period of four years from the date of final payment under this Agreement.

(d) Contractor shall not receive any compensation for Extra Work without the prior written authorization of City. As used herein, "Extra Work" means any work that is determined by the City to be necessary for the proper completion of the Project but which is not included within the Scope of Work and which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Compensation for any authorized Extra Work shall be paid in accordance with Exhibit B.

(e) Expenses not otherwise addressed in the Scope of Services or the Fee Schedule incurred by Contractor in performing services under this Agreement shall be reviewed and approved in advance by the Project Administrator (Section 5(a)), be charged at cost and reimbursed to Contractor.

(f) There shall be no charge for transportation within Monterey, Santa Cruz and San Benito Counties required for the performance of the services under this Agreement; travel to other locations must be approved in writing and in advance by the City, mileage will be charged at the then current standard rate for business travel as set by the U.S. Internal Revenue Service for such approved travel.

4. <u>Termination or Suspension</u>.

(a) This Agreement may be terminated in whole or in part in writing by either party in the event of a substantial failure by the other party to fulfill its obligations under this Agreement through no fault of the terminating party, provided that no termination may be effected unless the other party is given (1) not less than ten days written notice of intent to terminate, and (2) provided an opportunity for consultation with the terminating party prior to termination.

(b) If termination for default is effected by the City, an equitable adjustment in the price provided for in this Agreement shall be made, but (1) no amount shall be allowed for anticipated profit on unperformed services or other work, and (2) any payment due the Contractor at the time of termination may be adjusted to cover any additional costs to the City because of the Contractor's default. If after the termination for failure of Contractor to fulfill its contractual obligations, it is determined that the Contractor had not

failed to fulfill contractual obligations, the termination shall be deemed to have been for the convenience of the City.

(c) The City may terminate or suspend this Agreement at any time for its convenience upon not less than thirty days prior written notice to Contractor. Not later than the effective date of such termination or suspension, Contractor shall discontinue all affected work and deliver all work product and other documents, whether completed or in progress, to the City.

(d) If termination for default is effected by the Contractor or if termination for convenience is effected by the City, the equitable adjustment shall include a reasonable profit for services or other work performed. The equitable adjustment for termination shall provide for payment to the Contractor for services rendered and expenses incurred prior to the termination, in addition to termination settlement costs reasonably incurred by Contractor relating to written commitments that were executed prior to the termination.

5. Project Administrator, Project Manager & Key Personnel.

(a) City designates as its Project Administrator Layne Long or his designee who shall have the authority to act for the City under this Agreement. The Project Administrator or his/her authorized representative shall represent the City in all matters pertaining to the work to be performed pursuant to this Agreement.

(b) Contractor designates **Erin Harwayne, AICP** as its Project Manager who shall coordinate all phases of the Project. The Project manager shall be available to City at all reasonable times during the Agreement term.

(c) Contractor warrants that it will continuously furnish the necessary personnel to complete the Project on a timely basis as contemplated by this Agreement. Contractor, at the sole discretion of City, shall remove from the Project any of its personnel assigned to the performance of services upon written request of City. Contractor has represented to City that certain key personnel will perform and coordinate the work under this Agreement. Should one or more of such personnel become unavailable, Contractor may substitute other personnel of at least equal competence upon written approval of the City. In the event that City and Contractor cannot agree as to the substitution of key personnel, City shall be entitled to terminate this Agreement for cause. The key personnel for performance of this Agreement are as follows: **Erin Harwayne, AICP.**

6. Delegation of Work.

(a) If Contractor utilizes any subcontractors, consultants, persons, employees or firms having applicable expertise to assist Contractor in performing the services under this Agreement, Contractor shall obtain City's prior written approval to such employment. Contractor's contract with any subcontractor shall contain a provision making the subcontract subject to all provisions of this Agreement. Contractor will be fully responsible and liable for payment for administration, completion, presentation, and quality of all work performed. If such persons are utilized, they shall be charged at cost. City reserves the right to employ other contractors in connection with this Project.

(b) If the work hereunder is performed by a design professional, design professional shall be directly involved with performing the work or shall work through his, her or its employees. The design professional's responsibilities under this Agreement shall not be delegated. The design professional shall be responsible to the City for acts, errors or omissions of his, her or its subcontractors. Negligence of subcontractors or agents retained by the design professional is conclusively deemed to be the negligence of the design professional if not adequately corrected by the design professional. Use of the term subcontractor in any other provision of this Agreement shall not be construed to imply authorization for a design professional to use subcontractors for performance of any professional service under this Agreement.

(c) The City is an intended beneficiary of any work performed by a subcontractor for purposes of establishing a duty of care between the subcontractor and the City.

7. **Skill of Employees**. Contractor shall ensure that any employees or agents providing services under this Agreement possess the requisite skill, training and experience to properly perform such services.

8. **Confidential and Proprietary Information**. In the course of performing services under this Agreement Contractor may obtain, receive, and review confidential or proprietary documents, information or materials that are and shall remain the exclusive property of the City. Should Contractor undertake the work on behalf of other agencies, entities, firms or persons relating to the matters described in the Scope of Work, it is expressly agreed by Contractor that any such confidential or proprietary information or materials shall not be provided or disclosed in any manner to any of Contractor's other clients, or to any other third party, without the City's prior express written consent.

9. **Ownership of Data**. Unless otherwise provided for herein, all documents, material, data, drawings, plans, specifications, computer data files, basis for design calculations, engineering notes, and reports originated and prepared by Contractor, or any subcontractor of any tier, under this Agreement shall be and remain the property of the City for its use in any manner it deems appropriate. Contractor agrees that all copyrights which arise from creation of the work pursuant to this Agreement shall be vested in the City and waives and relinquishes all claims to copyright or intellectual property rights in favor of the City. Contractor shall provide two (2) sets of reproducible of the above-cited items, except for the computer data files which shall consist of one (1) set. Contractor shall use all reasonable efforts to ensure that any electronic files provided to the City will be compatible with the City's computer hardware and software. Contractor makes no representation as to long-term compatibility, usability or readability of the format resulting from the use of software application packages, operating systems or computer hardware differing from those in use by the City at the commencement of this Agreement. Contractor shall be permitted to maintain copies of all such data for its files. City acknowledges that its use of the work product is limited to the purposes contemplated by the Scope of Work and, should City use these products or data in connection with additions to the work required under this Agreement or for new work without consultation with and without additional compensation to Contractor, Contractor makes no representation as to the suitability of the work product for use in or application to circumstances not contemplated by the Scope of Work and shall have no liability or responsibility whatsoever in connection with such use which shall be at the City's sole risk. Any and all liability arising out of changes made by the City to Contractor's

deliverables is waived against Contractor unless City has given Contractor prior written notice of the changes and has received Contractor's written consent to such changes.

10. Conflict of Interest.

(a) Contractor covenants that neither it, nor any officer or principal of its firm has or shall acquire any interest, directly or indirectly, which would conflict in any manner with the interests of the City or which would in any way hinder Contractor's performance of services under this Agreement. Contractor further covenants that in the performance of this Agreement, no person having any such interest shall be employed by it as an officer, employee, agent or subcontractor without the express written consent of the City Manager. Contractor agrees to at all times avoid conflicts of interest or the appearance of any conflicts of interest with the interests of the City in the performance of this Agreement. Contractor shall represent the interest of the City in any discussion or negotiation.

(b) City understands and acknowledges that Contractor may be, as of the date of commencement of services under this Agreement, independently involved in the performance of non-related services for other governmental agencies and private parties. Contractor is unaware of any stated position of the City relative to such projects. Any future position of the City on such projects may result in a conflict of interest for purposes of this section.

11. Disclosure. Contractor may be subject to the appropriate disclosure requirements of the California Fair Political Practices Act, as determined by the City Manager.

12. Non-Discrimination.

(a) During the performance of this Agreement the Contractor and its subcontractors shall comply with the applicable laws of the United States of America, the State of California and the City prohibiting discrimination and harassment. In performing this Agreement, Contractor shall not discriminate, harass, or allow harassment, against any employee or applicant for employment because of gender, gender expression, gender identity, genetic characteristics, sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), medical condition (including cancer), mental disability, age, marital status, denial of family and medical care leave and denial of pregnancy disability leave, sexual orientation, military/veteran status and any other characteristics protected by state or federal law. Contractor shall give written notice of its obligations under this clause to labor organizations with which it has a collective bargaining or other agreement.

(b) Contractor shall include the provisions of this Section 12(a) in all subcontracts related to this Agreement.

13. Indemnification.

(a) Other than in the performance of design professional services by a design professional, which shall be solely as addressed by subsection (b) below, and to the full extent permitted by law, Contractor shall indemnify, immediately defend (with independent

counsel reasonably acceptable to the City) and hold harmless the City, its Council, boards, commissions, employees, officials and agents (collectively "Indemnified Parties" or in the singular "Indemnified Party") from and against any claims, losses, damages, penalties, fines and judgments, associated investigation and administrative expenses, and defense costs including but not limited to reasonable attorney's fees, court costs, expert witness fees and costs of alternate dispute resolution (collectively "Liabilities"), where same arise out of the performance of this Agreement by Contractor, its officers, employees, agents and sub-contractors. The duty to defend is a separate and distinct obligation from the Contractor's duty to indemnify and Contractor shall be obligated to defend in all legal, equitable, administrative or special proceedings upon tender to the Contractor of any claim in any form or at any stage of an action or proceeding, whether or not liability is established and the obligation extends through final judgment including exhaustion of any appeals.. The Contractor's obligation to indemnify applies unless it is finally determined that the liability was caused by the sole active negligence or sole willful misconduct of an indemnified party. If it is finally determined that liability is caused by the comparative active negligence or willful misconduct of an Indemnified Party, the Contractor's indemnification obligation shall be reduced in proportion to the established comparative liability of the indemnified party.

(b) To the fullest extent permitted by law (including without limitation California Civil Code Sections 2782.8), when the services to be provided under this Agreement are design professional services to be performed by a design professional, as that term is defined by said section 2782.8(c)(2) ("Design Professional") Design Professional shall indemnify, protect and hold harmless any Indemnified Party for all Liabilities regardless of nature or type that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of Design Professional, or such acts or omissions of an officer, employee, agent or subcontractor of the Design Professional. Design Professional shall not have an immediate duty to defend an Indemnified Party, however, Design Professional's obligation to indemnify (including reimbursing the cost to defend) and hold the Indemnified Parties harmless applies unless it is finally determined that the liability was caused by the sole active negligence or sole willful misconduct of an Indemnified Party. If it is finally determined that liability was caused by the comparative active negligence or willful misconduct of an Indemnified Party the Design Professional's indemnification obligation shall be reduced in direct proportion to the indemnified party's proportionate percentage of fault. Within 30 days following Design Professional's receipt of a properly presented written invoice, Design Professional shall satisfy its indemnification obligations and reimburse the Indemnified Party for the cost of reasonable attorney's fees and defense costs incurred by the Indemnified Party to the same extent of Design Professional's indemnity obligation herein. In no event shall the cost to defend charged to the Design Professional exceed the Design Professional's proportionate percentage of fault.

(c) The provisions of this Section are not limited by the provisions of sections relating to insurance including provisions of any worker's compensation act or similar act. Contractor expressly waives its statutory immunity under such statues or laws as to City, its employees and officials. An allegation or determination of comparative active negligence or willful misconduct by an Indemnified Party unrelated to design professional services does not relieve Contractor from its separate and distinct obligation to defend City. Contractor agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this section from each and every subcontractor, sub tier contractor or any other person or entity involved by, for, with or on behalf of Contractor in the performance or subject matter of this Agreement. In the event Contractor fails to obtain

such indemnity obligations from others as required here, Contractor agrees to be fully responsible according to the terms of this section. Failure of City to monitor compliance with these requirements imposes no additional obligations on City and will in no way act as a waiver of any rights hereunder.

(d) If any action or proceeding is brought against any Indemnified Party by reason of any of the matters against which the Contractor has agreed to provide an immediate defense to any Indemnified Party, as provided above, Contractor, upon notice from the City, shall defend the Indemnified Party at Contractor's expense by independent counsel reasonably acceptable to the City. Unless otherwise provided above, an Indemnified Party need not have first paid for any of the matters to which it is entitled to indemnification in order to be so defended. Contractor may submit a claim to the City for reasonable defense costs (including attorney's and expert fees) incurred in providing a defense of any Indemnified Party to the extent such defense costs arise under principals of comparative fault from the Indemnified Party's active negligence, recklessness or willful misconduct.

(e) This obligation to indemnify and defend, as set forth herein, is binding on the successors, assigns, or heirs of Contractor and shall survive the termination of this Agreement or this Section.

14. Insurance.

(a) As a condition precedent to the effectiveness of this Agreement and without limiting Contractor's indemnification of the City, Contractor agrees to obtain and maintain in full force and effect at its own expense the insurance policies set forth in Exhibit "C" "Insurance" attached hereto and made a part hereof. Contractor shall furnish the City with original certificates of insurance, executed by a person authorized by that insurer to bind coverage on its behalf, along with copies of all required endorsements. All certificates and endorsements must be received and approved by the City before any work commences. All insurance policies shall be subject to approval by the City Attorney and Risk Manager as to form and content. Specifically, such insurance shall: (1) be endorsed to protect City as an additional insured for commercial general and business auto liability; (2) provide City prior notice of cancellation; and (3) be primary with respect to City's insurance program. Contractor's insurance is not expected to respond to claims that may arise from the acts or omissions of the City.

(b) City reserves the right at any time during the term of this Agreement to change the amounts and types of insurance required herein by giving Contractor ninety days advance written notice of such change. If such change should result in substantial additional cost of the Contractor, City agrees to negotiate additional compensation proportional to the increased benefit to City.

(c) All required insurance must be submitted and approved by the City Attorney and Risk Manager prior to the inception of any operations by Contractor.

The required coverage and limits are subject to availability on the open market at reasonable cost as determined by the City. Non availability or non affordability must be documented by a letter from Contractor's insurance broker or agency indicating a good faith effort to place the required insurance and showing as a minimum the names of the insurance carriers and the declinations or quotations received from each. Within the

foregoing constraints, Contractor's failure to procure or maintain required insurance during the entire term of this Agreement shall constitute a material breach of this Agreement under which City may immediately suspend or terminate this Agreement or, at its discretion, procure or renew such insurance to protect City's interests and pay any and all premium in connection therewith and recover all monies so paid from Contractor.

(e) By signing this Agreement, Contractor hereby certifies that it is aware of the provisions of Section 3700 *et seq*., of the Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provision of that Code, and that it will comply with such provisions at all such times as they may apply during the performance of the work pursuant to this Contract. Unless otherwise agreed, a waiver of subrogation in favor of the City is required.

15. Independent Contractor. The parties agree that Contractor, its officers, employees and agents, if any, shall be independent contractors with regard to the providing of services under this Agreement, and that Contractor's employees or agents shall not be considered to be employees or agents of the City for any purpose and will not be entitled to any of the benefits City provides for its employees. City shall make no deductions for payroll taxes or Social Security from amounts due Contractor for work or services provided under this Agreement.

This Agreement shall not constitute, and it is not intended to constitute, either party as an employer, employee, agent, partner or legal representative of the other party for any purpose, or give either party any right to supervise or direct the functions of the other party. Except as specifically provided herein, neither party shall have authority to act for or obligate the other party in any way or to extend any representation on behalf of the other party. Each party agrees to perform under this Agreement solely as an independent contractor and neither party shall have any right, power, or authority, nor shall they represent themselves as having any authority to assume, create, or incur any expense, liability or obligation, express or implied, on behalf of the other party for any purpose. Each party agrees not to permit its employees or agents to do anything that might be construed or interpreted as acts of the other party.

16. Claims for Labor and Materials. Contractor shall promptly pay when due all amounts payable for labor and materials furnished in the performance of this Agreement, so as to prevent any lien or other claim under any provision of law from arising against any City property (including reports, documents, and other tangible matter produced by the Contractor hereunder), against the Contractor's rights to payments hereunder, or against the City, and shall pay all amounts due under the Unemployment Insurance Act with respect to such labor.

17. Discounts. Contractor agrees to offer the City any discount terms that are offered to its best customers for the goods and services to be provided herein and apply such discounts to payment made under this Agreement which meet the discount terms.

18. Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

19. **Dispute Resolution**. If any dispute arises between the parties as to proper interpretation or application of this Agreement, the parties shall first meet and confer in a good faith attempt to resolve the matter between themselves. If the dispute is not resolved by meeting and conferring, the matter shall be submitted for formal mediation to a mediator selected mutually by the parties. The expenses of such mediation shall be shared equally between the parties. If the dispute is not or cannot be resolved by mediation, the parties may mutually agree (but only as to those issues of the matter not resolved by mediation) to submit their dispute to arbitration. Before commencement of the arbitration, the parties may elect to have the arbitration proceed on an informal basis; however, if the parties are unable so to agree, then the arbitration shall be conducted in accordance with the rules of the American Arbitration Association. The decision of the arbitrator shall be binding, unless within thirty days after issuance of the arbitrator's written decision, any party files an action in court. Venue and jurisdiction for any such action between the parties shall lie in the Superior Court for the County of Monterey.

20. **Compliance with Laws**.

(a) Each party's performance hereunder shall comply with all applicable laws of the United States of America, the State of California and the City including but not limited to laws regarding health and safety, labor and employment, wage and hours and licensing laws which affect employees. This Agreement shall be governed by, enforced and interpreted under the laws of the State of California. Contractor must be in good standing and registered with the California Department of Industrial Relations in accordance with California labor Code section 1725.5 and shall comply with new, amended or revised laws, regulations or procedures that apply to the performance of this Agreement.

(b) If the Project is a "public work," or prevailing wages are otherwise required, Contractor shall comply with all provisions of California Labor Code section 1720 *et seq.*, as applicable, and laws dealing with prevailing wages, apprentices and hours of work.

(c) Contractor represents that it has obtained and presently holds all permits and licenses necessary for performance hereunder, including a Business License required by the City's Business License Ordinance (Title 5 of the Marina Municipal Code) for which a business license tax is prescribed and assessed at the rate of two-tenths percent of gross receipts, in accordance with the provisions therein. For the term covered by this Agreement, the Contractor shall maintain or obtain as necessary, such permits and licenses and shall not allow them to lapse, be revoked or suspended.

21. **Assignment or Transfer**. This Agreement or any interest herein may not be assigned, hypothecated or transferred, either directly or by operation of law, without the prior written consent of the City. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

22. **Notices**. All notices required or permitted to be given under this Agreement shall be in writing and shall be personally delivered, sent by facsimile ("fax") or certified mail, postage prepaid with return receipt requested, addressed as follows:

To City: City Manager
City of Marina City Hall

211 Hillcrest Avenue
Marina, California 93933
Fax: (831) 384-9148

To Contractor: Erin Harwayne, AICP
Denise Duffy & Associates, Inc.
947 Cass St, Suite 5
Monterey, CA 93940
Fax (831) 373-1417

The parties may agree in writing to receive notice by email. Notice shall be deemed effective on the date personally delivered or transmitted by facsimile or, if mailed, three days after deposit in the custody of the U.S. Postal Service. A copy of any notice sent as provided herein shall also be delivered to the Project Administrator and Project Manager.

23. **Amendments, Changes or Modifications**. This Agreement is not subject to amendment, change or modification except by a writing signed by the authorized representatives of City and Contractor.

24. **Force Majeure**. Notwithstanding any other provisions hereof, neither Contractor nor City shall be held responsible or liable for failure to meet their respective obligations under this Agreement if such failure shall be due to causes beyond Contractor's or the City's control except that an economic downturn of any type shall not be a justifiable cause for the failure to meet their respective obligations under this Agreement. Such causes include but are not limited to: strike, fire, flood, civil disorder, act of God or of the public enemy, act of the federal government, or any unit of state of local government in either sovereign or contractual capacity, epidemic, quarantine restriction, or delay in transportation to the extent that they are not caused by the party's willful or negligent acts or omissions, and to the extent that they are beyond the party's reasonable control.

25. **Attorney's Fees**. In the event of any controversy, claim or dispute relating to this Agreement, or the breach thereof, the prevailing party shall be entitled to recover from the losing party reasonable expenses, attorney's fees and costs.

26. **Successors and Assigns**. All of the terms, conditions and provisions of this Agreement shall apply to and bind the respective heirs, executors, administrators, successors, and assigns of the parties. Nothing in this paragraph is intended to affect the limitation on assignment.

27. **Authority to Enter Agreement**. Contractor has all requisite power and authority to conduct its business and to execute, deliver and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right and authority to make this Agreement and bind each respective party.

28. **Waiver**. A waiver of a default of any term of this Agreement shall not be construed as a waiver of any succeeding default or as a waiver of the provision itself. A party's performance after the other party's default shall not be construed as a waiver of that default.

29. **Severability**. Should any portion of this Agreement be determined to be void or unenforceable, such shall be severed from the whole and the Agreement will continue as modified.

30. **Construction, References, Captions**. Since the parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any party. Any term referencing time, days or period for performance shall be deemed calendar days and not workdays. The captions of the various sections are for convenience and ease of reference only, and do not define, limit, augment or describe the scope, content or intent of this Agreement.

31. **Advice of Counsel.** The parties agree that they are aware that they have the right to be advised by counsel with respect to the negotiations, terms and conditions of this Agreement, and that the decision of whether or not to seek the advice of counsel with respect to this Agreement is a decision which is the sole responsibility of each of the parties hereto. This Agreement shall not be construed in favor or against either party by reason of the extent to which each party participated in the drafting of this Agreement.

32. **Counterparts**. This Agreement may be signed in counterparts, each of which shall constitute an original.

33. **Time.** Time is of the essence in this contract.

34. **Entire Agreement**. This Agreement contains the entire agreement of the parties with respect to the matters as set forth in this Agreement, and no other agreement, statement or promise made by or to any party or by or to any employee, officer or agent of any party, which is not contained in this Agreement shall be binding or valid.

IN WITNESS WHEREOF, Contractor and the City by their duly authorized representatives, have executed this Agreement, on the date first set forth above, at Marina, California.

CITY OF MARINA	**DENISE DUFFY & ASSOCIATES, INC.**
By: _____	By: _____
Name: _____	Name: Denise Duffy
Its: _____	Its: President
Date: _____	Date: _____

Attest: (Pursuant to Reso: 20____ - _____)

By: _____
City Clerk

Approved as to form:

By: _____
City Attorney

INSERT EXHIBIT A

Section 1 (a)

- SCOPE OF WORK -

[Include Work Schedule if required.]

INSERT EXHIBIT B

Section 3 (a)

- FEE SCHEDULE -

EXHIBIT C - INSURANCE

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

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability (CGL):** Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **$1,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
2. **Automobile Liability:** Insurance Services Office Form Number CA 0001 covering, Code 1 (any auto), or if Contractor has no owned autos, Code 8 (hired) and 9 (non-owned), with limit no less than **$1,000,000** per accident for bodily injury and property damage.
3. **Workers' Compensation** insurance as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than **$1,000,000** per accident for bodily injury or disease. (Not required if Contractor provides written verification it has no employees)
4. **Professional Liability (Errors and Omissions):** Insurance appropriates to Contractor's profession, with limit no less than **$2,000,000** per occurrence or claim, $2,000,000 aggregate.

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

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

Additional Insured Status
City, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of Contractor including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to Contractor's insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10, CG 20 26, CG 20 33, or CG 20 38; and CG 20 37 if a later edition is used).

Primary Coverage
For any claims related to this contract, Contractor's insurance coverage shall be primary and non-contributory and at least as broad as ISO CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of Contractor's insurance and shall not contribute with it. This requirement shall also apply to any Excess or Umbrella liability policies.

Umbrella or Excess Policy
Contractor may use Umbrella or Excess Policies to provide the liability limits as required in this agreement. This form of insurance will be acceptable provided that all of the Primary and Umbrella or Excess Policies shall provide all of the insurance coverages herein required, including, but not limited to, primary and non-contributory, additional insured, Self-Insured Retentions (SIRs), indemnity, and defense requirements. The Umbrella or Excess policies shall be provided on a true "following form" or broader coverage basis, with coverage at least as broad as provided on the underlying Commercial General Liability insurance. No insurance policies maintained by the Additional Insureds, whether primary or excess, and which also apply to a loss covered hereunder, shall be called upon to contribute to a loss until Contractor's primary and excess liability policies are exhausted.

Notice of Cancellation
Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.

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

Self-Insured Retentions
Self-insured retentions must be declared to and approved by the City. The City may require Contractor to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City. The CGL and any policies, including Excess liability policies, may not be subject to a self-insured retention (SIR) or deductible that exceeds $25,000 unless approved in writing by City. Any and all deductibles and SIRs shall be the sole responsibility of Contractor or subcontractor who procured such insurance and shall not apply to the Indemnified Additional Insured Parties. City may deduct from any amounts otherwise due Contractor to fund the SIR/deductible. Policies shall NOT contain any self-insured retention (SIR) provision that limits the satisfaction of the SIR to the City. The policy must also provide that Defense costs, including the Allocated Loss Adjustment Expenses, will satisfy the SIR or deductible. City reserves the right to obtain a copy of any policies and endorsements for verification.

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

Claims Made Policies
If any of the required policies provide claims-made coverage:

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

Verification of Coverage
Contractor shall furnish the City with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause and a copy of the Declarations and Endorsements Pages of the CGL and any Excess policies listing all policy endorsements. All certificates and endorsements and copies of the Declarations & Endorsements pages are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive Contractor's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time. City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

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

Duration of Coverage
CGL & Excess liability policies for any construction related work, including, but not limited to, maintenance, service, or repair work, shall continue coverage for a minimum of five (5) years for Completed Operations liability coverage. Such Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.

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

EXHIBIT "A"

Denise Duffy & Associates, Inc.
PLANNING AND ENVIRONMENTAL CONSULTING

November 16, 2020

Layne Long, City Manager
City of Marina
211 Hillcrest Avenue
Marina, CA 93933

Subject: Proposal to Provide Biological Consulting Services for Fort Ord HMP Compliance

Dear Mr. Long:

Based on discussions with the City of Marina (City), Denise Duffy & Associates, Inc. (DD&A) is submitting this proposal to provide biological consulting services to facilitate the City's compliance with the *Installation-Wide Multispecies Habitat Management Plan for Former Fort Ord, California* (April 1997) (HMP). The U.S. Fish and Wildlife Service (USFWS) has requested that the local jurisdictions initiate the steps necessary to comply with the HMP now that the Fort Ord Habitat Conservation Plan (HCP) and base-wide incidental take permits are no longer proposed. Based on DD&A's comprehensive understanding of the HMP and extensive knowledge of the biological resources on the former Fort Ord, the enclosed proposal identifies the tasks necessary for the City to comply with the requirements of the HMP.

DD&A is uniquely qualified to provide these services to the City. DD&A has expert knowledge of the biological resources and complex regulatory requirements on the former Fort Ord as a result of completing over a hundred projects over the last 25 years on the former military base. Specifically, DD&A is intimately familiar with the biological resources on the former Fort Ord through our work on the Fort Ord HCP and several other large, pivotal Fort Ord projects, including but not limited to:

- annual surveys and habitat management monitoring for the East Garrison California Tiger Salamander Interim Habitat Management Plan;
- a long-term contract to provide biological support to Kemron Environmental Services, Inc. for the cleanup of the former Fort Ord inland ranges;
- a Draft Oak Woodland Conservation Area Map and a Draft Oak Woodland Area Management and Monitoring Plan for the City of Seaside and Monterey County;
- environmental review and planning for the Fort Ord Dunes State Park Campground Project;
- annual surveys and mapping of rare plants as part of the Operating Unit-1 cleanup effort on the Fort Ord Natural Reserve (FONR); and
- environmental compliance, including biological assessment, of the California Central Coast Veterans Cemetery.

Some additional projects on the former Fort Ord include:

- Fort Ord Recreational Habitat Area Trail Master Plan (Monterey County)
- Joby Aviation Manufacturing Facility (Joby Aero, Inc. and City of Marina)
- Del Monte Boulevard Extension (City of Marina)
- Imjin Parkway Improvements Section 2081 Incidental Take Permit (City of Marina)
- Patton Parkway Biological Assessment (City of Marina)
- 12th Street/Imjin Parkway IS/EA (Fort Ord Reuse Authority and Caltrans)
- The Dunes of Monterey Bay/University Villages Specific Plan (City of Marina and Marina Community Partners)
- Marina Heights Specific Plan/Sea Haven Section 2081 Incidental Take Permit (The Chadmar Group and Assemi Group, Inc.)
- South Boundary Road and General Jim Moore Boulevard Intersection (Fort Ord Reuse Authority/City of Del Rey Oaks)
- Water Storage Tanks Design and Improvements Project IS/EA (Marina Coast Water District)
- Marina Airport Recycled Water Pipeline EIR/EA (Marina Coast Water District)
- Monterey Peninsula Light Rail Project EIR/EA (Transportation Agency for Monterey County and Federal Transit Administration)
- Regional Water Regional Water Augmentation/Recycled Water Project EIR and EA (Marina Coast Water District and U.S. Bureau of Reclamation)
- Del Rey Oaks Resort EIR (City of Del Rey Oaks)
- Seaside Main Gate/The Projects at Main Gate Specific Plan EIR (City of Seaside)
- Laguna Seca Ticketing Area IS/EA (Monterey County and U.S. Army Corps of Engineers)
- Monterey Downs Specific Plan Biological Resources Study (Monterey Downs, LLC)
- Habitat Restoration Plan Site 39 Inland Ranges Former Fort Ord (Shaw Environmental, Inc. and U.S. Army Corps of Engineers)

- Whispering Oaks Business Park Biological Resources Study (Monterey-Salinas Transit and Monterey County)
- Fort Ord Reuse Plan Reassessment (Fort Ord Reuse Authority)
- The First Tee Project EIR (City of Seaside)
- Monterey Bay Regional Water Supply (Desalination) Project and Coastal Water Project EA (Marina Costa Water District, Cal-Am Water, and U.S. Bureau of Reclamation)
- North-South Road (General Jim Moore Boulevard) Widening Project IS/EA (Fort Ord Reuse Authority)
- Highway 218 Widening Project IS/EA (Fort Ord Reuse Authority and City of Del Rey Oaks)
- CSUMB 2004 and 2007 Master Plan Project and over 25 individual campus projects (California State University Monterey Bay/CSU Board of Trustees)
- 8th Avenue and Inter-Garrison Road Roundabout and 8th Street/7th Avenue/Inter-Garrison Road Realignment Projects (California State University Monterey Bay)
- Habitat Restoration Plan Site 39 Inland Ranges (Shaw Environmental, Inc. and U.S. Army Corps of Engineers)
- Monterey Bay Charter School – CSUMB Campus (Monterey Bay Charter School)
- CSUMB 2016 Master Plan Update Biological Resources Analysis (California State University Monterey Bay)
- Baseline Aquatic Sampling for Soil Remediation Areas (Shaw Environmental, Inc. and U.S. Army Corps of Engineers)
- Eastside Parkway Biological Study and Preliminary Environmental Analysis (Fort Ord Reuse Authority)
- Seaside Resort (City of Seaside)
- Seaside Highlands Housing Subdivision (City of Seaside)
- Pure Water Monterey Groundwater Replenishment Project (Monterey Regional Water Pollution Control Agency and Monterey Peninsula Water Management District)

Denise Duffy & Associates, Inc.
PLANNING AND ENVIRONMENTAL CONSULTING

DD&A is extremely well-versed in the habitat management requirements for all of the habitat management areas and associated land recipients, as approved by the HMP. As a result of our work on the Fort Ord HCP Impact Analysis, DD&A has compiled an extensive Geographic Information System (GIS) database of natural resources and infrastructure within the former Fort Ord, including, but not limited to, the following:

- Special-status plant and wildlife species occurrences and potential habitat distribution data (including HMP covered species, as well as other species typically considered sensitive under CEQA and NEPA);
- Updated habitat mapping, including developed areas and natural communities; and
- Existing and proposed roads, trails, fuelbreaks, water facilities, land uses, and zoning.

DD&A's Natural Resources Division (NRD) consists of Environmental Scientists, Botanists, and Wildlife Biologists, Certified Arborists, and a Certified Drone Pilot with over 70 combined years of experience. DD&A's NRD is qualified at all levels of biological resource analysis, including protocol-level wildlife and botanical surveys, habitat assessment and mapping, wetland delineation and assessment, biological impact evaluation, mitigation monitoring compliance, and permit preparation and acquisition. DD&A biologists hold current federal recovery permits for both the California red-legged frog and the California tiger salamander, and state Scientific Collection Permits authorizing handling (capture and release) of all mammals, reptiles, amphibians, and freshwater/terrestrial invertebrates.

As summarized above, DD&A's staff has the necessary combination of professional skills, hands-on experience, and expert knowledge required to work effectively with the City, regulatory agencies, as well as others involved in this project.

If you have any questions concerning the enclosed information, please do not hesitate to contact me at (831) 915-0604 or eharwayne@ddaplanning.com. We appreciate this opportunity to continue providing environmental consulting services to the City.

Sincerely,

Erin N. Harwayne

Erin Harwayne, AICP
Project Manager/Senior Planner
Denise Duffy & Associates, Inc.

SCOPE OF WORK
TO PROVIDE
BIOLOGICAL CONSULTING SERVICES
FOR
CITY OF MARINA
HABITAT MANAGEMENT PLAN COMPLIANCE

Task 1. Project Initiation

DD&A will initiate the project by coordinating with the City to obtain pertinent project information, including GIS data, parcel deeds, agreements, and other background documentation associated with the project. Project initiation will include the following tasks:

- Review available background information,
- Attend a kick-off meeting with the City to discuss the project approach and finalize the scope of work,
- Identify data and documentation needs,
- Confirm format and quantities of deliverables, and
- Establish the project schedule and protocol for communication.

During this task, DD&A will complete a review and assessment of the information already available and identify any outstanding data needs. This task will also include a meeting with USFWS staff to confirm the HMP compliance approach, identify deliverables, obtain project-related information, and establish review timelines.

Deliverable(s): Final Scope and Budget, Draft and Final Schedule, Information Needs Request (if required)[1]

Task 2. Public Outreach and Early Coordination with Interested Parties

Public outreach and early coordination with interested parties will be an important part of the development of the proposed Resource Management Plan (RMP). In coordination with the City and USFWS, DD&A will prepare a mailing/email list of stakeholders and public agencies based on its existing database from previous projects. This contact database will be used and updated, as needed, throughout the duration of the project. It is recommended that a Public Participation Plan be developed to outline a process to solicit public input regarding the proposed RMP. DD&A will prepare a draft plan, which will be clear, concise, and contain a detailed description of milestones. The plan will identify outreach strategies for the key stakeholders, including regulatory agencies, non-governmental organizations, interest groups, recreational users, local municipalities, and the general public. It will outline the public outreach methods that may be considered, including potential meeting types (i.e., site visits/field visits, workshops, small group, one-on-one[2]), periodic project updates for the public, and providing a project website. It will also include outreach methods for low-income and minority

[1] This scope of work assumes all meetings will be virtual and all deliverables will be electronically submitted due to the COVID-19 pandemic.

[2] Any proposed meeting types will be conducted in compliance with public health and safety guidelines related to COVID-19 (e.g., virtual and/or small, socially distanced site visits).

populations, including multi-lingual noticing and translators at public meetings. DD&A will submit a Draft Public Participation Plan to the City and USFWS for review and comment. Upon receipt of comments, DD&A will revise accordingly and finalize the plan. This scope of work assumes one round of comments from the City and USFWS.

In addition, the development of the proposed RMP will require coordination with agencies and stakeholders, which may include but are not limited to, the following:

- California Department of Fish and Wildlife (CDFW)
- Bureau of Land Management (BLM)
- Fort Ord Coordinated Resource Management Planning team (CRMP)
- Adjacent property owners
- Keep Fort Ord Wild
- California Native Plant Society
- Transportation Agency for Monterey County (TAMC) (as related to the Fort Ord Regional Trail and Greenway Project)

This scope of work assumes two (2) community workshops, two (2) stakeholder meetings, one (1) Planning Commission presentation, and one (1) City Council presentation.

This scope of work assumes DD&A will facilitate the meetings (assumed to be virtual) and provide all necessary meeting materials, including, but not limited to, agendas, meeting notes, PowerPoint presentations, etc. DD&A will submit drafts of all meeting materials to the City and USFWS, as determined necessary, for review and comment prior to public meeting distribution.

Deliverable(s): Draft and Final Public Participation Plan, Contact Database, Draft and Final Meeting Materials

Task 3. Prepare Resource Management Plan

In accordance with the requirements described in the HMP and the deed restrictions for the parcels, DD&A will prepare a Resource Management Plan (RMP) for the City's Habitat Management Areas (HMAs[3]), including the Salinas River, Airport, Northwest Corner, and Landfill HMAs.

DD&A proposes to prepare one (1) RMP to address the City's HMP responsibilities for all four HMAs. The RMP will address HMP requirements for habitat management activities within the HMAs. The RMP will include the HMA development allowances, as designated in the HMP and describe any proposed development activities within the HMAs in accordance with the HMP. The preparation of the RMP will include the tasks outlined below.

[3] The HMP identifies what type of activities can occur on each parcel at former Fort Ord; parcels are designated as "development," "habitat reserve," "habitat corridor," and "development with reserve areas or development with restrictions." Development parcels do not have any habitat management requirements, while the remaining categories do have varying habitat management requirements. As a result, the remaining categories are collectively referred to as "Habitat Management Areas" or "HMAs."

Task 3.1. Data Collection/Baseline Inventory and Mapping

DD&A will utilize our existing database of the resources on the former Fort Ord to the greatest extent feasible to serve as the foundation of the RMP. DD&A will coordinate with the City and surrounding jurisdictions, and conduct research and surveys to update the database, as necessary. During this task, DD&A will perform the following:

- Conduct research utilizing available resources including the CDFW California Natural Diversity Database (CNDDB), CNPS inventories, information from local experts, and other published and unpublished materials, including recent biological studies and environmental documents;
- Conduct desktop reviews and reconnaissance-level surveys of the HMAs to assess the environmental conditions of the HMAs and their surroundings; and
- Prepare narratives and provide figures of the following:
    - HMP species and habitats, as well as other special-status species and sensitive habitats known, or with the potential to occur within and adjacent to the HMAs
    - Natural vegetative communities
    - Wildlife species and habitat
    - Physical conditions including,
        - soil erosion, noting the extent and location
        - non-native invasive plant species, noting extent and location
        - natural disturbances, such as fire or significant soil shifts
        - areas exhibiting potential erosion control issues (along trails and fuelbreaks)
        - areas with populations of invasive non-native plant species potentially in need of removal, focusing on jubata/pampas grass, iceplant, French broom, (along trails and fuelbreaks)
        - volunteer trails that should be signed and monitored for trespass and erosion issues
        - Conditions and locations of existing barriers and signage and identify locations for future installation to restrict access by off-road vehicles and pedestrians
        - conditions and locations of existing fuelbreaks and access roads.

DD&A will prepare a draft set of baseline narratives and inventory maps to the City for review and comment. Based on comments from the City, DD&A will finalize the baseline narratives and inventory maps for inclusion in the RMP. This scope of work assumes one round of comments.

This scope of work assumes that existing data will be sufficient for the RMP and that any protocol-level botanical and wildlife surveys, if required, will be conducted during the RMP implementation phase. However, if the USFWS requires any protocol-level surveys (e.g., rare plant surveys, California tiger salamander upland surveys, etc.) prior to RMP approval, DD&A can provide a proposal for the requested services and this scope of work can be amended.

Deliverable(s): Draft and Final Baseline Narratives and Inventory Maps

Task 3.2. Identify and Define Potential Future Development Projects within HMAs

As discussed above, this scope of work assumes the incorporation of potential future development projects within the HMAs, where allowed under the HMP, into the RMP. During this task, DD&A will work with the City to identify and define the potential future projects that may occur within the HMAs. DD&A will prepare a brief project description and figures for each project for inclusion in the RMP. This scope of work assumes one round of comments on the descriptions and figures.

Deliverable(s): Draft and Final Project Descriptions and Figures

Task 3.3. Prepare Administrative Draft RMP

DD&A will prepare an Administrative Draft RMP and submit to the City for review and comment. The results from the baseline inventory and descriptions of the potential future development projects will provide the information necessary to develop the RMP. The RMP will include the following:

- baseline inventory
- description of potential future development projects within HMAs
- goals and objectives
- habitat management activities, including
    - erosion control
    - restoration/enhancement
    - non-native species control
    - prescribed burns/alternative vegetative treatments
    - security/patrols
    - vehicle access controls
    - signage/displays
    - trash/debris maintenance
    - road/trail maintenance
    - fuelbreak construction and maintenance
    - preservation
- avoidance and minimization measures, and mitigation measures (if required)
- monitoring program
- implementation plan (including two scenarios: entire plan implementation and phased implementation)
- adaptive management strategies

Please note that the cost estimate for RMP implementation described in Task 4 will be completed and included as part of the 2nd Administrative Draft RMP (please see Task 3.4).

DD&A will submit the Administrative Draft RMP to the City for review and comment. This scope of work assumes one round of comments. This task includes two (2) meetings with the City to discuss the plan and City comments.

Deliverable(s): Administrative Draft RMP

Task 3.4. Prepare 2nd Administrative Draft RMP

Based on comments received from the City, DD&A will revise the RMP and prepare a 2nd Administrative Draft RMP. The 2nd Administrative Draft RMP will include a cost estimate for RMP implementation under the two proposed implementation plan scenarios, as described in Task 4.

DD&A will submit the 2nd Administrative Draft RMP to USFWS for review and comment. This scope of work assumes one round of comments. This task includes two (2) meetings with the City and USFWS to discuss the plan and USFWS comments.

Deliverable(s): 2nd Administrative Draft RMP

Task 3.5. Prepare Public Draft RMP

Based on comments received from the USFWS, DD&A will prepare a Public Draft RMP to support and facilitate the various public outreach efforts, as defined and determined during Task 2.

Deliverable(s): Public Draft RMP

Task 3.6. Prepare Final RMP and CEQA Determination

Based on comments received from the public, Planning Commission, City Council, and others (as defined during Task 2), DD&A will prepare a Final RMP, in coordination with the City and USFWS staff. The Final RMP will be submitted to the USFWS and the City for approval.

This scope of work assumes that any approval or related actions by the USFWS will not require additional environmental review under the National Environmental Policy Act (NEPA). It is anticipated that the RMP will include habitat management activities consistent with the HMP and, therefore, any potential environmental impacts from implementing the RMP will have been previously analyzed in the NEPA documentation prepared for the closure, disposal, and reuse of the former Fort Ord. In addition, for the purposes of this proposal, it is assumed that the implementation of the RMP will not result in the incidental take of federally listed species, and, therefore, the approval and implementation of the RMP will not required an incidental take permit under Section 10 of the federal Endangered Species Act. If the USFWS determines that incidental take may occur and a permit is required, DD&A can amend this scope of work to include permit acquisition.

Similarly, for the purposes of this proposal, it is assumed that any approval and/or adoption actions by the City will not require additional environmental review under the California Environmental Quality Act (CEQA). It is anticipated that the RMP will include habitat management activities consistent with the HMP and, therefore, any potential environmental impacts from implementing the RMP will have been previously analyzed in the NEPA documentation prepared for the closure, disposal, and reuse of the former Fort Ord. In addition, there are potentially a number of existing CEQA documents prepared for the Base Reuse Plan, City of Marina General Plan, Former Fort Ord Habitat Conservation Plan, and other related projects that have adequately analyzed the potential impacts of the habitat management activities proposed in the RMP. It is assumed that the City will be able to rely on the findings from existing CEQA documents, as well as make findings based on the existing NEPA documentation, to support any approval and/or adoption actions.

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DD&A will review existing NEPA and CEQA documents to confirm this approach to CEQA compliance for the RMP approval. DD&A will consult with the City and counsel on this approach, and prepare and submit a memorandum to the City documenting the CEQA determination. DD&A will submit a draft memorandum electronically to the City for review and comment. Based on comments received, DD&A will finalize the memorandum and submit to the City. This scope of work assumes one round of comments on the memorandum. This task includes one (1) meeting to collaborate with the City on the CEQA determination. If it is determined that the approval of the RMP will require additional environmental review, the memorandum will recommend the appropriate level of CEQA review. If requested by the City, DD&A can amend this scope of work to include additional CEQA review.

Deliverable(s): Final Public Draft RMP, Draft and Final CEQA Determination Memorandum

Task 3.7. Hearing Attendance

This scope of work assumes that DD&A will attend two (2) public hearings (Planning Commission and City Council) and assist with preparing associated materials, including the staff report, CEQA findings, and presentation. DD&A will be available at the hearings to present the project and answer any questions.

Deliverable(s): Assist with Hearing Materials

Task 4. Cost Estimate for RMP Implementation

DD&A will prepare a cost estimate for implementation of the proposed RMP based on the 2nd Administrative Draft RMP and will update the estimate as needed through plan development (one cost estimate and two updates). The cost estimate will outline the proposed habitat management activities and assumptions in a Microsoft Excel spreadsheet, which will be an appendix to the RMP. The cost estimate will include costs under two scenarios: implementation of the entire plan and phased implementation of the plan. DD&A will coordinate closely with the City on the assumptions.

Deliverable(s): Cost Estimate, including two updates

EXHIBIT "B"

DD&A Cost Estimate - City of Marina HMP Compliance

Task		Principal	Senior Project Manager	Senior Planner/Scientist	Assoc Planner/Scientist	Asst Planner/Scientist	GIS/Computer Specialist	Admin/Editing	Hours Per Task	Expenses	Admin Fee	Cost Per Task
1	**Project Initiation**		8			2	4	2	16	50	$ 8	**2,187.50**
2	**Public Outreach**											
	Contact Database		2			2		4	8		$ -	**800.00**
	Draft and Final PPP		4	6	6	16		2	34		$ -	**3,982.00**
	Public Meetings (6)	4	48		36	48	36	36	208		$ -	**24,020.00**
3	**Prepare Resource Management Plan**											
3.1	Data Collection/Baseline Inventory and Mapping		24	60	120	120	40	8	372	400	$ 60	**43,584.00**
3.2	Identify and Define Potential Future Projects		10	12	14	28	34	8	106		$ -	**11,960.00**
3.3	Prepare Administrative Draft RMP	2	28	28	80	120	40	16	314		$ -	**35,492.00**
3.4	Prepare 2nd Administrative Draft RMP		22	20	20	60	20	14	156		$ -	**18,002.00**
3.5	Prepare Public Draft RMP		20	14	26	40	16	10	126		$ -	**14,742.00**
3.6	Prepare Final Public Draft RMP and CEQA Determination	10	22	14	18	36	14	10	124		$ -	**15,902.00**
3.7	Hearing Attendance	4	20	10	6	10	6	10	66		$ -	**8,830.00**
4	**Cost Estimate for RMP Implementation**		20	32	60	80		28	220		$ -	**24,668.00**
	Total Hours	20	228	196	386	562	210	148	1,750			
	Hourly Rate	$230.00	$173.00	$153.00	$110.00	$99.00	$105.00	$64.00				
	Total Labor	$ 4,600	$ 39,444	$ 29,988	$ 42,460	$ 55,638	$ 22,050	$ 9,472				**$ 204,170**
Total Budget												**$ 204,170**

May 30, 2025 Item No. **10g(3)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of June 3, 2025

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2025-, RETAINING TRIPEPI SMITH AND ASSOCIATES TO PROVIDE ON-CALL COMMUNICATIONS, PUBLIC OUTREACH AND PUBLIC ENGAGEMENT SUPPORT SERVICES

RECOMMENDATION: It is recommended that the City Council consider:

1. Adopt Resolution No. 2025-, approving an agreement with Tripepi Smith and Associates to provide on-call communication support, public outreach, and public engagement support services in an amount not to exceed $175,000
2. Authorizing the City Manager to execute an agreement subject to final review and approval by the City Attorney; and
3. Authorizing the Finance Director to make necessary accounting and budgetary entries.
4. Find that this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) of the CEQA Guidelines.

ANALYSIS

The City has a current need for professional assistance with public outreach and engagement, strategic marketing, surveys, social media and web content creation, and general communications support. Recently, Tripepi Smith provided services to the City in putting together a Community Engagement Plan that was submitted to the California Coastal Commission.

The services provided by Tripepi Smith will assist in meeting the needs of the community regarding public outreach and engagement with the many ongoing projects in Marina and will assist in meeting the goals and priorities of the City Council to increase communication outreach to the community.

The scope of services include:

- Strategic development, research, surveys, messaging
- Social media management
- Web and social media optimization
- Web hosting and support
- Support for events, presentations, and virtual gatherings
- Communications with media, stakeholders, and public
- Digital, print, radio, out-of-home advertising
- Creative services for content creation, event production, graphic design, etc.

Tripepi Smith has serviced over two hundred public, private, and nonprofit organizations in California since 2002 when the firm was established and has a proven track record in the City of Marina.

City staff is recommending approval of an ongoing contract in an amount not to exceed $175,000 with Tripepi Smith and Associates.

ENVIROMENTAL REVIEW

Approval of a contract is not a project subject to the California Environmental Quality Act pursuant to the commonsense exemption found in section 15061(b)(3) of the CEQA Guidelines.

FISCAL IMPACT

There is sufficient funding in the budget for fiscal year 2024/25 for the month of June professional services. The funding for this contract will be incorporated into the proposed budget for fiscal year 2025/26 and 2026/27.

Respectfully submitted

_____

Guido F. Persicone, AICP
Community Development Director
City of Marina

REVIEWED BY:

_____

Layne Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA CITY APPROVING AN AGREEMENT WITH TRIPEPI SMITH AND ASSOCIATES TO PROVE ON-CALL COMMUNICATIONS, PUBLIC OUTREACH AND PUBLIC ENGAGEMENT SUPPORT SERVICES

WHEREAS, the City has a current need for professional assistance with public outreach and engagement, strategic marketing, surveys, social media and web content creation, and general communications support; and

WHEREAS, Tripepi Smith and Associates have the qualifications, experience, and personnel necessary to provide the services needed by the City.

NOW THEREFORE BE IS RESOLVED that the City Council of the City of Marina does hereby:

1. Adopt Resolution No. 2025-, approving an agreement with Tripepi Smith and Associates to provide on-call communication, public outreach, and public engagement support services in an amount not to exceed $175,000
2. Authorizing the City Manager to execute an agreement subject to final review and approval by the City Attorney; and
3. Authorizing the Finance Director to make necessary accounting and budgetary entries.
4. Find that this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) of the CEQA Guidelines.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 3rd day of June 2025, by the following vote:

AYES, COUNCIL MEMBERS:
NOES, COUNCIL MEMBERS:
ABSENT, COUNCIL MEMBERS:
ABSTAIN, COUNCIL MEMBERS:

_____
Bruce Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

CITY OF MARINA
AGREEMENT FOR GENERAL COMMUNICATIONS SERVICES

THIS AGREEMENT is made and entered into on _____ 2025 by and between the "City," Tripepi Smith and Associates, Inc., California Corporation hereinafter referred to as the "Contractor." City and Contractor are sometimes individually referred to as "party" and collectively as "parties" in this Agreement.

Recitals

A. City desires to retain Contractor to:
Provide on-call communications support for strategic marketing, public outreach and engagement and any additional general communications support services identified by the City hereinafter referred to as the "Project."

B. Contractor represents and warrants that it has the qualifications, experience and personnel necessary to properly perform the services as set forth herein.

C. City desires to retain Contractor to provide such services.

Terms and Conditions

For of good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and in consideration of the mutual promises contained herein, City and Contractor agree to the following terms and conditions:

1. Scope of Work.

(a) Contractor is hereby hired and retained by the City to work in a cooperative manner with the City to fully and adequately perform those services set forth in Exhibit "A" attached hereto ("Scope of Work") and by this reference made a part hereof. With prior written notice to Contractor, City may elect to delete certain tasks of the Scope of Work at its sole discretion.

(b) Contractor shall perform all such work with skill and diligence and pursuant to generally accepted standards of practice in effect at the time of performance. Contractor shall provide corrective services without charge to the City for work which fails to meet these standards and which is reported to Contractor in writing within sixty days of discovery. Should Contractor fail or refuse to perform promptly its obligations under this Agreement, the City may render or undertake the performance thereof and the Contractor shall be liable for any expenses thereby incurred.

(c) If services under this Agreement are to be performed by a design professional, as that term is defined in California Civil Code §2782.8(b)(2), design professional certifies that all design professional services shall be provided by a person or persons duly licensed by the State of California to provide the type of services described in Section 1(a). By delivery of completed work, design professional certifies that the work conforms to the requirements of this Agreement and all applicable federal, state and local laws, and the professional standard of care in California.

(d) Contractor is responsible for making an independent evaluation and judgment of all relevant conditions affecting performance of the work, including without limitation site conditions, existing facilities, seismic, geologic, soils, hydrologic, geographic, climatic conditions, applicable federal, state and local laws and regulations and all other contingencies or considerations.

(e) City shall cooperate with Contractor and will furnish all information data, records and reports existing and available to City to enable Contractor to carry out work outlined in Exhibit "A." Contractor shall be entitled to reasonably rely on information, data, records and reports furnished by the City, however, the City makes no warranty as to the accuracy or completeness of any such information, data, records or reports available to it and provided to Contractor which were furnished to the City by a third party. Contractor shall have a duty to bring to the City's attention any deficiency or error it may discover in any information provided to the Contractor by the City or a third party.

2. Term of Agreement & Commencement of Work.

(a) Unless otherwise provided, the term of this Agreement shall begin on _____, 2025 and shall expire on _____, 2027, unless extended by amendment or terminated earlier as provided herein. The date of full execution is defined as the date when all of the following events have occurred:

(i) This Agreement has been approved by the City's Council or by the board, officer or employee authorized to give such approval; and

(ii) The office of the City Attorney has indicated in writing its approval of this Agreement as to form; and

(iii) This Agreement has been signed on behalf of Contractor by the person or persons authorized to bind the Contractor hereto; and.

(iv) This Agreement has been signed on behalf of the City by the person designated to so sign by the City's Council or by the officer or employee authorized to enter into this Contract and is attested to by the Marina City Clerk.

(b) Contractor shall commence work on the Project on or by _____ 2025. This Agreement may be extended upon written agreement of both parties. Contractor may be required to prepare a written schedule for the work to be performed, which schedule shall be approved by the City and made a part of Exhibit A, and to perform the work in accordance with the approved schedule.

3. Compensation.

(a) City liability for compensation to Contractor under this Agreement shall only be to the extent of the present appropriation to fund this Agreement. For services to be provided under this Agreement City shall compensate Contractor in an amount not to exceed One Hundred Seventy-five Thousand Dollars ($175,000.00) in accordance with the provisions of this Section and the Fee Schedule attached hereto as Exhibit A and incorporated herein by this reference.

(b) Invoice(s) in a format and on a schedule acceptable to the City shall be submitted to and be reviewed and verified by the Project Administrator (see Section 5(a)) and forwarded to the City's Finance Department for payment. City shall notify Contractor of exceptions or disputed items and their dollar value within fifteen days of receipt. Payment of the undisputed amount of the invoice will typically be made approximately thirty days after the invoice is submitted to the Finance Department.

(c) Contractor will maintain clearly identifiable, complete and accurate records with respect to all costs incurred under this Agreement on an industry recognized accounting basis. Contractor shall make available to the representative of City all such books and records related to this Agreement, and the right to examine, copy and audit the same during regular business hours upon 24-hour's notice for a period of four years from the date of final payment under this Agreement.

(d) Contractor shall not receive any compensation for Extra Work without the prior written authorization of City. As used herein, "Extra Work" means any work that is determined by the City to be necessary for the proper completion of the Project but which is not included within the Scope of Work and which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Compensation for any authorized Extra Work shall be paid in accordance with Exhibit A.

(e) Expenses not otherwise addressed in the Scope of Services or the Fee Schedule incurred by Contractor in performing services under this Agreement shall be reviewed and approved in advance by the Project Administrator (Section 5(a)), be charged at cost and reimbursed to Contractor.

(f) There shall be no charge for transportation within Monterey, Santa Cruz and San Benito Counties required for the performance of the services under this Agreement; travel to other locations must be approved in writing and in advance by the City, mileage will be charged at the then current standard rate for business travel as set by the U.S. Internal Revenue Service for such approved travel.

4. Termination or Suspension.

(a) This Agreement may be terminated in whole or in part in writing by either party in the event of a substantial failure by the other party to fulfill its obligations under this Agreement through no fault of the terminating party, provided that no termination may be effected unless the other party is given (1) not less than ten days written notice of intent to terminate, and (2) provided an opportunity for consultation with the terminating party prior to termination.

(b) If termination for default is effected by the City, an equitable adjustment in the price provided for in this Agreement shall be made, but (1) no amount shall be allowed for anticipated profit on unperformed services or other work, and (2) any payment due the Contractor at the time of termination may be adjusted to cover any additional costs to the City because of the Contractor's default. If after the termination for failure of Contractor to fulfill its contractual obligations, it is determined that the Contractor had not failed to fulfill contractual obligations, the termination shall be deemed to have been for the convenience of the City.

(c) The City may terminate or suspend this Agreement at any time for its convenience upon not less than thirty days prior written notice to Contractor. Not later than the effective date of such termination or suspension, Contractor shall discontinue all affected work and deliver all work product and other documents, whether completed or in progress, to the City.

(d) If termination for default is effected by the Contractor or if termination for convenience is effected by the City, the equitable adjustment shall include a reasonable profit for services or other work performed. The equitable adjustment for termination shall provide for payment to the Contractor for services rendered and expenses incurred prior to the termination, in addition to termination settlement costs reasonably incurred by Contractor relating to written commitments that were executed prior to the termination.

5. Project Administrator, Project Manager & Key Personnel.

(a) City designates as its Project Administrator Layne Long who shall have the authority to act for the City under this Agreement. The Project Administrator or his/her authorized representative shall represent the City in all matters pertaining to the work to be performed pursuant to this Agreement.

(b) Contractor designates Ryder Todd Smith as its Project Manager who shall coordinate all phases of the Project. The Project manager shall be available to City at all reasonable times during the Agreement term.

(c) Contractor warrants that it will continuously furnish the necessary personnel to complete the Project on a timely basis as contemplated by this Agreement. Contractor, at the sole discretion of City, shall remove from the Project any of its personnel assigned to the performance of services upon written request of City. Contractor has represented to City that certain key personnel will perform and coordinate the work under this Agreement. Should one or more of such personnel become unavailable, Contractor may substitute other personnel of at least equal competence upon written approval of the City. In the event that City and Contractor cannot agree as to the substitution of key personnel, City shall be entitled to terminate this Agreement for cause.

6. Delegation of Work.

(a) If Contractor utilizes any subcontractors, consultants, persons, employees or firms having applicable expertise to assist Contractor in performing the services under this Agreement, Contractor shall obtain City's prior written approval to such employment. Contractor's contract with any subcontractor shall contain a provision making the subcontract subject to all provisions of this Agreement. Contractor will be fully responsible and liable for payment for, administration, completion, presentation, and quality of all work performed. If such persons are utilized, they shall be charged at cost. City reserves its right to employ other contractors in connection with this Project.

(b) If the work hereunder is performed by a design professional, design professional shall be directly involved with performing the work or shall work through his, her or its employees. The design professional's responsibilities under this Agreement shall not be delegated. The design professional shall be responsible to the City for acts,

errors or omissions of his, her or its subcontractors. Negligence of subcontractors or agents retained by the design professional is conclusively deemed to be the negligence of the design professional if not adequately corrected by the design professional. Use of the term subcontractor in any other provision of this Agreement shall not be construed to imply authorization for a design professional to use subcontractors for performance of any professional service under this Agreement.

(c) The City is an intended beneficiary of any work performed by a subcontractor for purposes of establishing a duty of care between the subcontractor and the City.

7. **Skill of Employees**. Contractor shall ensure that any employees or agents providing services under this Agreement possess the requisite skill, training and experience to properly perform such services.

8. **Confidential and Proprietary Information**. In the course of performing services under this Agreement Contractor may obtain, receive, and review confidential or proprietary documents, information or materials that are and shall remain the exclusive property of the City. Should Contractor undertake the work on behalf of other agencies, entities, firms or persons relating to the matters described in the Scope of Work, it is expressly agreed by Contractor that any such confidential or proprietary information or materials shall not be provided or disclosed in any manner to any of Contractor's other clients, or to any other third party, without the City's prior express written consent.

9. **Ownership of Data**. Unless otherwise provided for herein, all documents, material, data, drawings, plans, specifications, computer data files, basis for design calculations, engineering notes, and reports originated and prepared by Contractor, or any subcontractor of any tier, under this Agreement shall be and remain the property of the City for its use in any manner it deems appropriate. Contractor agrees that all copyrights which arise from creation of the work pursuant to this Agreement shall be vested in the City and waives and relinquishes all claims to copyright or intellectual property rights in favor of the City. Contractor shall provide two (2) sets of reproducible of the above-cited items, except for the computer data files which shall consist of one (1) set. Contractor shall use all reasonable efforts to ensure that any electronic files provided to the City will be compatible with the City's computer hardware and software. Contractor makes no representation as to long-term compatibility, usability or readability of the format resulting from the use of software application packages, operating systems or computer hardware differing from those in use by the City at the commencement of this Agreement. Contractor shall be permitted to maintain copies of all such data for its files. City acknowledges that its use of the work product is limited to the purposes contemplated by the Scope of Work and, should City use these products or data in connection with additions to the work required under this Agreement or for new work without consultation with and without additional compensation to Contractor, Contractor makes no representation as to the suitability of the work product for use in or application to circumstances not contemplated by the Scope of Work and shall have no liability or responsibility whatsoever in connection with such use which shall be at the City's sole risk. Any and all liability arising out of changes made by the City to Contractor's deliverables is waived against Contractor unless City has given Contractor prior written notice of the changes and has received Contractor's written consent to such changes.

10. **Conflict of Interest**.

DRAFT

(a) Contractor covenants that neither it, nor any officer or principal of its firm has or shall acquire any interest, directly or indirectly, which would conflict in any manner with the interests of the City or which would in any way hinder Contractor's performance of services under this Agreement. Contractor further covenants that in the performance of this Agreement, no person having any such interest shall be employed by it as an officer, employee, agent or subcontractor without the express written consent of the City Manager. Contractor agrees to at all times avoid conflicts of interest or the appearance of any conflicts of interest with the interests of the City in the performance of this Agreement. Contractor shall represent the interest of the City in any discussion or negotiation.

(b) City understands and acknowledges that Contractor may be, as of the date of commencement of services under this Agreement, independently involved in the performance of non-related services for other governmental agencies and private parties. Contractor is unaware of any stated position of the City relative to such projects. Any future position of the City on such projects may result in a conflict of interest for purposes of this section.

11. Disclosure. Contractor may be subject to the appropriate disclosure requirements of the California Fair Political Practices Act, as determined by the City Manager.

12. Non-Discrimination.

(a) During the performance of this Agreement the Contractor and its subcontractors shall comply with the applicable laws of the United States of America, the State of California and the City prohibiting discrimination and harassment. In performing this Agreement, Contractor shall not discriminate, harass, or allow harassment, against any employee or applicant for employment because of gender, gender expression, gender identity, genetic characteristics, sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), medical condition (including cancer), mental disability, age, marital status, denial of family and medical care leave and denial of pregnancy disability leave, sexual orientation, military/veteran status and any other characteristics protected by state or federal law. Contractor shall give written notice of its obligations under this clause to labor organizations with which it has a collective bargaining or other agreement.

(b) Contractor shall include the provisions of this Section 12(a) in all subcontracts related to this Agreement.

13. Indemnification.

(a) Other than in the performance of design professional services by a design professional, which shall be solely as addressed by subsection (b) below, and to the full extent permitted by law, Contractor shall indemnify, immediately defend (with independent counsel reasonably acceptable to the City) and hold harmless the City, its Council, boards, commissions, employees, officials and agents (collectively "Indemnified Parties" or in the singular "Indemnified Party") from and against any claims, losses, damages, penalties, fines and judgments, associated investigation and administrative expenses, and defense costs including but not limited to reasonable attorney's fees, court costs, expert witness

fees and costs of alternate dispute resolution (collectively "Liabilities"), where same arise out of the performance of this Agreement by Contractor, its officers, employees, agents and sub-contractors. The duty to defend is a separate and distinct obligation from the Contractor's duty to indemnify and Contractor shall be obligated to defend in all legal, equitable, administrative or special proceedings upon tender to the Contractor of any claim in any form or at any stage of an action or proceeding, whether or not liability is established and the obligation extends through final judgment including exhaustion of any appeals. The Contractor's obligation to indemnify applies unless it is finally determined that the liability was caused by the sole active negligence or sole willful misconduct of an indemnified party. If it is finally determined that liability is caused by the comparative active negligence or willful misconduct of an Indemnified Party, the Contractor's indemnification obligation shall be reduced in proportion to the established comparative liability of the indemnified party.

(b) To the fullest extent permitted by law (including without limitation California Civil Code Sections 2782.8), when the services to be provided under this Agreement are design professional services to be performed by a design professional, as that term is defined by said section 2782.8(c)(2) ("Design Professional") Design Professional shall indemnify, protect and hold harmless any Indemnified Party for all Liabilities regardless of nature or type that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of Design Professional, or such acts or omissions of an officer, employee, agent or subcontractor of the Design Professional. Design Professional shall not have an immediate duty to defend an Indemnified Party, however, Design Professional's obligation to indemnify (including reimbursing the cost to defend) and hold the Indemnified Parties harmless applies unless it is finally determined that the liability was caused by the sole active negligence or sole willful misconduct of an Indemnified Party. If it is finally determined that liability was caused by the comparative active negligence or willful misconduct of an Indemnified Party the Design Professional's indemnification obligation shall be reduced in direct proportion to the indemnified party's proportionate percentage of fault. Within 30 days following Design Professional's receipt of a properly presented written invoice Design Professional shall satisfy its indemnification obligations and reimburse the Indemnified Party for the cost of reasonable attorney's fees and defense costs incurred by the Indemnified Party to the same extent of Design Professional's indemnity obligation herein. In no event shall the cost to defend charged to the Design Professional exceed the Design Professional's proportionate percentage of fault.

(c) The provisions of this Section are not limited by the provisions of sections relating to insurance including provisions of any worker's compensation act or similar act. Contractor expressly waives its statutory immunity under such statues or laws as to City, its employees and officials. An allegation or determination of comparative active negligence or willful misconduct by an Indemnified Party unrelated to design professional services does not relieve Contractor from its separate and distinct obligation to defend City. Contractor agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this section from each and every subcontractor, sub tier contractor or any other person or entity involved by, for, with or on behalf of Contractor in the performance or subject matter of this Agreement. In the event Contractor fails to obtain such indemnity obligations from others as required here, Contractor agrees to be fully responsible according to the terms of this section. Failure of City to monitor compliance with these requirements imposes no additional obligations on City and will in no way act as a waiver of any rights hereunder.

(d) If any action or proceeding is brought against any Indemnified Party by reason of any of the matters against which the Contractor has agreed to provide an immediate defense to any Indemnified Party, as provided above, Contractor, upon notice from the City, shall defend the Indemnified Party at Contractor's expense by independent counsel reasonably acceptable to the City. Unless otherwise provided above, an Indemnified Party need not have first paid for any of the matters to which it is entitled to indemnification in order to be so defended. Contractor may submit a claim to the City for reasonable defense costs (including attorney's and expert fees) incurred in providing a defense of any Indemnified Party to the extent such defense costs arise under principals of comparative fault from the Indemnified Party's active negligence, recklessness or willful misconduct.

(e) This obligation to indemnify and defend, as set forth herein, is binding on the successors, assigns, or heirs of Contractor and shall survive the termination of this Agreement or this Section.

14. Insurance.

(a) As a condition precedent to the effectiveness of this Agreement and without limiting Contractor's indemnification of the City, Contractor agrees to obtain and maintain in full force and effect at its own expense the insurance policies set forth in Exhibit "B" "Insurance" attached hereto and made a part hereof. Contractor shall furnish the City with original certificates of insurance, executed by a person authorized by that insurer to bind coverage on its behalf, along with copies of all required endorsements. All certificates and endorsements must be received and approved by the City before any work commences. All insurance policies shall be subject to approval by the City Attorney and Risk Manager as to form and content. Specifically, such insurance shall: (1) be endorsed to protect City as an additional insured for commercial general and business auto liability; (2) provide City prior notice of cancellation; and (3) be primary with respect to City's insurance program. Contractor's insurance is not expected to respond to claims that may arise from the acts or omissions of the City.

(b) City reserves the right at any time during the term of this Agreement to change the amounts and types of insurance required herein by giving Contractor ninety days advance written notice of such change. If such change should result in substantial additional cost of the Contractor, City agrees to negotiate additional compensation proportional to the increased benefit to City.

(c) All required insurance must be submitted and approved the City Attorney and Risk Manager prior to the inception of any operations by Contractor.

(d) The required coverage and limits are subject to availability on the open market at reasonable cost as determined by the City. Non availability or non affordability must be documented by a letter from Contractor's insurance broker or agency indicating a good faith effort to place the required insurance and showing as a minimum the names of the insurance carriers and the declinations or quotations received from each. Within the foregoing constraints, Contractor's failure to procure or maintain required insurance during the entire term of this Agreement shall constitute a material breach of this Agreement under which City may immediately suspend or terminate this Agreement or, at its discretion, procure or renew such insurance to protect City's interests and pay any and all premium in connection therewith and recover all monies so paid from Contractor.

(e) By signing this Agreement, Contractor hereby certifies that it is aware of the provisions of Section 3700 *et seq*., of the Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provision of that Code, and that it will comply with such provisions at all such times as they may apply during the performance of the work pursuant to this Contract. Unless otherwise agreed, a waiver of subrogation in favor of the City is required.

15. **Independent Contractor**. The parties agree that Contractor, its officers, employees and agents, if any, shall be independent contractors with regard to the providing of services under this Agreement, and that Contractor's employees or agents shall not be considered to be employees or agents of the City for any purpose and will not be entitled to any of the benefits City provides for its employees. City shall make no deductions for payroll taxes or Social Security from amounts due Contractor for work or services provided under this Agreement.

This Agreement shall not constitute, and it is not intended to constitute, either party as an employer, employee, agent, partner or legal representative of the other party for any purpose, or give either party any right to supervise or direct the functions of the other party. Except as specifically provided herein, neither party shall have authority to act for or obligate the other party in any way or to extend any representation on behalf of the other party. Each party agrees to perform under this Agreement solely as an independent contractor and neither party shall have any right, power, or authority, nor shall they represent themselves as having any authority to assume, create, or incur any expense, liability or obligation, express or implied, on behalf of the other party for any purpose. Each party agrees not to permit its employees or agents to do anything that might be construed or interpreted as acts of the other party.

16. **Claims for Labor and Materials**. Contractor shall promptly pay when due all amounts payable for labor and materials furnished in the performance of this Agreement, so as to prevent any lien or other claim under any provision of law from arising against any City property (including reports, documents, and other tangible matter produced by the Contractor hereunder), against the Contractor's rights to payments hereunder, or against the City, and shall pay all amounts due under the Unemployment Insurance Act with respect to such labor.

17. **Discounts**. Contractor agrees to offer the City any discount terms that are offered to its best customers for the goods and services to be provided herein, and apply such discounts to payment made under this Agreement which meet the discount terms.

18. **Cooperation; Further Acts**. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

19. **Dispute Resolution**. If any dispute arises between the parties as to proper interpretation or application of this Agreement, the parties shall first meet and confer in a good faith attempt to resolve the matter between themselves. If the dispute is not resolved by meeting and conferring, the matter shall be submitted for formal mediation to a mediator selected mutually by the parties. The expenses of such mediation shall be shared equally between the parties. If the dispute is not or cannot be resolved by mediation, the parties may mutually agree (but only as to those issues of the matter not

resolved by mediation) to submit their dispute to arbitration. Before commencement of the arbitration, the parties may elect to have the arbitration proceed on an informal basis; however, if the parties are unable so to agree, then the arbitration shall be conducted in accordance with the rules of the American Arbitration Association. The decision of the arbitrator shall be binding, unless within thirty days after issuance of the arbitrator's written decision, any party files an action in court. Venue and jurisdiction for any such action between the parties shall lie in the Superior Court for the County of Monterey.

20. Compliance with Laws.

(a) Each party's performance hereunder shall comply with all applicable laws of the United States of America, the State of California and the City including but not limited to laws regarding health and safety, labor and employment, wage and hours and licensing laws which affect employees. This Agreement shall be governed by, enforced and interpreted under the laws of the State of California. Contractor must be in good standing and registered with the California Department of Industrial Relations in accordance with California labor Code section 1725.5 and shall comply with new, amended or revised laws, regulations or procedures that apply to the performance of this Agreement.

(b) If the Project is a "public work," or prevailing wages are otherwise required, Contractor shall comply with all provision of California Labor Code section 1720 *et seq.*, as applicable, and laws dealing with prevailing wages, apprentices and hours of work.

(c) Contractor represents that it has obtained and presently holds all permits and licenses necessary for performance hereunder, including a Business License required by the City's Business License Ordinance (Title 5 of the Marina Municipal Code) for which a business license tax is prescribed and assessed at the rate of two-tenths percent of gross receipts, in accordance with the provisions therein. For the term covered by this Agreement, the Contractor shall maintain or obtain as necessary, such permits and licenses and shall not allow them to lapse, be revoked or suspended.

21. Assignment or Transfer. This Agreement or any interest herein may not be assigned, hypothecated or transferred, either directly or by operation of law, without the prior written consent of the City. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

22. Notices. All notices required or permitted to be given under this Agreement shall be in writing and shall be personally delivered, sent by facsimile ("fax") or certified mail, postage prepaid with return receipt requested, addressed as follows:

To City:
City Manager
City of Marina City Hall
211 Hillcrest Avenue
Marina, California 93933
Fax: (831) 384-9148

To Contractor:
Tripepi Smitj amd Associates, Inc.
Ryder Todd Smith, Co-founder & Presidnet
PO Box 52152

Irvine, CA 92619

The parties may agree in writing to receive notice by email. Notice shall be deemed effective on the date personally delivered or transmitted by facsimile or, if mailed, three days after deposit in the custody of the U.S. Postal Service. A copy of any notice sent as provided herein shall also be delivered to the Project Administrator and Project Manager.

23. **Amendments, Changes or Modifications**. This Agreement is not subject to amendment, change or modification except by a writing signed by the authorized representatives of City and Contractor.

24. **Force Majeure**. Notwithstanding any other provisions hereof, neither Contractor nor City shall be held responsible or liable for failure to meet their respective obligations under this Agreement if such failure shall be due to causes beyond Contractor's or the City's control except that an economic downturn of any type shall not be a justifiable cause for the failure to meet their respective obligations under this Agreement. Such causes include but are not limited to: strike, fire, flood, civil disorder, act of God or of the public enemy, act of the federal government, or any unit of state of local government in either sovereign or contractual capacity, epidemic, quarantine restriction, or delay in transportation to the extent that they are not caused by the party's willful or negligent acts or omissions, and to the extent that they are beyond the party's reasonable control.

25. **Attorney's Fees**. In the event of any controversy, claim or dispute relating to this Agreement, or the breach thereof, the prevailing party shall be entitled to recover from the losing party reasonable expenses, attorney's fees and costs.

26. **Successors and Assigns**. All of the terms, conditions and provisions of this Agreement shall apply to and bind the respective heirs, executors, administrators, successors, and assigns of the parties. Nothing in this paragraph is intended to affect the limitation on assignment

27. **Authority to Enter Agreement**. Contractor has all requisite power and authority to conduct its business and to execute, deliver and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right and authority to make this Agreement and bind each respective party.

28. **Waiver**. A waiver of a default of any term of this Agreement shall not be construed as a waiver of any succeeding default or as a waiver of the provision itself. A party's performance after the other party's default shall not be construed as a waiver of that default.

29. **Severability**. Should any portion of this Agreement be determined to be void or unenforceable, such shall be severed from the whole and the Agreement will continue as modified.

30. **Construction, References, Captions**. Since the parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any party. Any term referencing time, days or period for performance shall be deemed calendar days and not work days. The captions of the various sections are for

convenience and ease of reference only, and do not define, limit, augment or describe the scope, content or intent of this Agreement.

31. **Advice of Counsel.** The parties agree that they are aware that they have the right to be advised by counsel with respect to the negotiations, terms and conditions of this Agreement, and that the decision of whether or not to seek the advice of counsel with respect to this Agreement is a decision which is the sole responsibility of each of the parties hereto. This Agreement shall not be construed in favor or against either party by reason of the extent to which each party participated in the drafting of this Agreement.

32. **Counterparts**. This Agreement may be signed in counterparts, each of which shall constitute an original.

33. **Time.** Time is of the essence in this contract.

34. **Entire Agreement**. This Agreement contains the entire agreement of the parties with respect to the matters as set forth in this Agreement, and no other agreement, statement or promise made by or to any party or by or to any employee, officer or agent of any party, which is not contained in this Agreement shall be binding or valid.

IN WITNESS WHEREOF, Contractor and the City by their duly authorized representatives, have executed this Agreement, on the date first set forth above, at Marina, California.

CITY OF MARINA	**CONTRACTOR**
By: _____	By: _____
Name: _____	Name: _____
Its: _____	Its: _____
Date: _____	Date: _____

Attest: (Pursuant to Reso: 20___ - _____)

By: _____
City Clerk

Approved as to form:

By: _____
City Attorney

DRAFT

INSERT EXHIBIT A

Section 1 (a)

- SCOPE OF WORK -

[Include Work Schedule if required.]

Tripepi Smith operates at the intersection of marketing, technology and public affairs. We excel in each of these areas, but the true power lies in our ability to seamlessly integrate them. This holistic approach allows us to craft impactful solutions for our clients. Tripepi Smith will be available to the City for the following services, as needed.

Strategy, Marketing, Communications	Creative Services
Strategic development, research, surveys, messaging	**Full-service graphic design for digital, print and outdoor**
Social media management	**Brand and logo development**
Web and social media strategy, optimization (SEO), metrics	**Content creation** (writing, editorial, thought leadership)
Web hosting and support	**Output services** (digital distribution, print management, mail management)
Email campaigns	**Illustration and information graphics**
Relations (media, stakeholders, public, government)	**Photography**
Support and training for events, presentations and virtual gatherings	**Videography, broadcasting, podcasting, drone**
Digital, print, radio, out-of-home advertising	**Event production, technical support**
Staff training (media, social media, photo, brand implementation)	**Animation and motion graphics**
	Web design and implementation

As-Needed Services

Tripepi Smith will apply the following standard hourly rates and related fees for any authorized as-needed (Time & Materials) work. Such work must be clearly authorized in writing before proceeding.

2025-26 Hourly Rates	Standard	Reduced Retainer
Principal	$380	$315
Director	$265	$225
Art/Creative Director	$265	$225
Senior Business Analyst	$205	$180
Business Analyst	$150	$125
Junior Business Analyst	$115	$100
Senior Videographer/Animator	$205	$175
Senior Photographer	$175	$150
Videographer/Photographer	$140	$120
Junior Videographer/Photographer	$115	$100
Senior Graphic Designer	$195	$165
Graphic Designer	$140	$120
Junior Graphic Designer	$115	$100
Web Developer	$210	$185
Junior Web Developer	$115	$100
Drone Operator	$205	$180
Council Chamber A/V Operator	$115	$100

Invoicing & Payment Terms

At Tripepi Smith, we bill on either a Retainer, Fixed Fee or Time & Materials basis, with each billing type following its own payment schedule. Regardless, terms are Net 30 days.

- Fixed Fee work is billed upon defined milestones.
- Time & Materials work is billed in 15-minute increments (i.e. 4.0, 1.25, 6.5 or 0.75 hours) at the end of the month in which work is done.
- Retainer work is billed on the 15th of each month.

Other Cost Information

Tripepi Smith has related service fees that may come up during our engagement that we want to tell you about

Annual Increase

Tripepi Smith will increase the hourly rates and retainer fees for all resources by 5% or the national CPI index–whichever is higher–each year on the anniversary of the contract, starting on the first anniversary of any contract when the contract duration is longer than one year. Otherwise, new rates will be negotiated with each new contract.

Retainer Discount

When a client's retainer exceeds $7,500 per month, they gain access to our reduced retainer rates.

Travel Costs

Travel costs must be pre-authorized and then will be reimbursed by the client for any requested travel to complete a requested scope of work. Travel costs may include airfare, lodging, car rentals and gas. Additionally, when client work requires that we be onsite, we will invoice for a resource's travel time at 50% of the resource's hourly rate.

Equipment Costs

Tripepi Smith offers some services that require equipment, such as drone operations and video production. As such, in those cases, the following rates apply:

	Half Day (Under 4 Hours)	Full Day (4+ Hours)
Video	$450	$650
Drone	$550 – Flat Fee	

Please note that A/V equipment fees are based on the amount and type of equipment required, with pricing tailored to the specifics of each event.

Music and Video Licensing

Sometimes, the client will want Tripepi Smith to apply music or use stock imagery/video while producing video. In these cases, we will need to apply licensing fees of approximately $100 per song and $200 if we use stock video imagery. This will provide a license for the use of the music and video footage to Tripepi Smith and its clients.

Service Fees

Tripepi Smith prefers that clients pay service providers directly to avoid unnecessary administrative costs. You should also know, however, that we have no economic interest in service providers, unless otherwise specified in this proposal.

If a client asks Tripepi Smith to pay for a service provider bill, we will apply a 10% agency fee to the reimbursement expense. Typical service fees include, but are not limited to: print, mailing, digital advertising, media placements, voiceovers, translations and closed captions.

Exclusive Access

Tripepi Smith has access to entities that may be relevant to our engagement. These partnerships allow Tripepi Smith to offer clients extra media reach or additional services at partner pricing.

Local Information Network of Knowledge (LINK): www.LocalInfoNetwork.com – A community forum for local government professionals in California to discover and share resources, policies, sample work products, best practices and more.

PublicCEO: www.PublicCEO.com – Digital news about public affairs, reaching over 17,500 California government executives through a daily podcast, job board, video podcast and more.

FlashVote: www.FlashVote.com – Statistically valid surveying that helps leaders make decisions.

- Disclaimer: Tripepi Smith President Ryder Todd Smith is an investor in FlashVote.

Meltwater: www.TripepiSmith.com/Media-Intelligence – An enterprise-class, comprehensive media monitoring solution that is best combined with Tripepi Smith's analytics team.

EXHIBIT B - INSURANCE

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

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability (CGL):** Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **$1,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
2. **Automobile Liability:** Insurance Services Office Form Number CA 0001 covering, Code 1 (any auto), or if Contractor has no owned autos, Code 8 (hired) and 9 (non-owned), with limit no less than **$1,000,000** per accident for bodily injury and property damage.
3. **Workers' Compensation** insurance as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than **$1,000,000** per accident for bodily injury or disease. (Not required if Contractor provides written verification it has no employees)
4. **Professional Liability (Errors and Omissions):** Insurance appropriates to Contractor's profession, with limit no less than **$2,000,000** per occurrence or claim, $2,000,000 aggregate.

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

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

Additional Insured Status
City, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of Contractor including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to Contractor's insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10, CG 20 26, CG 20 33, or CG 20 38; and CG 20 37 if a later edition is used).

Primary Coverage
For any claims related to this contract, Contractor's insurance coverage shall be primary and non-contributory and at least as broad as ISO CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of Contractor's insurance and shall not contribute with it. This requirement shall also apply to any Excess or Umbrella liability policies.

Umbrella or Excess Policy
Contractor may use Umbrella or Excess Policies to provide the liability limits as required in this agreement. This form of insurance will be acceptable provided that all of the Primary and Umbrella or Excess Policies shall provide all of the insurance coverages herein required, including, but not limited to, primary and non-contributory, additional insured, Self-Insured Retentions (SIRs), indemnity, and defense requirements. The Umbrella or Excess policies shall be provided on a true "following form" or broader coverage basis, with coverage at least as broad as provided on the underlying Commercial General Liability insurance. No insurance policies maintained by the Additional Insureds, whether primary or excess, and which also apply to a loss covered hereunder, shall be called upon to contribute to a loss until Contractor's primary and excess liability policies are exhausted.

Notice of Cancellation
Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.

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

Self-Insured Retentions
Self-insured retentions must be declared to and approved by the City. The City may require Contractor to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City. The CGL and any policies, including Excess liability policies, may not be subject to a self-insured retention (SIR) or deductible that exceeds $25,000 unless approved in writing by City. Any and all deductibles and SIRs shall be the sole responsibility of Contractor or subcontractor who procured such insurance and shall not apply to the Indemnified Additional Insured Parties. City may deduct from any amounts otherwise due Contractor to fund the SIR/deductible. Policies shall NOT contain any self-insured retention (SIR) provision that limits the satisfaction of the SIR to the City. The policy must also provide that Defense costs, including the Allocated Loss Adjustment Expenses, will satisfy the SIR or deductible. City reserves the right to obtain a copy of any policies and endorsements for verification.

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

Claims Made Policies
If any of the required policies provide claims-made coverage:

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

Verification of Coverage
Contractor shall furnish the City with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause and a copy of the Declarations and Endorsements Pages of the CGL and any Excess policies listing all policy endorsements. All certificates and endorsements and copies of the Declarations & Endorsements pages are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive Contractor's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time. City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

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

Duration of Coverage
CGL & Excess liability policies for any construction related work, including, but not limited to, maintenance, service, or repair work, shall continue coverage for a minimum of five (5) years for Completed Operations liability coverage. Such Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.

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

HIGHLIGHTS OF
REGULAR BOARD MEETING & BOARD RETREAT
May 15, 2025

1. MaryAnn Carbone, Board Chair, called the meeting to order at 10:13 a.m. at Shoreline Church.

2. The Board Approved routine consent items, including minutes of the April 17, 2025 Board meeting and disbursements for the period of April 1-30, 2025 in the amount of $1,466,692.

3. From the CEO report:

   - Twenty-seven monetary donations totaled $15,540 for the month of April.
   - Grant applications submitted:
     - Carmel Valley Women's Club, $1,000
     - Central Coast Alliance for Health, $50,000
   - Grants received:
     - Monterey Peninsula Foundation, $60,000
   - Development Team produced the 2024 IMPACT REPORT which will be distributed to donors, JPA members and other supporters this month.
   - Donor direct mail package highlighting substance use services will mail in May.
   - Negotiations for the SHARE Center contract are complete. The indirect cost allowance increased from 10% to 15%, and the total amount of the contract covers our operating expenses. Contract total is just under $3M.
   - Behavioral Health contracts for drug and alcohol services and mental health services are expected to be completed in June without issue.
   - "Solving Homelessness: A Community Conversation" commemorating the 4th anniversary of Casa de Noche Buena drew about 150 people to MIIS's Irvine Auditorium to hear sociologist and author Kevin F. Adler speak about the broken systems that contribute to homelessness and the role each of us can play in ending homelessness. The event netted approximately $5,000 and raised our profile among donors and in the community. Additional donations of approximately $,3000 were made to the Casa de Noche Buena Special Purpose Fund at Community Foundation.
   - The CEO attended the Association of Fundraising Professionals annual conference in Seattle.
   - The television segment for PBS's "Empowered with Meg Ryan" was filmed this month featuring CHS to discuss challenges and trends in mental health, substance use, and homelessness in Monterey County.
   - The CEO attended a ribbon-cutting ceremony at the Salinas MST transit station for the Health Department's kickoff of Narcan and fentanyl kiosks stationed county-wide to prevent opioid overdose fatalities. JPA members interested in locating a kiosk in their jurisdiction may contact:

     Shiba Sumeshwar,
     Monterey County Health Department
     1270 Natividad Rd, Salinas, CA 93906
     Desk: 831-755-4018 / Cell: 831-975-6208

4. From the COO report:

   - The Senior Program Officer position for Mental Health Services remains vacant due to ongoing challenges in identifying qualified candidates. All programs are operating smoothly.
   - Key construction projects underway include:

    - Genesis House Bathroom Improvement Project –The project is now 100% complete and was completed $62k under budget.
    - Safe Passage Facility Improvements Project – Safe Passage is fully operational, outside of 1 bathroom being unusable during construction. This project is approximately 80% complete.
    - FSC Seaside Mainline Plumbing Project – This project is 95% complete, and we are finalizing payments and documentation.
- The SHARE center is operating smoothly with current capacity of 91%.
- We received a generous donation of a 2023 Tesla Model Y. The vehicle will be used by the Administration Office to support work-related travel for essential business.
- The admissions office expansion at Off Main Clinic is now complete. The new space significantly improves the quality of care at OMC, particularly for clients experiencing withdrawal symptoms at the time of admission.
- The COO has been working closely with SUHSD to enhance Wellness Center initiatives and prepare for the upcoming renewal of the Substance Use Prevention Program contracts with them and other districts.

5. The Finance Committee meeting was held prior to the board meeting. The financial dashboard looks very positive year to date.

6. The Board approved the Declaration of "Indefinite Compensation" Resolution which allows the Board to approve retroactive salary increases at a later date.

7. The Board approved the slate of officers for FY 2025-26: Mary Ann Carbone, Chair; Jeremy Hallock, Vice Chair; Annette Yee Steck, Finance Committee Chair.

8. The Board approved the Operating Budget for FY 2025-26, as recommended by the Finance Committee, in the amount of $17.6M.

9. The Board approved personnel policy revisions, job description revisions and a new job description, as recommended by the Personnel Committee.

10. Board Chair MaryAnn Carbone also reminded the board that the CHS Annual Luncheon will be held on Thursday, July 17th at The Marriott Hotel in Monterey. Board members are encouraged to bring others to the luncheon.

11. After a break for lunch, the meeting resumed with the Board Retreat.

12. Management Team's SWOT analysis was reviewed, and Board gave input.

13. Progress on FY 2024-25 Strategic Plan goals was reviewed, and Board gave input.

14. A draft Strategic Plan for FY 2025-26 and 2026-27 was reviewed. There was Board discussion and input was given.

15. A final Strategic Plan will be brought to the Board for approval in June or July.

The next regular board meeting is scheduled for Thursday, June 26th from 11:00 a.m. to 1:00 p.m. at the Sand City City Hall, Sand City, CA.

ORDINANCE NO. 2025-06

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MARINA, RENEWING ORDINANCE NO. 2022-02, CHAPTER 9.26 OF THE MARINA MUNICIPAL CODE REGARDING ESTABLISHMENT OF A MILITARY EQUIPMENT POLICY FOR THE MARINA POLICE DEPARTMENT

WHEREAS, on September 30, 2021, Governor Gavin Newsome signed into law Assembly Bill 481 ("AB 481"), adding Chapter 12.8, "Funding, Acquisition and Use of Military Equipment," to Division 7 of Title 1 of the Government Code (sections 7070-7075), relating to the use of military equipment by California law enforcement agencies; and

WHEREAS, AB 481 seeks to provide transparency, oversight, and an opportunity for meaningful public input on decisions regarding whether and how military equipment is funded, acquired. Or used; and

WHEREAS, the Marina Police Department is in possession of certain items of equipment that qualify as "military equipment' under AB 481 and further intends to acquire other items of military equipment; and

WHEREAS, AB 481 requires, inter alia, that a law enforcement agency possessing and using such qualifying equipment must prepare a publicly released written, military equipment use policy document covering the inventory, description, quantity, purpose, capabilities, use, lifespan, acquisition, maintenance, authorized use, fiscal impacts, procedures, training oversight, and complaint process, applicable to the Department's use of such equipment; and

WHEREAS, the policy must be approved by the City Council by ordinance, and reviewed annually thereafter; and

WHEREAS, the military equipment inventoried and presented to the City Council is necessary because there is no reasonable alternative that can achieve the same objective of officer and civilian safety; and

WHEREAS, the proposed Military Equipment Use Policy, Marina Police Department Policy 707, will safeguard the public's health, welfare, safety, civil rights, and civil liberties; and

WHEREAS, the equipment is reasonably cost effective compared to available alternatives that can achieve the same objective of officer and civilian safety; and

WHEREAS, prior military equipment use complied with the applicable equipment use policy (which included equipment now defined as military equipment) that was in effect at the time, or if prior uses did not comply with the accompanying military equipment use policy, corrective action has been taken to remedy nonconforming uses and ensure future compliance; and

WHEREAS, the Marina Police Department has submitted the proposed Policy to the City Council and has made those documents available on the Police Department's website for at least 30 days prior to the public hearing concerning the military equipment at issue; and

WHEREAS, the Policy satisfied the requirements of Government Code Section 7070(d); and

WHEREAS, the City Council recognizes that there is a need to enact the restrictions contained in this Ordinance to protect the public health, safety, and welfare; and

WHEREAS, all legal prerequisites prior to the adoption of this Ordinance have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARINA HEREBY ORDAINS AS FOLLOWS:

Section 1. The City Council having received information required under AB 481 regarding the Marina Police Department's use of military equipment as defined in said law, deems it to be in the best interest of the City to and hereby does approve the Military Equipment Policy attached hereto **Exhibit A** which shall govern the use of military equipment by the Marina Police Department.

Section 2. Chapter 9.26 added to Title 9 of the Marina Municipal Code is renewed and to read as follows on the seven (7) pages attached hereto as **Exhibit B**:**.**

Section 3. The City Council finds that the adoption of this Ordinance is exempt from the California Environmental Quality Act ("CEQA") pursuant to Section 15061(b)(3) (General Rule) of the CEQA Guidelines because it is not a "project" and because it can be seen with certainty that there is no possibility that the passage of this Ordinance will have a significant effect on the environment.

Section 4. Any provision of the Marina Municipal Code or appendices thereto *inconsistent* with the provisions of this Ordinance, to the extent of such inconsistencies and no further, is hereby repealed or modified to that extent necessary to affect the provisions of this Ordinance.

Section 5. This Ordinance shall be in full force and effect thirty (30) days after its final passage, and the Ordinance shall be posted within fifteen (15) days after the adoption.

THE FOREGOING ORDINANCE was introduced following a public hearing held at a regular meeting of the City Council of the City of Marina on May 20, 2025 and will come for adoption as an Ordinance of the City of Marina at a regular meeting of the Council to be held on June 3, 2025.

AYES, COUNCIL MEMBERS:
NOES, COUNCIL MEMBERS:
ABSENT, COUNCIL MEMBERS:
ABSTAIN, COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

Policy
707

Marina Police Department
Marina Police Department Policy Manual

Military Equipment

707.1 PURPOSE AND SCOPE

The purpose of this policy is to provide guidelines for the approval, acquisition, and reporting requirements of military equipment (Government Code § 7070; Government Code § 7071; Government Code § 7072).

707.1.1 DEFINITIONS

Definitions related to this policy include (Government Code § 7070):

Governing body – The elected or appointed body that oversees the Department.

Military equipment – Includes but is not limited to the following:

- Unmanned, remotely piloted, powered aerial or ground vehicles.
- Mine-resistant ambush-protected (MRAP) vehicles or armored personnel carriers.
- High mobility multipurpose wheeled vehicles (HMMWV), two-and-one-half-ton trucks, five-ton trucks, or wheeled vehicles that have a breaching or entry apparatus attached.
- Tracked armored vehicles that provide ballistic protection to their occupants.
- Command and control vehicles that are either built or modified to facilitate the operational control and direction of public safety units.
- Weaponized aircraft, vessels, or vehicles of any kind.
- Battering rams, slugs, and breaching apparatuses that are explosive in nature. This does not include a handheld, one-person ram.
- Firearms and ammunition of .50 caliber or greater, excluding standard-issue shotguns and standard-issue shotgun ammunition.
- Specialized firearms and ammunition of less than .50 caliber, including firearms and accessories identified as assault weapons in Penal Code § 30510 and Penal Code § 30515, with the exception of standard-issue firearms.
- Any firearm or firearm accessory that is designed to launch explosive projectiles.
- Noise-flash diversionary devices and explosive breaching tools.
- Munitions containing tear gas or OC, excluding standard, service-issued handheld pepper spray.
- TASER® Shockwave, microwave weapons, water cannons, and long-range acoustic devices (LRADs).
- Kinetic energy weapons and munitions.
- Any other equipment as determined by a governing body or a state agency to require additional oversight.

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707.2 POLICY

It is the policy of the Marina Police Department that members of this department comply with the provisions of Government Code § 7071 with respect to military equipment.

707.3 MILITARY EQUIPMENT COORDINATOR

The Chief of Police should designate a member of this department to act as the military equipment coordinator. The responsibilities of the military equipment coordinator include but are not limited to:

(a) Acting as liaison to the governing body for matters related to the requirements of this policy.

(b) Identifying department equipment that qualifies as military equipment in the current possession of the Department, or the equipment the Department intends to acquire that requires approval by the governing body.

(c) Conducting an inventory of all military equipment at least annually.

(d) Collaborating with any allied agency that may use military equipment within the jurisdiction of Marina Police Department (Government Code § 7071).

(e) Preparing for, scheduling, and coordinating the annual community engagement meeting to include:

1. Publicizing the details of the meeting.
2. Preparing for public questions regarding the department's funding, acquisition, and use of equipment.

(f) Preparing the annual military equipment report for submission to the Chief of Police and ensuring that the report is made available on the department website (Government Code § 7072).

(g) Establishing the procedure for a person to register a complaint or concern, or how that person may submit a question about the use of a type of military equipment, and how the Department will respond in a timely manner.

707.4 MILITARY EQUIPMENT INVENTORY

The following constitutes a list of qualifying equipment for the Department:

[Insert attachment here]

707.5 APPROVAL

The Chief of Police or the authorized designee shall obtain approval from the governing body by way of an ordinance adopting the military equipment policy. As part of the approval process, the Chief of Police or the authorized designee shall ensure the proposed military equipment policy is submitted to the governing body and is available on the department website at least 30 days prior to any public hearing concerning the military equipment at issue (Government Code § 7071). The military equipment policy must be approved by the governing body prior to engaging in any of the following (Government Code § 7071):

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(a) Requesting military equipment made available pursuant to 10 USC § 2576a.

(b) Seeking funds for military equipment, including but not limited to applying for a grant, soliciting or accepting private, local, state, or federal funds, in-kind donations, or other donations or transfers.

(c) Acquiring military equipment either permanently or temporarily, including by borrowing or leasing.

(d) Collaborating with another law enforcement agency in the deployment or other use of military equipment within the jurisdiction of this department.

(e) Using any new or existing military equipment for a purpose, in a manner, or by a person not previously approved by the governing body.

(f) Soliciting or responding to a proposal for, or entering into an agreement with, any other person or entity to seek funds for, apply to receive, acquire, use, or collaborate in the use of military equipment.

(g) Acquiring military equipment through any means not provided above.

707.6 COORDINATION WITH OTHER JURISDICTIONS

Military equipment should not be used by any other law enforcement agency or member in this jurisdiction unless the military equipment is approved for use in accordance with this policy.

707.6.1 USE IN EXIGENT CIRCUMSTANCES

Marina Police Department participates with the Peninsula Special Response Unit and works closely with local, county, state, and federal partners. In exigent circumstances and with the approval of the Chief of Police or designee, military equipment may be deployed from outside entities to promote the safety and security of community members. If the Police Department acquires, borrows, or uses military equipment in exigent circumstances, it will provide written notification of the acquisition or use to the City Council within 30 days following the commencement of such exigent circumstances, unless such information is confidential or privileged under local, state or federal law.

707.7 ANNUAL REPORT

Upon approval of a military equipment policy, the Chief of Police or the authorized designee should submit a military equipment report to the governing body for each type of military equipment approved within one year of approval, and annually thereafter for as long as the military equipment is available for use (Government Code § 7072).

The Chief of Police or the authorized designee should also make each annual military equipment report publicly available on the department website for as long as the military equipment is available for use. The report shall include all information required by Government Code § 7072 for the preceding calendar year for each type of military equipment in department inventory.

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707.8 COMMUNITY ENGAGEMENT

Within 30 days of submitting and publicly releasing the annual report, the Department shall hold at least one well-publicized and conveniently located community engagement meeting, at which the Department should discuss the report and respond to public questions regarding the funding, acquisition, or use of military equipment.

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EXHIBIT B

Chapter: 9.26
"Military Equipment" Use Ordnance

Sections:

9.26.010	Name of Ordinance
9.26.020	Purpose.
9.26.030	Definitions.
9.26.040	Military Equipment Use Policy Requirement
9.26.050	Use In Exigent Circumstances
9.26.060	Reports on the Use of Military Equipment.
9.26.070	Severability

9.26.010 Name of Ordinance.

A. This Ordinance shall be known as the Military Equipment Use Ordinance.

9.26.020 Purpose.

A. The purpose of this ordinance is to ensure the Police Department's compliance with California AB 481, which requires California law enforcement agencies to obtain approval of the law enforcement agency's governing body, by adoption of a military equipment use policy, as specified, by ordinance at a regular meeting prior to taking actions relating to the funding, acquisition, or use of military equipment. This ordinance also requires approval for the continued use of military equipment acquired prior to January 1, 2022. This ordinance also allows the governing body to approve the funding, acquisition, or use of military equipment within its jurisdiction only if it determines that the military equipment meets specified standards. (California Government Codes § 7070, § 7071, § 7072.)

9.26.030 Definitions.

A. "Military equipment" means the following:

(1) Unmanned, remotely piloted, powered aerial or ground vehicles.

(2) Mine-resistant ambush-protected (MRAP) vehicles or armored personnel carriers. However, police versions of standard consumer vehicles are specifically excluded from this subdivision.

(3) High mobility multipurpose wheeled vehicles (HMMWV), commonly referred to as Humvees, two and one-half-ton trucks, five-ton trucks, or wheeled vehicles that have a breaching or entry apparatus attached. However, unarmored all-terrain vehicles (ATVs) and motorized dirt bikes are specifically excluded from this subdivision.

(4) Tracked armored vehicles that provide ballistic protection to their occupants and utilize a tracked system instead of wheels for forward motion.

(5) Command and control vehicles that are either built or modified to facilitate the operational control and direction of public safety units.

(6) Weaponized aircraft, vessels, or vehicles of any kind.

(7) Battering rams, slugs, and breaching apparatuses that are explosive in nature. However, items designed to remove a lock, such as bolt cutters, or a handheld ram designed to be operated by one person, are specifically excluded from this subdivision.

(8) Firearms of .50 caliber or greater. However, standard issue shotguns are specifically excluded from this subdivision.

(9) Ammunition of .50 caliber or greater. However, standard issue shotgun ammunition is specifically excluded from this subdivision.

(10) Specialized firearms and ammunition of less than .50 caliber, including assault weapons as defined in Sections 30510 and 30515 of the Penal Code, with the exception of standard issue service weapons and ammunition of less than .50 caliber that are issued to officers, agents, or employees of a law enforcement agency or a state agency.

(11) Any firearm or firearm accessory that is designed to launch explosive projectiles.

(12) "Flashbang" grenades and explosive breaching tools, "tear gas," and "pepper balls," excluding standard, service-issued handheld pepper spray.

(13) Taser Shockwave, microwave weapons, water cannons, and the Long-Range Acoustic Device (LRAD).

(14) The following projectile launch platforms and their associated munitions: 40 mm projectile launchers, "bean bag," rubber bullet, and specialty impact munition (SIM) weapons.

(15) Any other equipment as determined by a governing body or a state agency to require additional oversight.

(16) Notwithstanding paragraphs (1) through (15), "military equipment" does not include general equipment not designated as prohibited or controlled by the federal Defense Logistics Agency.

B. "City" means any department, agency, bureau, and/or subordinate division of the City of Marina,

C. "Police Department" means any division, section, bureau, employee, volunteer and/or contractor of the Marina Police Department.

D. "City Council" means the governing body that is the Marina City Council.

E. "Military Equipment Use Policy" means a publicly released, written document governing the use of military equipment by the Police Department that addresses, at a minimum, all of the following:

(1) A description of each type of military equipment, the quantity sought, its capabilities, expected lifespan, and product descriptions from the manufacturer of the military equipment.

(2) The purposes and authorized uses for which the Police Department proposes to use each type of military equipment.

(3) The fiscal impact of each type of military equipment, including the initial costs of obtaining the equipment and estimated annual costs of maintaining the equipment.

(4) The legal and procedural rules that govern each authorized use.

(5) The training, including any course required by the Commission on Peace Officer Standards and Training, that must be completed before any officer, agent, or employee of the Police Department allowed to use each specific type of military equipment to ensure the full protection of the public's welfare, safety, civil rights, and civil liberties and full adherence to the military equipment use policy.

(6) The mechanisms to ensure compliance with the military equipment use policy, including which independent persons or entities have oversight authority, and, if applicable, what legally enforceable sanctions are put in place for violations of the policy.

(7) For the Police Department procedures by which members of the public may register complaints or concerns or submit questions about the use of each specific type of military equipment, and how the Police Department will ensure that each complaint, concern, or question receives a response in a timely manner. (California Government Codes § 7070.)

9.26.040 Military Equipment Use Policy Requirement.

A. The Police Department shall obtain approval of the City Council, by an ordinance adopting a Military Equipment Use Policy at a regular meeting of the City Council held pursuant to the Ralph M. Brown Act (Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code) prior to engaging in any of the following:

(1) Requesting military equipment made available pursuant to Section 2576a of Title 10 of the United States Code.

(2) Seeking funds for military equipment, including, but not limited to, applying for a grant, soliciting, or accepting private, local, state, or federal funds, in-kind donations, or other donations or transfers.

(3) Acquiring military equipment either permanently or temporarily, including by borrowing or leasing.

(4) Collaborating with another law enforcement agency in the deployment or other use of military equipment within the territorial jurisdiction of the City of Marina.

(5) Using any new or existing military equipment for a purpose, in a manner, or by a person not previously approved by the City Council pursuant to this chapter.

(6) Soliciting or responding to a proposal for, or entering into an agreement with, any other person or entity to seek funds for, apply to receive, acquire, use, or collaborate in the use of, military equipment.

(7) Acquiring military equipment through any means not provided by this section.

B. No later than May 1, 2022, if seeking to continue the use of any Military Equipment that was acquired prior to January 1, 2022, the Marina Police Department shall commence a City Council approval process in accordance with this section. If the City Council does not approve the continuing use of military equipment, including by adoption pursuant to this subdivision of a military equipment use policy submitted within 180 days of submission of the proposed military equipment use policy to the City Council, the Marina Police Department shall cease its use of the military equipment until it receives the approval of the City Council in accordance with this section.

C. In seeking the approval of the governing body, the Police Department shall submit a proposed military equipment use policy to the City Council and make those documents available on the Police Department's internet website at least 30 days prior to any public hearing concerning the military equipment at issue.

D. The City Council shall only approve a military equipment use policy pursuant to this chapter if it determines all of the following:

(1) The military equipment is necessary because there is no reasonable alternative that can achieve the same objective of officer and civilian safety.

(2) The proposed military equipment use policy will safeguard the public's welfare, safety, civil rights, and civil liberties

.

(3) If purchasing the equipment, the equipment is reasonably cost effective compared to available alternatives that can achieve the same objective of officer and civilian safety.

(4) Prior military equipment use complied with the military equipment use policy that was in effect at the time, or if prior uses did not comply with the accompanying military equipment use policy, corrective action has been taken to remedy nonconforming uses and ensure future compliance.

E. The City Council shall review this ordinance at least annually and vote on whether to renew it at a regular meeting held pursuant to the Ralph M. Brown Act (Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code).

9.26.050 Use in Exigent Circumstances

A. Notwithstanding the provisions of this Chapter, the Police Department may acquire, borrow and/or use Military Equipment in Exigent Circumstances without following the requirements of this ordinance.

B. If the Police Department acquires, borrows, and/or uses Military Equipment in Exigent Circumstances, in accordance with this section, it must take all of the following actions:

(1) Provide written notice of that acquisition or use to the City Council within 30 days following the commencement of such Exigent Circumstances, unless such information is confidential or privileged under local, state, or federal law.

(2) If it is anticipated that the use will continue beyond the Exigent Circumstance, submit a proposed amended Military Equipment Use Policy to the City Council within 90 days following the borrowing, acquisition and/or use, and receive approval, as applicable, from the City Council.

(3) Include the Military Equipment in the Police Department's next annual Military Equipment Report.

9.26.060 Reports on the Use of Military Equipment

A. The Police Department shall submit to City Council an annual military equipment report for each type of military equipment approved by City Council within one year of approval, and annually thereafter for as long as the military equipment is available for use.

B. The Police Department shall also make each annual military equipment report available on its internet website for as long as the military equipment is available for use.

C. The annual military equipment report shall, at a minimum, include the following information for the immediately preceding calendar year for each type of military equipment:

(1) A summary of how the military equipment was used and the purpose of its use.

(2) A summary of any complaints or concerns received concerning the military equipment.

(3) The results of any internal audits, any information about violations of the military equipment use policy, and any actions taken in response.

(4) The total annual cost for each type of military equipment, including acquisition, personnel, training, transportation, maintenance, storage, upgrade, and other ongoing costs, and from what source funds will be provided for the military equipment in the calendar year following submission of the annual military equipment report.

(5) The quantity possessed for each type of military equipment.

(6) If the Police Department intends to acquire additional military equipment in the next year, the quantity sought for each type of military equipment.

D. Within 30 days of submitting and publicly releasing an annual military equipment report pursuant to this section, the Police Department shall hold at least one well-publicized and conveniently located community engagement meeting, at which the general public may discuss and ask questions regarding the annual military equipment report and the Police Department's funding, acquisition, or use of military equipment. (California Government Codes § 7072 (a)

E. The City Council shall determine, based on the annual military equipment report submitted by the Marina Police Department whether each type of military equipment identified in that report has complied with the standards for approval. In order to facilitate public participation, any proposed or final Military Equipment Use Policy shall be made publicly available on the internet website of the Marina Police Department for as long as the Military equipment is available for use. (California Government Codes § 7071 (a) (1)). If the City Council determines that a type of military equipment identified in that annual military equipment report has not complied with the standards for approval, the City Council shall either disapprove a renewal of the authorization for that type of military equipment or require modifications to the military equipment use policy in a manner that will resolve the lack of compliance.

9.26.070 Severability

A. If any section, subsection, sentence, clause, phrase, or word of this Chapter, or any application thereof to any person or circumstance, is held to be invalid or unconstitutional by a decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions or applications of this Chapter.

B. The City Council hereby declares that it would have passed this Chapter and each and every section, subsection, sentence, clause, phrase, or word not declared invalid or unconstitutional without regard to whether any other portion of this Chapter or application thereof would be subsequently declared invalid or unconstitutional.

ORDINANCE NO. 2025-07

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MARINA AMENDING TITLE 17 (ZONING CODE) OF THE MARINA MUNICIPAL CODE TO IMPLEMENT PROGRAM 2.4 OF THE HOUSING ELEMENT

WHEREAS, on April 11, 2024, the California Department of Housing and Community Development (State HCD) certified the City of Marina's Sixth Cycle Housing Element ("Housing Element"); and

WHEREAS, the Housing Element requires the City of Marina to implement several policy and ordinance modifications to remain compliant with the Housing Element, as set forth further herein; and

WHEREAS, reducing barriers to the development of more housing is a key objective of the Housing Element; and

WHEREAS, the City's inclusionary housing ordinance currently imposes a forty percent (40%) inclusionary mandate for the parts of Marina that are located on former Fort Ord land and a twenty percent (20%) inclusionary mandate for the remainder of Marina; and

WHEREAS, the forty percent (40%) mandate applicable to the former Fort Ord area is substantially higher than the requirement in the General Plan and the City-adopted specific plans for the Dunes (University Village Specific Plans), Sea Haven and Marina Station Specific Plans; and

WHEREAS, the City's inclusionary housing ordinance currently applies to residential development of twenty (20) or more units; and

WHEREAS, Housing Element Program 2.4 requires the City to amend the inclusionary housing ordinance such that: (1) the inclusionary mandate for the former Fort Ord area is consistent with the General Plan and the twenty percent (20%) mandate applicable to other areas of the City; and (2) the ordinance applies to residential development of five (5) or more units.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MARINA DOES ORDAIN AS FOLLOWS:

Section 1. Findings.

The City Council finds and determines the recitals set forth above, and the findings contained in Exhibit A, attached hereto, to be true and correct and by this reference, incorporates the same herein as findings.

Section 2. Amendments.

Section 17.48.030 of the Marina City Code is hereby amended to read as follows. ~~Strikethrough~~ identifies deletions to the text; <u>underline</u> indicates additional language added to the text.

17.48.030 Inclusionary housing.

A. *Purpose and Intent.* It is the intent of this section to establish standards and procedures that facilitate the development of housing affordable to a range of households with varying income levels as mandated by California Government Code Section 65580. The purpose of this section is to encourage the development and availability of such housing by ensuring that the addition of affordable housing units to the city's housing stock is in proportion with the overall increase in housing units.

B. *Applicability and Exemptions.*

1. *Applicability.*

a. All residential developments of five ~~twenty~~ or more units;

~~b. Existing occupied housing in Marina's former Fort Ord.~~

2. *Exemptions.*

a. Residential developments proposed to contain fewer than five ~~twenty~~ units;

b. Market-rate units produced as a density bonus pursuant to Section 17.48.040;

c. Any housing unit or residential development which is damaged or destroyed by fire, natural catastrophes, or act of public enemy, subject to the following conditions:

i. The unit or development is damaged or destroyed to the extent to not more than seventy-five percent of the assessed value thereof, as shown on the latest Monterey County assessment roll, prior to such destruction,

ii. The use of the reconstructed building and number of housing units remain the same as prior to the damage or destruction,

iii. The square footage of the reconstructed building is not increased or reduced by more than ten percent,

iv. The unit or development is reconstructed within four years of the damage or destruction, and

v. Should the reconstructed development result in an increased number of housing units, only the net increase in units shall incur an inclusionary housing requirement.

C. *Inclusionary Housing Requirement.*

1. All new residential development of five ~~twenty~~ or more units and all existing occupied housing in Marina's former Fort Ord shall be required to provide at minimum a specified percentage of housing units affordable to specific income groups according to the affordability distribution set forth in Table 17.48.030-1.

2. Provision of affordable for-sale housing for middle income households is voluntary and incentive-based. The developer must submit a request for incentives as part of the affordable housing plan for review by the director.

Table 17.48.030-1. Inclusionary Housing Requirements

Planning Area	Percentage of Required Affordable Housing by Income				Total Affordable Requirement (Percentage of Total Units)
	Very Low	Low	Moderate	Middle	
Citywide For-Sale or Rental Housing: New Construction or Substantially Rehabilitated	6 Percent	7 Percent	7 Percent	10 Percent—Voluntary and Incentive-Based	20+ percent
Former Fort Ord: Existing Occupied Housing	6 ~~15~~ Percent	7 ~~15~~ Percent	7 ~~10~~ Percent	~~0~~ Percent	20 ~~40~~ Percent[1]

1 Inclusionary housing requirement for existing occupied housing on the former Fort Ord can be fulfilled by providing fewer moderate income housing units than required above if a greater percentage of very low and low income housing units are provided and the total number of very low, low and moderate income units is not less than twenty ~~forty~~ percent.

3. *Existing Housing on Former Fort Ord.*

c. Inclusionary housing requirements for existing occupied housing on the former Fort Ord can be fulfilled with fewer moderate income housing units than specified in Table 17.48.030-1 if a greater percentage of very low and low income housing units are provided and the total number of very low, low and moderate income units is not less than twenty ~~forty~~ percent, and the allocation of the inclusionary units is approved as part of the affordable housing agreement. The trading of units is one-way only from moderate income to low and very low income, or from low income to very low income.

Section 3. California Environmental Act (CEQA).
The proposed action is exempt from the California Environmental Quality Act (CEQA) under Section 15061(b)(3) as there is no reasonable possibility that the adoption of the ordinance will have a significant effect on the environment. Because the proposed action merely updates the Municipal Code to clarify the housing types that are allowed in certain residential zones, subject to a use permit and project-specific environmental review as necessary, there is no possibility that the activity in question may have a significant effect on the environment. No further environmental review is necessary.

Section 4. Severability.
It is the intent of the City Council of the City to supplement applicable state and federal law and not to duplicate or contradict such law and this ordinance shall be construed consistently with that intention. If any section, subsection, subdivision, paragraph, sentence, clause, or phrase of this ordinance, or its application to any person or circumstance, is for any reason held to be invalid or unenforceable, such invalidity or unenforceability shall not affect the validity or enforceability of the remaining sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases of this ordinance, or its application to any other person or circumstance. The City Council declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause, or phrase independently, even if any one or more other sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases were declared invalid or unenforceable.

Section 5. Effective Date.
This ordinance shall be in full force and effect thirty (30) days following its passage and adoption, as certified by the City Clerk.

The foregoing ordinance was introduced and read on the 20th day of May 2025 and was finally adopted on the 3rd day of June 2025, by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

_____
Bruce Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

EXHIBIT A

FINDINGS

Consistent with the General Plan

1) General Plan Policy 5.4 and 5.4.6 - Zoning Ordinance Update. A major revision of the City's existing zoning code is required to implement the General Plan. The initial step should be to thoroughly review and critique the existing code and identify its deficiencies. Changes are required to implement Housing Element policies and programs.

   Evidence: By adopting the revisions to the zoning ordinance as required by Program 2.4 of the Housing Element, the City will be implementing General Plan Policy 5.4.6 which directs city staff to review the Municipal Code for consistency with Housing Element Law.

2) General Plan Policy 5.7 – Housing Availability Ordinances. This policy requires the City to prepare and adopt certain ordinances to address the General Plan objectives of matching housing to the needs of local employees and providing housing to meet the needs of households of all economic levels.

   Evidence: By reducing the housing constraints for special housing needs groups and making the City's inclusionary housing ordinance applicable to more residential development per Program 2.4 of the Housing Element, the City will be implementing General Plan Policy 5.7.

May 27, 2025 Item No. **11a**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of June 3, 2025

CITY COUNCIL CONSIDER INTRODUCING ORDINANCE NO. 2025-, AMENDING THE MARINA MUNICIPAL CODE (MMC), CHAPTER 17, ARTICLE 1, BY AMENDING SECTIONS 17.06 AND 17.08 ALLOWING DAY CARE CENTERS AS PERMITTED USES IN R-1 AND R-2 RESIDENTIAL ZONES, SECTION 17.12 ALLOWING DAY CARE CENTERS AS CONDITIONAL USES IN R-4 RESIDENTIAL ZONE, AND SECTIONS 17.18, 17.20, AND 17.22 TO ALLOW SAME IN C-1, C-2, AND PC COMMERCIAL ZONES AS PRINCIPALLY PERMITTED USES. THE ORDINANCE ALSO AMENDS SECTION 17.42.135.1 BY REMOVING THE CONCENTRATION RESTRICTION FOR SMALL AND LARGE FAMILY CHILD CARE HOMES. THE PROPOSED ORDINANCE IS EXEMPT FROM ENVIRONMENTAL REVIEW PURSUANT TO SECTION 15061(b)(3) OF THE CEQA GUIDELINES.

RECOMMENDATION: It is recommended that the City Council consider:

1. Introducing Ordinance No. 2025-, approving the proposed amendments to Title 17, Article 1**,** by amending Sections 17.06, 17.08, 17.12, 17.18, 17.20, and 17.22 of the Marina Municipal Code pertaining to day care centers and Section 17.42.135.1 pertaining to the concentration restrictions for small and large family childcare homes, as set forth in the proposed Ordinance, **EXHIBIT A**.
2. Finding this action is exempt from environmental review pursuant to Section 15061(B)(3) of the CEQA Guidelines.

BACKGROUND

On November 15, 2022, City Council adopted Ordinance 2022-07 amending Title 17: Zoning Ordinance to meet compliance with State law concerning child care. In 2019, Governor Gavin Newsom signed Senate Bill (SB) 234 that prohibited municipalities from restricting the use of home childcare facilities in residential zones. Ordinance 2022-07 amended sections of the residential zoning code to revise language pertaining to small and large family childcare homes as Permitted uses in all residential districts and Commercial/Multiple-Family Residential District (C-R).

On April 10, 2025, the Marina Planning Commission held a public hearing at which staff presented and received input from the Commission on the proposed amendments to Title 17, Article 1, by amending Sections 17.06, 17.08, 17.12, 17.18, 17.20, and 17.22 of the Marina Municipal Code pertaining to day care centers and Section 17.42.135.1 pertaining to the concentration restrictions for small and large family child care homes. The Planning Commission provided constructive feedback, recommending minor revisions to R-1 and R-2 zoning districts as Permitted uses, and advising the Business Park (BP) as a non-permitted use. Staff has incorporated the feedback in the draft ordinance. The Planning Commission approved Resolution 2025-04 that recommended the City Council adopt changes to Chapter 17 of the Marina Municipal Code as described in the draft ordinance (**EXHIBIT A**).

ANALYSIS

Through the examination of Title 17 of the Marina Municipal Code (MMC), Planning staff identified opportunities for zoning updates that would improve access to childcare by making it easier to establish day care centers in Marina. Currently, the MMC does not permit day care centers in R-1 (Single-Family Residential) and R-4 (Multiple-Family Residential) districts, while allowing them as a Conditional use in R-2 (Duplex Residential) and R-3 (Limited Multiple-Family) districts. Given the growing demand for accessible childcare options and the increasing number of working families in Marina, this amendment proposes to revise the Not Permitted and Conditional uses section in each of these residential zoning districts to allow day care centers as a Permitted use in the R-1 and R-2 zoning districts and as a Conditional use in the R-4 district. Adopting these amendments will expand the availability of childcare facilities in these residential zoning districts and provide families with more convenient options closer to their homes. The amendment does not propose any changes to the R-3 zoning district, which currently allows day care centers as a Conditional use.

Additionally, the amendment proposes to allow for daycare centers as a Permitted use in the C-1 (Retail Business), C-2 (General Commercial), and PC (Planned Commercial) zoning districts. This change helps facilitate the establishment of childcare centers in existing commercial spaces, such as offices and retail locations. Furthermore, there is currently a concentration limitation for large or small family childcare homes that prevents the establishment of a new large or small family child care home within a three-hundred-foot radius of existing large and small family childcare homes. The amendment proposes to remove this concentration restriction. By reducing regulatory barriers, this amendment aims to expand childcare access, support working families, and optimize underutilized commercial properties for community-serving uses.

This item was considered at a noticed public hearing of the Planning Commission on April 10, 2025. The Planning Commission adopted Resolution 2025-04 (**EXHIBIT B**) recommending that the Council approve the proposed amendments.

Current Zoning – Allowed Uses

	R1	R2	R3	R4	CR	C1	C2	PC	BP
Day care centers	**NP**	**C**	**C**	**NP**	**P**	**C**	**NP**	**NP**	**NP**

P – Permitted
C – Conditional Use Permit
NP – Not Permitted

Proposed Zoning – Allowed Uses

	R1	R2	R3	R4	CR	C1	C2	PC	BP
Day care centers	**P**	**P**	**C**	**C**	**P**	**P**	**P**	**P**	**NP**

P – Permitted
C – Conditional Use Permit
NP – Not Permitted

FISCAL IMPACT

There is no fiscal impact.

ENVIROMENTAL REVIEW

The proposed project is exempt from the California Environmental Quality Act (CEQA) under Section 15061(b)(3) of the State CEQA Guidelines. Staff has determined that the exemption applies in this case because the proposed procedural changes would not result in a direct or a

reasonably foreseeable indirect physical change in the environment and the proposed ordinance is covered by the general rule that CEQA applies only to projects which have potential for causing significant effect on the environment. Therefore, the adoption of this ordinance is exempt from CEQA, and no further environmental review is necessary.

CONCLUSION

This request is submitted for City Council consideration and action.

Respectfully submitted

_____

Brian Kim
Assistant Planner
City of Marina

REVIEWED/CONCUR:

_____

Guido Persicone, AICP
Community Development Director
City of Marina

_____

Layne Long
City Manager
City of Marina

EXHIBIT A

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MARINA AMENDING THE MARINA MUNICIPAL CODE (MMC), CHAPTER 17, ARTICLE 1, BY AMENDING SECTIONS 17.06 AND 17.08 ALLOWING DAY CARE CENTERS AS PERMITTED USES IN R-1 AND R-2 RESIDENTIAL ZONES, SECTION 17.12 ALLOWING DAY CARE CENTERS AS CONDITIONAL USES IN R-4 RESIDENTIAL ZONE, AND SECTIONS 17.18, 17.20, AND 17.22 TO ALLOW SAME IN C-1, C-2, AND PC COMMERCIAL ZONES AS PRINCIPALLY PERMITTED USES. THE ORDINANCE ALSO AMENDS SECTION 17.42.135.1 BY REMOVING THE CONCENTRATION RESTRICTION FOR SMALL AND LARGE FAMILY CHILD CARE HOMES. THE PROPOSED ORDINANCE IS EXEMPT FROM ENVIRONMENTAL REVIEW PURSUANT TO SECTION 15061(b)(3) OF THE CEQA GUIDELINES.

-oOo-

THE CITY COUNCIL OF THE CITY OF MARINA DOES HEREBY ORDAIN AS FOLLOWS:

1. The City Council of the City of Marina (City) acknowledges that childcare options in Marina are scarce and costly. As a result, the City Council requested that the Community Development Dept. (CDD) provide amendments to the Marina Municipal Code (MMC) that would increase opportunities for the development of "day care centers", as defined in MMC Sec. 17.04.211.

2. In November, 2022, the City Council adopted amendments bringing the MMC into compliance with State law that allows small and large in-home childcare uses in all of the City's residential zones (Ord. 2022-07). This Ordinance codified State law and allows more opportunities for in-home day care of up to 14 children.

3. On April 10, 2025, the Planning Commission recommended approval of the draft Ordinance with changes that have been incorporated below.

4. The proposed amendments include:

   a. Modifying MMC Sections 17.06.020 (Single-Family Residential or R-1) and 17.08.020 (Duplex Residential or R-2) by adding "Day care centers" as a Permitted use; and

   b. Modifying MMC Section 17.12.030 (Multiple-Family Residential or R-4) by adding "Day care centers" as a Conditional use; and

   c. Modifying MMC Sections 17.18.30 (Retail Business or C-1), 17.20.030 (General Commercial or C-2), and 17.22.030 (Planned Commercial or PC) by adding "Day care centers" as a Permitted use.

d. Modifying MMC Sections 17.42.135.1 (Large and small family child care homes) by removing the concentration restriction for small and large family child care homes.

5. The proposed amendments to Chapter 17 of the MMC are consistent with Section 17.72 (Amendments) in that the amendments are consistent with public necessity and convenience and the general welfare requires such amendments.

6. Environmental. The proposed Ordinance amendments are not subject to environmental review pursuant to the State CEQA Guidelines, California Code of Regulations, Title 14, Article 5, Section 15061(b)(3) because the proposed procedural changes would not result in a direct or a reasonably foreseeable indirect physical change in the environment and the proposed ordinance is covered by the general rule that CEQA applies only to projects which have potential for causing significant effect on the environment. Therefore, the adoption of this ordinance is exempt from CEQA, and no further environmental review is necessary.

7. Effective Date. This Ordinance shall be in full force and effect on thirty (30) days after its final passage and adoption.

8. Severability. If any portion of this Ordinance is found to be unconstitutional or invalid the City Council hereby declares that it would have enacted the remainder of this Ordinance regardless of the absence of any such invalid part.

9. Posting of Ordinance. Within fifteen (15) days after the passage of this Ordinance, the City Clerk shall cause it to be posted in the three (3) public places designated by resolution of the City Council.

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Marina duly held on the 3rd day of June 2025, and was passed and adopted at a regular meeting duly held on the 17th day of June 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

EXHIBIT A

(New text is indicated with underlining, and deleted text is indicated with strikethrough)

…

Chapter 17.06

R-1 OR SINGLE-FAMILY RESIDENTIAL DISTRICT

Sections:

…

17.06.020 R-1-Permitted uses.

…

17.06.020 R-1-Permitted uses.

Uses permitted in the R-1 districts shall be as follows:

A. One single-family dwelling per lot;

B. Accessory dwelling units pursuant to the provisions of Section 17.42.040, except in the Coastal Zone where this provision shall not be effective unless and until approved by the California Coastal Commission;

C. Small residential care homes, including small residential care homes that do not require licensing by the state or county;

D. Large and small family child care homes pursuant to Section 17.42.135;

E. Home occupations pursuant to Section 17.42.110;

F. Transitional housing pursuant to Section 17.04.711;

G. Supportive housing pursuant to Section 17.04.698 and subject to the following review timelines per California Government Code Section 65653(b), as may be amended: The local government shall notify the developer whether the application is complete within thirty days of receipt of an application to develop supportive housing in accordance with this section. The city shall complete its review of the application within sixty days after the application is complete for a project with fifty or fewer units, or within one hundred twenty days after the application is complete for a project with more than fifty units;

H. Employee housing pursuant to Section 17.04.296;

I. Other uses accessory and incidental to residential use pursuant to Section 17.42.040, and those uses accessory and incidental to a residential use located within the R-1/C-P district, including but not limited to: rooming and boarding of not more than two persons; the keeping of not more than four dogs and/or cats; and the keeping of domestic chickens pursuant to Section 17.42.160.

J. Day care centers as defined in Section 17.04.211 and licensed under Title 22, Division 12 of the California Code of Regulations, as such regulations may be amended from time to time.

…

Chapter 17.08

R-2 OR DUPLEX RESIDENTIAL DISTRICT

Sections:

…

17.08.020 R-2-Permitted uses.

17.08.020 R-2-Conditional uses.

…

17.08.020 R-2-Permitted uses.

Uses permitted in the R-2 districts shall be as follows:

A. Single-family dwellings;

B. Accessory dwelling units pursuant to the provisions of Section 17.42.040;

C. Small residential care homes, including small residential care homes that do not require licensing by the state or county;

D. Large and small family child care homes pursuant to Section 17.42.135;

E. Home occupations pursuant to Section 17.42.110;

F. Transitional housing pursuant to Section 17.04.711;

G. Supportive housing pursuant to Section 17.04.698 and subject to the following review timelines per California Government Code Section 65653(b): The city shall notify the developer whether the application is complete within thirty days of receipt of an application to develop supportive housing in accordance with this section. The city shall complete its review of the application within sixty days after the application is complete for a project with fifty or fewer units, or within one hundred twenty days after the application is complete for a project with more than fifty units;

H. Employee housing pursuant to Section 17.04.296;

I. Other uses accessory and incidental to residential use pursuant to Section 17.08.040, including but not limited to: rooming and boarding of not more than two persons; the keeping of not more than four dogs and/or cats; and the keeping of domestic chickens pursuant to Section 17.42.160.

J. Day care centers as defined in Section 17.04.211 and licensed under Title 22, Division 12 of the California Code of Regulations, as such regulations may be amended from time to time.

17.08.020 R-2-Conditional uses.

Uses permitted, subject to first securing a use permit in each case, in the R-2 districts shall be as follows:

A. Large residential care homes, retirement homes, and extended care medical facilities including convalescent facilities and other skilled nursing facilities. Approval shall be pursuant to Section 17.58.040 (Use permit action by appropriate authority).

B. Public and quasi-public uses and buildings, including churches, firehouses, parks and playgrounds, community or recreational centers, schools (public and parochial) or schools accredited to the state school system, and public utility buildings and uses exclusive of corporate, storage or repair yards.

~~C. Day care centers.~~

C. ~~D.~~ Condominium and/or planned unit development projects subject to the provisions of Chapter 17.66.

…

Chapter 17.12

R-4 OR MULTIPLE-FAMILY RESIDENTIAL DISTRICT

Sections:

…

17.12.030 R-4-Conditional uses.

…

17.12.030 R-4-Conditional uses.

Uses permitted, subject to first securing a use permit in each case, in the R-4 districts shall be as follows:

A. Extended care medical facilities, including convalescent homes and other skilled nursing facilities;

B. Public and quasi-public buildings and uses including churches, firehouses, parks and playgrounds, community or recreational centers, schools (public and parochial) or schools accredited to the state school system, and public utility buildings and uses exclusive of corporate, storage or repair yards;

C. Mobile home parks pursuant to Section 17.42.050;

D. Condominium and/or planned development projects subject to the provisions of Chapter 17.66;

E. Single-family dwellings subject to compliance with the provisions of Section 17.12.190; and

F. Large residential care homes or facilities. Approval shall be pursuant to Section 17.58.040 (Use permit action by appropriate authority).

G. Day care centers as defined in Section 17.04.211 and licensed under Title 22, Division 12 of the California Code of Regulations, as such regulations may be amended from time to time.

…

Chapter 17.18

C-1 OR RETAIL BUSINESS DISTRICT

Sections:

…

17.18.020 C-1-Permitted uses.

17.18.030 C-1-Conditional uses.

…

17.18.020 C-1-Permitted uses.

Uses permitted in the C-1 districts shall be as follows:

A. Retail stores conducted within a building, including appliance stores, bakeries (retail only), bookstores, florist shops, food stores, furniture and millinery shops when incidental to the retail sales of such items, radio sales, restaurants, shoe shops, hardware stores and other uses which are of similar character to those enumerated and which will not be detrimental or obnoxious to the neighborhood in which they are to be located;

B. Professional and medical offices;

C. Personal service establishments conducted within a building, including banks, barbershops, beauty parlors, tailor shops, tanning salons, and other establishments of similar character providing services to individuals as a primary use;

D. Studios—art, dance, martial arts, music, etc.;

E. Fitness and health establishments; and

F. Supportive housing pursuant to Section 17.04.698;

G. Transitional housing as defined in Section 17.04.711. (Ord. 2024-06 § 2, 2024; Ord. 2022-07 § 3 (Exh. A), 2022; Ord. 2020-07 § 2, 2020; Ord. 2006-03 § 1 (Exh. A), 2006)

H. Day care centers as defined in Section 17.04.211 and licensed under Title 22, Division 12 of the California Code of Regulations, as such regulations may be amended from time to time.

17.18.030 C-1-Conditional uses.

Uses permitted, subject to first securing a use permit in each case, in the C-1 districts shall be as follows:

A. Hotels and motels;

B. Public and quasi-public uses including schools and churches, and public utility buildings and uses;

C. Animal hospitals, auto repair shops, auto sales, service stations, drive-in restaurants, refreshment stands, theaters, amusement centers, pet shops, launderettes, undertaking establishments, used car sales, used or secondhand goods, business, specialized education, professional or trade schools, membership organization facilities, and other uses which are of a similar character;

D. Storage warehouses when incidental to a use allowed in this district;

E. Multiple-family residential dwellings when part of a mixed use development on a building site;

F. Buildings and building appurtenances extending into the required front yard or the required side yard abutting a public street consistent with a build-to line established for the building site by the planning commission or the city council on appeal. Said build-to line may entirely eliminate the said yard requirements for the location of buildings on building sites located within the retail core area identified in the general plan. Said build-to line may reduce said yard requirements for the location of buildings on building sites located outside said retail core area to no less than five feet;

~~G. Day care centers;~~

G.~~H.~~ Cannabis retailer;

H.~~I.~~ Cannabis manufacturing, cannabis distribution and cannabis testing labs;

I.~~J.~~ Large residential care homes or facilities. Approval shall be pursuant to Section 17.58.040 (Use permit action by appropriate authority).

…

Chapter 17.20

C-2 OR GENERAL COMMERCIAL DISTRICT

Sections:

…

17.20.020 C-2-Permitted uses.

…

17.20.020 C-2-Permitted uses.

Uses permitted in the C-2 districts shall be as follows:

A. Retail stores and shops of light commercial character and conducted within a building, including appliance stores, bakeries (retail only), banks, barbershops, beauty parlors, bookstores, cleaner or laundry agents, dress shops, drugstores, florist shops, food stores, restaurants, furniture and millinery shops when incidental to the retail sales of such items, hardware stores, offices, radio sales, shoe shops, studios, tailor shops, personal service establishments, and other uses which are of similar character to those enumerated and which will not be detrimental or obnoxious to the neighborhood in which they are to be located.

B. Auto laundries, auto repair shops, auto sales (except used cars), boarding kennels, bottling works, carpenter shops, dancing academies, lumber yards, pet shops, paint, paperhanging and decorator shops, plumbing shops, service stations (except those requiring a use permit under Section 17.20.030), storage of household goods, tinsmith shops, undertaking establishments, wholesale stores or storage (except those requiring a use permit under Section 17.20.030).

C. Supportive housing as defined in Section 17.04.698.

D. Transitional housing as defined in Section 17.04.711. (Ord. 2024-06 § 2, 2024; Ord. 2022-07 § 3 (Exh. A), 2022; Ord. 2020-07 § 2, 2020; Ord. 2002-09 § 1, 2002; Zoning Ordinance dated 7/94, 1994)

E. Day care centers as defined in Section 17.04.211 and licensed under Title 22, Division 12 of the California Code of Regulations, as such regulations may be amended from time to time.

…

Chapter 17.22

PC OR PLANNED COMMERCIAL DISTRICT

Sections:

…

17.22.030 PC-Permitted uses.

…

17.22.030 PC-Permitted uses.

Uses permitted in the PC district, subject to first securing a zoning permit in each case, shall be as follows:

A. Retail stores and shops of light commercial character and conducted within a building, including appliance stores, banks, barbershops, beauty parlors, bookstores, cleaner or laundry agents, dress shops, drugstores, food stores, furniture shops, millinery shops, offices, radio sales, restaurants, shoe shops, studios and tailor shops, and other uses which are of similar character to those enumerated and which will not be detrimental or obnoxious to the neighborhood in which they are located.

B. Hotels, clubs, lodges, churches, and public and quasi-public uses and buildings, public utility uses and buildings, service stations, drive-in banks, dancing academies, retail plant nurseries, drive-in restaurants, undertaking establishments, and other uses which are of similar character to those enumerated and which will not be detrimental or obnoxious to the neighborhood in which they are to be located.

C. Supportive housing pursuant to Section 17.04.698.

D. In the Coastal Zone the uses permitted shall be determined by the local coastal land use plan and a coastal development permit shall be required. Such uses shall include but not be limited to visitor-oriented retail and service uses, and accommodations and public access.

E. Transitional housing as defined in Section 17.04.711. (Ord. 2024-06 § 2, 2024; Ord. 2022-07 § 3 (Exh. A), 2022; Ord. 2020-07 § 2, 2020; Zoning Ordinance dated 7/94, 1994)

F. Day care centers as defined in Section 17.04.211 and licensed under Title 22, Division 12 of the California Code of Regulations, as such regulations may be amended from time to time.

…

Chapter 17.42

GENERAL ZONING REGULATIONS

Sections:

…

17.42.135 Large and small family child care homes.

…

17.42.135 Large and small family child care homes.

Large and small family child care homes shall comply with the following standards:

1. *Location ~~and Concentration~~*. Large and small family child care homes shall have vehicular access from a public street or a private street improved to city standards. ~~No large or small family child care home shall be located within a three-hundred-foot radius of an existing large or small family child care home.~~ This requirement may be waived by the community development director if it can be determined that certain physical conditions exist and if the waiver would not be detrimental to the public peace, health, safety and comfort of the affected neighborhood. ~~Examples of physical conditions that may warrant granting of a waiver include the presence of major nonresidential structures or uses between child care facilities or the presence of an arterial between the facilities.~~

2. *Parking—Drop-Off Area.* At least two parking spaces for passenger loading/unloading must be available either on street or off street. If on street, there shall be at least twenty-two feet of legally permitted parking along the frontage of the parcel. If on site, an existing driveway may be used for this purpose. Such parking must not restrict access to neighboring residences. A home located on an arterial shall provide a drop-off/pick-up area designed to prevent vehicles from backing onto the street (e.g., circular driveway).

3. *Noise.* Outdoor activities shall be limited to the hours between eight a.m. and eight p.m. in residential zone districts and between seven a.m. and eight-thirty p.m. in all other zones.

4. *Health and Safety.* Each large and small family child care home shall comply with applicable building and fire codes, as well as with licensing requirements of the state department of social services. Each large family child care home shall receive fire safety clearance from the fire department prior to beginning operations. Consistent with 22 CCR Section 102371(b), as may be amended, fire clearance shall not be required for small family child care homes.

5. *Conforming Use and Building.* The residence must be in compliance with the development standards for the zone, including, but not limited to, minimum building site area, lot coverage, parking, and fencing.

6. *Occupancy Requirement/Property Owner Authorization.* The large or small child care home shall be the principal residence of the provider. If the provider is not the owner of the principal residence, a letter authorizing the use of the residence and site for large or small family child care use shall be obtained from the property owner.

7. *Residential Use.* The facility shall be operated in a manner so as not to appear as a commercial operation. No structural changes shall be approved that will alter the character of the building as a residence.

8. *Number of Children.* The maximum number of children for whom care may be provided at any one time shall be regulated by 12 CCR Section 102416.5, as may be amended. (Ord. 2022-07 § 3 (Exh. A), 2022; Ord. 2020-07 § 2, 2020; Ord. 2006-03 § 1 (Exh. A), 2006)

RESOLUTION NO. 2025-04

AN ORDINANCE AMENDING THE MARINA MUNICIPAL CODE (MMC), CHAPTER 17, ARTICLE 1, BY AMENDING SECTIONS 17.06 AND 17.08 ALLOWING DAY CARE CENTERS AS PERMITTED USES IN RESIDENTIAL ZONES, SECTION 17.12 ALLOWING DAY CARE CENTERS AS CONDITIONAL USES IN RESIDENTIAL ZONE, AND SECTIONS 17.18, 17.20, AND 17.22 TO ALLOW SAME IN CERTAIN COMMERCIAL ZONES AS PRINCIPALLY PERMITTED USES. THE ORDINANCE ALSO AMENDS SECTION 17.42.135.1 BY REMOVING THE CONCENTRATION RESTRICTION FOR SMALL AND LARGE FAMILY CHILD CARE HOMES. THE PROPOSED ORDINANCE IS EXEMPT FROM ENVIRONMENTAL REVIEW PURSUANT TO SECTION 15061(b)(3) OF THE CEQA GUIDELINES.

WHEREAS, the Community Development Dept. (CDD) of the City of Marina (City), through its regular use and implementation of the Marina Municipal Code (MMC), finds that zoning should be updated for increased access to childcare facilities;

WHEREAS, the CDD recommends amendments to MMC Chapter 17, Article 1 Sections 17.06.020 (Single-Family Residential or R-1) and 17.08.020 (Duplex Residential or R-2) as a Permitted use;

WHEREAS, the CDD recommends amendments to MMC Chapter 17, Article 1 Section 17.12.030 (Multiple-Family Residential or R-4) by adding "Day care centers" as a Conditional use;

WHEREAS, the CDD recommends amendments to MMC Chapter 17, Article 1 Sections 17.18.30 (Retail Business or C-1), 17.20.030 (General Commercial or C-2), and 17.22.030 (Planned Commercial or PC) by adding "Day care centers" as a Permitted use;

WHEREAS, the CDD recommends amendments to MMC Chapter 17, Article 1 Sections 17.42.135.1 (Large and small family child care homes) by removing the concentration restriction for small and large family child care homes;

WHEREAS, the proposed amendments to Chapter 17 of the MMC are included in the draft ordinance referenced herein as Exhibit A;

WHEREAS, the proposed amendments to Chapter 17 of the MMC are consistent with Section 17.72 (Amendments);

WHEREAS, the findings and conclusions made by the Planning Commission in this resolution are based upon the oral and written evidence presented as well as the entirety of the administrative record for the proposed amendment, which is incorporated herein by this reference. The findings are not based solely on the information provided in this resolution;

WHEREAS, the project is exempt from CEQA per Section 15061(b)(3) because the proposed procedural changes would not result in a direct or a reasonably foreseeable indirect physical change in the environment and the proposed ordinance is covered by the general rule that CEQA applies only to projects which have potential for causing significant effect on the environment.

NOW THEREFORE BE IT RESOLVED that the Planning Commission does hereby recommend that the City Council adopt changes to Chapter 17 of the Marina Municipal Code as described in the draft ordinance referenced herein as Exhibit A.

PASSED AND ADOPTED by the Planning Commission of the City of Marina at a regular meeting duly held on the 10th day of April 2025, by the following vote:

AYES, COMMISSIONERS: Woodson, Walton, St. John, Cheng
NOES, COMMISSIONERS:
ABSENT, COMMISSIONERS: Baron, Jacobsen, Rana
ABSTAIN, COMMISSIONERS:

Glenn Woodson, Chair

ATTEST:

Guido Persicone, AICP
Community Development Director
City of Marina

ORDINANCE NO.

AN ORDINANCE AMENDING THE MARINA MUNICIPAL CODE (MMC), CHAPTER 17, ARTICLE 1, BY AMENDING SECTIONS 17.06 AND 17.08 ALLOWING DAY CARE CENTERS AS PERMITTED USES IN RESIDENTIAL ZONES, SECTION 17.12 ALLOWING DAY CARE CENTERS AS CONDITIONAL USES IN RESIDENTIAL ZONE, AND SECTIONS 17.18, 17.20, AND 17.22 TO ALLOW SAME IN CERTAIN COMMERCIAL ZONES AS PRINCIPALLY PERMITTED USES. THE ORDINANCE ALSO AMENDS SECTION 17.42.135.1 BY REMOVING THE CONCENTRATION RESTRICTION FOR SMALL AND LARGE FAMILY CHILD CARE HOMES. THE PROPOSED ORDINANCE IS EXEMPT FROM ENVIRONMENTAL REVIEW PURSUANT TO SECTION 15061(b)(3) OF THE CEQA GUIDELINES.

-oOo-

THE CITY COUNCIL OF THE CITY OF MARINA DOES HEREBY ORDAIN AS FOLLOWS:

1. The City Council of the City of Marina (City) acknowledges that childcare options in Marina are scarce and costly. As a result, the City Council requested that the Community Development Dept. (CDD) provide amendments to the Marina Municipal Code (MMC) that would increase opportunities for the development of "day care centers", as defined in MMC Sec. 17.04.211.

2. In November, 2022, the City Council adopted amendments bringing the MMC into compliance with State law that allows small and large in-home childcare uses in all of the City's residential zones (Ord. 2022-07). This Ordinance codifies State law and allows more opportunities for in-home day care of up to 14 children.

3. The proposed amendments include:

    a. Modifying MMC Sections 17.06.020 (Single-Family Residential or R-1) and 17.08.020 (Duplex Residential or R-2) by adding "Day care centers" as a Permitted use; and

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b. Modifying MMC Section 17.12.030 (Multiple-Family Residential or R-4) by adding "Day care centers" as a Conditional use; and

c. Modifying MMC Sections 17.18.30 (Retail Business or C-1), 17.20.030 (General Commercial or C-2), and 17.22.030 (Planned Commercial or PC) by adding "Day care centers" as a Permitted use.

d. Modifying MMC Sections 17.42.135.1 (Large and small family child care homes) by removing the concentration restriction for small and large family child care homes.

4. The proposed amendments to Chapter 17 of the MMC are consistent with Section 17.72 (Amendments).

5. Environmental. The proposed Ordinance amendments are not subject to environmental review pursuant to the State CEQA Guidelines, California Code of Regulations, Title 14, Article 5, Section 15061(b)(3) because the proposed procedural changes would not result in a direct or a reasonably foreseeable indirect physical change in the environment and the proposed ordinance is covered by the general rule that CEQA applies only to projects which have potential for causing significant effect on the environment. Therefore, the adoption of this ordinance is exempt from CEQA, and no further environmental review is necessary.

6. Effective Date. This Ordinance shall be in full force and effect on thirty (30) days after its final passage and adoption.

7. Severability. If any portion of this Ordinance is found to be unconstitutional or invalid the City Council hereby declares that it would have enacted the remainder of this Ordinance regardless of the absence of any such invalid part.

8. Posting of Ordinance. Within fifteen (15) days after the passage of this Ordinance, the City Clerk shall cause it to be posted in the three (3) public places designated by resolution of the City Council.

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The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Marina duly held on _____, 2025, and was passed and adopted at a regular meeting duly held on _____, 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:_____
Anita Sharp, Deputy City Clerk

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Exhibit A

(New text is indicated with underlining, and deleted text is indicated with strikethrough)

…

Chapter 17.06

R-1 OR SINGLE-FAMILY RESIDENTIAL DISTRICT

Sections:

…

17.06.020 R-1-Permitted uses.

…

17.06.020 R-1-Permitted uses.

Uses permitted in the R-1 districts shall be as follows:

A. One single-family dwelling per lot;

B. Accessory dwelling units pursuant to the provisions of Section 17.42.040, except in the Coastal Zone where this provision shall not be effective unless and until approved by the California Coastal Commission;

C. Small residential care homes, including small residential care homes that do not require licensing by the state or county;

D. Large and small family child care homes pursuant to Section 17.42.135;

E. Home occupations pursuant to Section 17.42.110;

F. Transitional housing pursuant to Section 17.04.711;

G. Supportive housing pursuant to Section 17.04.698 and subject to the following review timelines per California Government Code Section 65653(b), as may be amended: The local government shall notify the developer whether the application is complete within thirty days of receipt of an application to develop supportive housing in accordance with this section. The city shall complete its review of the application within sixty days after the application is complete for a project with fifty or fewer units, or within one hundred twenty days after the application is complete for a project with more than fifty units;

H. Employee housing pursuant to Section 17.04.296;

I. Other uses accessory and incidental to residential use pursuant to Section 17.42.040, and those uses accessory and incidental to a residential use located within the R-1/C-P district, including but not limited to: rooming and boarding of not more than two persons; the keeping of not more than four dogs and/or cats; and the keeping of domestic chickens pursuant to Section 17.42.160.

J. Day care centers as defined in Section 17.04.211 and licensed under Title 22, Division 12 of the California Code of Regulations, as may be amended.

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…

Chapter 17.12

R-2 OR DUPLEX RESIDENTIAL DISTRICT

Sections:

…

17.08.020 R-2-Permitted uses.

…

17.08.020 R-2-Permitted uses.

Uses permitted in the R-2 districts shall be as follows:

A. Single-family dwellings;

B. Accessory dwelling units pursuant to the provisions of Section 17.42.040;

C. Small residential care homes, including small residential care homes that do not require licensing by the state or county;

D. Large and small family child care homes pursuant to Section 17.42.135;

E. Home occupations pursuant to Section 17.42.110;

F. Transitional housing pursuant to Section 17.04.711;

G. Supportive housing pursuant to Section 17.04.698 and subject to the following review timelines per California Government Code Section 65653(b): The city shall notify the developer whether the application is complete within thirty days of receipt of an application to develop supportive housing in accordance with this section. The city shall complete its review of the application within sixty days after the application is complete for a project with fifty or fewer units, or within one hundred twenty days after the application is complete for a project with more than fifty units;

H. Employee housing pursuant to Section 17.04.296;

I. Other uses accessory and incidental to residential use pursuant to Section 17.08.040, including but not limited to: rooming and boarding of not more than two persons; the keeping of not more than four dogs and/or cats; and the keeping of domestic chickens pursuant to Section 17.42.160.

J. Day care centers as defined in Section 17.04.211 and licensed under Title 22, Division 12 of the California Code of Regulations, as may be amended.

…

Chapter 17.12

R-4 OR MULTIPLE-FAMILY RESIDENTIAL DISTRICT

Sections:

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…

17.12.030 R-4-Conditional uses.

…

17.12.030 R-4-Conditional uses.

Uses permitted, subject to first securing a use permit in each case, in the R-4 districts shall be as follows:

A. Extended care medical facilities, including convalescent homes and other skilled nursing facilities;

B. Public and quasi-public buildings and uses including churches, firehouses, parks and playgrounds, community or recreational centers, schools (public and parochial) or schools accredited to the state school system, and public utility buildings and uses exclusive of corporate, storage or repair yards;

C. Mobile home parks pursuant to Section 17.42.050;

D. Condominium and/or planned development projects subject to the provisions of Chapter 17.66;

E. Single-family dwellings subject to compliance with the provisions of Section 17.12.190; and

F. Large residential care homes or facilities. Approval shall be pursuant to Section 17.58.040 (Use permit action by appropriate authority).

G. Day care centers as defined in Section 17.04.211 and licensed under Title 22, Division 12 of the California Code of Regulations, as may be amended.

…

Chapter 17.18

C-1 OR RETAIL BUSINESS DISTRICT

Sections:

…

17.18.020 C-1-Permitted uses.

…

17.18.020 C-1-Permitted uses.

Uses permitted in the C-1 districts shall be as follows:

A. Retail stores conducted within a building, including appliance stores, bakeries (retail only), bookstores, florist shops, food stores, furniture and millinery shops when incidental to the retail sales of such items, radio sales, restaurants, shoe shops, hardware stores and other uses which are

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of similar character to those enumerated and which will not be detrimental or obnoxious to the neighborhood in which they are to be located;

B. Professional and medical offices;

C. Personal service establishments conducted within a building, including banks, barbershops, beauty parlors, tailor shops, tanning salons, and other establishments of similar character providing services to individuals as a primary use;

D. Studios—art, dance, martial arts, music, etc.;

E. Fitness and health establishments; and

F. Supportive housing pursuant to Section 17.04.698;

G. Transitional housing as defined in Section 17.04.711. (Ord. 2024-06 § 2, 2024; Ord. 2022-07 § 3 (Exh. A), 2022; Ord. 2020-07 § 2, 2020; Ord. 2006-03 § 1 (Exh. A), 2006)

H. Day care centers as defined in Section 17.04.211 and licensed under Title 22, Division 12 of the California Code of Regulations, as may be amended.

…

Chapter 17.20

C-2 OR GENERAL COMMERCIAL DISTRICT

Sections:

…

17.20.020 C-2-Permitted uses.

…

17.20.020 C-2-Permitted uses.

Uses permitted in the C-2 districts shall be as follows:

A. Retail stores and shops of light commercial character and conducted within a building, including appliance stores, bakeries (retail only), banks, barbershops, beauty parlors, bookstores, cleaner or laundry agents, dress shops, drugstores, florist shops, food stores, restaurants, furniture and millinery shops when incidental to the retail sales of such items, hardware stores, offices, radio sales, shoe shops, studios, tailor shops, personal service establishments, and other uses which are of similar character to those enumerated and which will not be detrimental or obnoxious to the neighborhood in which they are to be located.

B. Auto laundries, auto repair shops, auto sales (except used cars), boarding kennels, bottling works, carpenter shops, dancing academies, lumber yards, pet shops, paint, paperhanging and decorator shops, plumbing shops, service stations (except those requiring a use permit under Section 17.20.030), storage of household goods, tinsmith shops, undertaking establishments, wholesale stores or storage (except those requiring a use permit under Section 17.20.030).

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C. Supportive housing as defined in Section 17.04.698.

D. Transitional housing as defined in Section 17.04.711. (Ord. 2024-06 § 2, 2024; Ord. 2022-07 § 3 (Exh. A), 2022; Ord. 2020-07 § 2, 2020; Ord. 2002-09 § 1, 2002; Zoning Ordinance dated 7/94, 1994)

E. Day care centers as defined in Section 17.04.211 and licensed under Title 22, Division 12 of the California Code of Regulations, as may be amended.

…

Chapter 17.22

PC OR PLANNED COMMERCIAL DISTRICT

Sections:

…

17.22.030 PC-Permitted uses.

…

17.22.030 PC-Permitted uses.

Uses permitted in the PC district, subject to first securing a zoning permit in each case, shall be as follows:

A. Retail stores and shops of light commercial character and conducted within a building, including appliance stores, banks, barbershops, beauty parlors, bookstores, cleaner or laundry agents, dress shops, drugstores, food stores, furniture shops, millinery shops, offices, radio sales, restaurants, shoe shops, studios and tailor shops, and other uses which are of similar character to those enumerated and which will not be detrimental or obnoxious to the neighborhood in which they are located.

B. Hotels, clubs, lodges, churches, and public and quasi-public uses and buildings, public utility uses and buildings, service stations, drive-in banks, dancing academies, retail plant nurseries, drive-in restaurants, undertaking establishments, and other uses which are of similar character to those enumerated and which will not be detrimental or obnoxious to the neighborhood in which they are to be located.

C. Supportive housing pursuant to Section 17.04.698.

D. In the Coastal Zone the uses permitted shall be determined by the local coastal land use plan and a coastal development permit shall be required. Such uses shall include but not be limited to visitor-oriented retail and service uses, and accommodations and public access.

E. Transitional housing as defined in Section 17.04.711. (Ord. 2024-06 § 2, 2024; Ord. 2022-07 § 3 (Exh. A), 2022; Ord. 2020-07 § 2, 2020; Zoning Ordinance dated 7/94, 1994)

F. Day care centers as defined in Section 17.04.211 and licensed under Title 22, Division 12 of the California Code of Regulations, as may be amended.

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Chapter 17.42

GENERAL ZONING REGULATIONS

Sections:

…

17.42.135 Large and small family child care homes.

…

17.42.135 Large and small family child care homes.

Large and small family child care homes shall comply with the following standards:

1. *Location ~~and Concentration~~.* Large and small family child care homes shall have vehicular access from a public street or a private street improved to city standards. ~~No large or small family child care home shall be located within a three-hundred-foot radius of an existing large or small family child care home.~~ This requirement may be waived by the community development director if it can be determined that certain physical conditions exist and if the waiver would not be detrimental to the public peace, health, safety and comfort of the affected neighborhood. ~~Examples of physical conditions that may warrant granting of a waiver include the presence of major nonresidential structures or uses between child care facilities or the presence of an arterial between the facilities.~~

2. *Parking—Drop-Off Area.* At least two parking spaces for passenger loading/unloading must be available either on street or off street. If on street, there shall be at least twenty-two feet of legally permitted parking along the frontage of the parcel. If on site, an existing driveway may be used for this purpose. Such parking must not restrict access to neighboring residences. A home located on an arterial shall provide a drop-off/pick-up area designed to prevent vehicles from backing onto the street (e.g., circular driveway).

3. *Noise.* Outdoor activities shall be limited to the hours between eight a.m. and eight p.m. in residential zone districts and between seven a.m. and eight-thirty p.m. in all other zones.

4. *Health and Safety.* Each large and small family child care home shall comply with applicable building and fire codes, as well as with licensing requirements of the state department of social services. Each large family child care home shall receive fire safety clearance from the fire department prior to beginning operations. Consistent with 22 CCR Section 102371(b), as may be amended, fire clearance shall not be required for small family child care homes.

5. *Conforming Use and Building.* The residence must be in compliance with the development standards for the zone, including, but not limited to, minimum building site area, lot coverage, parking, and fencing.

6. *Occupancy Requirement/Property Owner Authorization.* The large or small child care home shall be the principal residence of the provider. If the provider is not the owner of the principal

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residence, a letter authorizing the use of the residence and site for large or small family child care use shall be obtained from the property owner.

7. *Residential Use.* The facility shall be operated in a manner so as not to appear as a commercial operation. No structural changes shall be approved that will alter the character of the building as a residence.

8. *Number of Children.* The maximum number of children for whom care may be provided at any one time shall be regulated by 12 CCR Section 102416.5, as may be amended. (Ord. 2022-07 § 3 (Exh. A), 2022; Ord. 2020-07 § 2, 2020; Ord. 2006-03 § 1 (Exh. A), 2006)

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May 5, 2025 Item No. **11b**

Honorable Mayor and Members of the Marina City Council

City Council Meeting of June 3, 2025

CITY COUNCIL OPEN A PUBLIC HEARING AND INTRODUCE ORDINANCE NO. 2025-, MODIFYING TITLE 17 (ZONING ORDINANCE) TO IMPLEMENT PROGRAM 3.3 (DESIGN REVIEW PROCESS REQUIREMENTS AND DESIGN THRESHOLDS) OF THE HOUSING ELEMENT. THIS ACTION IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO SECTION 15061(B)(3) OF THE CEQA GUIDELINES

RECOMMENDATION: It is recommended that the City Council consider:

1. Open a public hearing and introduce Ordinance No. 2025-, amending the Zoning Code (Title 17) to implement Program 3.3 (Design Review Process Requirements and Design Thresholds) of the Housing Element.
2. Find that the action is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3).

BACKGROUND

On April 11, 2024 the Marina Sixth Cycle Housing Element was certified by the California Department of Housing and Community Development (State HCD). Per the programs of the Housing Element the City must take specific action steps every year to maintain certification with the State. In 2024, six separate actions will be required to be completed by the end of the calendar year. One action is the implementation of Program 3.3 of the Housing Element which requires a text amendment to several provisions of the Zoning Code (Title 17) of the Marina Municipal Code, as described below.

DISCUSSION

Design Review Board-in recent years, in response to the State's housing crisis, approximately sixty-one housing bills have been adopted with the primary aim of streamlining the review and approval of housing projects. For the past five years, the Planning Commission has subsumed the role of the Design Review Board (DRB). This was done initially as a response to the COVID 19 pandemic and has continued to the present day. Several projects that required a design review permit have occurred during this time and the Planning Commission has deliberated in a similar manner to the Design Review Board (DRB) by reviewing architectural plans for consistency with the City's adopted rules and regulations, the overall design, and the relationship of buildings to existing neighborhoods. Program 3.3 of the Housing Element would officially subsume the duties of the DRB into the Planning Commission which would officially streamline the review of housing projects consistent with recent changes to state law. Additionally, with the adoption of objective design standards in April of 2024, the City's ability to deny eligible housing projects is limited, further limiting the need for the DRB moving forward.

Design Review Thresholds-The proposed text amendments also provide streamlining provisions to our development customers on which projects would require a public hearing and those that will be approved at a staff level. Currently, the zoning code is ambiguous on the design review threshold, and it is important to clarify this for applicants moving forward.

ENVIROMENTAL REVIEW

The proposed project is exempt from the California Environmental Quality Act (CEQA) under Section 15061(b)(3) as the adoption of the ordinance will have no reasonable possibility that the project will have a significant effect on the environment. Because the proposed action merely updates the Municipal Code to clarify that certain housing types are allowed in certain residential zones, subject to a use permit and project-specific environmental review as necessary, there is no possibility that the activity in question may have a significant effect on the environment. No further environmental review is necessary.

CONCLUSION

City staff are recommending approval of the contract so work can begin in earnest on the maintenance plan for this park.

Respectfully submitted

_____

Guido F. Persicone, AICP
Community Development Director
City of Marina

REVIEWED BY:

_____

Layne Long
City Manager
City of Marina

ORDINANCE NO. 2025-

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MARINA AMENDING TITLE 17 (ZONING CODE) OF THE MARINA MUNICIPAL CODE TO IMPLEMENT PROGRAM 3.3 OF THE HOUSING ELEMENT

WHEREAS, on April 11, 2024 the California Department of Housing and Community Development (State HCD) certified the Sixth Cycle Marina Housing Element; and

WHEREAS, City of Marina is obligated by the programs of the Housing Element to implement several policies and ordinance modifications in 2025 to remain compliant with the City's Housing Element, and/or the Housing Element law; and

WHEREAS, reducing barriers to the development of more housing is a key objective of the Sixth Cycle Housing Element; and

WHEREAS, State HCD has indicated during this cycle that lengthy processing time, unclear permitting procedures, layered reviews, multiple discretionary review requirements, and costly conditions of approval increase the cost of housing, create uncertainty in the development of project and increase the overall financial risk by developers; and

WHEREAS, since 2020 the Planning Commission has subsumed the role of the Design Review Board (DRB) by reviewing housing projects for consistency with the City's adopted goals and policies; and

WHEREAS, Program 3.3 of the Housing Element directs the City to adopt amendments to the Title 17 (Zoning Code) to further streamline the development of housing projects by making the Planning Commission's roles in reviewing housing projects officially codified in the Municipal Code.;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MARINA DOES ORDAIN AS FOLLOWS:

Section 1. Findings.

The City Council finds and determines the recitals set forth above to be true and correct and by this reference, incorporates the same herein as findings.

Section 2. Title 17, Zoning, of the Marina City Code is hereby amended to read as follows. ~~Strikethrough~~ identify deletions to the text~~;~~ underlines indicate additional language added to the text.

Chapter 2.12 COMMISSIONS

2.12.020 Duties and powers of the commissions.

[. . .]

D. The planning commission shall be an advisory body to the city council regarding the overall coordination of land use in the city and shall specifically perform those duties described in the ordinances and codes of the city.

1. Subcommittees~~:~~ ~~Design review board~~ ~~and t~~ Tree committee. (Ord. 2006-05 § 1, 2006)

Chapter 17.06 R-1 OR SINGLE-FAMILY RESIDENTIAL DISTRICT

17.06.050 Building height.

A. Maximum building height limit in the R-1 districts shall be thirty feet for main buildings and sixteen feet for accessory buildings not intended for living purposes, except that approval by the ~~site and architectural design review board~~ planning commission shall be obtained prior to the construction of any accessory building over twelve feet in height, or if any portion within five feet of any lot line is over ten feet in height. Any action taken by the ~~site and architectural design review board~~ planning commission may be appealed, in writing, to the ~~planning commission~~ city council within ten days of such action. ~~Any action taken by the planning commission may be appealed, in writing, to the city council within ten days of such action~~.

[. . .]

Chapter 17.08 R-2 OR DUPLEX RESIDENTIAL DISTRICT

17.08.050 Building height.

A. Maximum building height limit in the R-2 districts shall be thirty feet for main buildings and sixteen feet for accessory buildings not intended for living purposes, except that approval by the ~~site and architectural design review board~~ planning commission shall be obtained prior to the construction of any accessory building over twelve feet in height, or if any portion within five feet of any lot line is over ten feet in height. Any action taken by the ~~site and architectural design review board~~ planning commission may be appealed, in writing, to the ~~planning commission~~ city council within ten days of such action. ~~Any action taken by the planning commission may be appealed, in writing, to the city council within ten days of such action.~~

[. . .]

Chapter 17.20 C-2 OR GENERAL COMMERCIAL DISTRICT

17.20.030 Conditional uses.

Uses permitted, subject to first securing a use permit in each case, in the C-2 districts shall be as follows:

[. . .]

G. Single-family, duplex and multiple-family residential dwellings limited to studio and one-bedroom units with a minimum of five hundred twenty-five square feet and a maximum of nine hundred square feet to a maximum density of one unit per five thousand square feet of lot area

within the same building as commercial uses on the site and located above those commercial uses. Such residential uses shall be permitted subject to ~~site and architectural design review~~ planning commission approval. However, if residential use is existing or approved for a site, only those uses identified in Section 17.20.020(A) shall be allowed on the same site and all other permitted uses and all conditional uses listed in this chapter shall not be permitted on the site;

[. . .]

Chapter 17.26 P OR BUSINESS PARK AND PLANNED INDUSTRIAL SMALL LOT COMBINING DISTRICT

17.26.050 Front yard.

Minimum front yard setbacks for buildings required in the P district shall be ten percent of the average lot depth with a minimum of fifteen feet required and a maximum of thirty feet required. However, as an alternative to the minimum setbacks for buildings as provided above in this section and as provided in Section 17.26.070, the building setbacks for buildings adjacent to a public street may be established on approved subdivision map recorded in the office of the recorder of the county or by an approved general development plan. Said alternative building setbacks shall show or describe both minimum and maximum building setbacks adjacent to all public streets in accordance with the approved general development plan. Such alternatives shall only be granted to accomplish specific urban design objectives defined by the project proponent and approved by the ~~site and architectural design review board~~ planning commission. (Ord. 2020-07 § 2, 2020; Ord. 96-12 § 1, 1996; Ord. 95-8 § 3, 1995; Zoning Ordinance dated 7/94, 1994)

17.26.060 Interior side yard.

In the P district, side yards which are not adjacent to a public street shall be required to be a minimum of five percent of the average lot width with the smallest acceptable required yard being equal to one-half the height of the adjacent building wall and the largest required yard being twenty feet. All portions of the required yard without driveways, parking or loading areas shall be landscaped to the satisfaction of the ~~design review board~~ planning commission. However, in the case of a lot under one acre, one interior side yard or rear yard shall be allowed to have a zero-foot setback. (Ord. 2020-07 § 2, 2020; Ord. 95-8 § 3, 1995; Zoning Ordinance dated 7/94, 1994)

17.26.070 Exterior side yard.

Minimum exterior side yard setbacks for buildings required in the P district shall be ten percent of the average lot depth with a minimum of fifteen feet required and a maximum of thirty feet required. However, as an alternative to the minimum setbacks for buildings as provided above in this section and as provided in Section 17.26.050, the building setbacks for buildings adjacent to a public street may be established on approved subdivision map recorded in the office of the recorder of the county or by an approved general development plan. Said alternative building setbacks shall show or describe both minimum and maximum building setbacks adjacent to all public streets in accordance with the approved general development plan. Such alternatives shall only be granted to accomplish specific urban design objectives defined by the project proponent and approved by the ~~site and architectural design review board~~ planning commission. (Ord.

2020-07 § 2, 2020; Ord. 96-12 § 1, 1996; Ord. 95-8 § 3, 1995; Zoning Ordinance dated 7/94, 1994)

17.26.080 Rear yard.

Minimum rear yard required in the P district shall be five percent of the average lot depth with the smallest acceptable required yard being equal to one-half the height of the adjacent building wall and the largest required yard being twenty feet. That portion of the yard which is five or more feet from the lot line may be used for required parking. All portions of the required yard without parking shall be landscaped to the satisfaction of the ~~design review board~~ planning commission. (Ord. 2020-07 § 2, 2020; Ord. 95-8 § 3, 1995; Zoning Ordinance dated 7/94, 1994)

17.26.090 District boundary buffer.

When the district buffer coincides with other yards required in the P district, the provisions of this section shall control except where the district boundary is adjacent to property planned for industrial uses. Minimum distance from the P district boundary to any building within the district shall be twenty feet, all of which shall be landscaped to the satisfaction of the ~~design review board~~ planning commission. However, when the district boundary line is adjacent to a railroad right-of-way, only the first four feet adjacent to the right-of-way shall be required to be landscaped. Further, when the approved general development plan orients outdoor parking and truck loading facilities away from the district boundary, the planning commission may reduce the width of the landscaped area within the district boundary buffer to as little as ten feet total width when deemed necessary by the planning commission to accomplish landscape screening to the satisfaction of the ~~design review board~~ planning commission. (Ord. 2020-07 § 2, 2020; Ord. 95-8 § 3, 1995; Zoning Ordinance dated 7/94, 1994)

Chapter 17.28 M OR INDUSTRIAL DISTRICT

17.28.090 Front yard.

Minimum front yard required in the M districts shall be thirty feet which shall be landscaped to the satisfaction of the ~~site and architectural design review board~~ planning commission. (Ord. 2020-07 § 2, 2020; Zoning Ordinance dated 7/94, 1994)

17.28.100 Side yard.

Minimum side yard required in the M districts shall be ten feet which shall be landscaped to the satisfaction of the ~~site and architectural design review board~~ planning commission. (Ord. 2020-07 § 2, 2020; Zoning Ordinance dated 7/94, 1994)

17.28.110 Rear yard.

Minimum rear yard required in the M districts shall be twenty feet which shall be landscaped to the satisfaction of the ~~site and architectural design review board~~ planning commission. (Ord. 2020-07 § 2, 2020; Zoning Ordinance dated 7/94, 1994)

17.28.130 Special regulations and yards.

A thirty-foot yard shall be provided along any property line adjacent to or abutting any residential zoning district notwithstanding any provisions contained herein. Said thirty-foot yard shall be heavily landscaped; in addition, sound attenuation or deadening devices or structures shall be provided as deemed necessary by the director of planning, ~~the site and architectural design review board,~~ the planning commission or city council. The purpose of this section is to protect residential areas located adjacent to zoning districts from deleterious or objectionable impacts that may be associated with uses which could locate in the M zoning district. (Ord. 2020-07 § 2, 2020; Zoning Ordinance dated 7/94, 1994)

17.28.140 Landscaping.

All required landscaping in the M district shall be subject to the following regulations:

A. All landscaped areas shall be accessible for purposes of maintenance to the satisfaction of the ~~site and architectural design review board~~ planning commission.
[. . .]

Chapter 17.30 AIRPORT DISTRICT

17.30.040 Parking, loading, service areas and screening service areas, and screening.

A. *General Standards.*
[. . .]
7. For buildings within the A-2 district which were in existence on January 1, 2003, loading areas within three hundred feet of the right-of-way of either Imjin or Neeson Roads shall be screened if and as determined necessary by the ~~site and architectural design review board or the appropriate appellate body under Section~~ 17.56.060 planning commission. Other loading areas for buildings which were in existence on January 1, 2003, are not required to be screened.
[. . .]

Chapter 17.38 MHR OR MARINA HEIGHTS RESIDENTIAL DISTRICT

17.38.100 Site and architectural review.

In the MHR district, the development of individual lots shall be subject to site and architectural design review procedures in Chapter 17.56. ~~Sections 5 through 17.56.060. (Ord. 2020-07 § 2, 2020; Ord. 2004-05 § 1, 2004)~~

Chapter 17.40 COASTAL ZONING

~~Sections:~~

17.40.120 General coastal zoning regulations.

[. . .]

12. *Water Facilities.*

a. Water facilities, including wells and storage tanks, serving less than three domestic users are permitted in any zoning district.

b. Water facilities, including wells and storage tanks, serving three or four domestic users are permitted in any zoning district upon approval by the ~~design review board~~ planning commission as to the location, access, landscaping and color of storage tanks. Such uses shall be subject to a coastal permit.
[. . .]

[Subsection I] ~~(~~2~~)~~. *Satellite Antenna Requirements—Residential Districts.* In residential districts:
a. The ~~site and architectural design review board~~ planning commission shall be the primary reviewing body of applications to install satellite dish antennas. It shall ensure that each application is consistent with the provisions and intent of this chapter prior to approval.
[. . .]

[Subsection I] ~~(~~4~~)~~. *Development Standards.*

a. The planning commission ~~and/or site and architectural design review board~~ may add any conditions to a permit necessary to achieve the compatibility of satellite dish antennas with its neighborhood.

b. All satellite dish antennas located in residential districts shall be located to minimize the visual impact on surrounding properties and from public rights-of-way and adjacent properties by use of screens, fences and/or landscaping without impeding the efficiency of the dish, to the satisfaction of the planning commission or on appeal the city council ~~on appeal, or site and architectural design review board.~~
[. . .]
[Subsection I] 5. *Limitation.* Certain parcels of land in the city may not be able to accommodate satellite dish antennas because of unique terrain problems and/or adverse effects on the surrounding neighborhood. In such instances, ~~the site and architectural design review board or~~ the planning commission may withhold approval to construct, install and/or maintain a satellite dish antenna.
[. . .]

[Subsection I] 7. *Appeals.* Any action taken by the ~~site and architectural design review board~~ planning commission may be appealed, in writing, to the ~~planning commission~~ city council within ten days of said action. ~~Any action taken by the planning commission may be appealed, in writing, to the city council within ten days of said action.~~

[. . .]

17.40.200 C-P or coastal development permit combining district.

[. . .]
E Coastal Development Permits

[. . .]

3. *Granting.* In considering an application for a coastal development permit the planning commission shall consider and give due regard to the Marina general plan and local coastal land

use and implementation plans. The planning commission shall determine whether or not the establishment, maintenance and operation of the use applied for will, under the circumstances of the particular case, be consistent with the general plan and local coastal land use and implementation plans, based upon the following findings that the project will:

a. Not impair major view corridors towards the sea from Highway 1 parallel to the sea, including the planning guidelines listed in the LCLUP;

b. Be subject to approval of the ~~site and architectural design review board~~ planning commission, including the planning guidelines listed in the LCLUP;
[. . .]

J. *Issuance of Administrative Coastal Development Permit by the Director of Planning.*

1. *Definition.* An administrative coastal development permit is a coastal permit issued by the director of planning which does not become effective until its issuance is reported to the city council. If one-third of the members of the city council so request, issuance of the administrative permit shall not become effective and, at the applicant's request, the application shall be considered as a regular coastal development permit at the next regularly scheduled meeting of the city council.

2. *Applicability.*

a. Following the review of a coastal permit application by the director of planning, said official shall have the authority to issue a coastal permit by virtue of Section 30624 of the California Coastal Act for the following nonemergency developments:

i. Improvements to any existing structure;

ii. Any single-family dwelling;

iii. Any other developments not in excess of one hundred thousand dollars, other than any division of land;

iv. Any development of four dwelling units or less that does not require demolition.

However, said authority of the director of planning shall not apply to that development which is within the Coastal Commission's continuing permit jurisdiction pursuant to Coastal Act Section 30519 or appealable to the Coastal Commission pursuant to Coastal Act Section 30603 or any division of land. Such permit for nonemergency development shall not be effective until after reasonable public notice and adequate time for the review of such issuance has been provided, as specified in subsection K of this section.

b. If the ~~planning~~ community development director receives an application that is asserted to be for improvements or other development within the criteria established in subsection (J)(2)(a) of this section and if the ~~planning~~ community development director finds that the application does not qualify as such, he or she shall notify the applicant that the permit application cannot be processed administratively and must comply with procedures for coastal development permits provided in subsection E of this section. The ~~planning~~ community development director, with the

concurrence of the applicant, may accept the application for filing as a regular permit and shall adjust the application fees accordingly.

c. In the case of any development involving a structure or similarly integrated physical construction which lies partly within and partly outside the Coastal Commission's appeal area, the entire structure or similar integrated physical construction must be subject to at least one public hearing and may not be processed as an administrative permit.

3. *Action.* The ~~planning~~ community development director may deny, approve or conditionally approve applications for administrative coastal development permits on the same grounds as contained in subsection E of this section for an ordinary CDP application and may include reasonable terms and conditions necessary to bring the project into consistency with the certified LCP.
[. . .]

K. *Effective Date of Short Form Permits.* Any administrative permit or waiver authorization issued by the director of planning pursuant to the provisions of this section shall be scheduled on the agenda of the city council at its first scheduled meeting after that permit has been issued. The ~~planning~~ community development director shall prepare a report in writing with sufficient description of the work authorized to allow the city council to understand the development to be undertaken. Such report shall be available at the meeting and for administrative permits shall be mailed to all persons wishing to receive such notification at the time of the regular mailing of notice for the meeting and any person who requested to be on the mailing list for the project meeting and any person who requested to be on the mailing list for the project as in subsection L of this section. If, at the meeting, one-third of the appointed members of that governing body so request, the permit or authorization issued by the director of planning shall not go into effect and, if the applicant wishes to pursue the application, the application for a coastal development permit shall be processed by the city pursuant to standard coastal permit procedures listed in this chapter. Unless the city council indicates otherwise, the failure to object to issuance of any waiver or administrative permit shall be presumed to be based upon the findings set forth and adopted.

L. *Public Notice.* Prior to scheduling any short form permit for city council review, with the exception of categorically excluded projects, the director of planning shall comply with the following public notice procedures:

1. At the time the permit application is submitted the applicant must post, at a conspicuous place, easily read by the public and on the site, or as close as possible to the site, of the proposed development, notice that an application for the proposed development has been submitted to the city using a standardized form(s) provided by the ~~planning~~ community development director. The notice shall contain a general description of the nature of the proposed development. If the applicant fails to post and keep posted the completed notice form until the waiver or administrative permit becomes effective, the ~~planning~~ community development director shall refuse to file the application or shall withdraw the application from filing if it has already been filed when he or she learns of such failure. The city shall enforce the administrative permit or waiver authorization pursuant to procedures set forth in Chapter 17.74 if it determines that the administrative permit or waiver authorization was granted without proper notice having been

given, and the failure of the noticing may have caused the ~~planning~~ community development director to act differently in issuing said permit.

2. Within ten calendar days of filing an application for a coastal development permit or at least ten calendar days prior to the first public hearing or to city council review of the ~~planning~~ community development director's action on the development proposal, the local government shall provide notice by first class mail of pending application for development.
[. . .]

17.40.210 Parking requirements.

[. . .]

4. *Multiple Dwellings.*

a. One-bedroom units and efficiencies: one space for each dwelling unit which shall be covered plus one additional space for each five dwelling units or fraction thereof,

b. Two-bedroom units: one and one-half spaces for each dwelling unit, one of which shall be covered plus one additional space for each five dwelling units or fraction thereof,

c. Three or more-bedroom units: two spaces for each dwelling unit, one of which shall be covered plus one additional space for each five dwelling units or fraction thereof,

d. *General Note.* All required on-site parking spaces shall be uniformly distributed throughout the development to the satisfaction of the ~~site and architectural design review board~~ planning commission,

e. *General Note.* Twenty percent of all required parking spaces, but in no case less than one space, shall be kept unreserved and available for visitor parking. Visitor parking spaces shall be identified by a sign or other means and shall be uniformly distributed throughout the development to the satisfaction of the ~~site and architectural design review board~~ planning commission;
[. . .]

17.40.240 Site and architectural design review.

~~A. *Site and Architectural Design Review Board—Approval Required When.* The Marina planning commission shall appoint a site and architectural design review board, hereinafter referred to as the board, as a subcommittee of the Marina planning commission.~~
The ~~board~~ planning commission shall ~~have the power to~~ review ~~and make recommendations to the planning commission regarding~~ all applications for developments in the coastal zone ~~city~~. A building permit shall not be issued for any of the following uses until site and architectural design approval has been obtained: public buildings and grounds; public and private schools; colleges, libraries, art galleries, and museums; public and private hospitals and other institutions; churches and other religious buildings and grounds; clubs, lodges, mortuaries, meeting halls, and other places of public assembly; motels and hotels; office buildings; all commercial and industrial uses; mobile home parks; parking lots; public utility structures and installations, except poles and towers carrying overhead lines; and more than one dwelling unit on a single parcel.

[. . .]

C. ~~*Board*~~ *Commission Action.* The ~~board~~ commission shall consider all necessary plans, drawings and statements in an endeavor to encourage buildings, structures, or other improvements to be designed and constructed, and so located, that they will not be unsightly, undesirable or obnoxious in appearance to the extent that they will hinder the orderly and harmonious development of the city, impair the desirability of residence or investment or occupation in the city, limit the opportunity to obtain the optimum use and value of the land and improvements, impair the desirability of living conditions on or adjacent to the subject site, conform with the standards included in the local coastal land use plan and/or otherwise adversely affect the general welfare of the community.

1. *Preliminary Design Review.* ~~The board~~ Planning staff shall suggest any changes in plans of such proposed buildings, structures, or other improvements, as it may deem necessary to accomplish the purposes of this section, and shall not recommend to the commission approval of any such plans until it is satisfied that such purposes will be accomplished thereby.

D. *Planning Commission Action.* The planning commission shall review the preliminary design review recommendation of ~~the board~~ staff in acting upon the site and architectural design approval. All improvements which have received site and architectural design approval shall be constructed substantially in accordance with the approved plans, and no change shall be made subsequently without the review and approval of the planning commission or community development director. When public hearings are required, for solely design review approvals, not including subdivision maps or other development applications, no more than five hearings shall be required.

E. *Appeal.* If the applicant is not satisfied with the action of the planning commission, said person may file an appeal with the city council in writing within ten days after written notice of the decision of the planning commission has been mailed to the applicant. The appeal shall set forth specifically the points of issue, the reason for the appeal, and wherein the appellant believes there was an error or abuse of discretion by the appropriate authority. The city council shall hold a hearing on said appeal and shall render its decision thereon within thirty days after filing thereof. The city council may reverse or affirm or modify the decision of the planning commission and such action shall be final. (Ord. 2020-07 § 2, 2020; Ord. 2007-11 § 3 (Exh. A), 2007). If an appeal is filed for a project that utilized the City's Objective Design Standards for a housing development project as defined by California Government Code 65589.5, the appeal must be based on identifying an inconsistency with an objective standard that is consistent with state law and filed with the City during the standard appeal period for a development project.

Chapter 17.42 GENERAL ZONING REGULATIONS

17.42.020 Use regulations.

[. . .]

K.

1. Water facilities, including wells and storage tanks, serving less than three domestic users are permitted in any zoning district.

2. Water facilities, including wells and storage tanks, serving three or four domestic users are permitted in any zoning district upon approval by the ~~design review board~~ planning commission as to the location, access, landscaping and color of storage tanks. In the Coastal Zone such uses shall be subject to a coastal permit.
[. . .]

17.42.060 Height.

[. . .]
I. Master fence plans for subdivisions of five units/lots or more shall be reviewed as part of the entitlement process. Master fence plans for minor subdivisions may, at the discretion of the applicant, be reviewed as part of the entitlement process. Master fence plans may deviate from the fence regulations stated herein if the ~~design review board and/or~~ planning commission makes findings that the proposed fences provide public safety, privacy or security and are aesthetically pleasing from the street side view (findings are listed in order of importance). The ~~design review board or~~ planning commission may require landscaping or other measures to mitigate the visual impacts of proposed fences and/or retaining walls or any combination thereof.
[. . .]

17.42.090 Satellite dish and local television broadcast antennas.

[. . .]

B. *Satellite Dish Antenna Requirements—Residential Districts.* In residential districts:

1. The ~~site and architectural design review board~~ planning commission shall be the primary reviewing body of applications to install satellite dish antennas. It shall ensure that each application is consistent with the provisions and intent of this chapter prior to approval.
[. . .]

D. *Development Standards for Satellite Dish Antennas.*

1. The planning commission ~~and/or site and architectural design review board~~ may add any conditions to a permit necessary to achieve the compatibility of a satellite dish antenna with its neighborhood.

2. All satellite dish antennas located in residential districts shall be located to minimize the visual impact on surrounding properties and from public rights-of-way and adjacent properties by use of screens, fences and/or landscaping without impeding the efficiency of the dish, to the satisfaction of the city council on appeal~~,~~ or the planning commission. ~~or site and architectural design review board.~~
[. . .]
E. *Limitation.* Certain parcels of land in the city may not be able to accommodate satellite dish antennas because of unique terrain problems and/or adverse effects on the surrounding neighborhood. In such instances, ~~the site and architectural design review board or~~ the planning commission may withhold approval to construct, install and/or maintain a satellite dish antenna.
[. . .]

G. *Appeals.* Any action taken by the ~~site and architectural design review board~~ planning commission may be appealed, in writing, to the ~~planning commission~~ city council within ten days of said action. ~~Any action taken by the planning commission may be appealed, in writing, to the city council within ten days of said action.~~

[. . .]

17.42.130 Criteria and standards for residential hotel conversions.

[. . .]

L. *Site Design Review.* Residential hotels in Marina shall be subject to ~~site and architectural design review~~ planning commission approval pursuant to Chapter 17.56. (Ord. 2020-07 § 2, 2020; Ord. 2008-06 Exh. A, 2008; Ord. 2004-04 § 1 (Exh. 2), 2004; Ord. 2004-03 § 1, 2004)

Chapter 17.44 PARKING REQUIREMENTS

17.44.020 Residential.

Parking requirements for residential use, excluding residential use approved by use permit as pursuant to Section 17.18.030 or 17.20.030, shall be as follows:

[. . .]

D. *Multiple Dwellings.*

1. One-bedroom units and efficiencies: one space for each dwelling unit plus one additional space for each five dwelling units or fraction thereof,

2. Two-bedroom units: one and one-half spaces for each dwelling unit, plus one additional space for each five dwelling units or fraction thereof,

3. Three or more bedroom units: two spaces for each dwelling unit, plus one additional space for each five dwelling units or fraction thereof,

4. *General Note.* All required on-site parking spaces shall be uniformly distributed throughout the development to the satisfaction of the ~~site and architectural design review board~~ planning commission,

5. *General Note.* Twenty percent of all required parking spaces, but in no case less than one space, shall be kept unreserved and available for visitor parking. Visitor parking spaces shall be identified by a sign or other means and shall be uniformly distributed throughout the development to the satisfaction of the ~~site and architectural design review board~~ planning commission;

E. *Dwellings Approved under Chapter 17.66.*

1. One-bedroom units and efficiencies: one space for each dwelling unit plus two additional spaces for each five dwelling units or fraction thereof,

2. Two or more bedroom units: two spaces for each dwelling unit plus two additional spaces for each five dwelling units or fraction thereof,

3. *General Note.* All required on-site parking spaces shall be uniformly distributed throughout the development to the satisfaction of the ~~site and architectural design review board~~ planning commission,

4. *General Note.* Twenty percent of all required parking spaces, but in no case less than one space, shall be kept unreserved and available for visitor parking. Visitor parking spaces shall be identified by a sign or other means and shall be uniformly distributed throughout the development to the satisfaction of the ~~site and architectural design review board~~ planning commission;

[. . .]

Chapter 17.56 SITE AND ARCHITECTURAL DESIGN REVIEW

17.56.010 Site and architectural design review ~~board—Approval required when.~~

~~The Marina planning commission shall appoint a site and architectural design review board, hereinafter referred to as the board, as a subcommittee of the Marina planning commission.~~ The ~~board~~ planning commission shall ~~have the power to~~ review ~~and make recommendations to the planning commission regarding all~~ applications for which the commission is the specified review authority, as shown in Table 17.56.035 ~~for developments in the city. A building permit shall not be issued for any of the following uses until site and architectural design approval has been obtained: public buildings and grounds; public and private schools; colleges, libraries, art galleries, and museums; public and private hospitals and other institutions; churches and other religious buildings and grounds; clubs, lodges, mortuaries, meeting halls, and other places of public assembly; motels and hotels; office buildings; all commercial and industrial uses; mobile home parks; parking lots; public utility structures and installations, except poles and towers carrying overhead lines. Also, no occupancy permit shall be issued pursuant to Title 15 for civilian reuse projects on former United States military land until site and architectural design approval has been obtained. All housing development projects, as defined in Chapter 17.04, Definitions, that meet objective zoning and design standards per the city of Marina objective design standards shall be reviewed ministerially at staff level. (Ord. 2024-02 § 3, 2024; Ord. 2020-07 § 2, 2020; Ord. 2001-07 § 1, 2001; Ord. 97-12 § 1, 1997; Zoning Ordinance dated 7/94, 1994)~~

~~17.56.020 Appointment to board.~~

~~The board members shall be appointed and the board shall operate in accordance with Chapter 2.12 and in the following prescribed manner:~~

~~A. The board shall be established and appointed on an annual basis by a majority vote of the city council upon a recommendation from the planning commission.~~

~~B. The board shall consist of five members plus one alternate as follows:~~

~~1. *Members 1 through 3.* At least three board members shall be members of the public-at-large. One public-at-large member may reside outside the city. All other public-at-large members shall be residents of the city. All public-at-large members should preferably have a background, or some knowledge, of planning, real estate, engineering, architecture, contracting, or any related field.~~

~~2. *Member 4.* One board member shall be a member of the tree committee.~~

~~3. *Member 5.* One board member shall be a member of the planning commission.~~

~~4. *Alternate.* The alternate board member shall be a member of the planning commission.~~

~~C. The board should include at least:~~

~~1. Two architects/design professionals; and~~

~~2. One landscape architect/landscape contractor/nurseryman.~~

~~D. The board shall not include more than one member of any firm.~~

~~E. A quorum shall consist of any three members of the board.~~

~~F. The board shall yearly appoint a chairman and vice-chairman. Term of chair shall not exceed two successive years. Elections shall be held every January. The chair shall preside at all meetings of the board, make appointments to any subcommittees and shall perform all the duties necessary or incidental to the office. The vice-chair shall serve as chair in the absence or inability of the chair to serve.~~

~~G. The board shall not include more than one member of any firm.~~

~~H. The board shall yearly appoint a chairman and vice-chairman. (Ord. 2020-07 § 2, 2020; Ord. 2006-19 § 1, 2006; Zoning Ordinance dated 7/94, 1994)~~

17.56.0320 Application and fees.

A. Applications for site and architectural design review shall be accompanied by drawings showing front, side and rear elevations of the proposed building, structure signs, fences, developments, or improvements or additions thereto. The applicant shall also submit plans or drawings showing in reasonable detail, proposed building or structural locations, topography, existing vegetation, proposed parking layout and location, proposed landscaping plans and proposed color schemes.

B. Such applications shall be accompanied by a fee to be established by resolution of the city council from time to time hereafter enacted, no part of which shall be returnable to the applicant. (Ord. 2020-07 § 2, 2020; Zoning Ordinance dated 7/94, 1994)

17.56.035 ~~Board action~~ Design review process.

Table 17.56.035 establishes thresholds for design review. Minor projects are reviewed by the community development director. Major projects are reviewed by the planning commission.

Review Authority for Site Plan and Design Review	Review Level		
	Community Development Director	Planning Commission	City Council
RESIDENTIAL CONSTRUCTION ACTIVITIES			
Residential New Construction			
New multifamily units (attached or detached) ≤1,000 sq. ft.	Decision	Appeal	Appeal
New multifamily units (attached or detached) >1,000 sq. ft.	Recommend	Decision	Appeal
Accessory structures	Decision	Appeal	Appeal
Accessory structures >16 feet in height	Recommend	Decision	Appeal
Residential Additions			
Residential additions	Decision	Appeal	Appeal
Other Residential Construction or Improvements			
Façade or exterior improvements in multifamily residential zones	Decision	Appeal	Appeal
New or modified landscaping	Decision	Appeal	Appeal
NON-RESIDENTIAL CONSTRUCTION ACTIVITIES			
New Construction, Additions and Modifications			
Accessory structures	Decision	Appeal	Appeal
New construction, additions or modifications ≤1,000 sq. ft.	Decision	Appeal	Appeal
New construction, additions or modifications >1,000 sq. ft.	Recommend	Decision	Appeal
Other Non-Residential Construction			
Façade or exterior improvements ≤1,000 sq. ft.	Decision	Appeal	Appeal
Façade or exterior improvements >1,000 sq. ft.	Recommend	Decision	Appeal
AIRPORT DESIGN REVIEW MODIFICATIONS			
Façade or exterior improvements <10,000 sq. ft.	Decision	Appeal	Appeal
Façade or exterior improvements >10,000 sq. ft.	Recommend	Decision	Appeal

17.56.040 Board Action

The ~~board~~ review authority shall consider all necessary plans, drawings and statements in an endeavor to encourage buildings, structures, or other improvements to be designed and constructed, and so located, that they will not be unsightly, undesirable or obnoxious in appearance to the extent that they will hinder the orderly and harmonious development of the city, impair the desirability of residence or investment or occupation in the city, limit the opportunity to obtain the optimum use and value of the land and improvements, impair the desirability of living conditions on or adjacent to the subject site, conform with the standards included in the local coastal land use plan and/or otherwise adversely affect the general welfare of the community.

~~A. *Preliminary Design Review.* The board shall suggest any changes in plans of such proposed buildings, structures, or other improvements, as it may deem necessary to accomplish the purposes of this section, and shall not recommend to the commission approval of any such plans until it is satisfied that such purposes will be accomplished thereby.~~

~~B. *Final Design Review.* In those situations where the site and architectural design approval by the planning commission as described in Section 17.56.050 or by city council on appeal as described in Section 17.56.060 requires additional review by the board,~~
~~the board shall review submitted final plans and other required final review submittal materials for conformance with the site and architectural design review approval. (Ord. 2020-07 § 2, 2020; Zoning Ordinance dated 7/94, 1994)~~

17.56.050 ~~Planning commission~~ Review authority action.

The community development director shall serve as the review authority for minor projects, as shown in Table 17.56.035, and shall refer major projects to the planning commission with a recommendation for approval or denial. The planning commission shall serve as the review authority for major projects, as shown in Table 17.56.035. The community development director shall have the authority to refer the project for planning commission review if doing so is in the public interest or having broad effect on the community. ~~the preliminary design review recommendation of the board in acting upon the site and architectural design approval.~~ All improvements which have received site and architectural design approval shall be constructed substantially in accordance with the approved plans, and no change shall be made subsequently without the review and approval of the ~~planning director~~ appropriate review authority. When public hearings are required, for solely design review approvals, not including subdivision maps or other development applications, no more than five hearings shall be required. (Ord. 2020-07 § 2, 2020; Zoning Ordinance dated 7/94, 1994)

17.56.0~~7~~60 Generally.

All qualified housing development projects as defined in Section 17.04.440.1 and under state law shall be ministerially reviewed and approved. (Ord. 2024-02 § 3, 2024)

Chapter 17.62 TREE REMOVAL, PRESERVATION AND PROTECTION

17.62.020 Definitions.

[. . .]

"Development proposal" means and includes:

1. Proposed land subdivisions;

2. Proposed building projects for uses requiring ~~site and architectural design~~ planning commission approval by Section 17.50.010; and

[. . .]

17.62.060 Tree removal permit.

[. . .]

B. *Review Process.* The community development director or designee, upon review and recommendation by the tree committee, may approve, deny or conditionally approve a request for removal. If the request is a part of a development proposal that requires review by ~~the site and architectural design review board, the minor subdivision committee, and/or~~ the planning commission, the community development director or designee shall refer the application together with a recommendation for action thereon to the appropriate reviewing body.

[. . .]

Chapter 17.66 DEVELOPMENT STANDARDS FOR CONDOMINIUM/PLANNED DEVELOPMENT PROJECTS AND CONDOMINIUM CONVERSIONS

17.66.020 Driveways and walkways.

[. . .]

C. *Pedestrian Walkways.* Public sidewalks shall be provided along both sides of any public street within the boundary of the project and along any public street abutting the project site in accordance with city standards. An internal pedestrian walkway system shall be provided which connects each unit and each building with the project with public sidewalk system in accordance with a plan reviewed and approved by the ~~design review board~~ planning commission and in accordance with the city of Marina objective design standards. A minor driveway may serve purposes of a walkway system for the connection of up to four units. (Ord. 2024-02 § 3, 2024; Ord. 2020-07 § 2, 2020; Ord. 2005-10 § 1 (Exh. A), 2005; Ord. 2004-13 § 1, 2004)

17.66.080 Rubbish collection.

Plans for the storage and screening of trash and recycled materials shall be reviewed and approved by the ~~design review board~~ planning commission in accordance with adopted design guidelines. Unless alternatively approved by the planning commission, said plans shall provide for use of individual containers for the trash and recycled materials for each unit. (Ord. 2020-07 § 2, 2020; Ord. 2004-13 § 1, 2004)

Section 3. California Environmental Act (CEQA).

The proposed project is exempt from the California Environmental Quality Act (CEQA) under Section 15061(b)(3) as the adoption of the ordinance will have no reasonable possibility that the

project will have a significant effect on the environment. Because the proposed action merely updates the Municipal Code to clarify that certain housing types are allowed in certain residential zones, subject to a use permit and project-specific environmental review as necessary, there is no possibility that the activity in question may have a significant effect on the environment. No further environmental review is necessary.

Section 4. Severability.

It is the intent of the City Council of the City to supplement applicable state and federal law and not to duplicate or contradict such law and this ordinance shall be construed consistently with that intention. If any section, subsection, subdivision, paragraph, sentence, clause, or phrase of this ordinance, or its application to any person or circumstance, is for any reason held to be invalid or unenforceable, such invalidity or unenforceability shall not affect the validity or enforceability of the remaining sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases of this ordinance, or its application to any other person or circumstance. The City Council declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause, or phrase independently, even if any one or more other sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases were declared invalid or unenforceable.

Section 4. Effective Date.

This ordinance shall be in full force and effect thirty (30) days following its passage and adoption, as certified by the City Clerk.

The foregoing ordinance was introduced at a regular meeting of the City Council of the City of Marina duly held on the 3rd day of June 2025, and was passed and adopted at a regular meeting duly held on the 24th day of June 2025, by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

_____
Bruce Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

EXHIBIT A

FINDINGS

Consistent with the General Plan

1) General Plan Policy 5.4.6- Zoning Ordinance Update 5.4-A major revision of the City's existing zoning code is required to implement the General Plan. The initial step should be to thoroughly review and critique the existing code and identify its deficiencies. Changes are required to implement Housing Element policies and programs.

   Evidence: By adopting the revisions to the zoning ordinance as required by Program 3.3 of the Housing Element, the City will be implementing General Plan Policy 5.4.6 which directs city staff to review the Municipal Code for consistency with Housing Element Law.

2) General Plan Policy 5.7-Preparation and adoption of the following ordinances should be undertaken to address the General Plan objectives of matching housing to the needs of local employees and providing housing to meet the needs of households of all economic levels:

   Evidence: By reducing the housing constraints for special housing needs groups per Program 3.3 of the Housing Element, the City will be implementing General Plan Policy 5.7.

1922109.1

May 27, 2025 Item No. **11c**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of June 3, 2025

CITY COUNCIL OPEN A PUBLIC HEARING CONSIDER INTRODUCING ORDINANCE NO. 2025-, AMENDING THE MARINA MUNICIPAL CODE BY ADDING CHAPTER 2.56 TO TITLE 2 (ADMINISTRATION AND PERSONNEL) IN ORDER TO ESTABLISH A BUILDING APPEALS BOARD. THIS ACTION IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO SECTION 150619(B)(3) OF THE CEQA GUIDELINES AND DIRECT THE CITY CLERK TO BEGIN RECRUITMENT FOR THE BOARD IN A TIMELY FASHION.

RECOMMENDATION: It is recommended that the City Council consider:

1. Introducing Ordinance No. 2025-, amending the Marina Municipal Code by adding Chapter 2.56 (Building Appeals Board) to Title 2 (Administration and Personnel) of the Marina Municipal Code
2. Find that the ordinance is not subject to CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines.
3. If it is adopted after the second reading of the ordinance, direct the City Clerk to begin recruitment for members of the board in a timely fashion.

BACKGROUND

All residential buildings in the state are subject to the standards contained in the State Building Standards ("Building Code") and Health & Safety Code §§ 17950, 17922. The Building Code is developed by the California Building Standards Commission and updated every three years. Cities must adopt the standards in the Building Code by reference into their municipal codes, and are authorized to modify the state standards if necessary, because of local climatic, geological, or topographical conditions.[1]

The Building Code governs the appeal process for landowners who wish to contest violations of any building standards, including those independently adopted by a city. Section 1.8.8.1 of the State Building Code states (emphasis added):

> Every city, county, or city and county shall establish a process to hear and decide appeals of orders, decisions and determinations made by the enforcing agency relative to the application and interpretation of this code and other regulations governing construction, use, maintenance and change of occupancy. The **governing body of any city,** county, or city and county **may establish a local appeals board** and a housing appeals board to serve this purpose. Members of the appeals board(s) shall not be employees of the enforcing agency and shall be knowledgeable in the applicable building codes, regulations and ordinances as determined by the governing body of the city, county, or city and county.

[1] https://marina.municipal.codes/Code/15.08.010

> **Where no such appeals boards or agencies have been established, the governing body of the city,** county, or city and county **shall serve as the local appeals board** or housing appeals board as specified in California Health and Safety Code Sections 17920.5 and 17920.6.

Section 1.8.8.3 provides (emphasis added):

> Except as otherwise provided in law, any person, firm or corporation adversely affected by a decision, order or determination by a city, county, or city and county relating to the application of building standards published in the California Building Standards Code, or any other applicable rule or regulation adopted by the Department of Housing and Community Development, or any lawfully enacted ordinance by a city, county, or city and county, **may appeal the issue for resolution to the local appeals board** or housing appeals board as appropriate.
>
> The local appeals board shall hear appeals relating to new building construction and the housing appeals board shall hear appeals relating to existing buildings.

California law does not mandate a particular process for the creation of a building appeals board. Multiple surrounding cities have adopted ordinances creating a building appeals board, including Santa Cruz, Monterey, Watsonville and Carmel By the Sea to name a few.

DISCUSSION/ANALYSIS

Staff recommends the creation of a five-member Building Appeals Board that would be responsible for hearing and deciding appeals of orders, decisions, and determinations made by the Building Official and Fire Chief/Fire Marshall. The proposed ordinance specifies the creation, composition, staffing, powers and duties, procedures for appeals and how appeals are heard. The following is a summary of some of the key provisions in the draft ordinance:

- Members would be appointed City Council.
- Members would be required to have knowledge of State and local Building and Fire Codes.
- Members are not required to be Marina residents and would serve without compensation.
- The City of Marina Building Official or designee would serve as secretary to the Board.

ENVIROMENTAL REVIEW

The creation of this Board is not subject to the California Environmental Quality Act pursuant to the commonsense exemption found in section 15061(b)(3) of the CEQA Guidelines.

FISCAL IMPACT

The anticipated cost to create and manage the Board would be minimal and limited to administrative support and legal counsel on an as-needed basis. Currently the adopted fee schedule contains a fee type “Appeal to Board of Appeals” for $1,740 per appeal. This cost would cover appropriate staff time to review the appeal.

CONCLUSION

City staff are recommending approval of the revised ordinance to create a Building Board of Appeals.

Respectfully submitted

_____
Jessica Edwards
Chief Building Official
City of Marina

REVIEWED BY:

_____
Guido Persicone, AICP
Community Development Director
City of Marina

_____
Layne Long
City Manager
City of Marina

ORDINANCE NO. 2025-__

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MARINA AMENDING TITLE 2 OF THE MARINA MUNICPAL CODE TO CREATE A BULDING APPEALS BOARD.

-oOo-

1. The Community Development Department (CDD) for the City of Marina (City), through its regular use and implementation of the Marina Municipal Code (MMC), discovered that the City has not established a board for hearing appeals of orders, decision, and determinations made by the building official, or his or her designee, regarding the application and interpretation of housing laws set forth in California Health and Safety Code, the Marina Municipal Code Title 15, and all decisions by the fire chief and/or fire marshal, or their designee, regarding the application and interpretation of the California Fire Code, Chapter 15.32.

2. Through this amendment, the City seeks to create a Building Appeals Board.

3. The proposed ordinance adds new Chapter 2.56 (Building Appeals Board) to MMC Title 2, Administration and Personnel, of the MMC (Ordinance).

4. The establishment of a Building Appeals Board is necessary for the preservation of the public peace, health, or safety, and without this action the City lacks a critical mechanism to enforce the California Building Code, including matters related to general building design, construction requirements relating to fire and life safety, and access compliance.

5. The City Council held a duly noticed public hearing on the Ordinance on June 3, 2025.

6. The Ordinance is not subject to environmental review pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 et seq., because the activity would not result in a direct or reasonably foreseeable indirect physical change in the environment and the Ordinance is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Because the proposed action merely updates the Municipal Code to create a board to hear building appeals, there is no possibility that the activity in question may have a significant effect on the environment. Therefore, the adoption of this Ordinance is exempt from CEQA, and no environmental review is necessary.

NOW, THE CITY COUNCIL OF THE CITY OF MARINA DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. The foregoing recitals are adopted as findings of the City Council as though set forth fully herein.

SECTION 2. The City Council of the City of Marina determined the proposed ordinance amendment is exempt from the California Environmental Quality Act pursuant to CEQA Guideline Section 15061(b)(3).

SECTION 3. The City Council hereby amends the MMC to add Chapter 2.56, as set forth in Exhibit 1.

SECTION 4. If any portion of this Ordinance is found to be unconstitutional or invalid the City Council hereby declares that it would have enacted the remainder of this Ordinance of the absence of any such invalid part.

SECTION 5. The City Manager is directed to execute all documents and to perform all other necessary acts to implement this Ordinance.

SECTION 6. This Ordinance shall be in full force and effect third (30) days after its final passage and adoption.

The foregoing ordinance was introduced at a regular meeting of the City Council of the City of Marina duly held on the 3rd day of June 2025, and was passed and adopted at a regular meeting duly held on the 24th day of June 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

"Exhibit 1"

Chapter 2.56

BUILDING APPEALS BOARD

Sections:

Sec. 2.56.010 Creation and membership.
Sec. 2.56.020 Qualifications
Sec. 2.56.030 Powers and duties
Sec. 2.56.040 Limitations
Sec. 2.56.050 Meetings
Sec. 2.56.060 Appeal Procedures
Sec. 2.56.070 Waiver
Sec. 2.56.080 Conduct of the appeal hearing
Sec. 2.56.090 Statement of decision
Sec 2.56.100 Appeal of the statement of decision.

2.56.010 Creation and membership.

(a) The "Building Appeals Board" is established and shall consist of five members appointed by the city council.

(b) Members of the building appeals board need not be residents of Marina, but is preferred.

(c) Members of the building appeals board shall serve without compensation.

(d) Members of the board must not be employees of the city of Marina.

(e) A member may not have any interest in the property which is the subject of the appeal to the board.

2.56.020 Qualifications.

Members of the board shall be persons who are qualified by experience, training or licensing to pass on matters pertaining to building construction. The city council shall endeavor to appoint persons who are knowledgeable in the construction or design of buildings and who are familiar with the content and application of the building standards code.

2.56.030 Powers and duties.

It shall be the function of the building appeals board to hear and decide appeals from orders, decisions or determinations made by the building official, or his or her designee, regarding the application and interpretation of housing laws set forth in California Health and Safety Code, the Marina Municipal Code Title 15—except Chapters 15.36, 15.48, 15.54, and 15.56—and all decisions by the fire chief and/or fire marshal, or their designee, regarding the application and interpretation of the California Fire Code, Chapter 15.32.

2.56.040 Limitations.

The board shall have no authority to waive requirements of the Marina Municipal Code.

2.56.050 Meetings.

The board shall meet only as needed when an appeal is filed pursuant to this chapter.

2.56.060 Appeal Procedures.

(a) An applicant for a post-entitlement phase permit (as defined in Cal. Health & Safety Code § 65913.3) may appeal a decision determining the permit to be incomplete, noncompliant or denied to the building appeals board. Any person, firm, or corporation adversely affected by any orders, decision, and determinations made by the building official, the fire chief or fire marshal, or their designees in interpreting, administering or enforcing any provision of title 15, or any rule or regulation adopted by the department of housing and community development, may appeal the order, decision and/or determination to the building appeals board.

(b) An application for appeal shall be in writing, state the grounds for the appeal, and be accompanied by a fee in the amount set by resolution of the city council. An application for appeal shall be based on a claim that the true intent of this code or the rules legally adopted thereunder have been incorrectly interpreted, the provisions of this code do not fully apply, or an equally good or better form of construction is proposed. Only matters or issues specifically raised by the appellant shall be considered in the hearing of the appeal.

(c) The application for appeal shall be filed in writing with the chief building official no later than ten days after receipt of written notice of the determination. Failure to timely request an appeal constitutes a waiver of the right to a hearing before the building appeals board and a failure to exhaust administrative remedies.

(d) Within 30 days of receiving an appeal, the chief building official shall schedule a hearing before the building appeals board. Appellant shall be given at least ten days written notice of the date and time of the hearing. Notice of the hearing shall be served personally or by first-class mail addressed to the appellant at the address shown on the appeal and shall be deemed complete at the time notice is personally served or deposited in the mail.

Sec. 2.56.070 Waiver.

Failure of the appellant to appear at the hearing after notice has been provided as stated in this article, shall be deemed a waiver of the hearing and an admission that the determination being appealed is correct. In the event of such failure to appear, the city may move forward with enforcement of the determination. Fees assed for filing the appeal are nonrefundable in the event of a failure to appear.

Sec. 2.56.080 Conduct of the appeal hearing.

(a) The board shall exercise its powers in such a manner that substantial justice is done most nearly in accord with the intent of and purpose of this code.

(b) Hearings shall be open to the public, recording minutes of its proceedings, and providing copies of the minutes for inspection as a public record.

(c) At the hearing, the parties shall be given an opportunity to be heard and have the right to call and examine witnesses on any matter relevant to the issues of the hearing, to introduce documentary and physical evidence, to cross-examine witnesses on any matter relevant to the issues of the hearing, and to be represented by any person who is lawfully permitted to so represent.

(d) Any relevant evidence shall be admitted if it is of the type of evidence that responsible persons are accustomed to rely in the conduct of serious affairs, regardless of the formal rules of evidence. Oral evidence shall be taken only on oath or affirmation. Irrelevant and unduly repetitious evidence shall be excluded.
(e) The hearing may be continued if necessary.

Sec. 2.56.090 Statement of decision.

(a) The decision of the board shall be determined by the majority of the board. The board shall affirm, modify or set aside the determination that is appealed and shall prepare a written statement of decision. The statement of decision shall be based on the evidence received, shall be final and conclusive and shall contain a statement of decision relevant to the issues. The statement of decision shall set forth the time within which the parties shall carry out their obligations if applicable.

(b) The statement of decision shall be completed and mailed to the parties no later than 14 calendar days after close of the hearing and shall notify the appellant that superior court review shall be commenced no later than 90 calendar days after the board mails the statement of decision first class, postage prepaid, with a proof of service to the parties.

(c) The statement of decision shall be served in the same manner as the notice for the hearing. The secretary shall provide a copy of the report to the administrative office whose determination was appealed and shall maintain a copy in the board's records.

(d) The secretary shall compile the full record of the hearing under this article, including all exhibits and documents offered as evidence, whether or not admitted, and an audio recording of the proceeding.

Sec. 2.56.100 Appeal of the statement of decision.

Any appeal of the board's statement of decision must be filed with a court of competent jurisdiction pursuant to California code of civil procedure sections 1094.5 and 1094.6 within 90 calendar days of the service of the decision, otherwise all objections will have been waived. The filing of such appeal within such time limit shall stay the effective date of the decision of the board.

May 14, 2025 Item No. **11d**

Honorable Mayor and Members of the Marina City Council

City Council Meeting of June 3, 2025

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2025-, APPROVING THE 2025 ENGINEERING AND TRAFFIC SURVEY WITH PROPOSED SPEED LIMIT REVISIONS, AND; AUTHORIZE A BUDGET APPROPRIATION OF $10,000 OF GAS TAX/STREET FUND FOR SIGNS AND SUPPLIES, AND; AUTHORIZE THE FINANCE DIRECTOR TO MAKE NECESSARY ACCOUNTING AND BUDGETARY ENTRIES, AND; CONSIDER INTRODUCING ORDINANCE NO. 2025- FOR FIRST READING BY TITLE ONLY, AND WAIVING FURTHER READING, AMENDING SECTION 10.60.010 "SPEED LIMITS ESTABLISHED" OF CHAPTER 10.60 "SPEED LIMITS" OF TITLE 10 "VEHICLES AND TRAFFIC" OF THE MUNICIPAL CODE TO ADOPT *PRIMA FACIE* SPEED LIMITS PURSUANT TO ENGINEERING AND TRAFFIC SURVEY AND THE CALIFORNIA VEHICLE CODE (CVC)

REQUEST:

It is requested that the City Council:

1. Consider adopting Resolution No. 2025-, approving the 2025 Engineering and Traffic Survey with recommended speed limits, and;
2. Authorize a budget appropriation of $10,000 of Gas Tax/Street Fund for signs and supplies, and;
3. Authorize the Finance Director to make necessary accounting and budgetary entries, and;
4. Consider introducing Ordinance No. 2025-, for first reading by title only and waive further reading, amending Section 10.60.010 "Speed Limits Established" of Chapter 10.60 "Speed Limits" of Title 10 "Vehicles and Traffic" to adopt *prima facie* speed limits[1] pursuant to an engineering and traffic survey and the California Vehicle Code (CVC).

BACKGROUND:

California Vehicle Code (CVC) section 40802b requires that Engineering and Traffic Surveys for speed limits must be conducted once every five years by governing municipalities.

In order for the speed limit on a collector or arterial street to be enforceable by the Police Department through the use of radar or other electronic device to measure speed, the speed limit must be set in accordance with an Engineering and Traffic Survey. The California Vehicle Code states that if a posted speed limit is not justified by a traffic and engineering survey, the City may not prove a violation of the posted limit by the use of radar or any other electronic device (CVC 40802).

[1] *Prima facie* speed limits, as used in California and some other states, are not absolute limits. A motorist may have a valid defense to exceeding the *prima facie* speed limit if he or she can prove in a court that his or her speed was reasonable and prudent.

On November 20, 2024, the City entered into a Service Agreement with the on-call traffic engineering firm Kimley Horn to conduct and draft an Engineering and Traffic Survey. This Engineering and Traffic Survey (E&TS) is intended to serve as the basis for the establishment and enforcement of speed limits for selected streets within the City of Marina.

At the regular meeting of May 1, 2025 the Public Works Commission received an information update on the 2025 Engineering & Traffic Survey. The Commission passed a 3 to 1 motion to recommend a further reduction of 5 mph for Street #4 (Del Monte – from Reservation to Beach) and to re-evaluate Streets #9 and 10 (Reservation – from Crescent to Salinas) for possibly a third segment between them.

At the regular meeting of May 6, 2025, the City Council adopted Resolution No. 2025-38, 2025-38, approving the 2025 Engineering and Traffic Survey with recommended speed limits; and authorize staff to review comments from the City Council and return the Survey recommendations for final acceptance on May 20, 2025.

ANALYSIS:

Engineering and traffic surveys (E&TS) for speed limits are regularly conducted once every five (5) years by governing municipalities for the purpose of complying with Section 40802(a) of the *California Vehicle Code (CVC)* and the national *Uniform Vehicle Code*. Engineering and traffic surveys may be extended to every seven (7) years if criteria are met, or every ten (10) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred as specified in Section 40802(c) of the *California Vehicle Code (CVC*).

In addition, an engineering and traffic survey should be conducted on newly constructed roadways or roadways where the roadway conditions have significantly changed. The latest Assembly Bill (AB)-43-Traffic Safety would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years.

The California Governor's office approved AB 43 on 8 October 2021, which included amendments to Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the California Vehicle Code (CVC), relating to traffic safety.

Previous E&TS study was conducted in the Year 2020 and included 43 roadway segments. This current E&TS study includes a total of 45 roadway segments. The final draft speed limit recommendations for the 45 roadway segments are summarized in "**EXHIBIT A**"**.** The entire report has been attached as "**EXHIBIT B**". To enforce the recommendations in Exhibit A, the City must adopted the revisions to the speed limits into Municipal Code section 10.60.010 "SPEED LIMITS ESTABLISHED".

The comments collected from the Public Works Commission meeting of May 1st and the City Council meeting of May 6th have been compiled and summarized in **"EXHIBIT C"**. It is important to note that the E&TS does not have supporting evidence to lower the recommended speed limits for Segment 44 (Abrams Drive – Imjin Parkway[West] to Preston Drive]) and Segment 45 (Marina Heights Drive – California to Imjin Parkway) from the initial recommended 30 MPH to the requested 25 MPH. Although the City could adopt the lower speed limit into its Municipal Code, the City may have difficulty defending the lower speed limit if it were to be challenged in Court.

FISCAL IMPACT:
The CVC provides that the new speed limit is enforceable when signs are erected giving notice of the new limits. The cost to purchase and install a new speed limit sign is approximately $300 per location and approximately $800 per road marking location. The estimated cost for new speed limit signs and road markings is $10,000.00. Should the City Council approve this request, the City Finance Director will make all necessary accounting and budgetary entries to appropriate funding from Fiscal Year 2024-25, Gas Tax/Street Funds for signs & supplies.

CONCLUSION:
The adoption of the ordinance shall come back to the City Council at the next schedule meeting. Adoption of the Resolution and ordinance will allow for effective speed enforcement. This request is submitted for City Council consideration and possible action.

Respectfully submitted,

_____
Ismael Hernandez
Public Works Director
City of Marina

_____
Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA APPROVING THE 2025 ENGINEERING AND TRAFFIC SURVEY WITH PROPOSED SPEED LIMIT REVISIONS, AND; AUTHORIZE A BUDGET APPROPRIATION OF $10,000 OF GAS TAX/STREET FUND FOR SIGNS AND SUPPLIES, AND; AUTHORIZE THE FINANCE DIRECTOR TO MAKE NECESSARY ACCOUNTING AND BUDGETARY ENTRIES, AND; INTRODUCING ORDINANCE NO. 2025- FOR FIRST READING BY TITLE ONLY, AND WAIVING FURTHER READING, AMENDING SECTION 10.60.010 "SPEED LIMITS ESTABLISHED" OF CHAPTER 10.60 "SPEED LIMITS" OF TITLE 10 "VEHICLES AND TRAFFIC" OF THE MUNICIPAL CODE TO ADOPT PRIMA FACIE SPEED LIMITS PURSUANT TO ENGINEERING AND TRAFFIC SURVEY AND THE CALIFORNIA VEHICLE CODE (CVC)

WHEREAS, California Vehicle Code (CVC) section 40802b requires that Engineering and Traffic Surveys for speed limits must be conducted once every five years by governing municipalities, and;

WHEREAS, in order for the speed limit on a collector or arterial street to be enforceable by the Police Department through the use of radar or other electronic device to measure speed, the speed limit must be set in accordance with an Engineering and Traffic Survey. The California Vehicle Code states that if a posted speed limit is not justified by a traffic and engineering survey, the City may not prove a violation of the posted limit by the use of radar or any other electronic device (CVC 40802), and;

WHEREAS, on November 20, 2024, the City entered into a Service Agreement with the on-call traffic engineering firm Kimley Horn to conduct and draft an Engineering and Traffic Survey. This Engineering and Traffic Survey (E&TS) is intended to serve as the basis for the establishment and enforcement of speed limits for selected streets within the City of Marina, and;

WHEREAS, at the regular meeting of May 1, 2025 the Public Works Commission received an information update on the 2025 Engineering & Traffic Survey. The Commission passed a 3 to 1 motion to recommend a further reduction of 5 mph for Street #4 (Del Monte – from Reservation to Beach) and to re-evaluate Streets #9 and 10 (Reservation – from Crescent to Salinas) for possibly a third segment between them, and;

WHEREAS, at the regular meeting of May 6, 2025, the City Council adopted Resolution No. 2025-38, 2025-38, approving the 2025 Engineering and Traffic Survey with recommended speed limits; and authorize staff to review comments from the City Council and return the Survey recommendations for final acceptance on May 20, 2025, and;

WHEREAS, Engineering and traffic surveys (E&TS) for speed limits are regularly conducted once every five (5) years by governing municipalities for the purpose of complying with Section 40802(a) of the *California Vehicle Code (CVC)* and the national *Uniform Vehicle Code*. Engineering and traffic surveys may be extended to every seven (7) years if criteria are met, or every ten (10) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred as specified in Section 40802(c) of the *California Vehicle Code (CVC*), and;

WHEREAS, in addition, an engineering and traffic survey should be conducted on newly constructed roadways or roadways where the roadway conditions have significantly changed. The latest Assembly Bill (AB)-43-Traffic Safety would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years, and;

WHEREAS, the California Governor's office approved AB 43 on 8 October 2021, which included amendments to Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the California Vehicle Code (CVC), relating to traffic safety, and;

WHEREAS, previous E&TS study was conducted in the Year 2020 and included 43 roadway segments. This current E&TS study includes a total of 45 roadway segments. The draft speed limit recommendations for the 45 roadway segments are summarized in "**Exhibit A**"**.** The entire report has been attached as "**Exhibit B**". To enforce the recommendations in Exhibit A, the City must adopted the revisions to the speed limits into Municipal Code section 10.60.010 "SPEED LIMITS ESTABLISHED", and;

WHEREAS, the comments collected from the Public Works Commission meeting of May 1st and the City Council meeting of May 6th have been compiled and summarized in "Exhibit C". It is important to note that the E&TS does not have supporting evidence to lower the recommended speed limits for Segment 44 (Abrams Drive – Imjin Parkway[West] to Preston Drive]) and Segment 45 (Marina Heights Drive – California to Imjin Parkway) from the initial recommended 30 MPH to the requested 25 MPH. Although the City could adopt the lower speed limit into its Municipal Code, the City may have difficulty defending the lower speed limit if it were to be challenged in Court, and;

WHEREAS, the CVC provides that the new speed limit is enforceable when signs are erected giving notice of the new limits. The cost to purchase and install a new speed limit sign is approximately $300 per location and approximately $800 per road marking location. The estimated cost for new speed limit signs and road markings is $10,000.00. Should the City Council approve this request, the City Finance Director will make all necessary accounting and budgetary entries to appropriate funding from Fiscal Year 2024-25, Gas Tax/Street Funds for signs & supplies, and;

WHEREAS, the adoption of the ordinance shall come back to the City Council at the next schedule meeting. Adoption of the Resolution and ordinance will allow for effective speed enforcement. This request is submitted for City Council consideration and possible action.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby:

1. Approve the 2025 Engineering and Traffic Survey with proposed speed limit revisions, and;
2. Authorize a budget appropriation of $10,000 of Gas Tax/Street Fund for signs and supplies, and;
3. Authorize the Finance Director to make necessary accounting and budgetary entries, and;
4. Introducing Ordinance No. 2025-, for first reading by title only and waive further reading, amending Section 10.60.010 "Speed Limits Established" of Chapter 10.60 "Speed Limits" of Title 10 "Vehicles and Traffic" to adopt prima facie speed limits pursuant to an engineering and traffic survey and the California Vehicle Code (CVC).

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on June 3, 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

ATTEST: _____
Bruce C. Delgado, Mayor

_____
Anita Sharp, Deputy City Clerk

ORDINANCE NO. 2025-

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MARINA AMENDING SECTION 10.60.010 "SPEED LIMITS ESTABLISHED" OF CHAPTER 10.60 "SPEED LIMITS" OF TITLE 10 "VEHICLES AND TRAFFIC," OF THE MUNICIPAL CODE TO ADOPT *PRIMA FACIE* SPEED LIMITS PURSUANT TO AN ENGINEERING AND TRAFFIC SURVEY AND THE CALIFORNIA VEHICLE CODE

WHEREAS, California Vehicle Code Sections 22357 and 22358 provide that local entities may declare *prima facie* speed limits of more than 25 miles per hour on City streets on the basis of an engineering and traffic survey; and

WHEREAS, THE California Vehicles Code Section 627 defines an engineering and traffic survey to include 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; and

WHEREAS, the City of Marina has completed an engineering and traffic survey pursuant to California Vehicle Code Sections 22357 and 22358.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARINA DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. The City of Marina is authorized to use radar enforcement of speed limits on local streets pursuant to the *prima facie* speed limits specified in the California Vehicle Code and on other streets if the speed limits established by the City are consistent with the results of an engineering and traffic survey conducted according to the standards set forth in the California Vehicle Code.

SECTION 2. The City Council of the City of Marina finds and declares that an Engineering and Traffic Survey has been completed in full compliance with the requirements of the California Vehicle Code.

SECTION 3 Based on the findings and recommendations of the Engineering and Traffic Survey, all Subsections of Section 10.60.010 entitled "Speed Limits Established" of Title 10, Chapter 10.60, of the Marina Municipal Code are amended, repealing in their entirety and replacing Subsections A through G and adding Subsections H through Y; to read in their entirety as follows:

"A. Reservation Road, as follows:
   1. Thirty-five miles per hour from Dunes Drive to Beach Road;
   2. Thirty miles per hour from Beach Road to Del Monte Blvd;
   3. Thirty-five miles per hour from Del Monte Blvd to Crescent Ave;
   4. Forty miles per hour from Crescent Ave to Salinas Ave;
   5. Fifty miles per hour from Salinas Avenue to Imjin Parkway;
   6. Fifty-five miles per hour from Imjin Parkway to Blanco Road.

B. Del Monte Boulevard, as follows:
   1. Thirty-Five miles per hour from six hundred feet south of Reindollar Avenue to Reservation Road;
   2. Thirty miles per hour from Reservation Road to Beach Road;
   3. Forty miles per hour from Beach Road to Marina Greens Drive.

C. Cardoza Avenue, as follows:
   1. Thirty miles per hour from Reservation Road to the end thereof, which is approximately six hundred feet north of Lakewood Drive.

D. Carmel Avenue, as follows:
   1. Twenty-five miles per hour from Del Monte Boulevard to approximately 300 feet west of Everett Drive;
   2. The prima facie speed limit on Carmel Avenue from approximately 300 feet west of Everett Drive to Bostick Avenue shall be fifteen miles per hour when children are present;
   3. Twenty-five miles per hour from Bostick Avenue to Salinas Avenue.

E. California Avenue, as follows:
   1. Thirty miles per hour from Reservation Road to Carmel Avenue;
   2. Twenty-five miles per hour from Carmel Avenue to Reindollar Avenue;
   3. Forty miles per hour from Reindollar Avenue to Imjin Parkway;
   4. Thirty miles per hour from Imjin Parkway to 8th Street.

F. Crescent Avenue, as follows:
   1. Thirty miles per hour from Carmel Avenue to Reservation Road;
   2. Twenty-five miles per hour from Reservation Road to the end thereof, which is approximately two hundred fifty feet north of Quebrada Del Mar.

G. Beach Road, as follows:
   1. Thirty miles per hour from Reservation Road to Del Monte Boulevard;
   2. Twenty-five miles per hour from Del Monte Boulevard to De Forest Road;
   3. The prima facie speed limit from Begonia Circle to Villa Circle shall be fifteen miles per hour when children are present.

H. 2nd Avenue, as follows:
   1. Forty miles per hour from Divarty Street to 8th Street;
   2. Thirty-five miles per hour from 8th Street to Imjin Parkway.

I. 3rd Avenue, as follows:
   1. Twenty-five miles per hour from 8th Street to Imjin Parkway.

J. 8th Street, as follows:
   1. Twenty-five miles per hour from 2nd Avenue to 3rd Avenue;
   2. Thirty-five miles per hour from 5th Avenue/California Avenue to Inter-Garrison Road.

K. 9th Street, as follows:
1. Twenty-five miles per hour from 1st Avenue to 2nd Avenue.

L. De Forest Road, as follows:
1. Thirty miles per hour from Beach Road to Reservation Road.

M. Reindollar Avenue, as follows:
1. Twenty-five miles per hour from Del Monte Boulevard to California Avenue;
2. Twenty-five miles per hour from California Avenue to Carmel Avenue.

N. Lake Drive, as follows:
1. Twenty-five miles per hour from Palm Avenue to Reservation Road.

O. Palm Avenue, as follows:
1. Twenty-five miles per hour from Lake Drive to Del Monte Boulevard.

P. Salinas Avenue, as follows:
1. Twenty-five miles per hour from Carmel Avenue to Reservation Road.

Q. Paul Davis Drive, as follows:
1. Twenty-five miles per hour from Healy Avenue to Marina Greens Drive.

R. Seacrest Avenue, as follows:
1. Thirty miles per hour from Carmel Avenue to Reservation Road.

S. Sunset Avenue, as follows:
1. Twenty-five miles per hour from Reindollar Avenue to Carmel Avenue.

T. Vaughan Avenue, as follows:
1. Twenty-five miles per hour from Reindollar Avenue to Carmel Avenue.

U. Crescent Street, as follows:
1. The prima facie speed limit from Patton Parkway to Reindollar Avenue shall be twenty-five miles per hour when children are present.

V. Patton Parkway, as follows:
1. The prima facie speed limit from End (Marina High School) to Crescent Street shall be twenty-five miles per hour when children are present;
2. Thirty-five miles per hour from Crescent Street to California Avenue.

W. Preston Drive, as follows:
1. Thirty miles per hour from Abrams Drive to Imjin Parkway.

X. Abrams Drive, as follows:
1. Thirty miles per hour from Preston Drive to Imjin Parkway (East).
2. Twenty-five miles per hour from Preston Drive to Imjin Parkway (West).

Y. Imjin Parkway, as follows:
1. Forty-five miles per hour from State Route 1 to California Avenue;
2. Fifty miles per hour from California Avenue to Reservation Road.

Z. Marina Heights Drive, as follows:
1. Twenty-five miles per hour from California Avenue to Imjin Parkway."

SECTION 4. The *prima facie* speed limit for each portion of Reservation Road, Del Monte Boulevard, Cardoza Avenue, Carmel Avenue, California Avenue, Crescent Avenue, Beach Road, 2nd Avenue, 3rd Avenue, 8th Street, 9th Street, De Forest Road, Reindollar Avenue, Lake Drive, Palm Avenue, Salinas Avenue, Paul Davis Drive, Seacrest Avenue, Sunset Avenue, Vaughan Avenue, Crescent Street, Patton Parkway, Preston Drive, Abrams Drive, Imjin Parkway, and Marina Heights Drive set forth in Section 3 hereof, shall be as set forth therein when signs are erected giving notice thereof.

SECTION 5. Any provision of the Marina Municipal Code or appendices thereto inconsistent with the provisions of this Ordinance, to the extent of such inconsistencies and no further, is hereby repealed or modified to the extent necessary to effect the provisions of this Ordinance.

SECTION 6. The City Council hereby declares it would have passed this ordinance sentence by sentence, paragraph by paragraph, and section by section, and does hereby declare that the provisions of this ordinance are severable and, if for any reason any sentence, paragraph or section of this ordinance shall be held invalid, such decision shall not affect the validity of the remaining parts of this ordinance.

SECTION 7. This ordinance shall take effect and be in force thirty (30) days from and after its final passage.

SECTION 8. Within fifteen (15) days after the passage of this ordinance, the City Clerk shall cause it to be posted in the three (3) public places designated by resolution of the City Council.

The foregoing ordinance was introduced at a regular meeting of the City Council of the City of Marina duly held on June 3, 2025, and was passed and adopted at a regular meeting duly held on June 17, 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

Marina Speed Study - Final Speed Limit Recommendations

EXHIBIT A TO STAFF REPORT

#	Street Name	Segment		Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Initial Recommended Speed Limit (MPH)	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)
		Limit 1	Limit 2									
1	**Imjin Parkway**	**State Route 1**	**California Avenue**	0.83	0.99	No	50	50	50	**Yes**	**45**	**-5**
2	Imjin Parkway	California Avenue	Reservation Road	0.44	1.07	No	25	39.15	N/A (See Note 1)	No	N/A (See Note 1)	
3	**Del Monte Boulevard**	**SR1/Reindollar Avenue**	**Reservation Road**	0.41	0.99	No	40	45.10	40	**Yes**	**35**	**-5**
4	**Del Monte Boulevard**	**Reservation Road**	**Beach Road**	0.00	0.99	No	40	42	35	**Yes**	**30**	**-10**
5	Del Monte Boulevard	Beach Road	Marina Greens Drive	0.00	1.07	No	40	45.15	40	No	40	
6	Reservation Road	Dunes Drive	Beach Road	0.00	1.07	No	35	34	35	No	35	
7	Reservation Road	Beach Road	Del Monte Boulevard	0.46	1.07	No	30	33.15	30	No	30	
8	Reservation Road	Del Monte Boulevard	Crescent Avenue	0.69	0.99	No	35	39	35	No	35	
9	Reservation Road	Crescent Avenue	California Avenue	0.21	0.99	No	40	43	40	No	40	
10	**Reservation Road**	**California Avenue**	**Salinas Avenue**	0.00	0.99	No	45	51	45	No	**40**	**-5**
11	**Reservation Road**	**Salinas Avenue**	**Imjin Parkway**	0.50	1.33	No	55	57	55	No	**50**	**-5**
12	Reservation Road	Imjin Parkway	Blanco Road	0.39	0.99	No	55	60.15	55	No	55	
13	8th Street	2nd Avenue	3rd Avenue	0.00	1.07	No	25	32.60	25	No	25	
14	**8th Street**	**5th Avenue**	**Inter-Garrison Road**	0.00	1.07	No	40	41	35	No	**35**	**-5**
15	**9th Street**	**1st Avenue**	**2nd Avenue**	0.00	1.07	No	30	31	25	No	**25**	**-5**
16	**2nd Avenue**	**Divarty Street**	**8th Street**	0.20	1.07	No	45	46	40	No	**40**	**-5**
17	2nd Avenue	8th Street	Imjin Parkway	0.27	1.07	No	35	36	35	No	35	
18	**Beach Road**	**Reservation Road**	**Del Monte Boulevard**	**2.03**	1.07	**Yes**	35	35	30	No	**30**	**-5**
19	De Forest Road	Beach Road	Reservation Road	**2.09**	1.07	**Yes**	30	36	30	No	30	
20	Crescent Avenue	Quebrada Del Mar	Reservation Road	0.00	1.07	No	25	32	25	No	25	
21	Crescent Avenue	Reservation Road	Carmel Aveneue	0.86	1.07	No	30	36	30	No	30	
22	Cardoza Avenue	Reservation Road	Aaron Way (End)	0.00	1.07	No	30	35	30	No	30	
23	**Beach Road**	**Del Monte Boulevard**	**De Forest Road**	0.00	1.07	No	30	28	25	No	**25**	**-5**
24	California Avenue	Reservation Road	Carmel Aveneue	0.52	1.07	No	30	37	30	No	30	
25	California Avenue	Carmel Avenue	Reindollar Avenue	0.00	1.07	No	25	32	30	No	25	
26	California Avenue	Reindollar Avenue	Imjin Parkway	0.30	1.07	No	40	45	40	No	40	

Marina Speed Study - Final Speed Limit Recommendations

5/14/2025

#	Street Name	Segment		Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Initial Recommended Speed Limit (MPH)	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)
		Limit 1	Limit 2									
27	California Avenue	Imjin Parkway	8th Street	0.00	1.07	No	30	28	30	No	30	
28	Reindollar Avenue	Del Monte Boulevard	California Avenue	0.00	1.07	No	25	34	25	No	25	
29	**Reindollar Avenue/Bostick Avenue**	**California Avenue**	**Carmel Aveneue**	0.00	1.07	No	30	33	25	No	**25**	**-5**
30	Carmel Avenue	Del Monte Boulevard	California Avenue	0.70	1.07	No	25	31	25	No	25	
31	Carmel Avenue	California Avenue	Salinas Avenue	0.00	1.07	No	25	29	25	No	25	
32	Salinas Avenue	Carmel Avenue	Reservation Road	0.00	1.07	No	25	24	25	No	25	
33	**Paul Davis Drive**	**Healy Avenue**	**Marina Greens Drive**	0.00	1.07	No	30	25	25	No	**25**	**-5**
34	**Patton Parkway**	**Marina High School**	**California Avenue**	**2.30**	1.07	**Yes**	40	41	35	No	**35**	**-5**
35	Crescent Street	Patton Parkway	Reindollar Avenue	0.00	1.07	No	25	30	25	No	25	
36	Vaughan Avenue	Reindollar Avenue	Carmel Aveneue	0.00	1.07	No	25	29	25	No	25	
37	Seacrest Avenue	Carmel Avenue	Reservation Road	1.53	1.07	Yes	30	31.15	30	No	30	
38	Sunset Avenue	Reindollar Avenue	Carmel Aveneue	0.00	1.07	No	25	31	25	No	25	
39	Lake Drive	Palm Avenue	Reservation Road	**1.50**	1.07	**Yes**	25	36	25	No	25	
40	Palm Avenue	Lake Drive	Del Monte Boulevard	0.00	1.07	No	25	28	25	No	25	
41	Abrams Drive	Preston Drive	Imjin Parkway	**1.93**	1.07	**Yes**	30	34	30	No	30	
42	Preston Drive	Abrams Drive	Imjin Parkway	0.00	1.07	No	30	29.15	30	No	30	
43	3rd Avenue	Imjin Parkway	8th Street	0.00	1.07	No	25	27	25	No	25	
44	Abrams Drive	Imjin Parkway (West)	Preston Drive	0.00	1.07	No	25	35.15	30	No	25	
45	Marina Heights Drive	California Avenue	Imjin Parkway	0.00	1.07	No	25	34	30	No	25	

Notes

1. Roadway segment was under construction at the time of speed data collection. Therefore, no recommendations are made for this segment

Prepared for:

CITY OF MARINA
CALIFORNIA

ENGINEERING AND TRAFFIC SURVEY FOR *Speed Limits*

TABLE OF CONTENTS

Table of Contents i

1.0 Introduction 1
1.1 Regulations and Guidelines 1
1.2 Requirements and Methodology of an Engineering and Traffic Study 7

2.0 Speed Survey Evaluation 8
2.1 Field Review 11
2.2 Statistical Analysis Factors 11
2.3 2014 California MUTCD and CVC Guidance 13
2.4 Data Collection 14
2.5 Collision History 14

3.0 Results And Recommendations 20

List of Figures

Figure 1: City of Marina Existing Posted Speed Limits 10
Figure 2: City of Marina Recommended Speed Limits 38

List of Tables

Table 1: Survey Locations and Limits Evaluated 8
Table 2: 2022 California State Highways Collision Rates 14
Table 3: Collision History Summary at Study Segments (2020-2022) 16
Table 4: Collision Rate Summary at Study Segments 18
Table 5: Speed Survey Recommendations 21

1.0 INTRODUCTION

This Engineering and Traffic Survey is intended to serve as the basis for the establishment and enforcement of speed limits for selected streets within the City of Marina. This survey was authorized by the City and independently conducted by the private consulting firm Kimley-Horn and Associates, Inc (Kimley-Horn).

Engineering and traffic surveys for speed limits are regularly conducted once every five (5) years by governing municipalities for the purpose of complying with Section 40802(a) of the *California Vehicle Code (CVC)* and the national *Uniform Vehicle Code*. Engineering and traffic surveys may be extended to every seven (7) years if criteria is met, or every ten (10) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred as specified in Section 40802(c) of the *California Vehicle Code (CVC*). In addition, an engineering and traffic survey should be conducted on newly constructed roadways or roadways where the roadway conditions have significantly changed. The latest Assembly Bill (AB)-43-Traffic Safety would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years.

The California Governor's office approved AB 43 on 8 October 2021, which included amendments to Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the California Vehicle Code (CVC), relating to traffic safety.

1.1 Regulations and Guidelines

Division 11, Chapter 7, of the 2023 California Vehicle Code defines the California Speed Laws. Section 22352 of the CVC indicates that prima facie speed limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a)Fifteen miles per hour:

(1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This subdivision does not apply in the case of any

railway grade crossing where a human flag person is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

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

(3) On any alley.

(b)Twenty-five miles per hour:

(1) On any highway, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

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

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those

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signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

Division 1 of the CVC defines a business district and residence district in Section 235 and 515, respectively.

> 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."[1]

> 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."[2]

Section 22357(a) permits the establishment of speed limits greater than 25 mph upon street other than state highway, based on the following text:

> "(a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate

[1] California Legislative Information, California Law, Vehicle Code, Division 1, Section 235, 2023.
[2] California Legislative Information, California Law, Vehicle Code, Division 1, Section 515, 2023.

signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25-mile-per-hour prima facie limit which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens."[3]

Therefore, the CVC allows local authorities to increase or decrease the prima facie limits by ordinance or resolution to appropriate limits as determined by an engineering and traffic survey. Posted speed limits not defined in the CVC or established by ordinance are not valid. The CVC requires that speed surveys must be performed with the use of radar or other electronic devices at locations where speed limits are to be enforced with the use of radar. The current survey must be completed within five years as specified in Section 40802(a); seven years as specified in Section 40802(c), or fourteen years as specified in Section 40802(c), of the date of the preceding survey. A survey allowed to expire passed the valid duration of the previous survey would constitute a speed trap as defined in Sections 40802(a) and 40802(b) of the CVC (with added amendments as per AB-43):

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

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by

[3] California Legislative Information, California Law, Vehicle Code, Division 11. Chapter 7, Section 22357(a), 2023.

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the Federal Highway Administration and maintained by the Department of Transportation. It may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

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

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

(3) For purposes of this section, "senior zone" means that area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard "SENIOR" warning sign, pursuant to Section 22352.

(4) For purposes of this section, "business activity district" means a section of highway described in subdivision(b) of Section 22358.9 in which a standard 25 miles per hour or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.

"(c) (2) A "speed trap is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

B) (i)A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not

justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I)Except as specified in subclause (II), seven years.(II)If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 14 years.

(ii)This subparagraph does not apply to a local street, road, or school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8."[4]

CVC Section 22358.8 (Retain currently adopted or restore immediately prior speed limit)

Option:

12af Local agency may retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction as provided in CVC Section 22358.8.

Standard:

12ag Currently adopted speed limit or immediately prior adopted speed limit shall only be retained, by ordinance, if after completing an E&TS, local agency finds that the speed limit is still more than reasonable or safe, and that speed limit was established with an E&TS and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

12ah If local agency decides to use lower speed limit based on CVC Section 22358.8, after completing an E&TS and finding that the speed limit is still more than is reasonable or safe, it shall not be reduced by any more than 5 mph from the currently adopted speed limit not below the immediately prior speed limit. Refer to CVC Section 22358.8(b).

Excerpts from the CVC are attached in the **Appendix A**.

[4] California Legislative Information, California Law, Vehicle Code, Division 17. Chapter 3, Section 40802, 2023.

1.2 Requirements and Methodology of an Engineering and Traffic Study

Speed zones are primarily established to protect the public from the unreasonable behavior of reckless, unreliable, or otherwise dangerous drivers. Speed limits are generally established at or near the 85th percentile speed, which is defined as the speed at or below which 85 percent of traffic is moving. Speed limits established on this basis conform to the consensus of those who drive on the roadways as to what speed is reasonable and safe and are not dependent on the judgment of one or a few individuals.

The Engineering and Traffic Survey, as defined in Section 627 of the CVC, must consider the prevailing speeds, collision records, pedestrian and bicycle activity, and roadway traffic and roadside conditions not readily apparent to the driver. Speed zones are also established to advise motorists of road conditions or hazards, which may not be readily apparent to a reasonable driver. For this reason, a field review of related road/traffic variables is conducted which is considered in combination with the statistical data and collision history of a particular roadway segment to determine a safe and reasonable speed limit. The specific procedures used in the performance of an Engineering and Traffic Study are outlined in the *2014 California MUTCD*. The statistical factors used to analyze the collected speed survey data and additional factors as noted in the *2014 California MUTCD* to consider are defined in the following section.

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2.0 SPEED SURVEY EVALUATION

Forty-five (45) locations were evaluated by Kimley-Horn and included in this report. These roadway sections and limits of the sections are listed in **Table 1**. Also, Error! Reference source not found. shows the location of survey locations with their existing posted speed limits.

Table 1: Survey Locations and Limits Evaluated

S. No.	Street	Limit 1	Limit 2	Posted Speed Limit (mph)	85th Percentile Speed (mph)
1	Imjin Parkway	State Route 1	California Avenue	50	50
2**	Imjin Parkway	California Avenue	Reservation Road	25	39.15
3	Del Monte Boulevard	SR1/Reindollar Avenue	Reservation Road	40	45.10
4	Del Monte Boulevard	Reservation Road	Beach Road	40	42
5	Del Monte Boulevard	Beach Road	Marina Greens Drive	40	45.15
6	Reservation Road	Dunes Drive	Beach Road	35	34
7	Reservation Road	Beach Road	Del Monte Boulevard	30	33.15
8	Reservation Road	Del Monte Boulevard	Crescent Avenue	35	39
9	Reservation Road	Crescent Avenue	California Avenue	45	43
10	Reservation Road	California Avenue	Salinas Avenue	45	51
11	Reservation Road	Salinas Avenue	Imjin Parkway	55	57
12	Reservation Road	Imjin Parkway	Blanco Road	55	60.15
13	8th Street	2nd Avenue	3rd Avenue	25	32.60
14	8th Street	5th Avenue	Inter-Garrison Road	40	41
15	9th Street	1st Avenue	2nd Avenue	30	31
16	2nd Avenue	Divarty Street	8th Street	45	46
17	2nd Avenue	8th Street	Imjin Parkway	35	36
18*	Beach Road	Reservation Road	Del Monte Boulevard	35	35
19	De Forest Road	Beach Road	Reservation Road	30	36
20	Crescent Avenue	Quebrada Del Mar	Reservation Road	25	32
21	Crescent Avenue	Reservation Road	Carmel Avenue	30	36
22	Cardoza Avenue	Reservation Road	Aaron Way (End)	30	35
23	Beach Road	Del Monte Boulevard	De Forest Road	30	28
24	California Avenue	Reservation Road	Carmel Avenue	30	37
25	California Avenue	Carmel Avenue	Reindollar Avenue	25	32
26	California Avenue	Reindollar Avenue	Imjin Parkway	40	45
27*	California Avenue	Imjin Parkway	8th Street	30	28
28	Reindollar Avenue	Del Monte Boulevard	California Avenue	25	34

S. No.	Street	Limit 1	Limit 2	Posted Speed Limit (mph)	85th Percentile Speed (mph)
29	Reindollar Avenue/Bostick Avenue	California Avenue	Carmel Avenue	30	33
30*	Carmel Avenue	Del Monte Boulevard	California Avenue	25	31
31*	Carmel Avenue	California Avenue	Salinas Avenue	25	29
32	Salinas Avenue	Carmel Avenue	Reservation Road	25	24
33	Paul Davis Drive	Healy Avenue	Marina Greens Drive	30	25
34	Patton Parkway	Marina High School	California Avenue	40	41
35	Crescent Street	Patton Parkway	Reindollar Avenue	25	30
36*	Vaughan Avenue	Reindollar Avenue	Carmel Avenue	25	29
37	Seacrest Avenue	Carmel Avenue	Reservation Road	30	31.15
38	Sunset Avenue	Reindollar Avenue	Carmel Avenue	25	31
39*	Lake Drive	Palm Avenue	Reservation Road	25	36
40*	Palm Avenue	Lake Drive	Del Monte Boulevard	25	28
41	Abrams Drive	Preston Drive	Imjin Parkway	30	34
42	Preston Drive	Abrams Drive	Imjin Parkway	30	29.15
43	3rd Avenue	Imjin Parkway	8th Street	25	27
44	Abrams Drive	Imjin Parkway (West)	Preston Drive	25	35.15
45	Marina Heights Drive	California Avenue	Imjin Parkway	25	34

Notes:
*- No posted speed limit sign exists in the field. Existing posted speed limit is per City Resolution No. 2020-54
**- Posted speed limit is 25 MPH due to on-going construction

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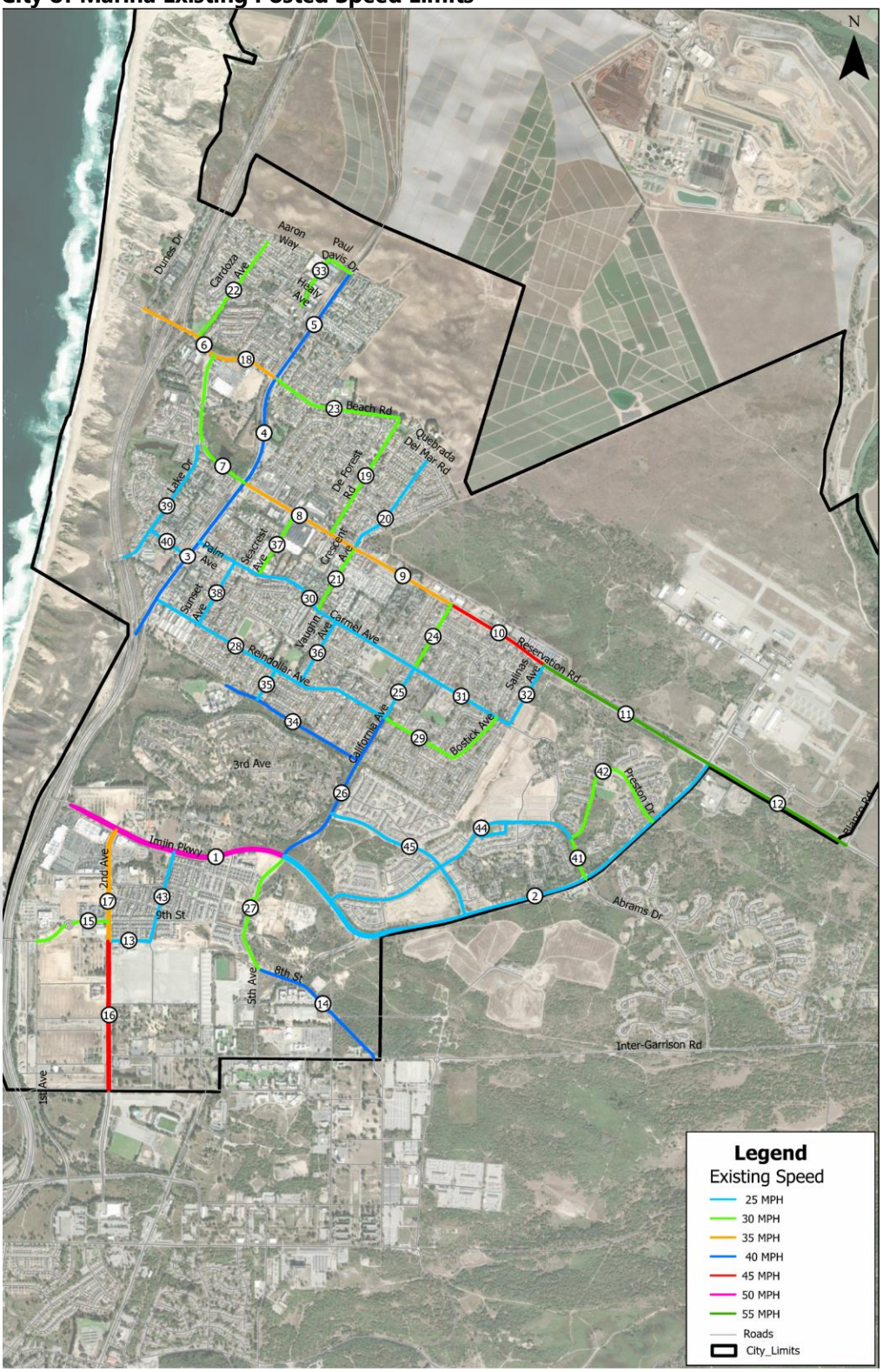
Figure 1: City of Marina Existing Posted Speed Limits



2.1 Field Review

Speed data was collected using manual radar surveys performed by a sub-consultant to Kimley-Horn, IDAX Data Solutions (IDAX). Each of the radar speed checks were made from an inconspicuously parked, unmarked vehicle or by a technician standing on the side of the road. An effort was made to ensure that the presence of the vehicle or technician in no way affected the speed of the traffic being surveyed. Field information from these speed surveys and other roadway characteristics were recorded on field data forms and later coded into engineering software for analysis purposes. Chapter 2B of the *2014 California MUTCD* indicates that it is desirable to have a minimum sample of 100 vehicles for a speed zone survey for an arterial street. This may result in excessive survey periods for low volume roadways, but a survey should not contain less than 50 vehicles. In addition, average daily traffic volumes (ADT) and roadway widths were collected at all the locations.

Examples of the field data collected for the purposes of analyzing related roadway characteristics as they pertain to the determination of appropriate speed limits are listed below. The results of the field review for related roadway and traffic variables are summarized in the Engineering and Traffic Survey forms included in the **Appendix C.**

1. Segment length, width and alignment;
2. Level of pedestrian, bicycle, and truck activity
3. Traffic flow characteristics;
4. Number of lanes and other channelization/striping factors;
5. Frequency of intersections, driveways, on-street parking, bike lanes;
6. Locations of stop signs, traffic signals, and other regulatory traffic control devices;
7. Pavement condition;
8. Obstructions to driver/pedestrian visibility;
9. Land use and proximity of schools, parks/recreation areas and senior centers;
10. Uniformity with existing speed zones in adjacent jurisdictions; and,
11. Any other unusual conditions or hazards not readily apparent to the driver.

In addition to speed data collected by IDAX, field visit has been done by Kimley-Horn engineers at all forty-five locations to familiarize with the exiting conditions and better judgment for speed recommendations.

2.2 Statistical Analysis Factors

Significant factors used to analyze the collected survey data are summarized below:

1. **85th Percentile Speed**. The Critical Speed, or the 85th percentile speed, is defined as that speed at or below which 85 percent of the traffic is moving. This factor is the primary guide in determining what speeds the majority of safe and reasonable drivers are traveling. Therefore, the practice is to set the speed limit to the nearest 5 mph increment from the critical speed unless other factors require a lower limit. Speed limits set on this basis provide law enforcement officials with a means of controlling reckless or unreliable drivers who will not conform to what the majority finds reasonable.

2. **The 10-mph Pace.** The 10-mph Pace is the 10-mph increment range, which contains the largest number of recorded vehicles. The pace is a measure of the dispersion of speeds within the sample surveyed. Speed limits should normally be set to fall within the 10-mph pace. However, conditions not readily apparent to the driver or adhering to State mandated limits such as in Residence Districts may require setting speed limits below the 10-mph pace.

3. **50th Percentile Speed**. The Median Speed, or 50th Percentile Speed, represents the mid-point value within the range of recorded speeds for a particular roadway location. In other words, 50 percent of the vehicles travel faster than and 50 percent travel slower than, the median speed. This value is another measure of the central tendency of the vehicle speed distribution. Typically speed limits should not be set below the 50th Percentile Speed, since it would result in greater than 50-percent of the drivers exceeding the speed limit.

4. **15th Percentile Speed**. The 15th Percentile Speed is that speed at or below which 15 percent of the vehicles are traveling. This value is important in determining the minimum allowable speed limit, given that the vehicles traveling below this speed tend to obstruct the flow of traffic, thereby increasing the collision potential.

5. **Percent of Vehicles in Pace Speed**. The percent of vehicles in the 10-mph pace speed is an indication of the grouping of vehicular speeds. Ideally, if all vehicles were traveling at or about the same speed, there would be a reduced likelihood of vehicular collisions. In speed limit analysis, the higher the percent of vehicles within the pace speed, the more favorable the speed distribution. The percent of the 10-mph pace is often between 60 and 90 percent.

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2.3 2014 California MUTCD and CVC Guidance

Based on the *2014 California MUTCD*, "When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic (CVC Section 22358.6(a)), except as shown in the two Options below for rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), or rounding up (CVC Section 22358.6(c)), or if using additional 5 mph speed reduction on local agency roadways for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2))"[5].

Option:

1. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5.

2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used.

Table 2B-104 (CA) in the MUTCD shows an example of rounding and additional speed reduction[6].

In matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a reduction of the posted speed limit by 5 mph due to specific factors such as road characteristics, the pace speed, roadside development and environment, pedestrian activity, and collision history. The following are some other factors to consider when establishing speed limits between adjacent street segments:

1. **Avoid Short Segments.** Short speed zones of less than ½ mile should be avoided, except in transition areas.
2. **Change in Roadway Conditions or Roadside Development.** Speed zone changes should be coordinated with changes in roadway conditions or roadside development.

[5] California Department of Transportation, 2014 California MUTCD, Chapter 2B, page 134, Revised January 6, 2023.
[6] California Department of Transportation, 2014 California MUTCD, Chapter 2B, page 259, Revised February 6, 2023.

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3. **Minimize Change in Speed between Adjacent Segments.** Speed zoning should be in 10 mph increments except in urban areas where 5 mph increments are preferable.
4. **Coordinate Speed Zoning with Adjacent Jurisdictions.**

Excerpts from the MUTCD are attached in the **Appendix B**.

2.4 Data Collection

Average Daily Traffic (ADT) data and radar speed surveys with calibrated radar gun were conducted by IDAX, during the month of December 2024 at all forty-five (45) study segments. An effort was made to ensure that the radar speed data is collected without affecting the speed of the vehicles traveling along the study segments. The radar speed data was collected on a typical day with fair-weather conditions. Kimley-Horn conducted field visits along each study segments to gather roadway characteristics, including but not limited to number of lanes in each direction, presence of uncontrolled crosswalk, on-street parking, sidewalks, driveways, horizontal/vertical curves, adjacent land uses, etc.

The ADT data was used to determine the accident rates and recommended speed limit for each study segments. Radar Speed Survey data and Average Daily Traffic (ADT) data is attached in **Appendix D** and **Appendix F**. The calibration certificate for the radar gun is attached in **Appendix E**.

2.5 Collision History

The Engineering and Traffic Survey forms summarize the available collision information for each of the street segments. The collision information was obtained from the City from January 2019 to December 2021. The collisions were reviewed and corridor related collisions, those not related to signalized intersections, signs, or alcohol and drug influence, were summarized for each segment. Based on the number of total collisions studied over the 3-year period and ADT counts, a collision rate per million vehicle miles was calculated for each segment. To provide a general comparison of the collision rates on the segments to expected collisions rates for similar types of local roadways, the collision rates for each segment were compared to the statewide average rate listed in the *2021 Crash Data on California State Highways* (road miles, travel, collisions, collision rates) as listed in **Table 2**.

Table 2: 2022 California State Highways Collision Rates

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Lane Type	Total Collision Rate Per Million Vehicle Miles (3-year rates for 2020, 2021, and 2022)
2&3 Lanes	1.07
4 lanes (undivided highway)	1.33
4 lanes (divided highway)	0.99

Because of the urban area of the City's Street network, crash rates for Urban (Inside City) from the *2021 Crash Data on California State Highways* was used.

The current collision rate for each segment was calculated using the formula below:

$$CR = \frac{N \times 10^6}{ADT \times 365 \times Y \times L}$$

- N – Total number of collisions along the study segment
- ADT – Average Daily Traffic along study segment
- L – Length of segment in miles
- Y – Number of years of collision data

The collision history for the Years 2020, 2021, and 2022 at the study segments is summarized in Error! Reference source not found. below:

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Table 3: Collision History Summary at Study Segments (2020-2022)

#	Street Name	Limit 1	Limit 2	2020						2021						2022						2020, 2021, 2022 Collisions
				PDO	COP	VIS	SEV	FAT	TOTAL	PDO	COP	VIS	SEV	FAT	TOTAL	PDO	COP	VIS	SEV	FAT	TOTAL	
1	Imjin Parkway	State Route 1	California Avenue		4	2		1	7		2	1	1		4		9	1			10	21
2	Imjin Parkway	California Avenue	Reservation Road		4				4		3	4			7		3	3			6	17
3	Del Monte Boulevard	SR1/Reindollar Avenue	Reservation Road		2				2		4				4		1	1	1		3	9
4	Del Monte Boulevard	Reservation Road	Beach Road						0						0						0	0
5	Del Monte Boulevard	Beach Road	Marina Greens Drive						0						0						0	0
6	Reservation Road	Dunes Drive	Beach Road						0						0						0	0
7	Reservation Road	Beach Road	Del Monte Boulevard						0						0		1				1	1
8	Reservation Road	Del Monte Boulevard	Crescent Avenue		2				2			1			1		2	1			3	6
9	Reservation Road	Crescent Avenue	California Avenue						0						0						0	0
10	Reservation Road	California Avenue	Salinas Avenue						0						0						0	0
11	Reservation Road	Salinas Avenue	Imjin Parkway						0						0		5				5	5
12	Reservation Road	Imjin Parkway	Blanco Road						0						0						0	0
13	8th Street	2nd Avenue	3rd Avenue						0						0						0	0
14	8th Street	5th Avenue	Inter-Garrison Road						0						0						0	0
15	9th Street	1st Avenue	2nd Avenue						0						0						0	0
16	2nd Avenue	Divarty Street	8th Street						0						0		1				1	1
17	2nd Avenue	8th Street	Imjin Parkway						0						0						0	0
18	Beach Road	Reservation Road	Del Monte Boulevard						0						0		1				1	1
19	De Forest Road	Beach Road	Reservation Road						0						0						0	0
20	Crescent Avenue	Quebrada Del Mar	Reservation Road						0						0						0	0
21	Crescent Avenue	Reservation Road	Carmel Avenue						0						0						0	0
22	Cardoza Avenue	Reservation Road	Aaron Way (End)						0						0						0	0
23	Beach Road	Del Monte Boulevard	De Forest Road						0						0						0	0
24	California Avenue	Reservation Road	Carmel Avenue						0						0						0	0
25	California Avenue	Carmel Avenue	Reindollar Avenue						0						0						0	0
26	California Avenue	Reindollar Avenue	Imjin Parkway						0						0		1				1	1
27	California Avenue	Imjin Parkway	8th Street						0						0						0	0
28	Reindollar Avenue	Del Monte Boulevard	California Avenue						0						0						0	0
29	Reindollar Avenue/Bostick Avenue	California Avenue	Carmel Avenue						0						0						0	0
30	Carmel Avenue	Del Monte Boulevard	California Avenue						0						0			1			1	1
31	Carmel Avenue	California Avenue	Salinas Avenue						0						0						0	0
32	Salinas Avenue	Carmel Avenue	Reservation Road						0						0						0	0
33	Paul Davis Drive	Healy Avenue	Marina Greens Drive						0						0						0	0
34	Patton Parkway	Marina High School	California Avenue						0						0						0	0
35	Crescent Street	Patton Parkway	Reindollar Avenue						0						0						0	0
36	Vaughan Avenue	Reindollar Avenue	Carmel Avenue						0						0						0	0
37	Seacrest Avenue	Carmel Avenue	Reservation Road						0						0			1			1	1
38	Sunset Avenue	Reindollar Avenue	Carmel Avenue						0						0						0	0

#	Street Name	Limit 1	Limit 2	2020						2021						2022						2020, 2021, 2022 Collisions
				PDO	COP	VIS	SEV	FAT	TOTAL	PDO	COP	VIS	SEV	FAT	TOTAL	PDO	COP	VIS	SEV	FAT	TOTAL	
39	Lake Drive	Palm Avenue	Reservation Road						0						0						0	0
40	Palm Avenue	Lake Drive	Del Monte Boulevard						0						0						0	0
41	Abrams Drive	Preston Drive	Imjin Parkway						0						0						0	0
42	Preston Drive	Abrams Drive	Imjin Parkway						0						0						0	0
43	3rd Avenue	Imjin Parkway	8th Street						0						0						0	0
44	Abrams Drive	Imjin Parkway (West)	Preston Drive						0						0						0	0
45	Marina Heights Drive	California Avenue	Imjin Parkway						0						0						0	0

Notes:
PDO - Property Damage Only, COP - Complaint of Pain, VIS - Visible Injury, SEV - Severe Injury, FAT – Fatal

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Table 4: Collision Rate Summary at Study Segments

#	Street Name	Segment		2019, 2020, 2021 Collisions	ADT/Avg ADT	Distance (Ft)	Distance (Mi)	Segment CR	Expected CR	Segment CR > Expected CR?
		Limit 1	Limit 2							
1	Imjin Parkway	State Route 1	California Avenue	21	25,688	4,752	0.9	0.83	0.99	No
2	Imjin Parkway	California Avenue	Reservation Road	17	20,534	10,560	2.00	0.44	1.07	No
3	Del Monte Boulevard	SR1/Reindollar Avenue	Reservation Road	9	22,304	4,752	0.9	0.41	0.99	No
4	Del Monte Boulevard	Reservation Road	Beach Road	0	9,121	2,640	0.5	0.00	0.99	No
5	Del Monte Boulevard	Beach Road	Marina Greens Drive	0	5,302	2,640	0.5	0.00	1.07	No
6	Reservation Road	Dunes Drive	Beach Road	0	7,348	1,584	0.3	0.00	1.07	No
7	Reservation Road	Beach Road	Del Monte Boulevard	1	6,596	3,168	0.6	0.46	1.07	No
8	Reservation Road	Del Monte Boulevard	Crescent Avenue	6	18,593	2,640	0.5	0.69	0.99	No
9	Reservation Road	Crescent Avenue	California Avenue	0	17,187	2,640	0.5	0.21	0.99	No
10	Reservation Road	California Avenue	Salinas Avenue	0	14,699	2,112	0.4	0.00	0.99	No
11	Reservation Road	Salinas Avenue	Imjin Parkway	5	16,027	4,224	0.8	0.50	1.33	No
12	Reservation Road	Imjin Parkway	Blanco Road	0	30,285	3,696	0.7	0.39	0.99	No
13	8th Street	2nd Avenue	3rd Avenue	0	1,037	1,056	0.2	0.00	1.07	No
14	8th Street	5th Avenue	Inter-Garrison Road	0	4,295	3,168	0.6	0.00	1.07	No
15	9th Street	1st Avenue	2nd Avenue	0	2,528	1,584	0.3	0.00	1.07	No
16	2nd Avenue	Divarty Street	8th Street	1	7,573	3,168	0.6	0.20	1.07	No
17	2nd Avenue	8th Street	Imjin Parkway	0	8,306	2,112	0.4	0.27	1.07	No
18	Beach Road	Reservation Road	Del Monte Boulevard	1	6,012	1,584	0.3	2.03	1.07	**Yes**
19	De Forest Road	Beach Road	Reservation Road	0	1,749	2,640	0.5	2.09	1.07	**Yes**
20	Crescent Avenue	Quebrada Del Mar	Reservation Road	0	1,353	2,112	0.4	0.00	1.07	No
21	Crescent Avenue	Reservation Road	Carmel Avenue	0	3,528	1,584	0.3	0.86	1.07	No
22	Cardoza Avenue	Reservation Road	Aaron Way (End)	0	2,458	2,640	0.5	0.00	1.07	No
23	Beach Road	Del Monte Boulevard	De Forest Road	0	2,598	2,640	0.5	0.00	1.07	No
24	California Avenue	Reservation Road	Carmel Avenue	0	5,842	1,584	0.3	0.52	1.07	No
25	California Avenue	Carmel Avenue	Reindollar Avenue	0	6,430	1,056	0.2	0.00	1.07	No
26	California Avenue	Reindollar Avenue	Imjin Parkway	1	8,725	3,696	0.7	0.30	1.07	No
27	California Avenue	Imjin Parkway	8th Street	0	851	2,640	0.5	0.00	1.07	No
28	Reindollar Avenue	Del Monte Boulevard	California Avenue	0	3,372	5,280	1.0	0.00	1.07	No
29	Reindollar Avenue/Bostick Avenue	California Avenue	Carmel Avenue	0	1,690	1,584	0.3	0.00	1.07	No
30	Carmel Avenue	Del Monte Boulevard	California Avenue	1	3,704	7,392	1.4	0.70	1.07	No
31	Carmel Avenue	California Avenue	Salinas Avenue	0	812	2,112	0.4	0.00	1.07	No
32	Salinas Avenue	Carmel Avenue	Reservation Road	0	264	1,584	0.3	0.00	1.07	No
33	Paul Davis Drive	Healy Avenue	Marina Greens Drive	0	657	1,056	0.2	0.00	1.07	No
34	Patton Parkway	Marina High School	California Avenue	0	661	3,168	0.6	2.30	1.07	**Yes**
35	Crescent Street	Patton Parkway	Reindollar Avenue	0	1,304	528	0.1	0.00	1.07	No
36	Vaughan Avenue	Reindollar Avenue	Carmel Avenue	0	1,515	1,584	0.3	0.00	1.07	No
37	Seacrest Avenue	Carmel Avenue	Reservation Road	1	3,992	1,584	0.3	1.53	1.07	**Yes**
38	Sunset Avenue	Reindollar Avenue	Carmel Avenue	0	2,854	528	0.1	0.00	1.07	No
39	Lake Drive	Palm Avenue	Reservation Road	0	1,521	2,112	0.4	1.50	1.07	**Yes**

#	Street Name	Segment		2019, 2020, 2021 Collisions	ADT/Avg ADT	Distance (Ft)	Distance (Mi)	Segment CR	Expected CR	Segment CR > Expected CR?
		Limit 1	Limit 2							
40	Palm Avenue	Lake Drive	Del Monte Boulevard	0	2,878	1,056	0.2	0.00	1.07	No
41	Abrams Drive	Preston Drive	Imjin Parkway	0	2,360	1,056	0.2	1.93	1.07	**Yes**
42	Preston Drive	Abrams Drive	Imjin Parkway	0	2,110	3,168	0.6	0.00	1.07	No
43	3rd Avenue	Imjin Parkway	8th Street	0	981	2,112	0.4	0.00	1.07	No
44	Abrams Drive	Imjin Parkway (West)	Preston Drive	0	2,667	5,808	1.1	0.00	1.07	No
45	Marina Heights Drive	California Avenue	Imjin Parkway	0	2,407	5,808	1.1	0.00	1.07	No

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3.0 RESULTS AND RECOMMENDATIONS

The recommendations contained in this report are intended to establish prima facie speed limits. Prima facie limits attempt to advise the motorist and enforcement of the reasonable speed for a particular section of roadway for the prevailing conditions. In many cases, the recommendations made produce a uniform speed limit along the road.

The Engineering and Traffic Survey (ET&S) forms, presented in the **Appendix C**, illustrate the results of a thorough evaluation of the available data and indicate a recommended speed limit for each of the street segments surveyed. A summary of the data analysis, along with recommended speed limits can be found in . The recommended speed limit for each segment is shown in **Figure 1**.

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Table 5: Speed Survey Recommendations

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
1	Imjin Parkway	State Route 1	California Avenue	50	50	0.83	0.99	No	Yes	**45**	**-5**	Imjin Parkway is classified as a 4-lane Expressway with divided median and is a major travel route in and out of the City carrying significant traffic volumes. Even though a total of 21 collisions were reported (2020-2022), the collision rate is lower than the expected collision rate for similar facilities statewide. The 85th percentile speed of 50 mph observed is equal to the existing posted speed limit. With one fatal and one serious injury crash involving pedestrian/bicyclists, the crash density is higher than other segments. The segment meets the definition of safety corridor and the 85th percentile speed can be further lowered by 5 mph to 45 mph.
2	Imjin Parkway	California Avenue	Reservation Road	25	39.15	0.44	1.07	No	No	N/A (See Note 1)		*Imjin Parkway is classified as a 4-lane Expressway and is a major travel route in and out of the City carrying significant traffic volumes. Even though a total of 20 collisions were reported (2020-2022), the collision rate is lower than the expected collision rate for similar facilities statewide.*
3	Del Monte Boulevard	SR1/Reindollar Avenue	Reservation Road	40	45.10	0.41	0.99	No	Yes	**35**	**-5**	*Del Monte Boulevard between SR1/Reindollar Avenue and Reservation Road is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of Class I bike route, residential/commercial land uses, multiple driveways and vertical curve justify reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed to 40 mph, if no further reductions are used.* *Additionally, the segment meets the Safety Corridor requirements related to crash density, school proximity, downtown core, vulnerable population, and crash severity. Therefore it is recommended that the resulting 85th percentile speed is further reduced by 5 mph to 35 mph.*
4	Del Monte Boulevard	Reservation Road	Beach Road	40	42	0.00	0.99	No	Yes	**30**	**-10**	*Del Monte Boulevard between Reservation Road and Beach Road is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 42 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of Class I bike route, residential/commercial land uses, multiple driveways and vertical curve justify further reducing the observed 85th percentile*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									*speed.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.* *Additionally, the segment meets the Safety Corridor requirements related to crash density, school proximity, downtown core, and vulnerable population. Therefore, it is recommended that the resulting 85th percentile speed is further reduced by 5 mph to 30 mph* *The existing posted speed limit of 40 mph is reduced to 30 mph.*
5	Del Monte Boulevard	Beach Road	Marina Greens Drive	40	45.15	0.00	1.07	No	No	40		*Del Monte Boulevard between Beach Road and Marina Greens Drive is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking , bike route, and multiple driveways justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 40 mph, in compliance with CVC Section 627 and 22358.5.*
6	Reservation Road	Dunes Drive	Beach Road	35	34	0.00	1.07	No	No	35		*Reservation Road between Dunes Drive and Beach Road is classified as an Arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking , Class II bike lanes, and vertical/horizontal curves justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
7	Reservation Road	Beach Road	Del Monte Boulevard	30	33.15	0.46	1.07	No	No	30		*Reservation Road between Beach Road and Del Monte Boulevard is classified as an Arterial per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 33.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of Class II bike lanes, uncontrolled crosswalks, driveways, and horizontal curves justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.*
8	Reservation Road	Del Monte Boulevard	Crescent Avenue	35	39	0.69	0.99	No	No	35		*Reservation Road between Del Monte Boulevard and Crescent Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 39 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of Class II bike lanes, on-street parking, driveways, and vertical curves justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.*
9	Reservation Road	Crescent Avenue	California Avenue	40	43	0.21	0.99	No	No	40		*Reservation Road between Crescent Avenue and California Avenue is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 43 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of Class II bike lanes, on-street parking, driveways, and vertical curves justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.*

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#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
10	Reservation Road	California Avenue	Salinas Avenue	45	51	0.00	0.99	No	No	**40**	**-5**	*Reservation Road between California Avenue and Salinas Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 45 mph. The radar speed data collected shows the 85th-percentile speed as 51 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 50 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking , Class II bike lanes, Two-Way Left Turn (TWLT) lane, multiple driveways, and horizontal/vertical curve justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 45 mph, in compliance with CVC Section 627 and 22358.5.* *The land use characteristics changes from vacant land (i.e., along Roadway Segment No. 11: Reservation Road – From Salinas to Imjin Parkway) to industrial/residential adjacent to this segment. The resulting speed limit of 45 mph is still more than is reasonable or safe per City staff. It is recommended that the City adopt a lower speed limit by ordinance to 40 mph, a 5-mph reduction in speed limit.* *The existing posted speed limit of 45 mph is reduced to 40 mph.*
11	Reservation Road	Salinas Avenue	Imjin Parkway	55	57	0.50	1.33	No	No	**50**	**-5**	*Reservation Road between Salinas Avenue and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 55 mph. The radar speed data collected shows the 85th-percentile speed as 57 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 55 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 50 mph, in compliance with CVC Section 627 and 22358.5.* *The existing posted speed limit of 55 mph is reduced to 50 mph.*
12	Reservation Road	Imjin Parkway	Blanco Road	55	60.15	0.39	0.99	No	No	55		*Reservation Road between Imjin Parkway and and Blanco Road is classified as an arterial per the General Plan. The existing posted speed limit is 55 mph. The radar speed data collected shows the 85th-percentile speed as 60.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 60 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 55 mph, in compliance with CVC Section 627 and 22358.5.*
13	8th Street	2nd Avenue	3rd Avenue	25	32.60	0.00	1.07	No	No	25		*8th Street between 2nd Avenue and 3rd Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32.6 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of Class II bike lane and surrounding residential land uses, multiple driveways and vertical curve justify reducing the observed 85th percentile speed. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.*
14	8th Street	5th Avenue	Inter-Garrison Road	40	41	0.00	1.07	No	No	**35**	**-5**	*8th Street between 5th Avenue and Inter-Garrison Road is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 41 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of driveways, limited visibility, and horizontal curve further justify reducing the resulting 85th percentile speed.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.*
15	9th Street	1st Avenue	2nd Avenue	30	31	0.00	1.07	No	No	**25**	**-5**	*9th Street between 1st Avenue and 2nd Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									*free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, Class II bike lanes, uncontrolled crosswalk, nature of surrounding land uses, and horizontal curve further justify reducing the resulting 85th percentile speed.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.*
16	2nd Avenue	Divarty Street	8th Street	45	46	0.20	1.07	No	No	**40**	**-5**	*2nd Avenue between Divarty Street and 8th Street is classified as an arterial per the General Plan. The existing posted speed limit is 45 mph. The radar speed data collected shows the 85th-percentile speed as 46 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *2nd Avenue from 8th Avenue to Imjin Parkway, has a posted speed limit of 35 mph. It is recommended that adjacent sections of a corridor do not have a posted speed limit difference of more than 5 mph. Therefore, it is recommended that the resulting 85th percentile speed is further reduced.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 40 mph, in compliance with CVC Section 627 and 22358.5.*
17	2nd Avenue	8th Street	Imjin Parkway	35	36	0.27	1.07	No	No	35		*2nd Avenue between 8th Street and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing*

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#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												posted speed limit of 35 mph is retained.
18	Beach Road	Reservation Road	Del Monte Boulevard	35	35	2.03	1.07	Yes	No	**30**	**-5**	*Beach Road between Reservation Road and Del Monte Boulevard is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 35 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 35 mph. The collision rate is higher than the expected collision rate for similar facilities statewide.* *Higher collision rate than statewide average (involving 1 severe injury), presence on uncontrolled crosswalks, horizontal/vertical curves, and merge/diverge lanes justify further reduction in the resulting 85th percentile speed limit . Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used. It is therefore recommended that the existing posted speed limit of 35 mph is reduced to 30 mph.*
19	De Forest Road	Beach Road	Reservation Road	30	36	2.09	1.07	Yes	No	30		*Del Forest Road between Beach Road and Reservation Road is classified as a collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph with a 10-mph pace range of 29 mph to 38 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is higher than the expected collision rate for similar facilities statewide.* *The presence of uncontrolled crosswalk, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.*
20	Crescent Avenue	Quebrada Del Mar	Reservation Road	25	32	0.00	1.07	No	No	25		*Crescent Avenue between Quebrada Del Mar and Reservation Road is classified as a collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												speed limit. *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.*
21	Crescent Avenue	Reservation Road	Carmel Avenue	30	36	0.86	1.07	No	No	30		*Crescent Avenue between Reservation Road and Carmel Avenue is classified as a collector per the General Plan. There speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.*
22	Cardoza Avenue	Reservation Road	Aaron Way (End)	30	35	0.00	1.07	No	No	30		*Cardoza Avenue between Reservation Road and Aaron Way is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used. It is therefore recommended that the existing posted speed limit of 30 mph is retained.*
23	Beach Road	Del Monte Boulevard	De Forest Road	30	28	0.00	1.07	No	No	**25**	**-5**	*Beach Road between Del Monte Boulevard and De Forest Road is classified as a Collector as per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												The presence of elementary school, multiple driveways, and horizontal curves justify further reducing the observed 85th percentile speed. *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.*
24	California Avenue	Reservation Road	Carmel Avenue	30	37	0.52	1.07	No	No	30		*California Avenue between Reservation Road and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 37 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.*
25	California Avenue	Carmel Avenue	Reindollar Avenue	25	32	0.00	1.07	No	No	25		*California Avenue between Carmel Avenue and Reindollar Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, Class II bike lanes, residential land uses, vertical curve, and residential land use justify reducing the 85th percentile speed limit.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5..* *The existing posted speed limit of 25 mph is retained.*
26	California Avenue	Reindollar Avenue	Imjin Parkway	40	45	0.30	1.07	No	No	40		*California Avenue between Reindollar Avenue and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45 mph. The collision rate*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												is lower than the expected collision rate for similar facilities statewide. *The presence of Class II Bike Lanes, horizontal and vertical curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used. It is therefore recommended that the existing posted speed limit of 40 mph is retained.*
27	California Avenue	Imjin Parkway	8th Street	30	28	0.00	1.07	No	No	30		*California Avenue between Imjin Parkway and 8th Street is classified as an arterial per the General Plan. The existing speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.*
28	Reindollar Avenue	Del Monte Boulevard	California Avenue	25	34	0.00	1.07	No	No	25		*Reindollar Avenue between Del Monte Boulevard and California Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.*
29	Reindollar Avenue/Bostick Avenue	California Avenue	Carmel Avenue	30	33	0.00	1.07	No	No	**25**	**-5**	*Reindollar Avenue between California Avenue and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 33 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									*rate for similar facilities statewide.* *The presence of on-street parking, multiple driveways, vertical and horizontal curve, uncontrolled crosswalks, and residential land uses justify reducing the 85th percentile speed limit.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.*
30	Carmel Avenue	Del Monte Boulevard	California Avenue	25	31	0.70	1.07	No	No	25		*Carmel Avenue between Del Monte Boulevard and California Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, multiple driveways, vertical curve, uncontrolled crosswalks, and residential land uses justify reducing the 85th percentile speed limit.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.*
31	Carmel Avenue	California Avenue	Salinas Avenue	25	29	0.00	1.07	No	No	25		*Carmel Avenue between California Avenue and Salinas Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 29 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, multiple driveways, uncontrolled crosswalk, and vertical curve justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.*
32	Salinas Avenue	Carmel Avenue	Reservation Road	25	24	0.00	1.07	No	No	25		*Salinas Avenue between Carmel Avenue and Reservation Road is classified as a Collector per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 24 mph. The CVC 22358.6(a)*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. *No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.*
33	Paul Davis Drive	Healy Avenue	Marina Greens Drive	30	25	0.00	1.07	No	No	**25**	**-5**	*Paul Davis Drive between Healy Avenue and Marina Greens Drive is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 25 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *Presence of on-street parking, multiple driveways, and horizontal curves justifies lowering the speed limit. It is recommended that the observed 85th percentile speed limit of 25 mph is adopted for this segment.*
34	Patton Parkway	Marina High School	California Avenue	40	41	2.30	1.07	Yes	No	**35**	**-5**	*Patton Parkway between Marina High School and California Avenue is classified as a Collector as per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 41 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph.* *The collision rate is higher than the expected collision rate for similar facilities statewide. The presence of bike routes, horizontal/vertical curves, and residential/school land uses justify reducing the 85th percentile speed limit.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.*
35	Crescent Street	Patton Parkway	Reindollar Avenue	25	30	0.00	1.07	No	No	25		*Crescent Street between Patton Parkway and Reindollar Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 30 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									*rate for similar facilities statewide.* *The presence of on-street parking, multiple driveways, horizontal and vertical curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.*
36	Vaughan Avenue	Reindollar Avenue	Carmel Avenue	25	29	0.00	1.07	No	No	25		*Vaughan Avenue between Reindollar Avenue and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 29 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, multiple driveways, and vertical curve justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.*
37	Seacrest Avenue	Carmel Avenue	Reservation Road	30	31.15	1.53	1.07	Yes	No	30		*Seacrest Avenue between Carmel Avenue and Reservation Road is classified as a Collector as per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 31.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is higher than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, vertical curve, and residential/commercial land uses justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.*
38	Sunset Avenue	Reindollar Avenue	Carmel Avenue	25	31	0.00	1.07	No	No	25		*Sunset Avenue between Reindollar Avenue and Carmel Avenue is classified as a Collector per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												similar facilities statewide. *The presence of on-street parking, vertical curve, and residential/commercial land uses justify reducing the 85th percentile speed limit.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.*
39	Lake Drive	Palm Avenue	Reservation Road	25	36	1.50	1.07	Yes	No	25		*Lake Drive between Palm Avenue and Reservation Road is classified as a Collector as per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph.* *Higher than the expected collision rate, presence of on-street parking, driveways and surrounding residential land uses justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.*
40	Palm Avenue	Lake Drive	Del Monte Boulevard	25	28	0.00	1.07	No	No	25		*Palm Avenue between Lake Drive and Del Monte Boulevard is classified as a Collector as per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, multiple driveways, vertical curve, and residential land uses justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.*
41	Abrams Drive	Preston Drive	Imjin Parkway	30	34	1.93	1.07	Yes	No	30		*Abrams Drive between Preston Drive and Imjin Parkway is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									*mph..* *Higher than the expected collision rate, presence of horizontal and vertical curve, and residential land uses justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.*
42	Preston Drive	Abrams Drive	Imjin Parkway	30	29.15	0.00	1.07	No	No	30		*Preston Drive between Abrams Drive and Imjin Parkway is classified as a Collector as per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 29.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Presence of driveways, park, residential land uses, horizontal and vertical curves further justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.*
43	3rd Avenue	Imjin Parkway	8th Street	25	27	0.00	1.07	No	No	25		*3rd Avenue between Imjin Parkway and 8th Street is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 27 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Presence of on-street parking, vertical curve, residential and commercial land uses further justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.*
44	Abrams Drive	Imjin Parkway	Preston Drive	25	35.15	0.00	1.07	No	No	25		*Abrams Drive between Imjin Parkway and Preston Drive is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
		(West)										*collected shows the 85th-percentile speed as 35.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking , Class II bike lanes, horizontal and vertical curve justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.* *The resulting speed limit of 30 mph is still more than is reasonable or safe per City staff. It is therefore recommended that the City adopt a lower speed limit by ordinance to 25 mph, which is the existing posted speed limit.* *It should be noted that this segment was not included in the previous 'Engineering & Traffic Survey (E&TS)' study conducted by the City. Therefore, 'CVC Section 22358.8' as identified in AB 43, which allows local authorities to retain current speed limit or restore immediately prior speed limit, cannot be used.* *The existing posted speed limit of 25 mph is retained.*
45	Marina Heights Drive	California Avenue	Imjin Parkway	25	34	0.00	1.07	No	No	25		*Marina Heights Drive between California Avenue and Imjin Pakrway is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking , Class II bike lanes, horizontal and vertical curve justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.* *The resulting speed limit of 30 mph is still more than is reasonable or safe per City staff. It is therefore recommended that the City adopt a lower speed limit by ordinance to 25 mph, which is the existing posted speed limit.* *It should be noted that this segment was not included in the previous 'Engineering & Traffic Survey (E&TS)' study conducted by the City. Therefore, 'CVC Section 22358.8' as identified in AB 43, which allows local authorities to retain current*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												speed limit or restore immediately prior speed limit, cannot be used. *The existing posted speed limit of 25 mph is retained.*
Notes: *1. None. Imjin Parkway from California Avenue to Reservation Road is currently under construction.*												

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Figure 2: City of Marina Recommended Speed Limits

Appendix A

California Vehicle Code (CVC) - Applicable Sections

DRAFT

Cal. Veh. Code § 627

Section 627 - "Engineering and traffic survey" defined

(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 devices, and the unhoused.

Ca. Veh. Code § 627

Amended by Stats 2021 ch 690 (AB 43),s 1, eff. 1/1/2022.
Amended by Stats 2000 ch 45 (AB 2767), s 1, eff. 1/1/2001.

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Cal. Veh. Code § 21400

Section 21400 - Uniform standards and specifications for official traffic control devices

(a) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.
(b) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning signs, lights, and devices to be placed upon a highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.
(c) Only those signs, lights, and devices as are provided for in this section shall be placed upon a highway to warn traffic of work that is being performed on the highway.
(d) Control devices or markings installed upon traffic barriers on or after January 1, 1984, shall conform to the uniform standards and specifications required by this section.

Ca. Veh. Code § 21400

Amended by Stats 2021 ch 690 (AB 43),s 2, eff. 1/1/2022.
Amended by Stats 2011 ch 528 (AB 529),s 2, eff. 1/1/2012.

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Cal. Veh. Code § 22352

Section 22352 - Prima facie limits

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

(a) Fifteen miles per hour:

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

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

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

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

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the

erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

Ca. Veh. Code § 22352

Amended by Stats 2021 ch 690 (AB 43),s 3, eff. 1/1/2022.
Amended by Stats 2015 ch 12 (AB 95),s 15, eff. 6/24/2015.
Amended by Stats 2013 ch 240 (AB 707),s 1, eff. 1/1/2013.

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Cal. Veh. Code § 22358.6

Section 22358.6 - Rounding speed limits in relation to free-flowing traffic

(a) The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic.
(b) In cases in which the speed limit needs to be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may lower the speed limit by five miles per hour from the nearest five mile per hour increment of the 85th-percentile speed, in compliance with Sections 627 and 22358.5 and the California Manual on Uniform Traffic Control Devices, as it read on March 30, 2021, if the reasons for the lower speed limit are documented in an engineering and traffic survey. The Department of Transportation or a local authority may also take into consideration Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, if applicable.
(c) In cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. If the speed limit is rounded down pursuant to this subdivision, the speed limit shall not be reduced any further pursuant to subdivision (b).
(d) In addition to subdivisions (b) and (c), a local authority may additionally lower the speed limit as provided in Section 22358.7.
(e) The total reduction in the speed limit pursuant to subdivisions (a) to (d), inclusive, shall not exceed 12.4 miles per hour from the 85th percentile speed.
(f) Notwithstanding subdivisions (a) to (e), inclusive, a local authority may retain the currently adopted speed limit as provided in Section 22358.8 without further reduction, or restore the immediately prior adopted speed limit as provided in Section 22358.8 without further reduction.

Ca. Veh. Code § 22358.6

Amended by Stats 2022 ch 406 (AB 1938),s 2, eff. 1/1/2023.
Added by Stats 2021 ch 690 (AB 43),s 6, eff. 1/1/2022.

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Cal. Veh. Code § 22358.7

Section 22358.7 - Reducing speed limits

(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons:

(1) The portion of highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors.

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

(b)

(1) As used in this section, "safety corridor" shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.

(2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.

(c)A local authority may not lower a speed limit as authorized by this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide as specified in Article 7 (commencing with Section 68645) of Chapter 2 of Title 8 of the Government Code, whichever is sooner.

(d)A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Ca. Veh. Code § 22358.7

Added by Stats 2021 ch 690 (AB 43),s 7, eff. 1/1/2022.

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Cal. Veh. Code § 22358.8

Section 22358.8 - Retaining or restoring speed limit

(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the currently adopted speed limit or restore the immediately prior adopted speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established that speed limit.

(b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the currently adopted speed limit nor below the immediately prior speed limit.

(c)A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Ca. Veh. Code § 22358.8

Amended by Stats 2022 ch 406 (AB 1938),s 3, eff. 1/1/2023.
Added by Stats 2021 ch 690 (AB 43),s 8, eff. 1/1/2022.

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Cal. Veh. Code § 627

Section 627 - "Engineering and traffic survey" defined

(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 devices, and the unhoused.

Ca. Veh. Code § 627

Amended by Stats 2021 ch 690 (AB 43),s 1, eff. 1/1/2022.
Amended by Stats 2000 ch 45 (AB 2767), s 1, eff. 1/1/2001.

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Cal. Veh. Code § 21400

Section 21400 - Uniform standards and specifications for official traffic control devices

(a) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.
(b) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning signs, lights, and devices to be placed upon a highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.
(c) Only those signs, lights, and devices as are provided for in this section shall be placed upon a highway to warn traffic of work that is being performed on the highway.
(d) Control devices or markings installed upon traffic barriers on or after January 1, 1984, shall conform to the uniform standards and specifications required by this section.

Ca. Veh. Code § 21400

Amended by Stats 2021 ch 690 (AB 43),s 2, eff. 1/1/2022.
Amended by Stats 2011 ch 528 (AB 529),s 2, eff. 1/1/2012.

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Cal. Veh. Code § 22352

Section 22352 - Prima facie limits

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

(a) Fifteen miles per hour:

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

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

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

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

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the

erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

Ca. Veh. Code § 22352

Amended by Stats 2021 ch 690 (AB 43),s 3, eff. 1/1/2022.
Amended by Stats 2015 ch 12 (AB 95),s 15, eff. 6/24/2015.
Amended by Stats 2013 ch 240 (AB 707),s 1, eff. 1/1/2013.

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Cal. Veh. Code § 22358.6

Section 22358.6 - Rounding speed limits in relation to free-flowing traffic

(a) The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic.
(b) In cases in which the speed limit needs to be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may lower the speed limit by five miles per hour from the nearest five mile per hour increment of the 85th-percentile speed, in compliance with Sections 627 and 22358.5 and the California Manual on Uniform Traffic Control Devices, as it read on March 30, 2021, if the reasons for the lower speed limit are documented in an engineering and traffic survey. The Department of Transportation or a local authority may also take into consideration Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, if applicable.
(c) In cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. If the speed limit is rounded down pursuant to this subdivision, the speed limit shall not be reduced any further pursuant to subdivision (b).
(d) In addition to subdivisions (b) and (c), a local authority may additionally lower the speed limit as provided in Section 22358.7.
(e) The total reduction in the speed limit pursuant to subdivisions (a) to (d), inclusive, shall not exceed 12.4 miles per hour from the 85th percentile speed.
(f) Notwithstanding subdivisions (a) to (e), inclusive, a local authority may retain the currently adopted speed limit as provided in Section 22358.8 without further reduction, or restore the immediately prior adopted speed limit as provided in Section 22358.8 without further reduction.

Ca. Veh. Code § 22358.6

Amended by Stats 2022 ch 406 (AB 1938),s 2, eff. 1/1/2023.
Added by Stats 2021 ch 690 (AB 43),s 6, eff. 1/1/2022.

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Cal. Veh. Code § 22358.7

Section 22358.7 - Reducing speed limits

(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons:

(1) The portion of highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors.

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

(b)

(1) As used in this section, "safety corridor" shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.

(2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.

(c)A local authority may not lower a speed limit as authorized by this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide as specified in Article 7 (commencing with Section 68645) of Chapter 2 of Title 8 of the Government Code, whichever is sooner.

(d)A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Ca. Veh. Code § 22358.7

Added by Stats 2021 ch 690 (AB 43),s 7, eff. 1/1/2022.

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Cal. Veh. Code § 22358.8

Section 22358.8 - Retaining or restoring speed limit

(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the currently adopted speed limit or restore the immediately prior adopted speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established that speed limit.

(b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the currently adopted speed limit nor below the immediately prior speed limit.

(c)A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Ca. Veh. Code § 22358.8

Amended by Stats 2022 ch 406 (AB 1938),s 3, eff. 1/1/2023.
Added by Stats 2021 ch 690 (AB 43),s 8, eff. 1/1/2022.

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Appendix B

Manual of Uniform Traffic Control Devices (MUTCD) – Applicable Sections

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04 **If used, the Overhead Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.**

05 **An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.**

Guidance:

06 *If an island (see Chapter 3I) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.*

Option:

07 If a Pedestrian Crossing (W11-2) warning sign is used in combination with an In-Street or an Overhead Pedestrian Crossing sign, the W11-2 sign with a diagonal downward pointing arrow (W16-7P) plaque may be post-mounted on the right-hand side of the roadway at the crosswalk location.

Standard:

08 **The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at ~~signalized locations~~ controlled approaches.**

09 **The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.**

10 **The In-Street Pedestrian Crossing sign shall have a black legend (except for the red ~~STOP or~~ YIELD sign symbols) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign (see Figure 2B-2).**

11 **Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.**

Support:

12 The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

Standard:

13 **The top of an In-Street Pedestrian Crossing sign shall be a maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian Crossing sign placed in an island shall be a maximum of 4 feet above the island surface.**

Option:

14 The In-Street Pedestrian Crossing sign may be used ~~seasonably~~ seasonally to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

15 In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Yield Here To ~~(Stop Here For)~~ Pedestrians signs may be used together at the same crosswalk.

Section 2B.13 Speed Limit Sign (R2-1)

Support:

00 The setting of speed limits can be controversial and requires a rational and defensible determination to maintain public confidence. Speed limits are normally set near the 85th-percentile speed that statistically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. As with most laws, speed limits need to depend on the voluntary compliance of the greater majority of motorists. Speed limits cannot be set arbitrarily low, as this would create violators of the majority of drivers and would not command the respect of the public. Artificially low speed limits can lead to poor compliance as well as large variations in speed within the traffic stream. Increased speed variance can also create more conflicts and passing maneuvers.

00a The most effective way to reduce speeds is through a combination of strategies using traffic control devices related to speed management, roadway design and engineering solutions, traffic calming techniques and measures, public education, and enforcement efforts. Effectively managing road user speed relies on numerous factors, which include enforcement, roadway characteristics, surrounding environment, adjacent land use, and traffic control devices. Many studies find that engineering changes, such as change a road's infrastructure, are one of the most important factors in reducing vehicle operating speeds. Engineering changes are also one of the most effective interventions at reducing pedestrian injury and

fatality rates. Potential street engineering changes, such as curb extensions, median islands, raised crosswalks, roundabouts, and speed bumps or speed humps, naturally result in lower speeds. It is realized that these engineering changes can be costly and time-consuming to implement.

Standard:

01 **Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering and traffic survey (E&TS) ~~study~~ that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.**

02 **The Speed Limit (R2-1) sign (see Figure 2B-3) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph.**

03 **Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.**

04 **At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.**

05 **Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and, where appropriate, at jurisdictional boundaries in urban areas.**

Support:

06 In general, the maximum speed limits applicable to rural and urban roads are established:

A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or

B. As altered speed zones – based on engineering studies.

07 State statutory limits might restrict the maximum speed limit that can be established on a particular road, notwithstanding what an engineering study might indicate.

Option:

08 ~~If a jurisdiction has a policy of installing Speed Limit signs in accordance with statutory requirements only on the streets that enter a city, neighborhood, or residential area to indicate the speed limit that is applicable to the entire city, neighborhood, or residential area unless otherwise posted, a CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), or RESIDENTIAL (R2-5cP) plaque may be mounted above the Speed Limit sign and an UNLESS OTHERWISE POSTED (R2-5P) plaque may be mounted below the Speed Limit sign (see Figure 2B-3).~~

Guidance:

09 *A Reduced Speed Limit Ahead (W3-5 or W3-5a) sign (see Section 2C.38) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.*

10 *States and local agencies should conduct engineering studies at least once every 5, 7 or 14 years, in compliance with CVC Section 40802 to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.*

11 *No more than three speed limits should be displayed on any one Speed Limit sign or assembly.*

12 ~~*When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th percentile speed of free-flowing traffic.*~~

CVC Section 22358.6 – 85th-Percentile, Rounding, 5 mph Increment, 5 mph speed reduction and Maximum Speed Reduction

Standard:

12a **When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic (CVC Section 22358.6(a)), except as shown in the two Options below for rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), or rounding up (CVC Section 22358.6(c)), or if using additional 5 mph speed reduction on local agency roadways for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)).**

Option:

1. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5. CVC Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, may also be considered, if applicable. See Standard below for documentation requirements. Refer to CVC Section 22358.6(b).
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b). Refer to CVC Section 22358.6(c).

Standard:

12b **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. Refer to Section 22358.6(b).**

12c **The total reduction in the speed limit using the nearest 5 mph increment (CVC Section 22358.6(a)), rounding up (CVC Section 22358.6(c)), rounding down and using 5 mph speed reduction (CVC Section22358.6(b)), additional 5 mph speed reduction for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)), this speed reduction shall not exceed 12.4 mph from the 85th-percentile speed. Refer to CVC Section 22358.6(e).**

Support:

12d Refer to Tables 2B-103(CA) and 2B-104(CA), which provides examples of 85th-percentile speed values and the application of the speed limit policies and criteria applicable per CVC 22358.6 and 22358.7.

12e Any existing E&TS that was performed before January 1, 2022 in accordance with previous traffic control device standards is not required to be updated until it is due for reevaluation per the 5, 7 or 14 year criteria.

CVC Sections 22358.7, 22358.8 and 22358.9 – Applicability on State Highway System & Local Agency Roadways

Standard:

12f **CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies shall not be applicable to roadways on the State Highway System.**

Support:

12g CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are applicable on local agency roadways.

12h CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are also applicable on any privately owned and maintained roads or commercial establishments, if the private road or private property has been subjected to the CVC application by the private property owner or a particular city or county enacts an ordinance or resolution to this effect. Refer to CVC Sections 21100, 21100.1, 21107, 21107.5, 21107.6, and 21107.7.

Standard:

12i **The additional 5 mph speed reduction allowed by CVC Section 22358.7 on designated safety corridors or on portions of highway adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, shall not be applicable on any roadway segment that is on the State Highway System**

12j **The option allowed by CVC Section 22358.8 to retain the currently adopted speed limit or restore the immediately prior adopted speed limit, shall not be applicable on any roadway segment that is on the State Highway System.**

12k **Declaring prima facie speed limits of 25 mph or 20 mph on a highway contiguous to a business activity district allowed by CVC Section 22358.9 shall not be applicable on any roadway segment that is on the State Highway System.**

CVC Section 22358.7 – Safety corridor and Land or Facilities Generating High Concentrations of Bicyclists and Pedestrians

Standard:

12l **Additional lowering of the speed limits from those calculated using rounding (up or down) per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b), as included in paragraph 12a, and Options #1 and #2 processes, is prohibited, except for the local agency roadway segments designated as "safety corridor" or "land or facilities that generate high concentrations of bicyclists and pedestrians" in compliance with CVC Sections 22358.6(d) and 22358.7.**

Option:

12m Local agencies may additionally lower the speed limits by 5 mph from those calculated using rounding (up or down) per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b) if, after completing an E&TS, find that the speed limit is still more than is reasonable or safe, for either of the following reasons:

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

CVC Section 22358.7(a)(1) – "Safety Corridor" Definition

Standard:

12n **A safety corridor shall be defined as a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur.**

12o **One or more of the required crash weighting factors listed in the Table 2B-105(CA) shall be used to prioritize the locations of fatal and serious injury crashes in developing the "Safety Corridor".**

Option:

12p Data used to determine a safety corridor may be from the most recent Engineering and Traffic Survey (E&TS) performed. The crash data source may include, but is not limited to, California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS).

Standard:

12q **The prioritized subset of safety corridors shall:**

1. **Identify specific locations with high crash occurrences.**
2. **Identify corridor-level segments with a pattern of crash reoccurrence.**
3. **Be able to be stratified by mode.**

12r **Safety corridors shall represent a prioritized subset of the overall roadway network within an authority's responsibilities and shall not exceed one-fifth of the overall roadway network.**

Guidance:

12s *A jurisdiction should use three to five years of the most recent crash data to determine a safety corridor based on Fatal and Serious Injury data.*

Option:

12t For crash coverage, safety corridors may identify the subset of the overall roadway network where a minimum of 25% of the Fatal + Serious Injury (F+SI) crashes occur.

12u To identify logical termini, the geographic extent of a safety corridor may be determined by non-engineering staff.

Standard:

12v **A licensed professional engineer shall sign off on logical termini identified for a safety corridor using existing E&TS.**

Option:

12w Crash/Volume rate may be used to provide additional locations to be included in the safety corridor. Local agencies may use proactive measures as indicators.

CVC Section 22358.7(a)(2) – "Land or facility that generates high concentrations of bicyclists or pedestrians" definition

Standard:

12x **Except for the Option in first paragraph below, a land or facility that generates high concentrations of bicyclists or pedestrians shall be defined as the portion of the highway where one or more of any of the generators listed in Table 2B-106(CA) are present within a distance of 1320 feet.**

Option:

12y Crash data that demonstrates a highway segment is within the top twenty percent of pedestrian and/or bicyclist fatalities or serious injuries over a three-to-five-year period may be used in lieu of one of the generators listed in Table 2B-106(CA).

Standard:

12z **A highway segment shall be defined as the portion of the highway where a location that meets the aforementioned criteria is present within a distance of 1320 feet.**

Option:

12aa A highway segment may be longer than 1320 feet provided that a minimum of one location within the top twenty percent of fatal and serious injury pedestrian and/or bicyclist crashes within a three-to-five-year period is present for every 1320 feet.

Standard:

12ab **The top twenty percent of pedestrian and/or bicyclist fatalities or serious injury crashes within a three to five year period shall be based on the geographic area within the jurisdiction of the Engineer performing the E&TS.**

Option:

12ac A high concentration of pedestrians and bicyclists may be longer than 1320 feet provided that a minimum of one generator is present for every 1320 feet.

12ad Data used to determine high concentration locations may be obtained from the most recently performed Engineering and Traffic Survey (E&TS).

Standard:

12ae **The provisions of CVC Section 22358.7 to additionally lower the speed limit (by designating safety corridor or on portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians), shall not be applicable until actions required per CVC Section 22358.7 by Department of Transportation and Judicial Council are completed or June 30, 2024, whichever is sooner.**

CVC Section 22358.8 (Retain currently adopted or restore immediately prior speed limit)

Option:

12af Local agency may retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction as provided in CVC Section 22358.8.

Standard:

12ag **Currently adopted speed limit or immediately prior adopted speed limit shall only be retained, by ordinance, if after completing an E&TS, local agency finds that the speed limit is still more than reasonable or safe, and that speed limit was established with an E&TS and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.**

12ah **If local agency decides to use lower speed limit based on CVC Section 22358.8, after completing an E&TS and finding that the speed limit is still more than is reasonable or safe, it shall not be reduced by any more than 5 mph from the currently adopted speed limit not below the immediately prior speed limit. Refer to CVC Section 22358.8(b).**

CVC Section 22358.9 – Business Activity District

Option:

12ai A local authority may, by ordinance, determine and declare a 25 or 20 mph prima facie speed limit on a highway contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 mph if the highway segment meets all of the following conditions:

1. A maximum of four traffic lanes.
2. A maximum posted 30 mph prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 mph speed limit.
3. A maximum posted 25 mph prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 mph speed limit.

12aj A "business activity district" is that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets a least three of the following four requirements:

4. No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.
5. Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.
6. Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.
7. Marked crosswalks not controlled by a traffic control device.

Standard:

12ak **A local authority shall not declare a prima facie speed limit on a portion of a highway where the local authority has already lowered the speed limit as permitted for designated safety corridors (CV Section 22358.7) or using the land or facility adjacent to high concentration of pedestrians and bicyclists (CVC Section 22358.7) or retained the currently adopted speed limit (CVC Section 22358.8) or have restored the immediately prior adopted speed limit (CVC Section 22358.8). Refer to CVC Section 22358.9(c).**

13 *Speed studies for signalized intersection approaches should be taken outside the influence area of the traffic control signal, which is generally considered to be approximately 1/2 mile, to avoid obtaining skewed results for the 85th-percentile speed.*

Support:

14 Advance warning signs and other traffic control devices to attract the motorist's attention to a signalized intersection are usually more effective than a reduced speed limit zone.

Guidance:

15 *An advisory speed plaque (see Section 2C.08) mounted below a warning sign should be used to warn road users of an advisory speed for a roadway condition. A Speed Limit sign should not be used for this situation.*

Option:

16 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.

17 Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.

18 A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is displayed at the proper times.

19 A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

Guidance:

20 *If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX MPH or such similar legend should be displayed. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.*

Support:

21 Advisory Speed signs and plaques are discussed in Sections 2C.08 and 2C.14. Temporary Traffic Control Zone Speed signs are discussed in Part 6. The WORK ZONE (G20-5aP) plaque intended for installation above a Speed Limit sign is discussed in Section 6F.12. School Speed Limit signs are discussed in Section 7B.15.

22 Speed limits in California are governed by the California Vehicle Code (CVC), Sections 22348 through 22413; also, pertinent sections are found in Sections 627 and 40802 and others referenced in this section. See Section 1A.11 for information regarding this publication.

23 Refer to Part 6, Section 6C.01 for speed limit signs in temporary traffic control zones. Refer to Part 7 for speed limit signs in school areas.

Engineering and Traffic Survey (E&TS)

Support:

24 CVC Section 627 defines the term "Engineering and traffic survey" and lists its requirements.

Standard:

25 **An engineering and traffic survey (E&TS) shall include, among other requirements deemed necessary by Caltrans, consideration of all of the following:**

A. Prevailing speeds as determined by traffic engineering measurements.
B. Collision records.
C. Highway, traffic, and roadside conditions not readily apparent to the driver.

Guidance:

26 *The E&TS should contain sufficient information to document that the required three items of CVC Section 627 are provided and that other conditions not readily apparent to a driver are properly identified.*

27 *Prevailing speeds are determined by a speed zone survey. A speed zone survey should include:*

A. The intent of the speed measurements is to determine the actual speed of unimpeded traffic. The speed of traffic should not be altered by concentrated law enforcement, or other means, just prior to, or while taking the speed measurements.

B. Only one person is required for the field work. Speeds should be read directly from a radar or other electronic speed measuring devices; or,

C. Devices, other than radar, capable of accurately distinguishing and measuring the unimpeded speed of free flowing vehicles may be used.

D. A location should be selected where prevailing speeds are representative of the entire speed zone section. If speeds vary on a given route, more than one speed zone section may be required, with separate measurements for each section. Locations for measurements should be chosen so as to minimize the effects of traffic signals or stop signs.

E. Speed measurements should be taken during off-peak hours between peak traffic periods on weekdays. If there is difficulty in obtaining the desired quantity, speed measurements may be taken during any period with free flowing traffic.

F. The weather should be fair (dry pavement) with no unusual conditions prevailing.

G. The surveyor and equipment should not affect the traffic speeds. For this reason, an unmarked car is recommended, and the radar speed meter located as inconspicuously as possible.

H. In order for the sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.

I. Short speed zones of less than 0.5 miles should be avoided, except in transition areas.

J. Speed zone changes should be coordinated with changes in roadway conditions or roadside development.

K. Speed zoning should be in 10 mph increments except in urban areas where 5 mph increments are preferable.

L. Speed zoning should be coordinated with adjacent jurisdictions.

Support:

28 Physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to the driver, in the absence of other factors, would not require special downward speed zoning. Refer to CVC 22358.5.

Option:

29 When qualifying an appropriate speed limit, local authorities may also consider all of the following findings:

A. 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:

1. Upon one side of the highway, within 0.25 miles, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
2. Upon both sides of the highway, collectively, within a distance of 0.25 miles the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
3. The portion of highway is larger than 0.25 miles but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph 1 or 2 above.

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

30 The following two methods of conducting E&TS may be used to establish speed limits:

1. State Highways - The E&TS for State highways is made under the direction of the Caltrans District Traffic Engineer. The data includes:

a. One copy of the Example of Speed Zone Survey Sheet (See Figure 2B-101(CA)) showing:

- A north arrow
- Engineer's station or post mileage
- Limits of the proposed zones
- Appropriate notations showing type of roadside development, such as "scattered business," "solid residential," etc. Schools adjacent to the highway are shown, but other buildings need not be plotted unless they are a factor in the speed recommendation or the point of termination of a speed zone.

- Collision rates for the zones involved
- Average daily traffic volume
- Location of traffic signals, signs and markings
- If the highway is divided, the limits of zones for each direction of travel
- Plotted 85th percentile and pace speeds at location taken showing speed profile

b. A report to the District Director that includes:

- The reason for the initiation of speed zone survey.
- Recommendations and supporting reasons.
- The enforcement jurisdictions involved and the recommendations and opinions of those officials.
- The stationing or reference post in mileage at the beginning and ending of each proposed zone and any intermediate equations. Location ties must be given to readily identifiable physical features.

2. City and County Through Highways, Arterials, Collector Roads and Local Streets.

a. The short method of speed zoning is based on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.

b. Determination of Existing Speed Limits - Figures 2B-103(CA) & 2B-104(CA) show examples of data sheets which may be used to record speed observations. Specific types of vehicles may be tallied by use of letter symbols in appropriate squares.

31 In most situations, the short form for local streets and roads will be adequate; however, the procedure used on State highways may be used at the option of the local agency.

32 Any agency may lower the speed limit below the prima facie speed limit after performing, and based on the results of an E&TS.

Guidance:

33 *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.*

Support:

34 Generally, the most decisive evidence of conditions not readily apparent to the driver surfaces in collision histories.

35 Speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85th percent of the traffic is moving. The 85th percentile speed is often referred to as the critical speed. Pace speed is defined as the 10 mph increment of speed containing the largest number of vehicles (See Figure 2B-102(CA)). The lower limit of the pace is plotted on the Speed Zone Survey Sheets as an aid in determining the proper zone limits. Speed limits higher than the 85th percentile are not generally considered reasonable and prudent. Speed limits below the 85th percentile do not ordinarily facilitate the orderly movement of traffic and require constant enforcement to maintain compliance. Speed limits established on the basis of the 85th percentile conform to the consensus of those who drive highways as to what speed is reasonable and prudent, and are not dependent on the judgment of one or a few individuals.

36 The majority of drivers comply with the basic speed law. Speed limits set at or near the 85th percentile speed provide law enforcement officers with a limit to cite drivers who will not conform to what the majority considers reasonable and prudent. Further studies show that establishing a speed limit at less than the 85th percentile (Critical Speed) generally results in an increase in collision rates.

Option:

37 When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, as indicated in collision records, speed limits somewhat below the 85th percentile may be justified. Concurrence and support of enforcement officials are necessary for the successful operation of a restricted speed zone.

Guidance:

38 *Speed zones of less than 0.5 miles and short transition zones should be avoided.*

Table 2B-103(CA). Examples showing applicability of rounding and additional speed reduction on State Highway System

85th-Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest if down, may additionally lower by 5 mph (CVC 22358.6(b))
47.5-50.0	50	45	No
45.1-47.4	45	No	40
42.5-45.0	45	40	No
40.1-42.4	40	No	35

Note – CVC Sections 22358.7, 22358.8 & 22358.9 are applicable to local agency roadways and public properties subjected to CVC, they are not applicable to the State Highway System. Refer to Section 2B.13 for more details.

Table 2B-104(CA). Examples showing applicability of rounding and additional speed reduction on Local Agency's Roadways & Private Property Subjected to CVC

85th-Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest if down, may additionally lower by 5 mph (CVC 22358.6(b))	If safety corridor or adjacent to high concentration of bicyclists & pedestrians, may additionally lower by 5 mph (CVC 22358.7)*
47.5-50.0	50	45	No	40
45.1-47.4	45	No	40	35
42.5-45.0	45	40	No	35
40.1-42.4	40	No	35	30

* Note – CVC Sections 22358.7, 22358.8 & 22358.9 are applicable to local agency roadways and private properties subjected to CVC, they are not applicable to the State Highway System. Refer to Section 2B.13 for more details.

DRAFT

Appendix C

Engineering and Traffic Survey Forms

CITY OF MARINA
ENGINEERING AND TRAFFIC SURVEY

1

STREET: Imjin Parkway
SURVEY DATE: 12/5/2024
FROM: State Route 1
TO: California Avenue

SPEED DATA

Location of Speed Survey	450 ft West of Imjin Pkwy and 3rd Ave	**Posted Speed Limit**	50 MPH
Time of Speed Survey	11:22 AM - 12:00 PM	**Recommended Speed Limi**	45 MPH
50th Percentile Speed (Mean Spee	46.5 MPH	**Speed Limit Change**	Reduced by 5
85th Percentile Speed	50 MPH		
10 mph Pace Speed	42 - 51 MPH		
Percentage of Vehicles in Pace	83.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	21
Collision Rate (ACC/MVM)	0.83
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	25,688 Vehicles
Type of Traffic Control	Stop controlled at 4th Ave, 3rd Ave, and State Route Ramps
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.9 mi
Width	70 ft (Approx.)
Number of Lanes	EB-2 WB-2
Street Classification	4-Lane Expressway
Divided Median?	Yes
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	No
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	No
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Public facilities, Commercial, and Residental

COMMENTS & JUSTIFICATION

Imjin Parkway is classified as a 4-lane Expressway with divided median and is a major travel route in and out of the City carrying significant traffic volumes. Even though a total of 21 collisions were reported (2020-2022), the collision rate is lower than the expected collision rate for similar facilities statewide. The 85th percentile speed of 50 mph observed is equal to the existing posted speed limit.
With one fatal and one serious injury crash involving pedestrian/bicyclists, the crash density is higher than other segments. The segment meets the definition of safety corridor and the 85th percentile speed can be further lowered by 5 mph to 45 mph.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

2

STREET: Imjin Parkway **SURVEY DATE:** 12/19/2024

FROM: California Ave **TO:** Reservation Road

SPEED DATA

Location of Speed Survey	200 ft West of Imjin Pkwy and Abrams Dr	**Posted Speed Limit**	25 MPH
Time of Speed Survey	11:27 AM - 11:53 AM	**Recommended Speed Limit**	NA
50th Percentile Speed (Mean Spee	36.5 MPH	**Speed Limit Change**	NA
85th Percentile Speed	39 MPH		
10 mph Pace Speed	32 - 41 MPH		
Percentage of Vehicles in Pace	92.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	20
Collision Rate (ACC/MVM)	0.44
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	20,534
Type of Traffic Control	Stop controlled at Abrams Dr and 3rd Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	2 mi				
Width	52 - 72 ft (Approx.)				
Number of Lanes	EB-1	WB-1	Imjin Rd to California Ave	EB - 2	WB-2
Street Classification	4-Lane Expressway				
Divided Median?	No	There is a median between Imjin Rd and California Ave			
Designated Bike Route?	No				
Bike Lanes?	Yes (Class II)				
Uncontrolled Crosswalks	No				
On-Street Parking?	No				
Sidewalks?	Unidentified - under construction				
Driveways?	No				
Vertical Curve	Yes - Slight				
Horizontal Curve	Yes				
Visibility	Good				
Pavement Condition	Fair				
Adjacent Land Use	Mostly Parks and Open Space, Public facilities and Commercial				

COMMENTS & JUSTIFICATION

Imjin Parkway is classified as a 4-lane Expressway and is a major travel route in and out of the City carrying significant traffic volumes. Even though a total of 20 collisions were reported (2020-2022), the collision rate is lower than the expected collision rate for similar facilities statewide. Imjin Parkway from California Avenue to Reservation Road is currently under construction.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

3

STREET: Del Monte Boulevard **SURVEY DATE:** ########

FROM: SR1/Reindollar Ave **TO:** Reservation Road

SPEED DATA

Location of Speed Survey	105 ft south of Del Monte Blvd and Cypress	**Posted Speed Limit**	40 MPH
Time of Speed Survey	9:23 AM - 9:46 AM	**Recommended Speed Limit**	35 MPH Reduced by 5 MPH
50th Percentile Speed (Mean Spee	40.5 MPH	**Speed Limit Change**	
85th Percentile Speed	45 MPH		
10 mph Pace Speed	36 - 45 MPH		
Percentage of Vehicles in Pace	81.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	9
Collision Rate (ACC/MVM)	0.41
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	22,304 Vehicles
Type of Traffic Control	Stop controlled at Cypress Ave, Carmel Ave, and Mortimer Ln
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.9 mi
Width	88 ft (Approx.)
Number of Lanes	NB-2 SB-2
Street Classification	4-Lane Arterial
Divided Median?	Yes
Designated Bike Route?	Yes (Class I)
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	No
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes - Slight
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Commercial, Residential and Public facilities

COMMENTS & JUSTIFICATION

Del Monte Boulevard between SR1/Reindollar Avenue and Reservation Road is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of Class I bike route, residential/commercial land uses, multiple driveways and vertical curve justify reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed to 40 mph, if no further reductions are used.

Additionally, the segment meets the Safety Corridor requirements related to crash density, school proximity, downtown core, vulnerable population, and crash severity. Therefore it is recommended that the resulting 85th percentile speed is further reduced by 5 mph to 35 mph.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

4

STREET: Del Monte Boulevard **SURVEY DATE:** 12/11/2024

FROM: Reservation Road **TO:** Beach Road

SPEED DATA

Location of Speed Survey	0.2 mile south of Del Monte Rd and Beach R	**Posted Speed Limit**	40 MPH
Time of Speed Survey	9:35 AM - 9:50 AM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	39 MPH	**Speed Limit Change**	Reduced by 10 MPH
85th Percentile Speed	42 MPH		
10 mph Pace Speed	35 - 44 MPH		
Percentage of Vehicles in Pace	85.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	9,121 Vehicles
Type of Traffic Control	Roundabout at Beach Rd
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	64 ft (Approx.)
Number of Lanes	NB-2 SB-2
Street Classification	4-Lane Arterial
Divided Median?	Yes
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Poor
Adjacent Land Use	Commercial, Public facilities and Parks and open spaces

COMMENTS & JUSTIFICATION

Del Monte Boulevard between Reservation Road and Beach Road is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 42 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of Class I bike route, residential/commercial land uses, multiple driveways and vertical curve justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.

Additionally, the segment meets the Safety Corridor requirements related to crash density, school proximity, downtown core, and vulnerable population. Therefore, it is recommended that the resulting 85th percentile speed is further reduced by 5 mph to 30 mph

The existing posted speed limit of 40 mph is reduced to 30 mph.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

5

STREET: Del Monte Boulevard **SURVEY DATE:** 12/11/2024

FROM: Beach Road **TO:** Marina Greens Drive

SPEED DATA

Location of Speed Survey	240 ft south of Cosky Dr	**Posted Speed Limit**	40 MPH
Time of Speed Survey	9:05 AM - 9:30 AM	**Recommended Speed Limit**	40 MPH
50th Percentile Speed (Mean Spee	41 MPH	**Speed Limit Change**	-
85th Percentile Speed	45.15 MPH		
10 mph Pace Speed	36 - 45 MPH		
Percentage of Vehicles in Pace	70.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	5,302 Vehicles
Type of Traffic Control	Roundabout at Beach Rd, stop controlled at Marina Green Dr, Cosky Dr, and Cypress Knolls
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	60 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Arterial
Divided Median?	No
Designated Bike Route?	Yes - On west side
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	No
Horizontal Curve	No
Visibility	Good
Pavement Condition	Poor
Adjacent Land Use	Residential and Industrial

COMMENTS & JUSTIFICATION

Del Monte Boulevard between Beach Road and Marina Greens Drive is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking , bike route, and multiple driveways justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 40 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

6

STREET: Reservation Road **SURVEY DATE:** ########

FROM: Dunes Drive **TO:** Beach Road

SPEED DATA

Location of Speed Survey	120 ft west of Cardoza Ave	**Posted Speed Limit**	35 MPH
Time of Speed Survey	2:27 AM - 2:50 AM	**Recommended Speed Limit**	35 MPH
50th Percentile Speed (Mean Spee	29 MPH	**Speed Limit Change**	-
85th Percentile Speed	34 MPH		
10 mph Pace Speed	25 - 34 MPH		
Percentage of Vehicles in Pace	81.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	7,348 Vehicles
Type of Traffic Control	Stop controlled at Dunes Dr, Hwy 1 off -ramp and on-ramp
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	43-69 ft (Approx.)
Number of Lanes	EB-1 WB-1 EB-2 and WB-2 at Cardoza Ave
Street Classification	2-Lane Arterial
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes (One-side from Dunes Dr to Off-Ramp)
Sidewalks?	Yes
Driveways?	No
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Poor
Adjacent Land Use	Commercial

COMMENTS & JUSTIFICATION

Reservation Road between Dunes Drive and Beach Road is classified as an Arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking , Class II bike lanes, and vertical/horizontal curves justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

7

STREET: Reservation Road **SURVEY DATE:** 12/11/2024

FROM: Beach Road **TO:** Del Monte Boulevard

SPEED DATA

Location of Speed Survey	410 ft north of Seaside Cir & Seaside Ct	**Posted Speed Limit**	30 MPH
Time of Speed Survey	2:52 PM - 3:05 PM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	29.5 MPH	**Speed Limit Change**	-
85th Percentile Speed	33.15 MPH		
10 mph Pace Speed	26 - 35 MPH		
Percentage of Vehicles in Pace	86.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	2
Collision Rate (ACC/MVM)	0.46
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	6,596 Vehicles
Type of Traffic Control	Roundabout at Seaside Cir and Robin Dr
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.6 mi
Width	80 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Arterial
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	Yes at roundabouts
On-Street Parking?	No (Only one-side right before Del Monte Blvd)
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	No
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Commercial, Parks and open spaces

COMMENTS & JUSTIFICATION

Reservation Road between Beach Road and Del Monte Boulevard is classified as an Arterial per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 33.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of Class II bike lanes, uncontrolled crosswalks, driveways, and horizontal curves justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

8

STREET: Reservation Road
SURVEY DATE: 12/18/2024
FROM: Del Monte Boulevard
TO: Crescent Avenue

SPEED DATA

Location of Speed Survey	At Eucalyptus St	**Posted Speed Limit**	35 MPH
Time of Speed Survey	11:52 AM - 12:40 PM	**Recommended Speed Limit**	35 MPH
50th Percentile Speed (Mean Spee	35 MPH	**Speed Limit Change**	-
85th Percentile Speed	39 MPH		
10 mph Pace Speed	32 - 41 MPH		
Percentage of Vehicles in Pace	89.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	7
Collision Rate (ACC/MVM)	0.69
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	18,593 Vehicles
Type of Traffic Control	Stop controlled at Eucalyptus St
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	92 ft (Approx.)
Number of Lanes	EB-2 WB-2
Street Classification	4-Lane Arterial
Divided Median?	Yes
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes (right before Crescent Avenue and few other segments)
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Commercial and Residential

COMMENTS & JUSTIFICATION

Reservation Road between Del Monte Boulevard and Crescent Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 39 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.
The presence of Class II bike lanes, on-street parking, driveways, and vertical curves justify further reducing the observed 85th percentile speed.
Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

9

STREET: Reservation Road
FROM: Crescent Avenue

SURVEY DATE: 12/18/2024
TO: California Avenue

SPEED DATA

Location of Speed Survey	290 ft east of Crescent Ave	**Posted Speed Limit**	40 MPH
Time of Speed Survey	11:15 AM - 11:48 AM	**Recommended Speed Limit**	40 MPH
50th Percentile Speed (Mean Spee	39 MPH	**Speed Limit Change**	-
85th Percentile Speed	43 MPH		
10 mph Pace Speed	35 - 44 MPH		
Percentage of Vehicles in Pace	90.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	17,187 Vehicles
Type of Traffic Control	Stop controlled at Crestview Ct and Ocean Terrace
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	89 ft (Approx.)
Number of Lanes	EB-2 WB-2
Street Classification	4-Lane Arterial
Divided Median?	Yes - TWLT Before California Ave
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes (2 Hr Parking)
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Commercial, Residential, Parks and open spaces

COMMENTS & JUSTIFICATION

Reservation Road between Crescent Avenue and California Avenue is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 43 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.
The presence of Class II bike lanes, on-street parking, driveways, and vertical curves justify further reducing the observed 85th percentile speed.
Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

10

STREET: Reservation Road **SURVEY DATE:** 12/10/2024

FROM: California Avenue **TO:** Salinas Avenue

SPEED DATA

Location of Speed Survey	At Lynscott Dr	**Posted Speed Limit**	45 MPH
Time of Speed Survey	1:28 PM - 1:57 PM	**Recommended Speed Limit**	40 MPH
		Speed Limit Change	Reduced by 5 MPH
50th Percentile Speed (Mean Spee	46 MPH		
85th Percentile Speed	51 MPH		
10 mph Pace Speed	41 - 50 MPH		
Percentage of Vehicles in Pace	80.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	14,699 Vehicles
Type of Traffic Control	Stop controlled at Lynscott Dr, Bayer St, and Salinas Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.4 mi
Width	88 ft (Approx.)
Number of Lanes	EB-2 WB-2
Street Classification	4-Lane Arterial
Divided Median?	Yes - TWLT
Designated Bike Route?	No
Bike Lanes?	Yes (Class II ends at Salinas Ave)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Commercial and Residential

COMMENTS & JUSTIFICATION

Reservation Road between California Avenue and Salinas Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 45 mph. The radar speed data collected shows the 85th-percentile speed as 51 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 50 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking , Class II bike lanes, Two-Way Left Turn (TWLT) lane, multiple driveways, and horizontal/vertical curve justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 45 mph, in compliance with CVC Section 627 and 22358.5.

The land use characteristics changes from vacant land (i.e., along Roadway Segment No. 11: Reservation Road – From Salinas to Imjin Parkway) to industrial/residential adjacent to this segment. The resulting speed limit of 45 mph is still more than is reasonable or safe per City staff. It is recommended that the City adopt a lower speed limit by ordinance to 40 mph, a 5-mph reduction in speed limit.

The existing posted speed limit of 45 mph is reduced to 40 mph.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

11

STREET: Reservation Road
SURVEY DATE: 12/10/2024
FROM: Salinas Avenue
TO: Imjin Parkway

SPEED DATA

Location of Speed Survey	640 ft west of Imjin Rd and Imjin Pkwy	**Posted Speed Limit**	55 MPH
Time of Speed Survey	1:02 PM - 1:26 PM	**Recommended Speed Limit**	50 MPH
		Speed Limit Change	Reduced by 5 MPH
50th Percentile Speed (Mean Spee	50 MPH		
85th Percentile Speed	57 MPH		
10 mph Pace Speed	46 - 55 MPH		
Percentage of Vehicles in Pace	69.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	7
Collision Rate (ACC/MVM)	0.50
Expected Collisions (ACC/MVM)	1.33

TRAFFIC FACTORS

Average Daily Traffic	16,027 Vehicles
Type of Traffic Control	Stop controlled at Salinas Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.8 mi
Width	63 ft (Approx.)
Number of Lanes	EB-2 WB-2
Street Classification	4-Lane Arterial
Divided Median?	No
Designated Bike Route?	Yes (One-side and starts at Salinas Ave)
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	No
Sidewalks?	No
Driveways?	No
Vertical Curve	Yes - Slight
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Public facilitites, Parks and open spaces

COMMENTS & JUSTIFICATION

Reservation Road between Salinas Avenue and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 55 mph. The radar speed data collected shows the 85th-percentile speed as 57 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 55 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 50 mph, in compliance with CVC Section 627 and 22358.5.

The existing posted speed limit of 55 mph is reduced to 50 mph.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

12

STREET: Reservation Road **SURVEY DATE:** ########

FROM: Imjin Parkway **TO:** Blanco Road

SPEED DATA

Location of Speed Survey	975 ft east of Imjin Pkwy	**Posted Speed Limit**	55 MPH
Time of Speed Survey	12:39 PM - 12:58 PM	**Recommended Speed Limit**	55 MPH
50th Percentile Speed (Mean Spee	55 MPH	**Speed Limit Change**	-
85th Percentile Speed	60.15 MPH		
10 mph Pace Speed	50 - 59 MPH		
Percentage of Vehicles in Pace	68.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	9
Collision Rate (ACC/MVM)	0.39
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	30,285	Vehicles
Type of Traffic Control	All Signalized	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.7 mi		
Width	94 ft (Approx.)		
Number of Lanes	EB-3	WB-3	2 lanes from Imjin to Blanco and 3 lanes from Blanco to Imjin Pkwy
Street Classification	4-Lane Arterial		
Divided Median?	Yes		
Designated Bike Route?	No		
Bike Lanes?	Yes (From Mbest Dr to Imjin Pkwy and from Imjin Pkwy to Blanco Rd)		
Uncontrolled Crosswalks	No		
On-Street Parking?	No		
Sidewalks?	No		
Driveways?	No		
Vertical Curve	No		
Horizontal Curve	No		
Visibility	Good		
Pavement Condition	Fair		
Adjacent Land Use	Industrial, Commercial, Parks and open spaces		

COMMENTS & JUSTIFICATION

Reservation Road between Imjin Parkway and and Blanco Road is classified as an arterial per the General Plan. The existing posted speed limit is 55 mph. The radar speed data collected shows the 85th-percentile speed as 60.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 60 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.
Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 55 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

13

STREET: 8th Street **SURVEY DATE:** 12/19/2024

FROM: 2nd Avenue **TO:** 3rd Avenue

SPEED DATA

Location of Speed Survey	At Bluewater Ct	**Posted Speed Limit**	25 MPH
Time of Speed Survey	9:18 AM - 11:18 AM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	28 MPH	**Speed Limit Change**	-
85th Percentile Speed	32.6 MPH		
10 mph Pace Speed	24 - 33 MPH		
Percentage of Vehicles in Pace	94.7%		
Number of Survey Samples	57		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,037 Vehicles
Type of Traffic Control	Stop controlled at 2nd Ave, Bluewater Ct, Lighthouse Ln, Sandy Clay Ln, and 3rd Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.2 mi
Width	48 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2-Lane Arterial
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	No
Sidewalks?	Yes
Driveways?	No
Vertical Curve	No
Horizontal Curve	No
Visibility	Good
Pavement Condition	New
Adjacent Land Use	Residential and public facilities

COMMENTS & JUSTIFICATION

8th Street between 2nd Avenue and 3rd Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32.6 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of Class II bike lane and surrounding residential land uses, multiple driveways and vertical curve justify reducing the observed 85th percentile speed. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

14

STREET: 8th Street **SURVEY DATE:** 12/5/2024

FROM: 5th Avenue **TO:** Inter-Garrison Road

SPEED DATA

Location of Speed Survey	0.1 mile west of Inter-Garrison Rd	**Posted Speed Limit**	40 MPH
Time of Speed Survey	2:50 PM - 3:52 PM	**Recommended Speed Limit**	35 MPG
50th Percentile Speed (Mean Spe	36 MPH	**Speed Limit Change**	Reduced by 5
85th Percentile Speed	41 MPH		
10 mph Pace Speed	30 - 39 MPH		
Percentage of Vehicles in Pace	81.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	4,295 Vehicles
Type of Traffic Control	Stop controlled at 5th St, Imjin Rd, Engineering Equipment Rd, and Inter-Garrison Rd
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.6 mi
Width	31 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2-Lane Arterial
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalk	No
On-Street Parking?	No
Sidewalks?	No
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Limited along certain sections
Pavement Condition	Fair
Adjacent Land Use	Residential, Public facilities and Commerical

COMMENTS & JUSTIFICATION

8th Street between 5th Avenue and Inter-Garrison Road is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 41 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of driveways, limited visibility, and horizontal curve further justify reducing the resulting 85th percentile speed.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

15

STREET: 9th Street **SURVEY DATE:** #######

FROM: 1st Avenue **TO:** 2nd Avenue

SPEED DATA

Location of Speed Survey	380 ft west of 2nd Ave	**Posted Speed Limit**	30 MPH
Time of Speed Survey	12:04 PM - 12:41 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	27 MPH	**Speed Limit Change**	Reduced by 5
85th Percentile Speed	31 MPH		
10 mph Pace Speed	22 - 31 MPH		
Percentage of Vehicles in Pace	95.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,528 Vehicles
Type of Traffic Control	Stop controlled at 1st Ave and 2nd Ave and a Roundabout
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	41 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2-Lane Arterial
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	At Roundabout
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	No
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, Hospital, public facilities and open spaces

COMMENTS & JUSTIFICATION

9th Street between 1st Avenue and 2nd Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.
The presence of on-street parking, Class II bike lanes, uncontrolled crosswalk, nature of surrounding land uses, and horizontal curve further justify reducing the resulting 85th percentile speed.
Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

16

STREET: 2nd Avenue **SURVEY DATE:** 12/5/2024

FROM: Divarty Street **TO:** 8th Street

SPEED DATA

Location of Speed Survey	At 5th Street	**Posted Speed Limit**	45 MPH
Time of Speed Survey	9:00 AM - 9:42 AM	**Recommended Speed Limit**	40 MPH
		Speed Limit Change	Reduced by 5 MPH
50th Percentile Speed (Mean Spe	42 MPH		
85th Percentile Speed	46 MPH		
10 mph Pace Speed	38 - 47 MPH		
Percentage of Vehicles in Pace	94.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	1
Collision Rate (ACC/MVM)	0.20
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	7,573 Vehicles
Type of Traffic Control	Stop controlled at 8th street, 6th street, 5th street, Inter-Garrison Rd, and Divarty Street
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.6 mi
Width	64 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Arterial
Divided Median?	Yes
Designated Bike Route?	Yes
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalk	No
On-Street Parking?	Yes
Sidewalks?	Yes - Not Connected
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, Public facilities, and Open spaces

COMMENTS & JUSTIFICATION

2nd Avenue between Divarty Street and 8th Street is classified as an arterial per the General Plan. The existing posted speed limit is 45 mph. The radar speed data collected shows the 85th-percentile speed as 46 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

2nd Avenue from 8th Avenue to Imjin Parkway, has a posted speed limit of 35 mph. It is recommended that adjacent sections of a corridor do not have a posted speed limit difference of more than 5 mph. Therefore, it is recommended that the resulting 85th percentile speed is further reduced.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 40 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

17

STREET: 2nd Avenue
SURVEY DATE: 12/5/2024
FROM: 8th Street
TO: Imjin Parkway

SPEED DATA

Location of Speed Survey	305 ft north of 9th Street	**Posted Speed Limit**	35 MPH
Time of Speed Survey	9:45 AM - 10:26 AM	**Recommended Speed Limit**	35 MPH
50th Percentile Speed (Mean Spee	33 MPH	**Speed Limit Change**	-
85th Percentile Speed	36 MPH		
10 mph Pace Speed	29 - 38 MPH		
Percentage of Vehicles in Pace	95.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	8,306 Vehicles
Type of Traffic Control	Stop controlled at Jetty Street, 10th Street, 9th Street , and 8th Street
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.4 mi		
Width	64 ft (Approx.)		
Number of Lanes	NB-2	SB-2	NB-1 and SB-1 after General Stilwell Drive
Street Classification	Arterial		
Divided Median?	Yes		
Designated Bike Route?	No		
Bike Lanes?	Yes (Class II)		
Uncontrolled Crosswalks	No		
On-Street Parking?	Yes (Only one-side and after 9th Street on both-side)		
Sidewalks?	Yes		
Driveways?	Few		
Vertical Curve	No		
Horizontal Curve	No		
Visibility	Good		
Pavement Condition	Fair		
Adjacent Land Use	Residential and Commercial		

COMMENTS & JUSTIFICATION

2nd Avenue between 8th Street and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 35 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

18

STREET: Beach Road
FROM: Reservation Road
TO: Del Monte Boulevard
SURVEY DATE: 12/11/2024

SPEED DATA

Location of Speed Survey	350 ft east of Reservation Road	**Posted Speed Limit**	35 MPH
Time of Speed Survey	9:55 AM - 10:20 AM	**Recommended Speed Limit**	30 MPH
		Speed Limit Change	Reduced by 5 MPH
50th Percentile Speed (Mean Spe	30 MPH		
85th Percentile Speed	35 MPH		
10 mph Pace Speed	25 - 34 MPH		
Percentage of Vehicles in Pace	74.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	4
Collision Rate (ACC/MVM)	2.03
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	6,012 Vehicles
Type of Traffic Control	Roundabout at Del Monte Blvd and Stop Controlled at Marina Dr
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	54 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2 -Lane Arterial
Divided Median?	Yes
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalk	Yes at roundbaout
On-Street Parking?	No
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Commercial

COMMENTS & JUSTIFICATION

Beach Road between Reservation Road and Del Monte Boulevard is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 35 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 35 mph. The collision rate is higher than the expected collision rate for similar facilities statewide.

Higher collision rate than statewide average (involving 1 severe injury), presence on uncontrolled crosswalks, horizontal/vertical curves, and merge/diverge lanes justify further reduction in the resulting 85th percentile speed limit . Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used. It is therefore recommended that the existing posted speed limit of 35 mph is reduced to 30 mph.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

19

STREET: De Forest Road **SURVEY DATE:** ########

FROM: Beach Road **TO:** Reservation Road

SPEED DATA

Location of Speed Survey	50 FT north of George Way	**Posted Speed Limit**	30 MPH
Time of Speed Survey	9:17 AM - 10:24 AM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	33 MPH	**Speed Limit Change**	-
85th Percentile Speed	36 MPH		
10 mph Pace Speed	29 - 38 MPH		
Percentage of Vehicles in Pace	86.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,749 Vehicles
Type of Traffic Control	Stop controlled at George Way, Oak Cir, and Costa Del Mar Rd
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	37 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	RRFB
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Del Forest Road between Beach Road and Reservation Road is classified as a collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph with a 10-mph pace range of 29 mph to 38 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is higher than the expected collision rate for similar facilities statewide.

The presence of uncontrolled crosswalk, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

20

STREET: Crescent Avenue **SURVEY DATE:** ########

FROM: Quebrada Del Mar **TO:** Reservation Road

SPEED DATA

Location of Speed Survey	115 ft south of Tallmon St	**Posted Speed Limit**	25 MPH
Time of Speed Survey	10:28 AM - 11:06 AM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	29 MPH	**Speed Limit Change**	-
85th Percentile Speed	32 MPH		
10 mph Pace Speed	24 - 33 MPH		
Percentage of Vehicles in Pace	97.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,353 Vehicles
Type of Traffic Control	Stop controlled at Shuler Cir, Tallmon St, Whitney Pl & Quebrada Del Mar Rd, Roundabout at Costa & Sirena D
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.4 mi
Width	63 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Collector
Divided Median?	Yes - Small Median
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Crescent Avenue between Quebrada Del Mar and Reservation Road is classified as a collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

21

STREET: Crescent Avenue
SURVEY DATE: ########
FROM: Reservation Road
TO: Carmel Avenue

SPEED DATA

Location of Speed Survey	0.1 mile north of Carmel Ave	**Posted Speed Limit**	30 MPH
Time of Speed Survey	10:22 AM - 10:44 AM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	31 MPH	**Speed Limit Change**	-
85th Percentile Speed	36 MPH		
10 mph Pace Speed	27 - 36 MPH		
Percentage of Vehicles in Pace	75.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	3,528 Vehicles
Type of Traffic Control	Stop controlled at Carmel Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	48 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Commercial

COMMENTS & JUSTIFICATION

Crescent Avenue between Reservation Road and Carmel Avenue is classified as a collector per the General Plan. There speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

22

STREET: Cardoza Avenue **SURVEY DATE:** 12/11/2024

FROM: Reservation Road **TO:** Aaron Way (End)

SPEED DATA

Location of Speed Survey	125 ft south of Abdy Way	**Posted Speed Limit**	30 MPH
Time of Speed Survey	11:30 AM - 12:05 PM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	29 MPH	**Speed Limit Change**	-
85th Percentile Speed	35 MPH		
10 mph Pace Speed	22 - 31 MPH		
Percentage of Vehicles in Pace	67.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,458 Vehicles
Type of Traffic Control	Stop controlled at Dolphin Cir, Abdy Way, Ora Ct, Belle Dr, Redondo Ct, Brookside Pl, Lakewood Dr, and Aaron Way
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	62 ft (Approx.)
Number of Lanes	NB-1 SB-1 Wide lanes
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II - South of Belle Dr to Reservation Rd)
Uncontrolled Crosswalks	Yes At Abdy Way
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	New
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Cardoza Avenue between Reservation Road and Aaron Way is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used. It is therefore recommended that the existing posted speed limit of 30 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

23

STREET: Beach Road **SURVEY DATE:** 12/11/2024

FROM: Del Monte Boulevard **TO:** De Forest Road

SPEED DATA

Location of Speed Survey	205 ft west of Melanie Rd	**Posted Speed Limit**	30 MPH
Time of Speed Survey	10:23 AM - 11:13 AM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spe	24 MPH	**Speed Limit Change**	Reduced by 5 MPH
85th Percentile Speed	28 MPH		
10 mph Pace Speed	18 - 27 MPH		
Percentage of Vehicles in Pace	77.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,598 Vehicles
Type of Traffic Control	Roundabout at Del Monte Blvd, Stop controlled at Michael Dr, Fitzgerald Cir, and Villa Cir
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	37 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalk	Yes - Infront of Lone Olson Elementary School with RRFB
On-Street Parking?	Yes
Sidewalks?	Yes - Missing at short segments
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and School

COMMENTS & JUSTIFICATION

Beach Road between Del Monte Boulevard and De Forest Road is classified as a Collector as per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of elementary school, multiple driveways, and horizontal curves justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

24

STREET: California Avenue
FROM: Reservation Road
SURVEY DATE: 12/11/2024
TO: Carmel Avenue

SPEED DATA

Location of Speed Survey	At O'Sullivan Ct	**Posted Speed Limit**	30 MPH
Time of Speed Survey	10:19 AM - 10:43 AM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	32 MPH	**Speed Limit Change**	-
85th Percentile Speed	37 MPH		
10 mph Pace Speed	28 - 37 MPH		
Percentage of Vehicles in Pace	84.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	1
Collision Rate (ACC/MVM)	0.52
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	5,842 Vehicles
Type of Traffic Control	Stop controlled at Carmel Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	52 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes - One the east side
Sidewalks?	Yes
Driveways?	No
Vertical Curve	No
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and commercial

COMMENTS & JUSTIFICATION

California Avenue between Reservation Road and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 37 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.
The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.
Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

25

STREET: California Avenue **SURVEY DATE:** 12/11/2024

FROM: Carmel Avenue **TO:** Reindollar Avenue

SPEED DATA

Location of Speed Survey	At Helena Way	**Posted Speed Limit**	25 MPH
Time of Speed Survey	9:50 AM - 10:16 AM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	29 MPH	**Speed Limit Change**	-
85th Percentile Speed	32 MPH		
10 mph Pace Speed	23 - 32 MPH		
Percentage of Vehicles in Pace	84.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	6,430 Vehicles
Type of Traffic Control	Stop controlled at Carmel Ave, Karen Ct, Helena Way, Tamara Ct, and Reindollar Avenue
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.2 mi
Width	30 - 62 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	No
Vertical Curve	Yes - Slight
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and School

COMMENTS & JUSTIFICATION

California Avenue between Carmel Avenue and Reindollar Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, Class II bike lanes, residential land uses, vertical curve, and residential land use justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5..

The existing posted speed limit of 25 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

26

STREET: California Avenue **SURVEY DATE:** 12/11/2024

FROM: Reindollar Ave **TO:** Imjin Parkway

SPEED DATA

Location of Speed Survey	128 ft north of 3rd Ave	**Posted Speed Limit**	40 MPH
Time of Speed Survey	9:23 AM - 9:46 AM	**Recommended Speed Limit**	40 MPH
50th Percentile Speed (Mean Spee	40 MPH	**Speed Limit Change**	-
85th Percentile Speed	45 MPH		
10 mph Pace Speed	37 - 46 MPH		
Percentage of Vehicles in Pace	79.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	2
Collision Rate (ACC/MVM)	0.30
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	8,725 Vehicles
Type of Traffic Control	Stop controlled at Reindollar Ave, Patton Pkwy, 3rd Ave, and Marina Hts Dr
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.7 mi
Width	35 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Arterial
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II and ends before Patton Pkwy)
Uncontrolled Crosswalks	Yes at Marina Hts Dr with HAWK
On-Street Parking?	No
Sidewalks?	Yes - On west side
Driveways?	No
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, Public facilities , Open spaces and Park

COMMENTS & JUSTIFICATION

California Avenue between Reindollar Avenue and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of Class II Bike Lanes, horizontal and vertical curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used. It is therefore recommended that the existing posted speed limit of 40 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

27

STREET: California Avenue **SURVEY DATE:** 12/5/2024

FROM: Imjin Parkway **TO:** 8th Street

SPEED DATA

Location of Speed Survey	320 ft north of 9th St	**Posted Speed Limit**	30 MPH
Time of Speed Survey	12:48 PM - 2:48 PM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	26 MPH	**Speed Limit Change**	-
85th Percentile Speed	28 MPH		
10 mph Pace Speed	20 - 29 MPH		
Percentage of Vehicles in Pace	87.9%		
Number of Survey Samples	58		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	851 Vehicles
Type of Traffic Control	Stop controlled at Beacon Dr, 5th Ave, 9th St, and 8th St
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi	
Width	27 ft (Approx.)	
Number of Lanes	NB-1 SB-1	
Street Classification	2 -Lane Arterial	
Divided Median?	No	
Designated Bike Route?	No	
Bike Lanes?	No	
Uncontrolled Crosswalks	No	There is a horse crossing sign
On-Street Parking?	Yes - One side only	
Sidewalks?	Yes - One side only	
Driveways?	Few	
Vertical Curve	No	
Horizontal Curve	Yes	
Visibility	Good	
Pavement Condition	Poor	
Adjacent Land Use	Residential, Public facilities , Open spaces, and Commercial	

COMMENTS & JUSTIFICATION

California Avenue between Imjin Parkway and 8th Street is classified as an arterial per the General Plan. The existing speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

28

STREET: Reindollar Avenue **SURVEY DATE:** 12/19/2024

FROM: Del Monte Boulevard **TO:** California Avenue

SPEED DATA

Location of Speed Survey	65 ft west of Vera Ln	**Posted Speed Limit**	25 MPH
Time of Speed Survey	11:24 AM - 11:47 AM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	29 MPH	**Speed Limit Change**	-
85th Percentile Speed	34 MPH		
10 mph Pace Speed	24 - 33 MPH		
Percentage of Vehicles in Pace	81.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	3,372 Vehicles
Type of Traffic Control	Stop controlled at Sunset Ave, Owen Ave, Zanetta Dr, Talcott Ave, Max Cir, Vera Ln, Crescent St, Vaughan Ave, Ellen St, Kennedy Ct, King Cir, Redwood Dr, and Independence Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	1.0 mi
Width	42 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	Yes - At Grant St
On-Street Parking?	Yes (2 Hr Parking)
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, School, and Park

COMMENTS & JUSTIFICATION

Reindollar Avenue between Del Monte Boulevard and California Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

29

STREET: Reindollar Avenue
FROM: California Avenue
SURVEY DATE: 12/11/2024
TO: Carmel Avenue

SPEED DATA

Location of Speed Survey	At Sunrise Cir and Sunrise Ave	**Posted Speed Limit**	30 MPH
Time of Speed Survey	12:44 PM - 1:26 PM	**Recommended Speed Limit**	25 MPH
		Speed Limit Change	Reduced by 5 MPH
50th Percentile Speed (Mean Spe	29 MPH		
85th Percentile Speed	33 MPH		
10 mph Pace Speed	25 - 34 MPH		
Percentage of Vehicles in Pace	90.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,690 Vehicles
Type of Traffic Control	Stop Controlled at California Ave, Westwood Ct, Eddy St, Phillips Cir, Sunrise Ave, and Mildred Ct
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	38 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalk	Yes - At Sunrise Ave
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Reindollar Avenue between California Avenue and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 33 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, vertical and horizontal curve, uncontrolled crosswalks, and residential land uses justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

30

STREET: Carmel Avenue
SURVEY DATE: 12/18/2024
FROM: Del Monte Boulevard
TO: California Avenue

SPEED DATA

Location of Speed Survey	155 ft east of Vaughan Ave	**Posted Speed Limit**	25 MPH
Time of Speed Survey	3:27 PM - 4:10 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	27 MPH	**Speed Limit Change**	-
85th Percentile Speed	31 MPH		
10 mph Pace Speed	23 - 32 MPH		
Percentage of Vehicles in Pace	98.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	1
Collision Rate (ACC/MVM)	0.18
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	3,704 Vehicles
Type of Traffic Control	Stop controlled at Del Monte Blvd, Elm Ave, Sunset Ave, Seacrest Ave, Zanetta Dr, Crescent Ave, Vaughan Ave, Everett Dr, Pleasant Cir, Redwood Dr, and Califronia Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	1.4 mi
Width	38 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	Yes - At Pleasant Cir
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Marina Vista Elementary School

COMMENTS & JUSTIFICATION

Carmel Avenue between Del Monte Boulevard and California Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.
The presence of on-street parking, multiple driveways, vertical curve, uncontrolled crosswalks, and residential land uses justify reducing the 85th percentile speed limit.
Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

31

STREET: Carmel Avenue **SURVEY DATE:** 12/11/2024

FROM: California Avenue **TO:** Salinas Avenue

SPEED DATA

Location of Speed Survey	165 ft east of Lynscott Dr	**Posted Speed Limit**	25 MPH
Time of Speed Survey	10:49 AM - 12:39 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	25 MPH	**Speed Limit Change**	-
85th Percentile Speed	29 MPH		
10 mph Pace Speed	22 - 31 MPH		
Percentage of Vehicles in Pace	85.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	812 Vehicles
Type of Traffic Control	Stop controlled at California Ave, Bradley Cir, Carmelo Cir, Lynscott Dr, Barrett Ln, Bayer Ave, and Salinas Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.4 mi
Width	39 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	Yes - At Lynscott Dr There is a bus pick-up/Drop-off zone sign
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Crumpton Elementary School

COMMENTS & JUSTIFICATION

Carmel Avenue between California Avenue and Salinas Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 29 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, uncontrolled crosswalk, and vertical curve justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

32

STREET: Salinas Avenue
FROM: Carmel Avenue

SURVEY DATE: 12/10/2024
TO: Reservation Road

SPEED DATA

Location of Speed Survey	90 ft south of Lavell Ct	**Posted Speed Limit**	25 MPH
Time of Speed Survey	2:05 PM - 4:05 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	19 MPH	**Speed Limit Change**	-
85th Percentile Speed	24 MPH		
10 mph Pace Speed	16 - 25 MPH		
Percentage of Vehicles in Pace	93.4%		
Number of Survey Samples	91		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	264 Vehicles
Type of Traffic Control	Stop controlled at Reservation Rd, Ellis Ct, and Carmel Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	18 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	Yes - At Lynscott Dr
On-Street Parking?	Yes - No Sign
Sidewalks?	Yes - on one side only
Driveways?	No
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Poor
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Salinas Avenue between Carmel Avenue and Reservation Road is classified as a Collector per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 24 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.
No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

33

STREET: Paul Davis Drive
SURVEY DATE: 12/11/2024
FROM: Healy Avenue
TO: Marina Greens Drive

SPEED DATA

Location of Speed Survey	370 ft south of Marina Green Dr	**Posted Speed Limit**	30 MPH
Time of Speed Survey	12:10 PM - 2:10 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spe	21 MPH	**Speed Limit Change**	Reduced by 5
85th Percentile Speed	25 MPH		
10 mph Pace Speed	17 - 26 MPH		
Percentage of Vehicles in Pace	85.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	657	Vehicles
Type of Traffic Control	Stop controlled at Healy Avenue	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.2 mi	
Width	38 ft (Approx.)	
Number of Lanes	NB-1	SB-1
Street Classification	Local	
Divided Median?	No	
Designated Bike Route?	No	
Bike Lanes?	No	
Uncontrolled Crosswalk	No	
On-Street Parking?	Yes	
Sidewalks?	Yes	
Driveways?	Multiple	
Vertical Curve	No	
Horizontal Curve	Yes	
Visibility	Good	
Pavement Condition	Fair	
Adjacent Land Use	Residential	

COMMENTS & JUSTIFICATION

Paul Davis Drive between Healy Avenue and Marina Greens Drive is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 25 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

Presence of on-street parking, multiple driveways, and horizontal curves justifies lowering the speed limit. It is recommended that the observed 85th percentile speed limit of 25 mph is adopted for this segment.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

34

STREET: Patton Parkway
SURVEY DATE: 12/18/2024
FROM: Marina High School
TO: California Avenue

SPEED DATA

Location of Speed Survey	0.2 mi west of California Ave	**Posted Speed Limit**	40 MPH
Time of Speed Survey	1:25 PM - 3:25 PM	**Recommended Speed Limit**	35 MPH
		Speed Limit Change	Reduced by 5 MPH
50th Percentile Speed (Mean Spee	37 MPH		
85th Percentile Speed	41 MPH		
10 mph Pace Speed	34 - 43 MPH		
Percentage of Vehicles in Pace	83.1%		
Number of Survey Samples	59		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	661 Vehicles
Type of Traffic Control	Stop controlled at California Ave and Crescent St
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.6 mi
Width	29 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	Yes
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	No
Sidewalks?	Yes
Driveways?	No
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	New
Adjacent Land Use	Residential and Marina High School

COMMENTS & JUSTIFICATION

Patton Parkway between Marina High School and California Avenue is classified as a Collector as per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 41 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph.

The collision rate is higher than the expected collision rate for similar facilities statewide. The presence of bike routes, horizontal/vertical curves, and residential/school land uses justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

35

STREET: Crescent Street **SURVEY DATE:** 12/11/2024

FROM: Patton Parkway **TO:** Reindollar Avenue

SPEED DATA

Location of Speed Survey	405 ft south of Reindollar Avenue	**Posted Speed Limit**	25 MPH
Time of Speed Survey	3:06 PM - 4:09 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	26 MPH	**Speed Limit Change**	-
85th Percentile Speed	30 MPH		
10 mph Pace Speed	22 - 31 MPH		
Percentage of Vehicles in Pace	88.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,304 Vehicles
Type of Traffic Control	Stop controlled at Patton Pkwy and Reindollar Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.1 mi
Width	37 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Crescent Street between Patton Parkway and Reindollar Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 30 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, horizontal and vertical curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

36

STREET: Vaughn Avenue **SURVEY DATE:** 12/19/2024

FROM: Reindollar Avenue **TO:** Carmel Avenue

SPEED DATA

Location of Speed Survey	390 ft north of Reindollar Avenue	**Posted Speed Limit**	25 MPH
Time of Speed Survey	10:47 AM - 11:19 AM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	26 MPH	**Speed Limit Change**	-
85th Percentile Speed	29 MPH		
10 mph Pace Speed	21 - 30 MPH		
Percentage of Vehicles in Pace	94.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,515 Vehicles
Type of Traffic Control	Stop controlled at Reindollar Ave, Hillcrest Ave, and Carmel Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	33 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Vaughan Avenue between Reindollar Avenue and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 29 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, and vertical curve justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

37

STREET: Seacrest Avenue
FROM: Carmel Avenue

SURVEY DATE: 12/19/2024
TO: Reservation Road

SPEED DATA

Location of Speed Survey	535 ft south of Reservation Rd	**Posted Speed Limit**	30 MPH
Time of Speed Survey	9:50 AM - 10:19 AM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	28 MPH	**Speed Limit Change**	-
85th Percentile Speed	31.15 MPH		
10 mph Pace Speed	23 - 32 MPH		
Percentage of Vehicles in Pace	81.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	2
Collision Rate (ACC/MVM)	1.53
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	3,992 Vehicles
Type of Traffic Control	Stop controlled at Carmel Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	38 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Commercial

COMMENTS & JUSTIFICATION

Seacrest Avenue between Carmel Avenue and Reservation Road is classified as a Collector as per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 31.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is higher than the expected collision rate for similar facilities statewide.
The presence of on-street parking, vertical curve, and residential/commercial land uses justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

38

STREET: Sunset Avenue
SURVEY DATE: 12/18/2024
FROM: Reindollar Avenue
TO: Carmel Avenue

SPEED DATA

Location of Speed Survey	175 ft south of Hillcrest Ave	**Posted Speed Limit**	25 MPH
Time of Speed Survey	12:45 PM - 1:18 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	28 MPH	**Speed Limit Change**	-
85th Percentile Speed	31 MPH		
10 mph Pace Speed	23 - 32 MPH		
Percentage of Vehicles in Pace	94.1%		
Number of Survey Samples	101		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,854 Vehicles
Type of Traffic Control	Stop controlled at Hillcrest Ave, Cypress Ave, and Reindollar Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.1 mi
Width	38 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Commercial

COMMENTS & JUSTIFICATION

Sunset Avenue between Reindollar Avenue and Carmel Avenue is classified as a Collector per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.
The presence of on-street parking, vertical curve, and residential/commercial land uses justify reducing the 85th percentile speed limit.
Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

39

STREET: Lake Drive **SURVEY DATE:** 12/19/2024

FROM: Palm Avenue **TO:** Reservation Road

SPEED DATA

Location of Speed Survey	100 ft north of Messinger Dr	**Posted Speed Limit**	25 MPH
Time of Speed Survey	11:56 AM - 12:31 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	32.5 MPH	**Speed Limit Change**	-
85th Percentile Speed	36 MPH		
10 mph Pace Speed	27 - 36 MPH		
Percentage of Vehicles in Pace	86.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,521 Vehicles
Type of Traffic Control	Stop controlled at Palm Ave, Messinger Dr, Paddon Pl, and Robin Dr
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.4 mi
Width	38 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	No
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Lake Drive between Palm Avenue and Reservation Road is classified as a Collector as per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph.

Higher than the expected collision rate, presence of on-street parking, driveways and surrounding residential land uses justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

40

STREET: Palm Avenue **SURVEY DATE:** 12/19/2024

FROM: Lake Drive **TO:** Del Monte Boulevard

SPEED DATA

Location of Speed Survey	510 ft east of Lake Drive	**Posted Speed Limit**	25 MPH
Time of Speed Survey	12:00 PM - 12:48 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	26 MPH	**Speed Limit Change**	-
85th Percentile Speed	28 MPH		
10 mph Pace Speed	23 - 32 MPH		
Percentage of Vehicles in Pace	100.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,878	Vehicles
Type of Traffic Control	Stop controlled at Lake Dr and Marina Dr	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.2 mi	
Width	40 ft (Approx.)	
Number of Lanes	EB-1	WB-1
Street Classification	2-Lane Collector	
Divided Median?	No	
Designated Bike Route?	No	
Bike Lanes?	No	
Uncontrolled Crosswalks	No	
On-Street Parking?	Yes	
Sidewalks?	Yes	
Driveways?	Few	
Vertical Curve	No	
Horizontal Curve	No	
Visibility	Good	
Pavement Condition	Fair	
Adjacent Land Use	Residential	

COMMENTS & JUSTIFICATION

Palm Avenue between Lake Drive and Del Monte Boulevard is classified as a Collector as per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, vertical curve, and residential land uses justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

41

STREET: Abrams Drive
SURVEY DATE 12/10/2024
FROM: Preston Drive
TO: Imjin Parkway

SPEED DATA

Location of Speed Survey	60 ft south of Brostorm Drive	**Posted Speed Limit**	30 MPH
Time of Speed Survey	9:49 AM - 11:06 AM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	29 MPH	**Speed Limit Change**	-
85th Percentile Speed	34 MPH		
10 mph Pace Speed	24 - 33 MPH		
Percentage of Vehicles in Pace	77.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,360 Vehicles
Type of Traffic Control	Stop controlled at Preston Dr, Lexington Ct, and Brostorm Dr
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.2 mi
Width	33 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	No - Red curb
Sidewalks?	Yes
Driveways?	No
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, Open spaces, Park and recreation

COMMENTS & JUSTIFICATION

Abrams Drive between Preston Drive and Imjin Parkway is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph..

Higher than the expected collision rate, presence of horizontal and vertical curve, and residential land uses justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

42

STREET: Preston Drive **SURVEY DATE:** 12/10/2024

FROM: Abrams Drive **TO:** Imjin Parkway

SPEED DATA

Location of Speed Survey	85 ft west of Wahl Ct	**Posted Speed Limit**	30 MPH
Time of Speed Survey	11:09 AM - 12:24 PM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	27 MPH	**Speed Limit Change**	-
85th Percentile Speed	29.15 MPH		
10 mph Pace Speed	23 - 32 MPH		
Percentage of Vehicles in Pace	97.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,110 Vehicles
Type of Traffic Control	Stop controlled at Abrams Dr, Barth Ct, Horn Ct, Wahl Ct, Wittenmyer Ct, Bandholtz Ct, Brown Ct, Landrum Ct, and Ready Ct
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.6 mi
Width	22 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	No - Red curb
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, Open spaces, Park and recreation

COMMENTS & JUSTIFICATION

Preston Drive between Abrams Drive and Imjin Parkway is classified as a Collector as per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 29.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Presence of driveways, park, residential land uses, horizontal and vertical curves further justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

43

STREET: 3rd Avenue **SURVEY DATE:** 12/5/2024

FROM: Imjin Parkway **TO:** 8th Street

SPEED DATA

Location of Speed Survey	195 ft north of 10th St	**Posted Speed Limit**	25 MPH
Time of Speed Survey	10:30 AM - 11:18 AM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	24 MPH	**Speed Limit Change**	-
85th Percentile Speed	27 MPH		
10 mph Pace Speed	20 - 29 MPH		
Percentage of Vehicles in Pace	97.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	981 Vehicles
Type of Traffic Control	Stop controlled at Imjin Pkwy, Telegraph Blvd, 10th St, Boardwalk Ave, 9th St, and 8th St
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.4 mi
Width	31 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No - Just small segment near Imjin Pkwy had median
Designated Bike Route?	Yes - There is a sign
Bike Lanes?	No
Uncontrolled Crosswalks	No There is a horse crossing sign
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	No
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Commercial

COMMENTS & JUSTIFICATION

3rd Avenue between Imjin Parkway and 8th Street is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 27 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Presence of on-street parking, vertical curve, residential and commercial land uses further justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

44

STREET: Abrams Drive **SURVEY DATE:** 12/11/2024

FROM: Imjin Pkwy (west) **TO:** Preston Drive

SPEED DATA

Location of Speed Survey	130 ft west of Inchon Ct	**Posted Speed Limit**	25 MPH
Time of Speed Survey	2:26 PM - 3:02 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spe	30 MPH	**Speed Limit Change**	-
85th Percentile Speed	35.15 MPH		
10 mph Pace Speed	25 - 34 MPH		
Percentage of Vehicles in Pace	74.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,667 Vehicles
Type of Traffic Control	Stop controlled at Imjin Pkwy, Brostorm Dr, Wilson Ct, Bayonet Ct, and Preston Dr. Traffic circles at MacArthur Dr, 3rd Ave, and Denall Dr
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	1.1 mi	
Width	49 ft (Approx.)	
Number of Lanes	EB-1 WB-1	
Street Classification	2-Lane Collector	
Divided Median?	No - Just small segment near Imjin Pkwy had median	
Designated Bike Route?	Yes - There is a sign	
Bike Lanes?	Yes (Class II)	
Uncontrolled Crosswalk	Yes - At Bluffs Dr	There is a horse crossing sign
On-Street Parking?	Yes	
Sidewalks?	Yes	
Driveways?	Few	
Vertical Curve	Yes	
Horizontal Curve	Yes	
Visibility	Good	
Pavement Condition	Fair	
Adjacent Land Use	Residential, Open spaces, Park and recreation	

COMMENTS & JUSTIFICATION

Abrams Drive between Imjin Parkway and Preston Drive is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 35.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking , Class II bike lanes, horizontal and vertical curve justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.

The resulting speed limit of 30 mph is still more than is reasonable or safe per City staff. It is therefore recommended that the City adopt a lower speed limit by ordinance to 25 mph, which is the existing posted speed limit.

It should be noted that this segment was not included in the previous 'Engineering & Traffic Survey (E&TS)' study conducted by the City. Therefore, 'CVC Section 22358.8' as identified in AB 43, which allows local authorities to retain current speed limit or restore immediately prior speed limit, cannot be used.

The existing posted speed limit of 25 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

45

STREET: Marina Heights Drive **SURVEY DATE:** 12/11/2024

FROM: California Ave **TO:** Imjin Pkwy

SPEED DATA

Location of Speed Survey	450 ft west of Arroyo Dr	**Posted Speed Limit**	25 MPH
Time of Speed Survey	1:39 PM - 2:21 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spe	29 MPH	**Speed Limit Change**	-
85th Percentile Speed	34 MPH		
10 mph Pace Speed	25 - 34 MPH		
Percentage of Vehicles in Pace	84.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,407 Vehicles
Type of Traffic Control	Stop controlled at California Ave, Arroyo Dr, and Imjin Pkwy. Traffic circle at Abrams Dr and Bonte Dr
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	1.1 mi
Width	37 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2-Lane Collector
Divided Median?	Yes
Designated Bike Route?	No
Bike Lanes?	No - After Bluffs Dr there is bike lane on both side
Uncontrolled Crosswalk	No
On-Street Parking?	Yes - After Bonte Dr on both side
Sidewalks?	Yes - Only one side
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, Open spaces, Park and recreation

COMMENTS & JUSTIFICATION

Marina Heights Drive between California Avenue and Imjin Pakrway is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking , Class II bike lanes, horizontal and vertical curve justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

The resulting speed limit of 30 mph is still more than is reasonable or safe per City staff. It is therefore recommended that the City adopt a lower speed limit by ordinance to 25 mph, which is the existing posted speed limit.

It should be noted that this segment was not included in the previous 'Engineering & Traffic Survey (E&TS)' study conducted by the City. Therefore, 'CVC Section 22358.8' as identified in AB 43, which allows local authorities to retain current speed limit or restore immediately prior speed limit, cannot be used.

The existing posted speed limit of 25 mph is retained.

DRAFT

Appendix D

Radar Speed Survey Data

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Imjin Parkway**	LOCATION:	1
SURVEY LIMITS:	**State Route 1 to California Avenue**	COLLECTOR:	Jesus
SURVEY DATE:	Thursday, December 5, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	4
SURVEY START TIME:	11:22:00 AM		
SURVEY END TIME:	12:00:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	50 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 42 MPH	TO	51 MPH
50 MPH	46.5 MPH	42 MPH	Below Pace 10.0%	In Pace 83.0%	Above Pace 7.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	50 MPH
0.0% COMPLYING	86.0% COMPLYING

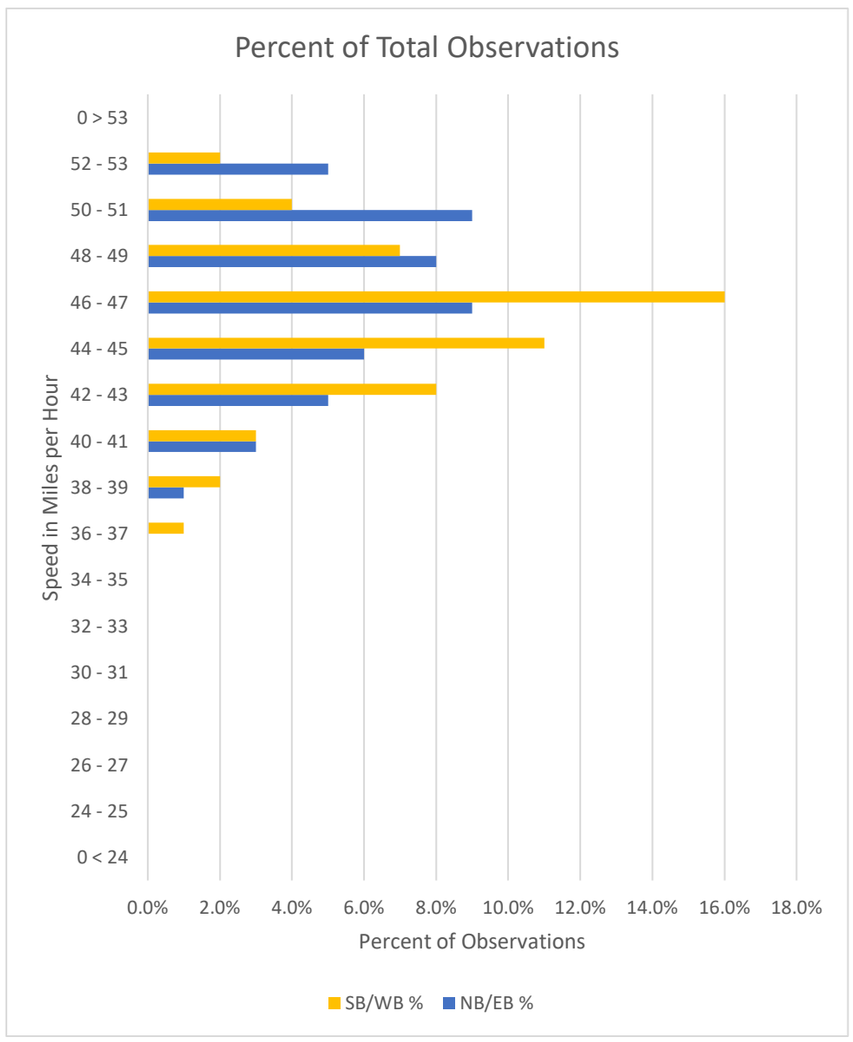
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	46	46.0%
SB/WB	54	54.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **50 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 24	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	0	0%	0.0%	0	0.0%
26 - 27	0	0.0%	0	0%	0.0%	0	0.0%
28 - 29	0	0.0%	0	0%	0.0%	0	0.0%
30 - 31	0	0.0%	0	0%	0.0%	0	0.0%
32 - 33	0	0.0%	0	0%	0.0%	0	0.0%
34 - 35	0	0.0%	0	0%	0.0%	0	0.0%
36 - 37	0	0.0%	1	1%	1.0%	1	1.0%
38 - 39	1	1.0%	2	2%	3.0%	4	4.0%
40 - 41	3	3.0%	3	3%	6.0%	10	10.0%
42 - 43	5	5.0%	8	8%	13.0%	23	23.0%
44 - 45	6	6.0%	11	11%	17.0%	40	40.0%
46 - 47	9	9.0%	16	16%	25.0%	65	65.0%
48 - 49	8	8.0%	7	7%	15.0%	80	80.0%
50 - 51	9	9.0%	4	4%	13.0%	93	93.0%
52 - 53	5	5.0%	2	2%	7.0%	100	100.0%
0 > 53	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Imjin Parkway**	LOCATION:	2
SURVEY LIMITS:	**California Avenue to Reservation Road**	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	11:27:00 AM		
SURVEY END TIME:	11:53:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	35 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			32 MPH	TO	41 MPH
39.15 MPH	36.5 MPH	33 MPH	Below Pace	In Pace	Above Pace
			5.0%	92.0%	3.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	35 MPH
0.0% COMPLYING	34.0% COMPLYING

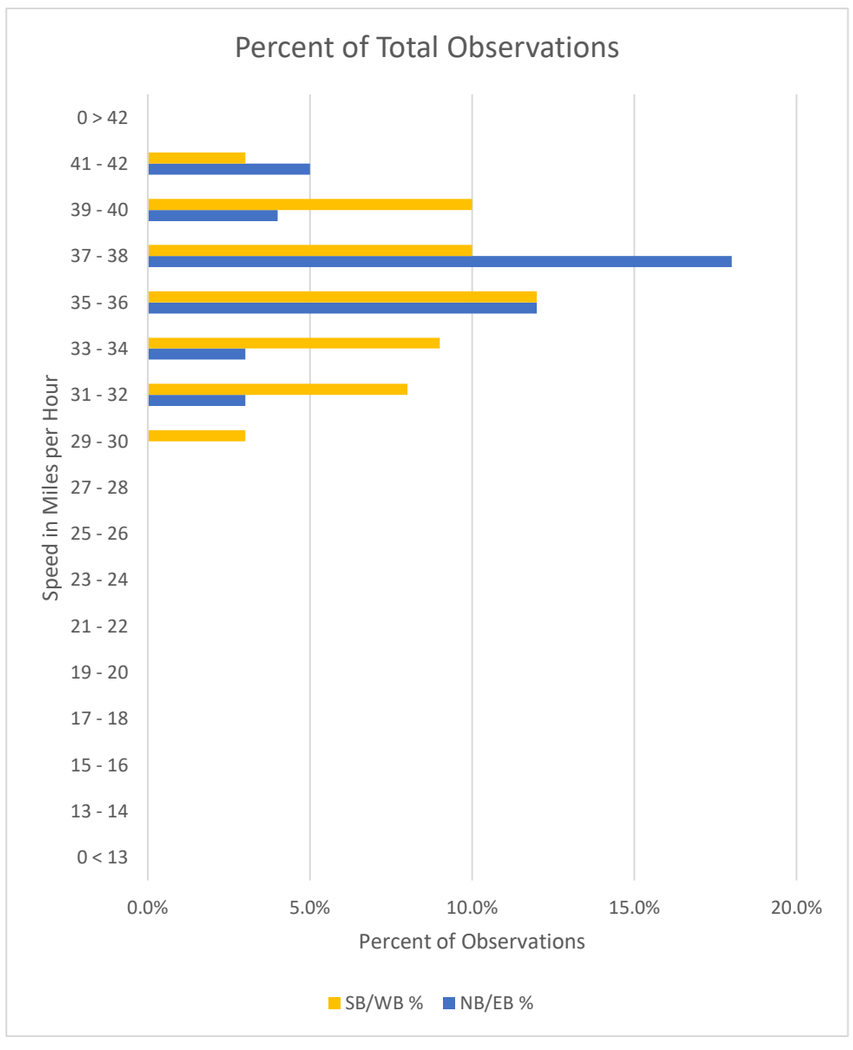
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	45	45.0%
SB/WB	55	55.0%

UNUSUAL CONDITIONS: **WB lane closure due to long-term construction. Traffic is still free flowing.**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 13	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	0	0.0%	3	3%	3.0%	3	3.0%
31 - 32	3	3.0%	8	8%	11.0%	14	14.0%
33 - 34	3	3.0%	9	9%	12.0%	26	26.0%
35 - 36	12	12.0%	12	12%	24.0%	50	50.0%
37 - 38	18	18.0%	10	10%	28.0%	78	78.0%
39 - 40	4	4.0%	10	10%	14.0%	92	92.0%
41 - 42	5	5.0%	3	3%	8.0%	100	100.0%
0 > 42	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Del Monte Boulevard**	LOCATION:	3
SURVEY LIMITS:	**SR1/Reindollar Avenue to Reservation Road**	COLLECTOR:	Randy
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	4
SURVEY START TIME:	9:23:00 AM		
SURVEY END TIME:	9:46:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 36 MPH	TO	45 MPH
45 MPH	**40.5 MPH**	**37 MPH**	Below Pace 6.0%	In Pace 81.0%	Above Pace 13.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**40 MPH**
0.0% COMPLYING	50.0% COMPLYING

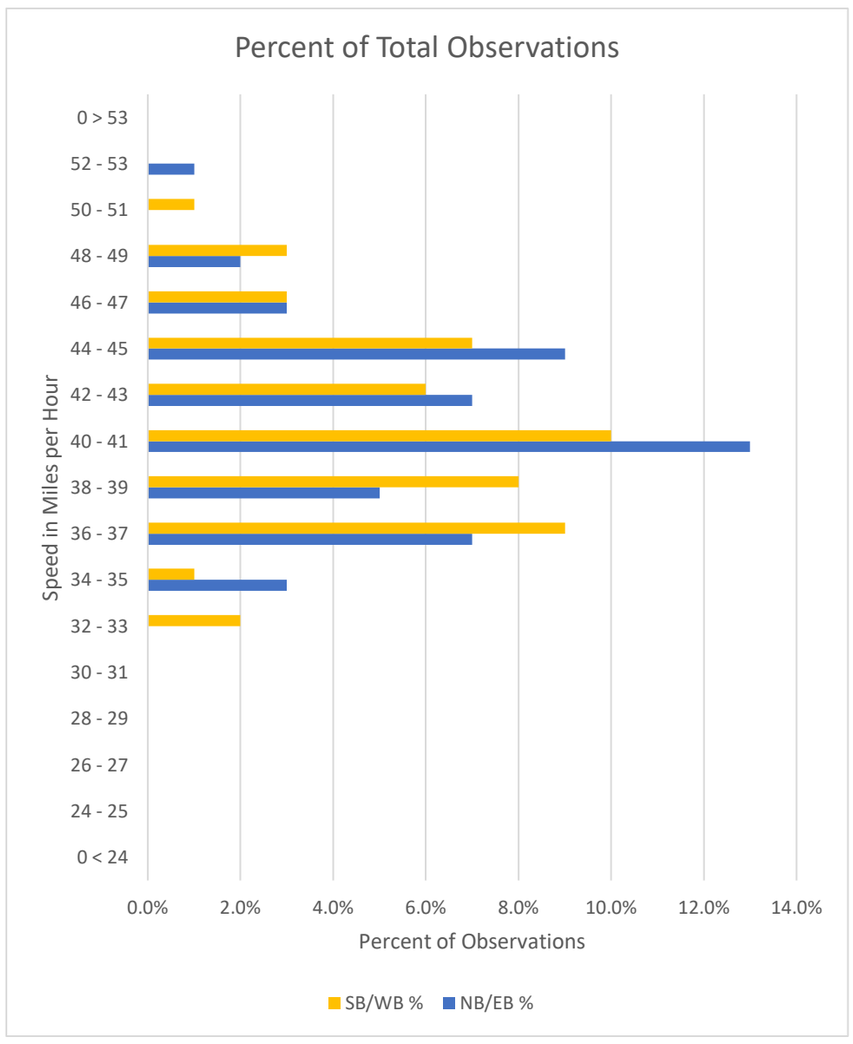
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 24	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	0	0%	0.0%	0	0.0%
26 - 27	0	0.0%	0	0%	0.0%	0	0.0%
28 - 29	0	0.0%	0	0%	0.0%	0	0.0%
30 - 31	0	0.0%	0	0%	0.0%	0	0.0%
32 - 33	0	0.0%	2	2%	2.0%	2	2.0%
34 - 35	3	3.0%	1	1%	4.0%	6	6.0%
36 - 37	7	7.0%	9	9%	16.0%	22	22.0%
38 - 39	5	5.0%	8	8%	13.0%	35	35.0%
40 - 41	13	13.0%	10	10%	23.0%	58	58.0%
42 - 43	7	7.0%	6	6%	13.0%	71	71.0%
44 - 45	9	9.0%	7	7%	16.0%	87	87.0%
46 - 47	3	3.0%	3	3%	6.0%	93	93.0%
48 - 49	2	2.0%	3	3%	5.0%	98	98.0%
50 - 51	0	0.0%	1	1%	1.0%	99	99.0%
52 - 53	1	1.0%	0	0%	1.0%	100	100.0%
0 > 53	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Del Monte Boulevard**	LOCATION:	4
SURVEY LIMITS:	**Reservation Road to Beach Road**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Poor	# OF LANES:	4
SURVEY START TIME:	9:35:00 AM		
SURVEY END TIME:	9:50:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 35 MPH TO 44 MPH
42 MPH	39 MPH	35 MPH	Below Pace 10.0% / In Pace 85.0% / Above Pace 5.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	40 MPH
0.0% COMPLYING	70.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	35	35.0%
SB/WB	65	65.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 25	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	2	2.0%	0	0%	2.0%	2	2.0%
31 - 32	5	5.0%	0	0%	5.0%	7	7.0%
33 - 34	3	3.0%	0	0%	3.0%	10	10.0%
35 - 36	10	10.0%	8	8%	18.0%	28	28.0%
37 - 38	6	6.0%	14	14%	20.0%	48	48.0%
39 - 40	6	6.0%	16	16%	22.0%	70	70.0%
41 - 42	2	2.0%	14	14%	16.0%	86	86.0%
43 - 44	1	1.0%	8	8%	9.0%	95	95.0%
45 - 46	0	0.0%	1	1%	1.0%	96	96.0%
47 - 48	0	0.0%	1	1%	1.0%	97	97.0%
49 - 50	0	0.0%	1	1%	1.0%	98	98.0%
51 - 52	0	0.0%	1	1%	1.0%	99	99.0%
53 - 54	0	0.0%	1	1%	1.0%	100	100.0%
0 > 54	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED: **Del Monte Boulevard**
SURVEY LIMITS: **Beach Road to Marina Greens Drive**
SURVEY DATE: Wednesday, December 11, 2024
ROAD CONDITION: Poor
SURVEY START TIME: 9:05:00 AM
SURVEY END TIME: 9:30:00 AM
STREET CLASSIFICATION: Arterial
POSTED SPEED: 40 MPH
DIRECTION OF TRAFFIC: NB SB

LOCATION: 5
COLLECTOR: Josh
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 36 MPH	TO	45 MPH
45.15 MPH	41 MPH	35.85 MPH	Below Pace 15.0%	In Pace 70.0%	Above Pace 15.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	40 MPH
0.0% COMPLYING	47.0% COMPLYING

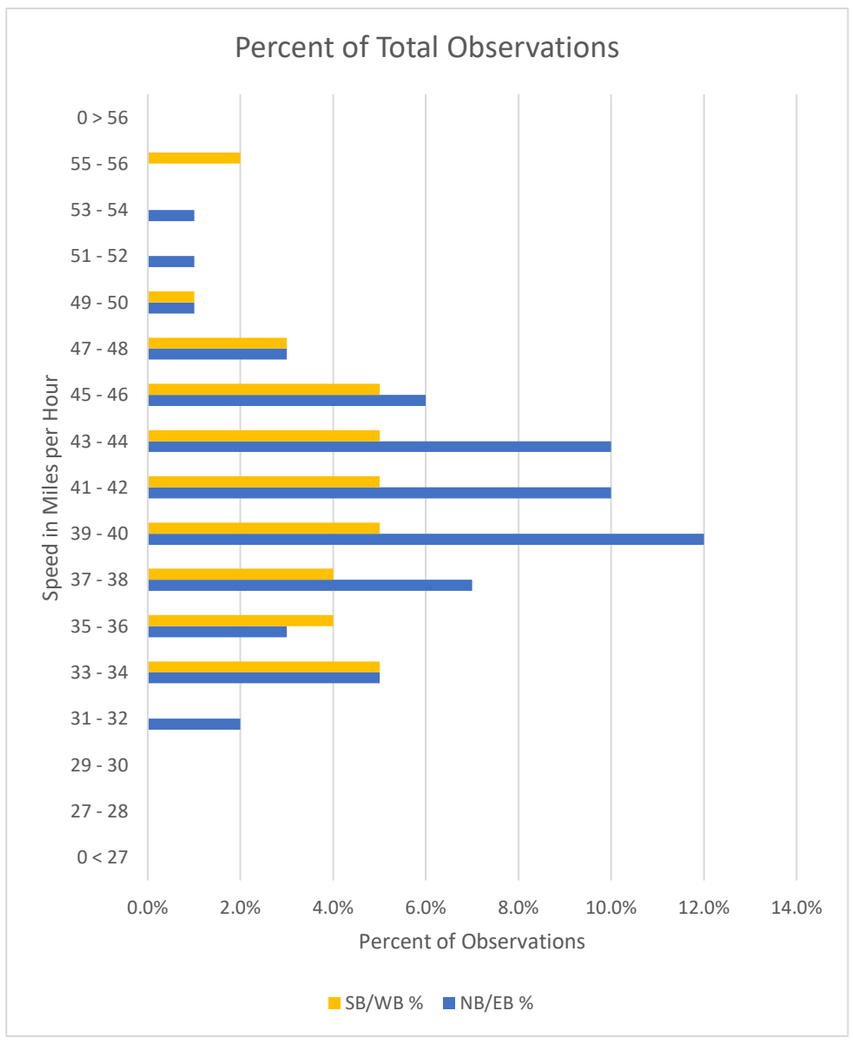
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	61	61.0%
SB/WB	39	39.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 27	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	0	0.0%	0	0%	0.0%	0	0.0%
31 - 32	2	2.0%	0	0%	2.0%	2	2.0%
33 - 34	5	5.0%	5	5%	10.0%	12	12.0%
35 - 36	3	3.0%	4	4%	7.0%	19	19.0%
37 - 38	7	7.0%	4	4%	11.0%	30	30.0%
39 - 40	12	12.0%	5	5%	17.0%	47	47.0%
41 - 42	10	10.0%	5	5%	15.0%	62	62.0%
43 - 44	10	10.0%	5	5%	15.0%	77	77.0%
45 - 46	6	6.0%	5	5%	11.0%	88	88.0%
47 - 48	3	3.0%	3	3%	6.0%	94	94.0%
49 - 50	1	1.0%	1	1%	2.0%	96	96.0%
51 - 52	1	1.0%	0	0%	1.0%	97	97.0%
53 - 54	1	1.0%	0	0%	1.0%	98	98.0%
55 - 56	0	0.0%	2	2%	2.0%	100	100.0%
0 > 56	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reservation Road**	LOCATION:	6
SURVEY LIMITS:	**Dunes Drive to Beach Road**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Poor	# OF LANES:	5
SURVEY START TIME:	2:27:00 AM		
SURVEY END TIME:	2:50:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	35 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 25 MPH	TO	34 MPH
34 MPH	29 MPH	26 MPH	Below Pace 5.0%	In Pace 81.0%	Above Pace 14.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	35 MPH
13.0% COMPLYING	90.0% COMPLYING

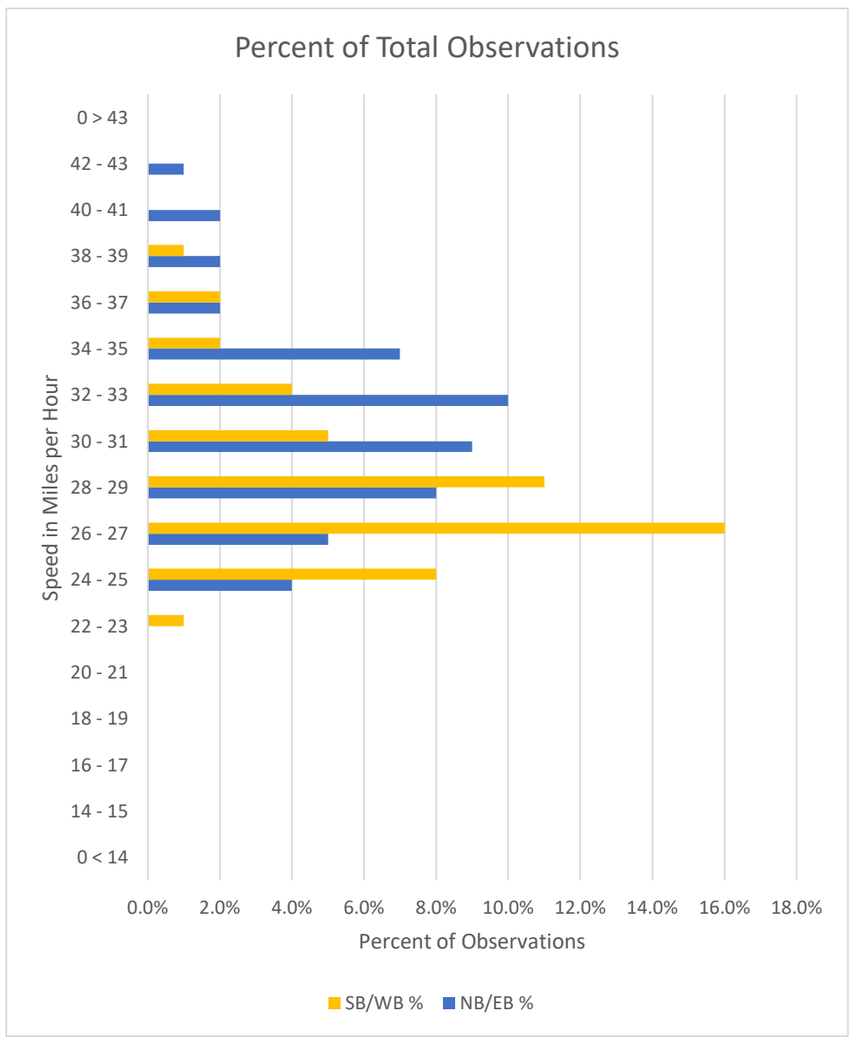
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	1	1%	1.0%	1	1.0%
24 - 25	4	4.0%	8	8%	12.0%	13	13.0%
26 - 27	5	5.0%	16	16%	21.0%	34	34.0%
28 - 29	8	8.0%	11	11%	19.0%	53	53.0%
30 - 31	9	9.0%	5	5%	14.0%	67	67.0%
32 - 33	10	10.0%	4	4%	14.0%	81	81.0%
34 - 35	7	7.0%	2	2%	9.0%	90	90.0%
36 - 37	2	2.0%	2	2%	4.0%	94	94.0%
38 - 39	2	2.0%	1	1%	3.0%	97	97.0%
40 - 41	2	2.0%	0	0%	2.0%	99	99.0%
42 - 43	1	1.0%	0	0%	1.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reservation Road**	LOCATION:	7
SURVEY LIMITS:	**Beach Road to Del Monte Boulevard**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	3
SURVEY START TIME:	2:52:00 PM		
SURVEY END TIME:	3:05:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 26 MPH	TO	35 MPH
33.15 MPH	29.5 MPH	26 MPH	Below Pace	In Pace	Above Pace
			11.0%	86.0%	3.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
11.0% COMPLYING	60.0% COMPLYING

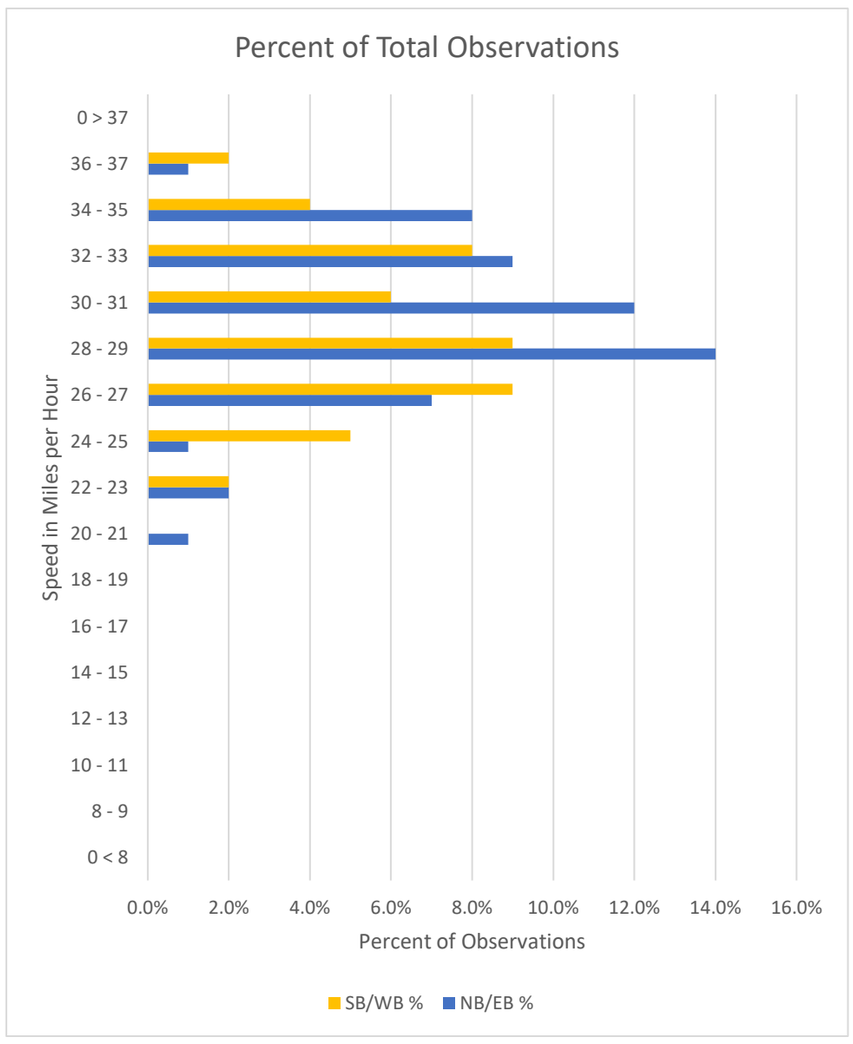
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	55	55.0%
SB/WB	45	45.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 8	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	1	1.0%	0	0%	1.0%	1	1.0%
22 - 23	2	2.0%	2	2%	4.0%	5	5.0%
24 - 25	1	1.0%	5	5%	6.0%	11	11.0%
26 - 27	7	7.0%	9	9%	16.0%	27	27.0%
28 - 29	14	14.0%	9	9%	23.0%	50	50.0%
30 - 31	12	12.0%	6	6%	18.0%	68	68.0%
32 - 33	9	9.0%	8	8%	17.0%	85	85.0%
34 - 35	8	8.0%	4	4%	12.0%	97	97.0%
36 - 37	1	1.0%	2	2%	3.0%	100	100.0%
0 > 37	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reservation Road**	LOCATION:	8
SURVEY LIMITS:	**Del Monte Boulevard to Crescent Avenue**	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Wednesday, December 18, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	4
SURVEY START TIME:	11:52:00 AM		
SURVEY END TIME:	12:40:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	35 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 32 MPH	TO	41 MPH
39 MPH	35 MPH	32 MPH	Below Pace 10.0%	In Pace 89.0%	Above Pace 1.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	35 MPH
0.0% COMPLYING	52.0% COMPLYING

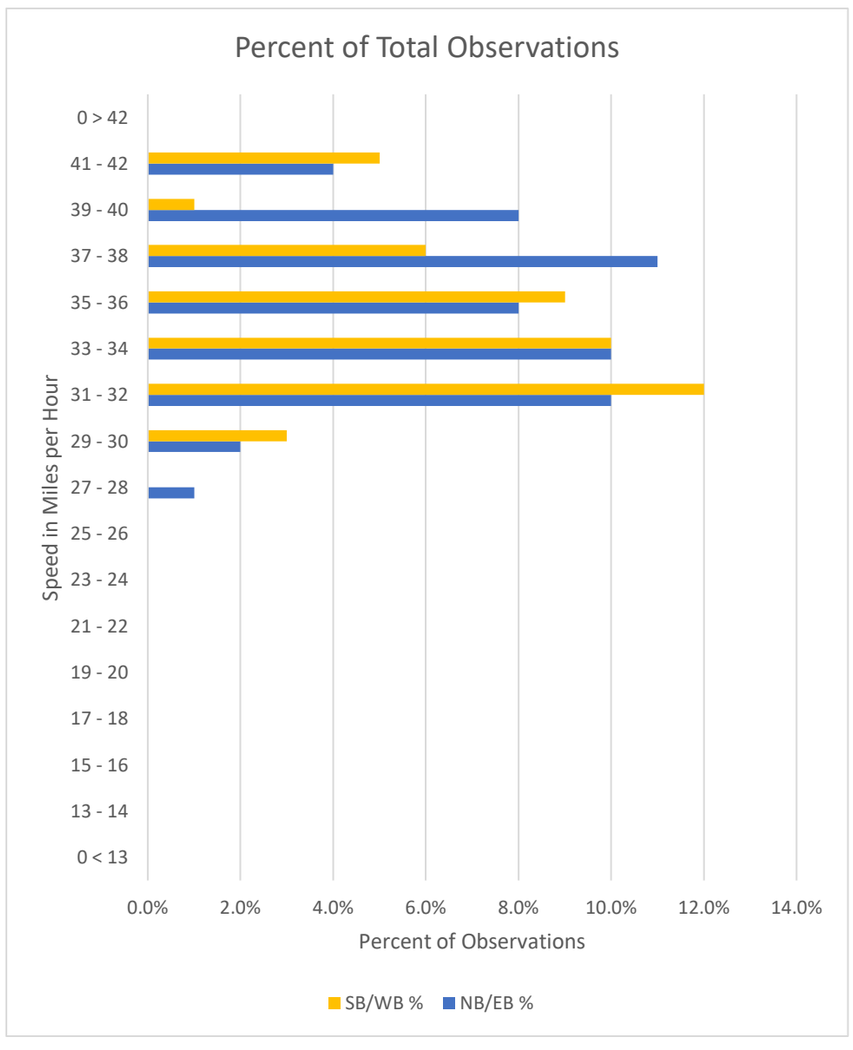
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	54	54.0%
SB/WB	46	46.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 13	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	1	1.0%	0	0%	1.0%	1	1.0%
29 - 30	2	2.0%	3	3%	5.0%	6	6.0%
31 - 32	10	10.0%	12	12%	22.0%	28	28.0%
33 - 34	10	10.0%	10	10%	20.0%	48	48.0%
35 - 36	8	8.0%	9	9%	17.0%	65	65.0%
37 - 38	11	11.0%	6	6%	17.0%	82	82.0%
39 - 40	8	8.0%	1	1%	9.0%	91	91.0%
41 - 42	4	4.0%	5	5%	9.0%	100	100.0%
0 > 42	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reservation Road**	LOCATION:	9
SURVEY LIMITS:	**Crescent Avenue to California Avenue**	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Wednesday, December 18, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	4
SURVEY START TIME:	11:15:00 AM		
SURVEY END TIME:	11:48:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 35 MPH TO 44 MPH
43 MPH	39 MPH	36 MPH	Below Pace 6.0% / In Pace 90.0% / Above Pace 4.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	40 MPH
0.0% COMPLYING	54.0% COMPLYING

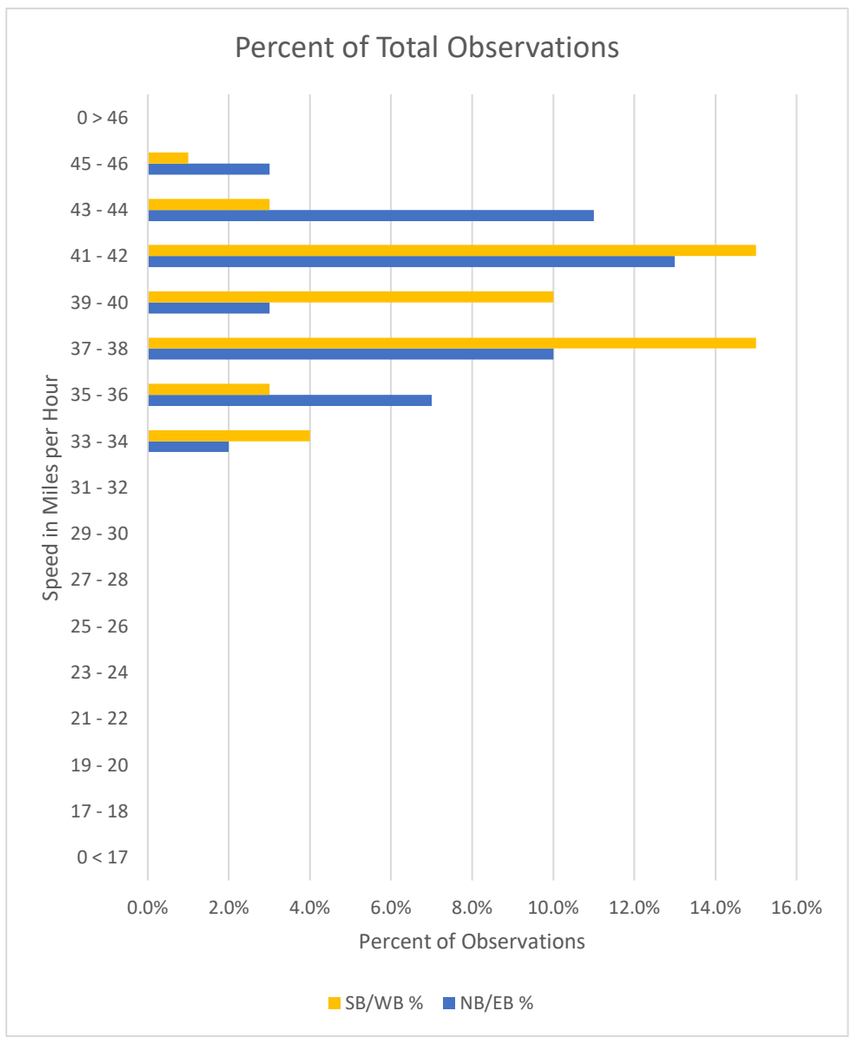
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	49	49.0%
SB/WB	51	51.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 17	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	0	0.0%	0	0%	0.0%	0	0.0%
31 - 32	0	0.0%	0	0%	0.0%	0	0.0%
33 - 34	2	2.0%	4	4%	6.0%	6	6.0%
35 - 36	7	7.0%	3	3%	10.0%	16	16.0%
37 - 38	10	10.0%	15	15%	25.0%	41	41.0%
39 - 40	3	3.0%	10	10%	13.0%	54	54.0%
41 - 42	13	13.0%	15	15%	28.0%	82	82.0%
43 - 44	11	11.0%	3	3%	14.0%	96	96.0%
45 - 46	3	3.0%	1	1%	4.0%	100	100.0%
0 > 46	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reservation Road**	LOCATION:	10
SURVEY LIMITS:	**California Avenue to Salinas Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Tuesday, December 10, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	4
SURVEY START TIME:	1:28:00 PM		
SURVEY END TIME:	1:57:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	45 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 41 MPH	TO	50 MPH
51 MPH	46 MPH	42 MPH	Below Pace 3.0%	In Pace 80.0%	Above Pace 17.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	45 MPH
0.0% COMPLYING	45.0% COMPLYING

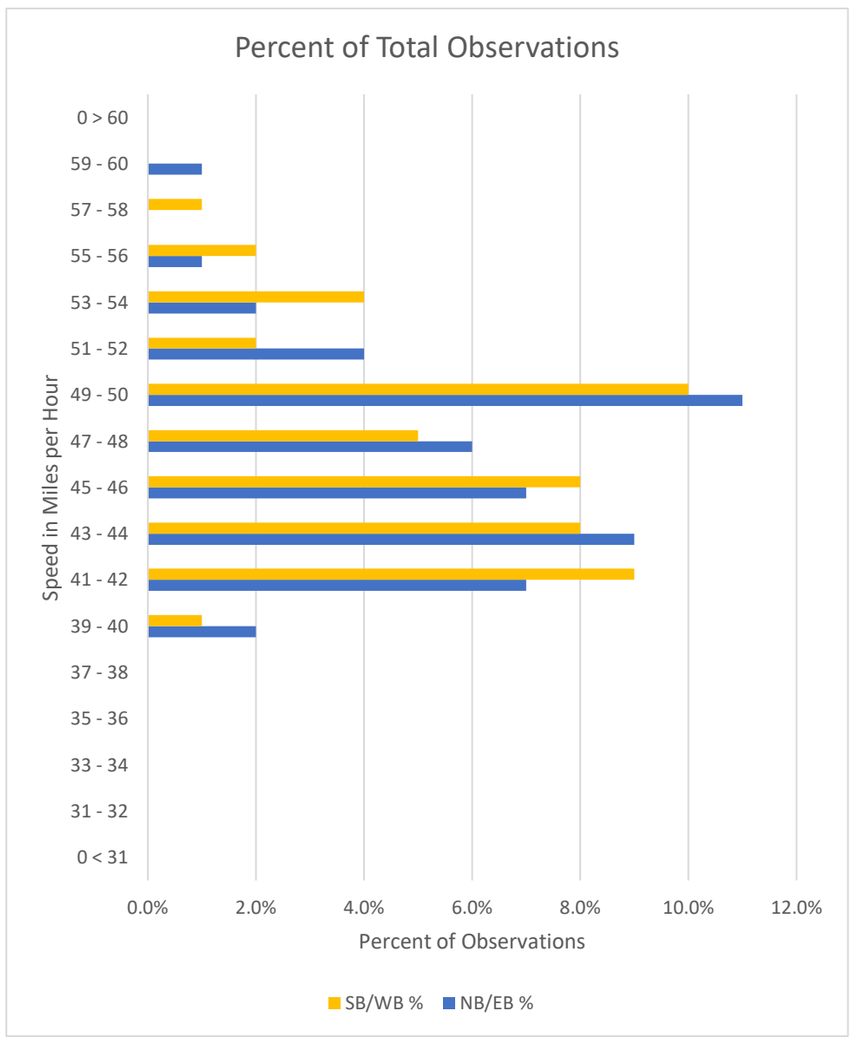
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **45 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 31	0	0.0%	0	0%	0.0%	0	0.0%
31 - 32	0	0.0%	0	0%	0.0%	0	0.0%
33 - 34	0	0.0%	0	0%	0.0%	0	0.0%
35 - 36	0	0.0%	0	0%	0.0%	0	0.0%
37 - 38	0	0.0%	0	0%	0.0%	0	0.0%
39 - 40	2	2.0%	1	1%	3.0%	3	3.0%
41 - 42	7	7.0%	9	9%	16.0%	19	19.0%
43 - 44	9	9.0%	8	8%	17.0%	36	36.0%
45 - 46	7	7.0%	8	8%	15.0%	51	51.0%
47 - 48	6	6.0%	5	5%	11.0%	62	62.0%
49 - 50	11	11.0%	10	10%	21.0%	83	83.0%
51 - 52	4	4.0%	2	2%	6.0%	89	89.0%
53 - 54	2	2.0%	4	4%	6.0%	95	95.0%
55 - 56	1	1.0%	2	2%	3.0%	98	98.0%
57 - 58	0	0.0%	1	1%	1.0%	99	99.0%
59 - 60	1	1.0%	0	0%	1.0%	100	100.0%
0 > 60	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reservation Road**	LOCATION:	11
SURVEY LIMITS:	**Salinas Avenue to Imjin Parkway**	COLLECTOR:	Randy
SURVEY DATE:	Tuesday, December 10, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	4
SURVEY START TIME:	1:02:00 PM		
SURVEY END TIME:	1:26:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	55 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 46 MPH	TO	55 MPH
57 MPH	50 MPH	46 MPH	Below Pace 13.0%	In Pace 69.0%	Above Pace 18.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	55 MPH
0.0% COMPLYING	82.0% COMPLYING

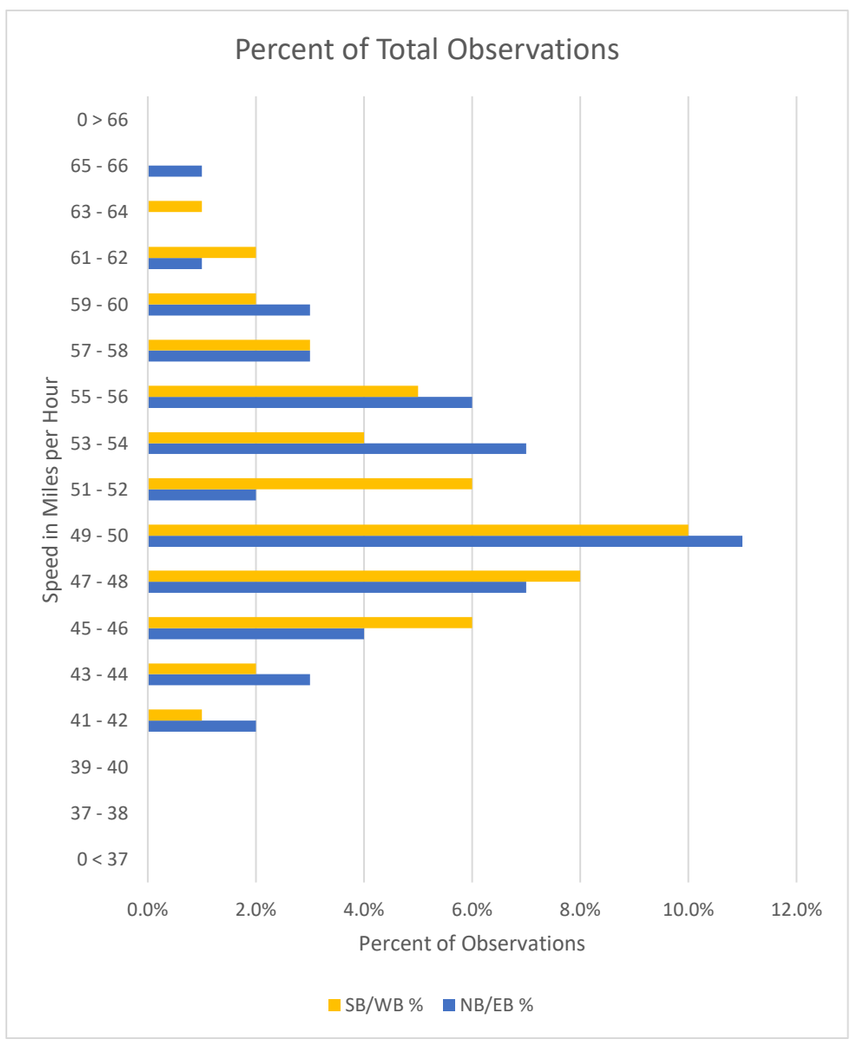
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **55 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 37	0	0.0%	0	0%	0.0%	0	0.0%
37 - 38	0	0.0%	0	0%	0.0%	0	0.0%
39 - 40	0	0.0%	0	0%	0.0%	0	0.0%
41 - 42	2	2.0%	1	1%	3.0%	3	3.0%
43 - 44	3	3.0%	2	2%	5.0%	8	8.0%
45 - 46	4	4.0%	6	6%	10.0%	18	18.0%
47 - 48	7	7.0%	8	8%	15.0%	33	33.0%
49 - 50	11	11.0%	10	10%	21.0%	54	54.0%
51 - 52	2	2.0%	6	6%	8.0%	62	62.0%
53 - 54	7	7.0%	4	4%	11.0%	73	73.0%
55 - 56	6	6.0%	5	5%	11.0%	84	84.0%
57 - 58	3	3.0%	3	3%	6.0%	90	90.0%
59 - 60	3	3.0%	2	2%	5.0%	95	95.0%
61 - 62	1	1.0%	2	2%	3.0%	98	98.0%
63 - 64	0	0.0%	1	1%	1.0%	99	99.0%
65 - 66	1	1.0%	0	0%	1.0%	100	100.0%
0 > 66	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reservation Road**	LOCATION:	12
SURVEY LIMITS:	**Imjin Parkway to Blanco Road**	COLLECTOR:	Randy
SURVEY DATE:	Tuesday, December 10, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	5
SURVEY START TIME:	12:39:00 PM		
SURVEY END TIME:	12:58:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	55 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 50 MPH	TO	59 MPH
60.15 MPH	**55 MPH**	**50 MPH**	Below Pace 12.0%	In Pace 68.0%	Above Pace 20.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**55 MPH**
0.0% COMPLYING	58.0% COMPLYING

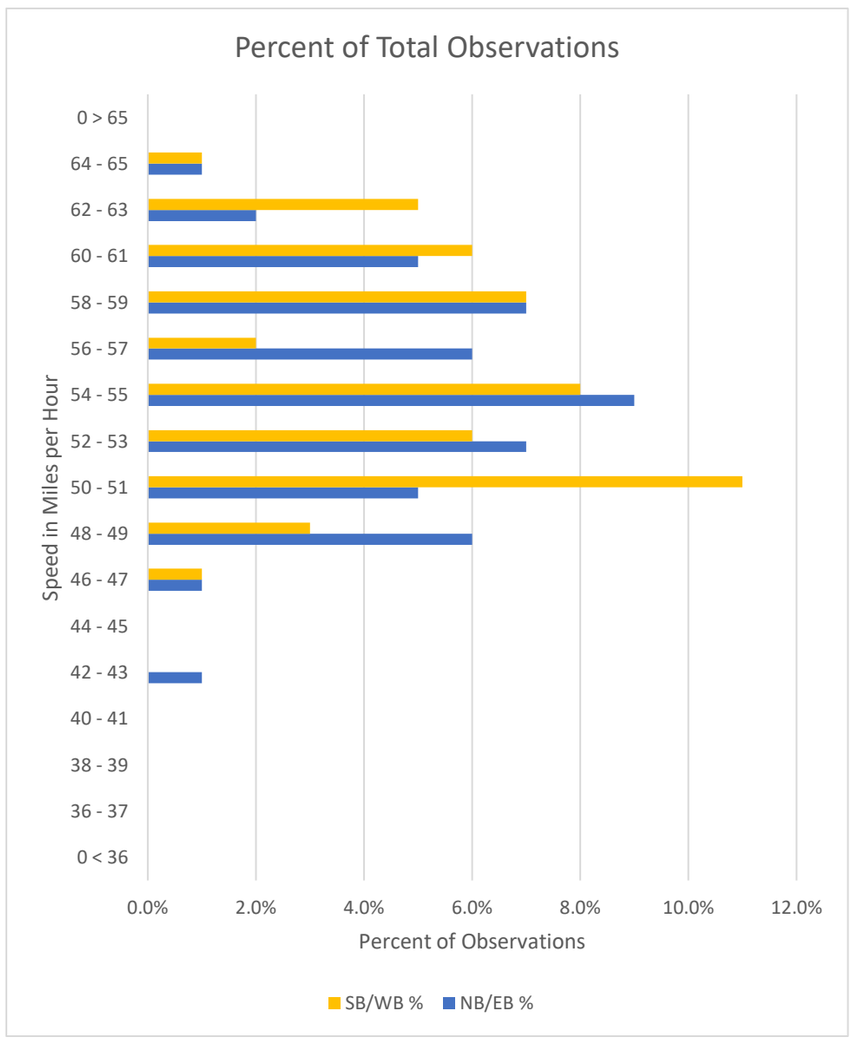
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **55 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 36	0	0.0%	0	0%	0.0%	0	0.0%
36 - 37	0	0.0%	0	0%	0.0%	0	0.0%
38 - 39	0	0.0%	0	0%	0.0%	0	0.0%
40 - 41	0	0.0%	0	0%	0.0%	0	0.0%
42 - 43	1	1.0%	0	0%	1.0%	1	1.0%
44 - 45	0	0.0%	0	0%	0.0%	1	1.0%
46 - 47	1	1.0%	1	1%	2.0%	3	3.0%
48 - 49	6	6.0%	3	3%	9.0%	12	12.0%
50 - 51	5	5.0%	11	11%	16.0%	28	28.0%
52 - 53	7	7.0%	6	6%	13.0%	41	41.0%
54 - 55	9	9.0%	8	8%	17.0%	58	58.0%
56 - 57	6	6.0%	2	2%	8.0%	66	66.0%
58 - 59	7	7.0%	7	7%	14.0%	80	80.0%
60 - 61	5	5.0%	6	6%	11.0%	91	91.0%
62 - 63	2	2.0%	5	5%	7.0%	98	98.0%
64 - 65	1	1.0%	1	1%	2.0%	100	100.0%
0 > 65	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**8th Street**	LOCATION:	13
SURVEY LIMITS:	**2nd Avenue to 3rd Avenue**	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	New	# OF LANES:	2
SURVEY START TIME:	9:18:00 AM		
SURVEY END TIME:	11:18:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 24 MPH	TO	33 MPH
32.6 MPH	28 MPH	26 MPH	Below Pace 5.3%	In Pace 94.7%	Above Pace 0.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
14.0% COMPLYING	14.0% COMPLYING

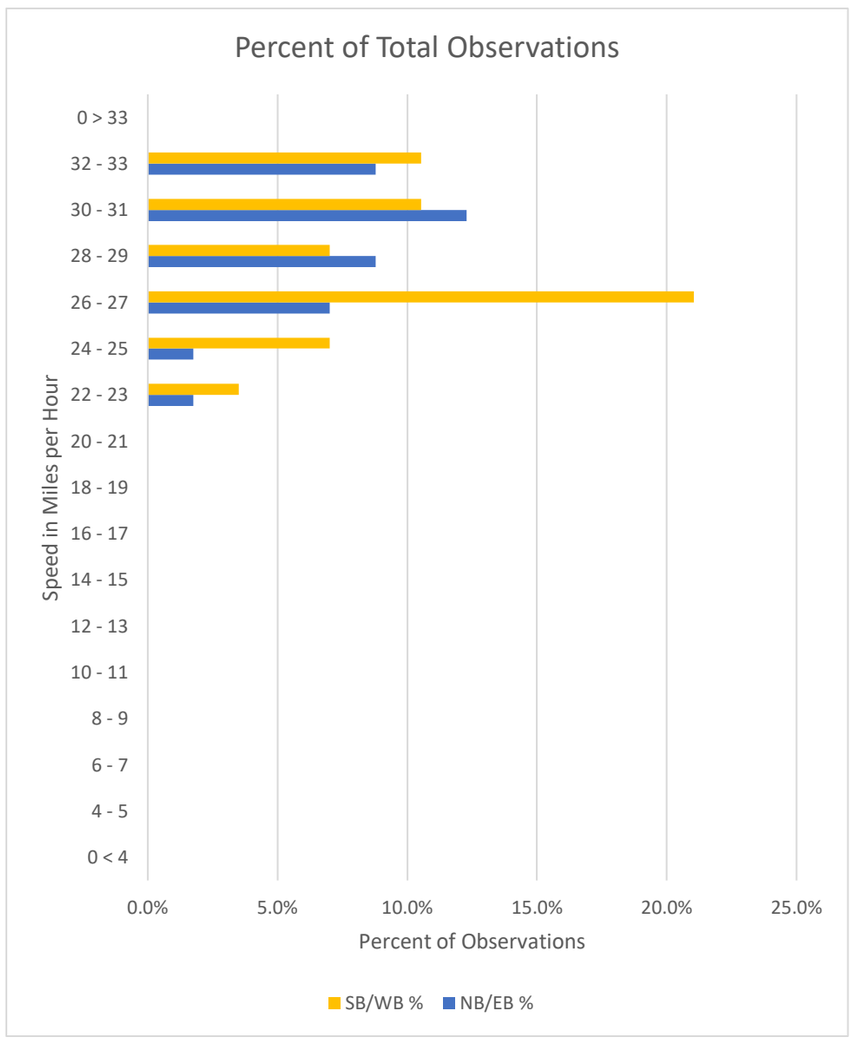
DIRECTION OF COLLECTION

#Entries	57	
NB/EB	23	40.4%
SB/WB	34	59.6%

UNUSUAL CONDITIONS: **None**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 4	0	0.0%	0	0%	0.0%	0	0.0%
4 - 5	0	0.0%	0	0%	0.0%	0	0.0%
6 - 7	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	1	1.8%	2	4%	5.3%	3	5.3%
24 - 25	1	1.8%	4	7%	8.8%	8	14.0%
26 - 27	4	7.0%	12	21%	28.1%	24	42.1%
28 - 29	5	8.8%	4	7%	15.8%	33	57.9%
30 - 31	7	12.3%	6	11%	22.8%	46	80.7%
32 - 33	5	8.8%	6	11%	19.3%	57	100.0%
0 > 33	0	0.0%	0	0%	0.0%	57	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**8th Street**	LOCATION:	14
SURVEY LIMITS:	**5th Avenue to Inter-Garrison Road**	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Thursday, December 5, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	2:50:00 PM		
SURVEY END TIME:	3:52:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 30 MPH TO 39 MPH		
			Below Pace	In Pace	Above Pace
41 MPH	**36 MPH**	**32 MPH**	1.0%	81.0%	18.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**40 MPH**
0.0% COMPLYING	84.0% COMPLYING

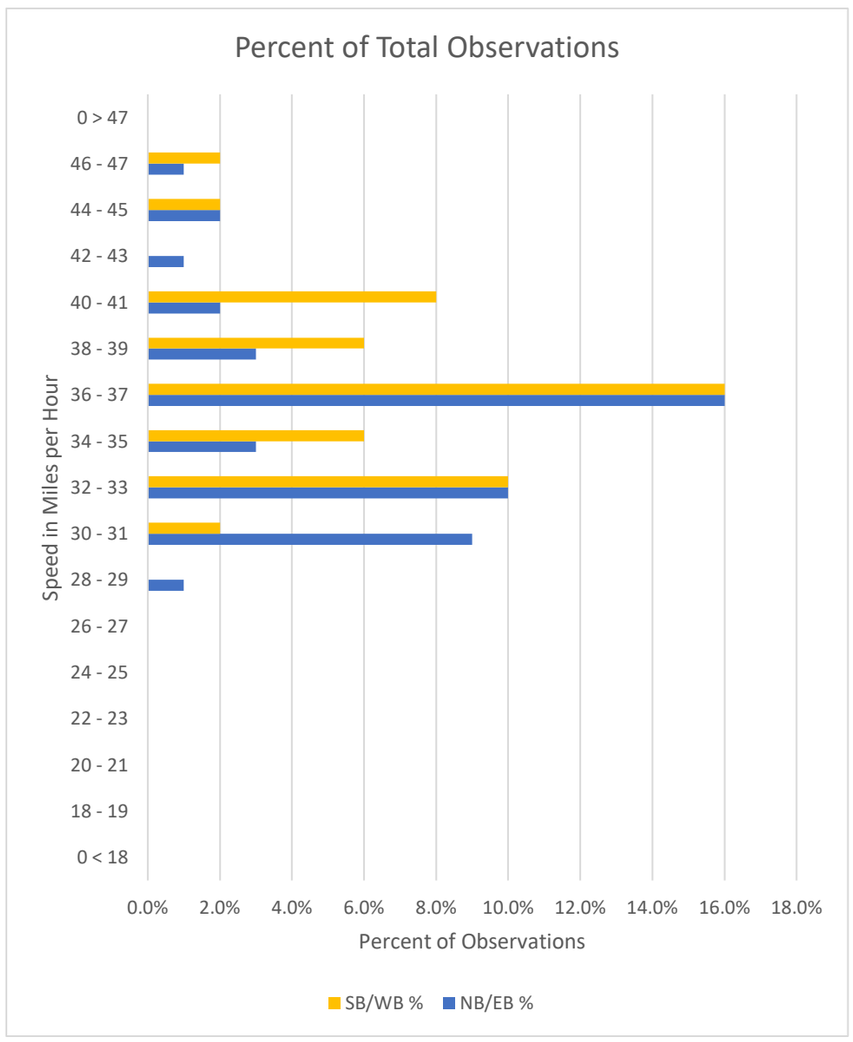
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	48	48.0%
SB/WB	52	52.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 18	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	0	0%	0.0%	0	0.0%
26 - 27	0	0.0%	0	0%	0.0%	0	0.0%
28 - 29	1	1.0%	0	0%	1.0%	1	1.0%
30 - 31	9	9.0%	2	2%	11.0%	12	12.0%
32 - 33	10	10.0%	10	10%	20.0%	32	32.0%
34 - 35	3	3.0%	6	6%	9.0%	41	41.0%
36 - 37	16	16.0%	16	16%	32.0%	73	73.0%
38 - 39	3	3.0%	6	6%	9.0%	82	82.0%
40 - 41	2	2.0%	8	8%	10.0%	92	92.0%
42 - 43	1	1.0%	0	0%	1.0%	93	93.0%
44 - 45	2	2.0%	2	2%	4.0%	97	97.0%
46 - 47	1	1.0%	2	2%	3.0%	100	100.0%
0 > 47	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**9th Street**	LOCATION:	15
SURVEY LIMITS:	**1st Avenue to 2nd Avenue**	COLLECTOR:	Jesus
SURVEY DATE:	Thursday, December 5, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	12:04:00 PM		
SURVEY END TIME:	12:41:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 22 MPH	TO	31 MPH
31 MPH	27 MPH	24 MPH	Below Pace 1.0%	In Pace 95.0%	Above Pace 4.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
31.0% COMPLYING	84.0% COMPLYING

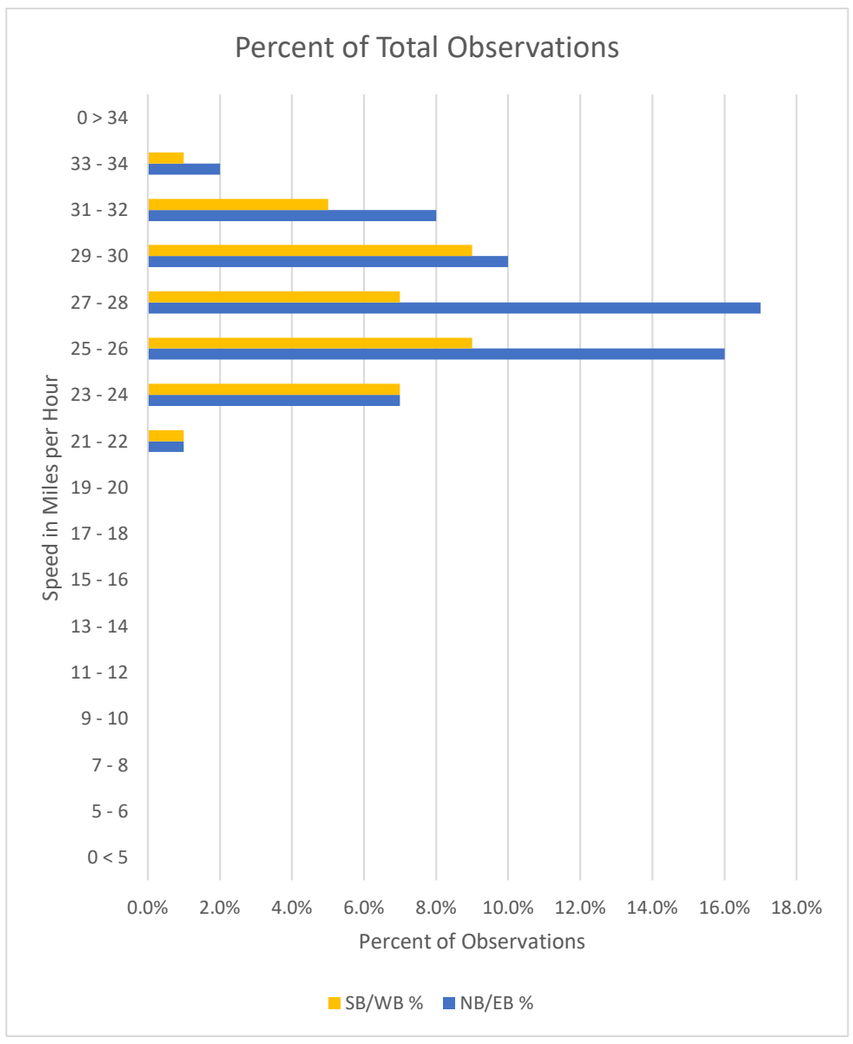
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	61	61.0%
SB/WB	39	39.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 5	0	0.0%	0	0%	0.0%	0	0.0%
5 - 6	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	1	1.0%	1	1%	2.0%	2	2.0%
23 - 24	7	7.0%	7	7%	14.0%	16	16.0%
25 - 26	16	16.0%	9	9%	25.0%	41	41.0%
27 - 28	17	17.0%	7	7%	24.0%	65	65.0%
29 - 30	10	10.0%	9	9%	19.0%	84	84.0%
31 - 32	8	8.0%	5	5%	13.0%	97	97.0%
33 - 34	2	2.0%	1	1%	3.0%	100	100.0%
0 > 34	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**2nd Avenue**	LOCATION:	16
SURVEY LIMITS:	**Divarty Street to 8th Street**	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Thursday, December 5, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	4
SURVEY START TIME:	9:00:00 AM		
SURVEY END TIME:	9:42:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	45 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			38 MPH	**TO**	**47 MPH**
46 MPH	**42 MPH**	**40 MPH**	Below Pace	In Pace	Above Pace
			1.0%	94.0%	5.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**45 MPH**
0.0% COMPLYING	82.0% COMPLYING

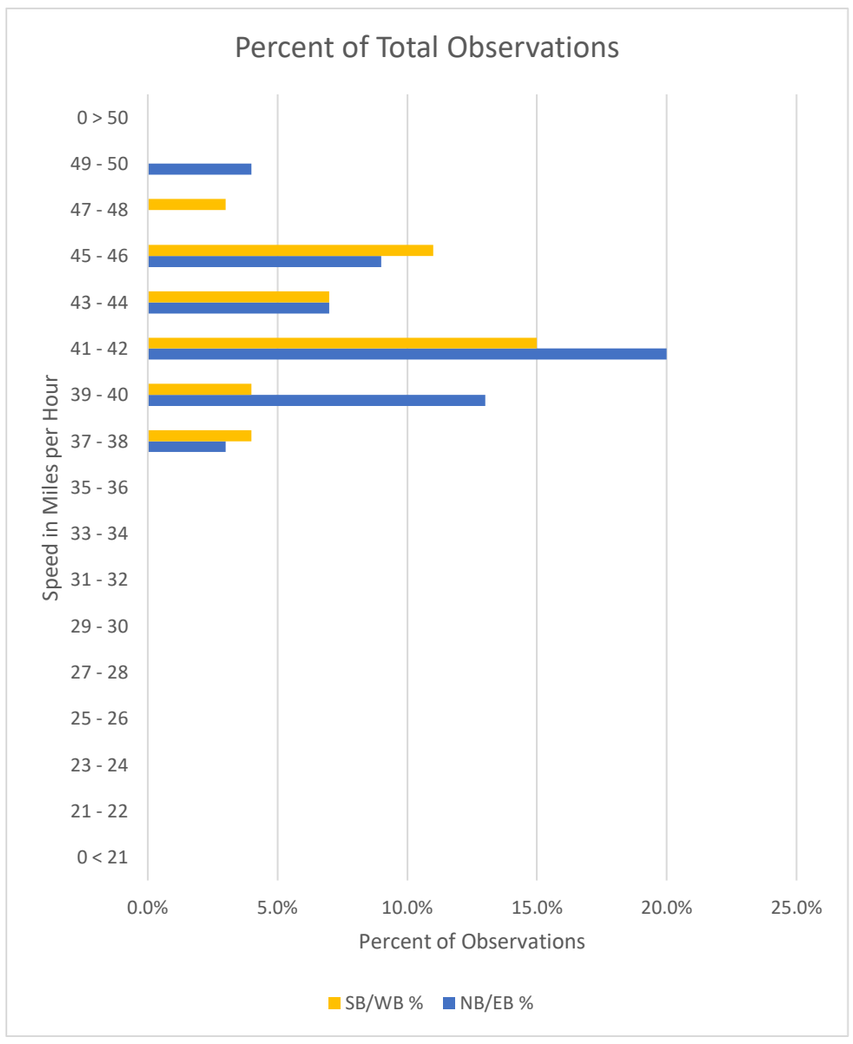
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	56	56.0%
SB/WB	44	44.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **45 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 21	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	0	0.0%	0	0%	0.0%	0	0.0%
31 - 32	0	0.0%	0	0%	0.0%	0	0.0%
33 - 34	0	0.0%	0	0%	0.0%	0	0.0%
35 - 36	0	0.0%	0	0%	0.0%	0	0.0%
37 - 38	3	3.0%	4	4%	7.0%	7	7.0%
39 - 40	13	13.0%	4	4%	17.0%	24	24.0%
41 - 42	20	20.0%	15	15%	35.0%	59	59.0%
43 - 44	7	7.0%	7	7%	14.0%	73	73.0%
45 - 46	9	9.0%	11	11%	20.0%	93	93.0%
47 - 48	0	0.0%	3	3%	3.0%	96	96.0%
49 - 50	4	4.0%	0	0%	4.0%	100	100.0%
0 > 50	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**2nd Avenue**	LOCATION:	17
SURVEY LIMITS:	**8th Street to Imjin Parkway**	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Thursday, December 5, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	3
SURVEY START TIME:	9:45:00 AM		
SURVEY END TIME:	10:26:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	35 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			29 MPH	TO	38 MPH
36 MPH	33 MPH	31 MPH	Below Pace	In Pace	Above Pace
			1.0%	95.0%	4.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	35 MPH
0.0% COMPLYING	83.0% COMPLYING

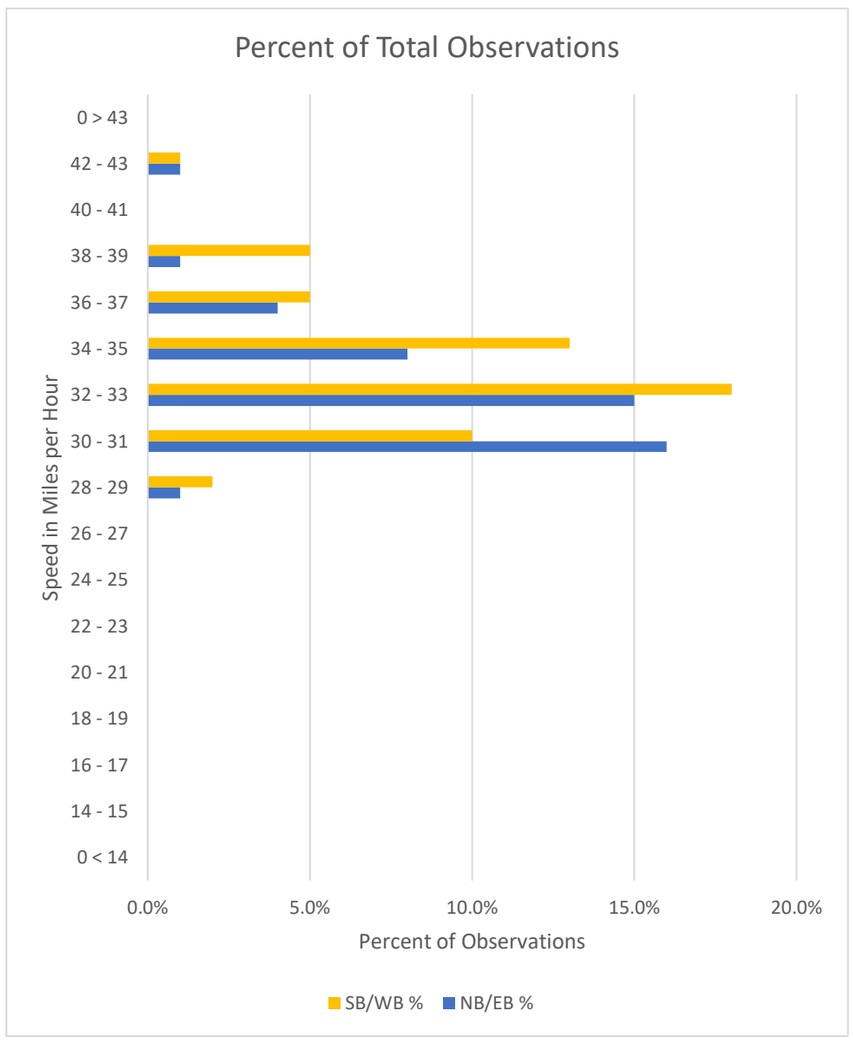
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	46	46.0%
SB/WB	54	54.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	0	0%	0.0%	0	0.0%
26 - 27	0	0.0%	0	0%	0.0%	0	0.0%
28 - 29	1	1.0%	2	2%	3.0%	3	3.0%
30 - 31	16	16.0%	10	10%	26.0%	29	29.0%
32 - 33	15	15.0%	18	18%	33.0%	62	62.0%
34 - 35	8	8.0%	13	13%	21.0%	83	83.0%
36 - 37	4	4.0%	5	5%	9.0%	92	92.0%
38 - 39	1	1.0%	5	5%	6.0%	98	98.0%
40 - 41	0	0.0%	0	0%	0.0%	98	98.0%
42 - 43	1	1.0%	1	1%	2.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Beach Road**	LOCATION:	18
SURVEY LIMITS:	**Reservation Road to Del Monte Boulevard**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	3
SURVEY START TIME:	9:55:00 AM		
SURVEY END TIME:	10:20:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	35 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 25 MPH	TO	34 MPH
35 MPH	30.5 MPH	25.85 MPH	Below Pace 6.0%	In Pace 74.0%	Above Pace 20.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	35 MPH
15.0% COMPLYING	87.0% COMPLYING

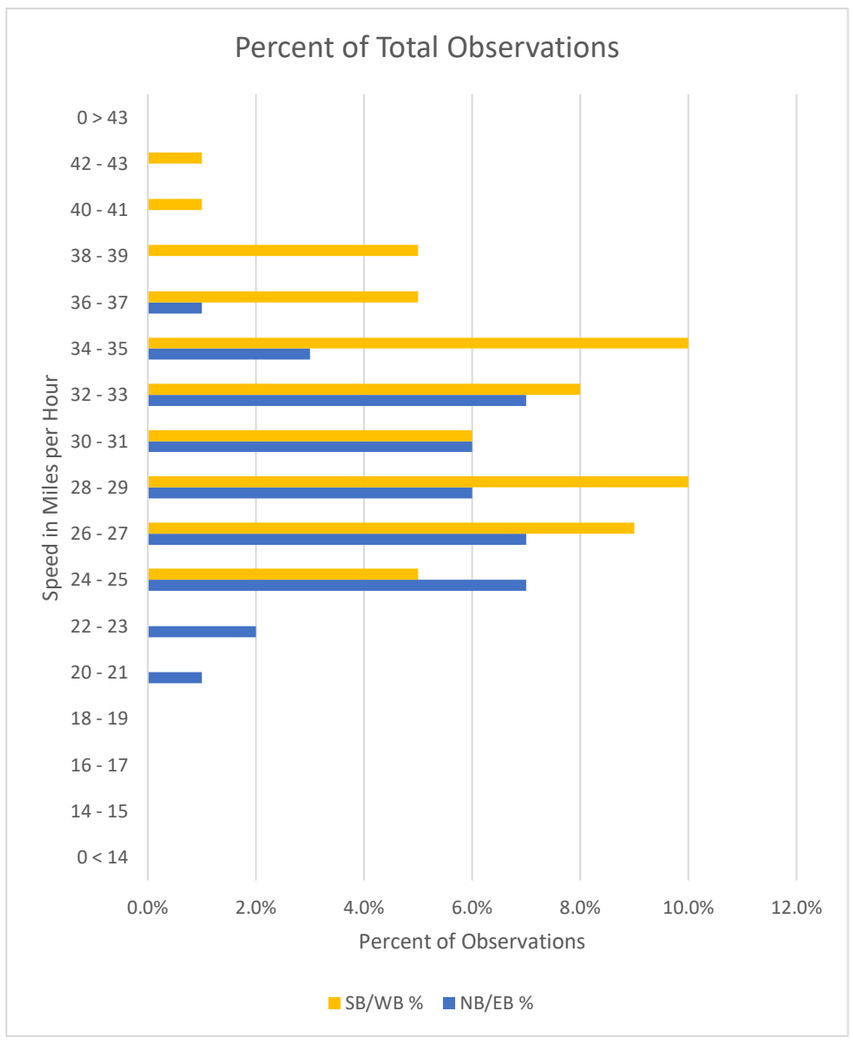
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	40	40.0%
SB/WB	60	60.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	1	1.0%	0	0%	1.0%	1	1.0%
22 - 23	2	2.0%	0	0%	2.0%	3	3.0%
24 - 25	7	7.0%	5	5%	12.0%	15	15.0%
26 - 27	7	7.0%	9	9%	16.0%	31	31.0%
28 - 29	6	6.0%	10	10%	16.0%	47	47.0%
30 - 31	6	6.0%	6	6%	12.0%	59	59.0%
32 - 33	7	7.0%	8	8%	15.0%	74	74.0%
34 - 35	3	3.0%	10	10%	13.0%	87	87.0%
36 - 37	1	1.0%	5	5%	6.0%	93	93.0%
38 - 39	0	0.0%	5	5%	5.0%	98	98.0%
40 - 41	0	0.0%	1	1%	1.0%	99	99.0%
42 - 43	0	0.0%	1	1%	1.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**De Forest Road**	LOCATION:	19
SURVEY LIMITS:	**Beach Road to Reservation Road**	COLLECTOR:	Jesus
SURVEY DATE:	Wednesday, December 18, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	9:17:00 AM		
SURVEY END TIME:	10:24:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			29 MPH	TO	38 MPH
36 MPH	33 MPH	29.85 MPH	Below Pace	In Pace	Above Pace
			10.0%	86.0%	4.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
2.0% COMPLYING	23.0% COMPLYING

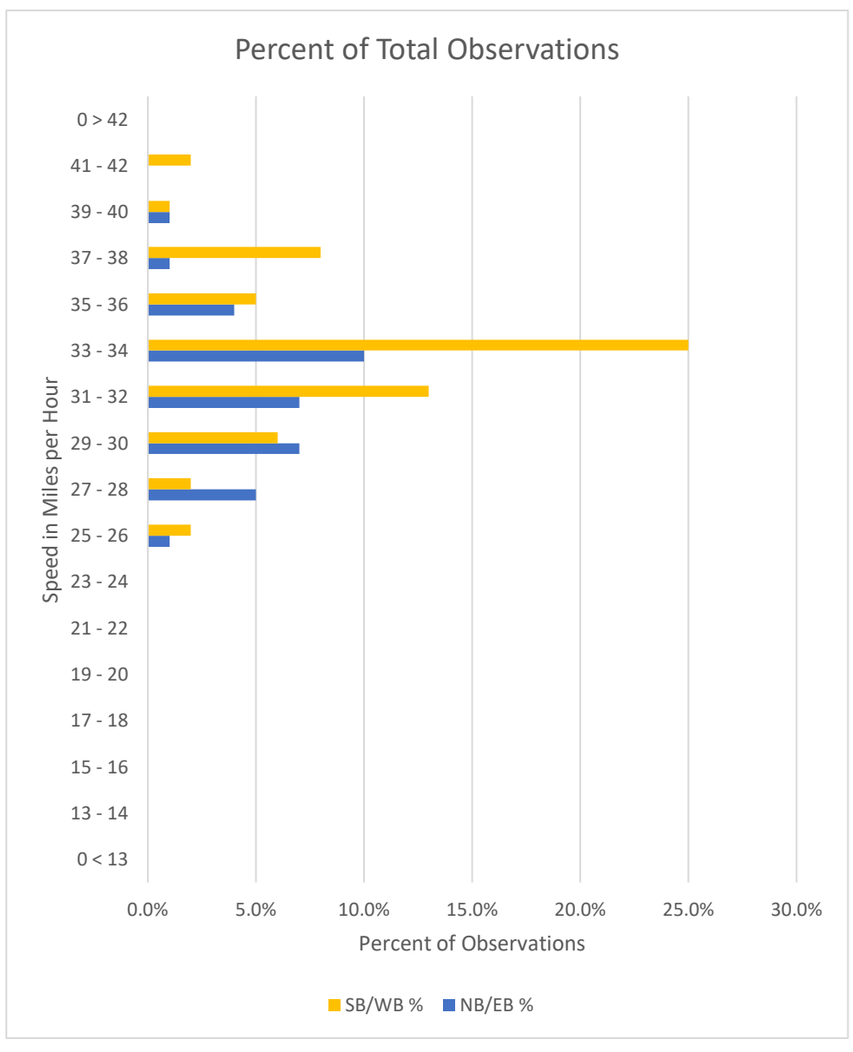
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	36	36.0%
SB/WB	64	64.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 13	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	1	1.0%	2	2%	3.0%	3	3.0%
27 - 28	5	5.0%	2	2%	7.0%	10	10.0%
29 - 30	7	7.0%	6	6%	13.0%	23	23.0%
31 - 32	7	7.0%	13	13%	20.0%	43	43.0%
33 - 34	10	10.0%	25	25%	35.0%	78	78.0%
35 - 36	4	4.0%	5	5%	9.0%	87	87.0%
37 - 38	1	1.0%	8	8%	9.0%	96	96.0%
39 - 40	1	1.0%	1	1%	2.0%	98	98.0%
41 - 42	0	0.0%	2	2%	2.0%	100	100.0%
0 > 42	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Crescent Avenue**	LOCATION:	20
SURVEY LIMITS:	**Quebrada Del Mar to Reservation Road**	COLLECTOR:	Jesus
SURVEY DATE:	Wednesday, December 18, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	10:28:00 AM		
SURVEY END TIME:	11:06:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 24 MPH	TO	33 MPH
32 MPH	29 MPH	26 MPH	Below Pace 0.0%	In Pace 97.0%	Above Pace 3.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
10.0% COMPLYING	10.0% COMPLYING

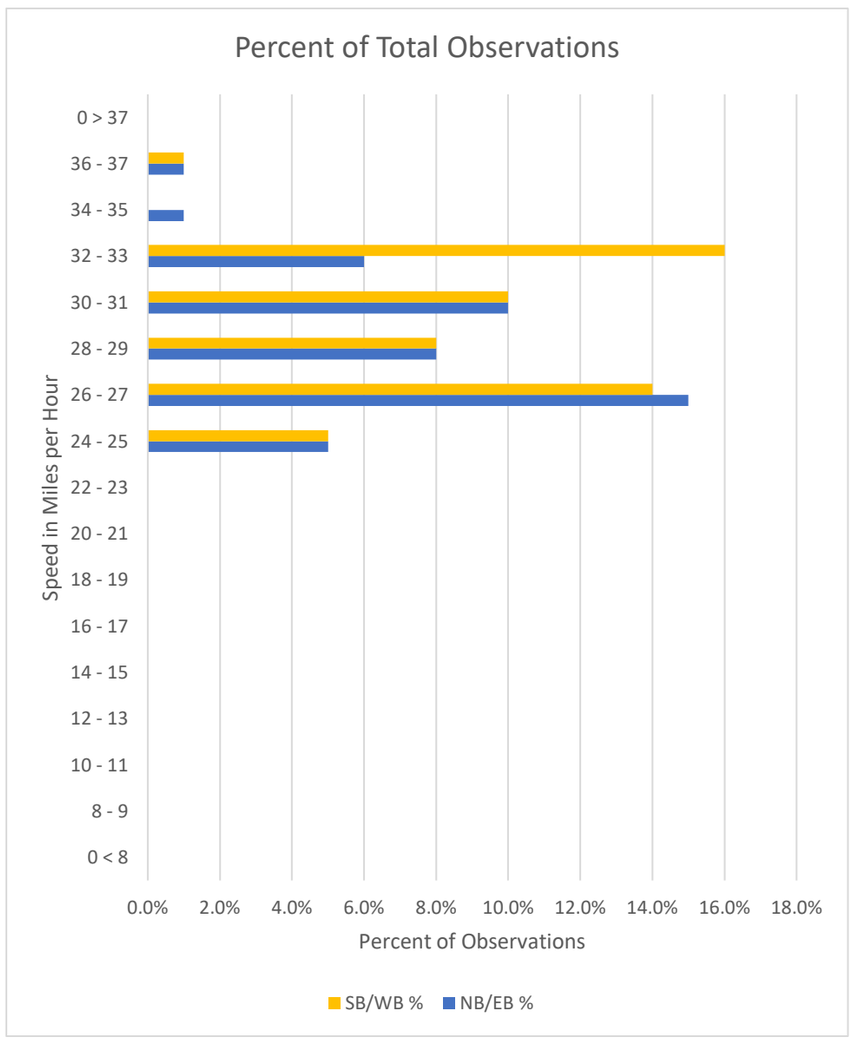
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	46	46.0%
SB/WB	54	54.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 8	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	5	5.0%	5	5%	10.0%	10	10.0%
26 - 27	15	15.0%	14	14%	29.0%	39	39.0%
28 - 29	8	8.0%	8	8%	16.0%	55	55.0%
30 - 31	10	10.0%	10	10%	20.0%	75	75.0%
32 - 33	6	6.0%	16	16%	22.0%	97	97.0%
34 - 35	1	1.0%	0	0%	1.0%	98	98.0%
36 - 37	1	1.0%	1	1%	2.0%	100	100.0%
0 > 37	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Crescent Avenue**	LOCATION:	21
SURVEY LIMITS:	**Reservation Road to Carmel Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	10:22:00 AM		
SURVEY END TIME:	10:44:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			27 MPH	TO	36 MPH
36 MPH	31 MPH	27 MPH	Below Pace	In Pace	Above Pace
			12.0%	75.0%	13.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
8.0% COMPLYING	44.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	46	46.0%
SB/WB	54	54.0%

UNUSUAL CONDITIONS: **None**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 16	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	1	1%	1.0%	1	1.0%
24 - 25	5	5.0%	2	2%	7.0%	8	8.0%
26 - 27	7	7.0%	4	4%	11.0%	19	19.0%
28 - 29	10	10.0%	7	7%	17.0%	36	36.0%
30 - 31	8	8.0%	12	12%	20.0%	56	56.0%
32 - 33	5	5.0%	5	5%	10.0%	66	66.0%
34 - 35	4	4.0%	8	8%	12.0%	78	78.0%
36 - 37	5	5.0%	9	9%	14.0%	92	92.0%
38 - 39	0	0.0%	1	1%	1.0%	93	93.0%
40 - 41	2	2.0%	2	2%	4.0%	97	97.0%
42 - 43	0	0.0%	1	1%	1.0%	98	98.0%
44 - 45	0	0.0%	2	2%	2.0%	100	100.0%
0 > 45	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Cardoza Avenue**	LOCATION:	22
SURVEY LIMITS:	**Reservation Road to Aaron Way (End)**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	New	# OF LANES:	3
SURVEY START TIME:	11:30:00 AM		
SURVEY END TIME:	12:05:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 22 MPH	TO	31 MPH
35 MPH	29 MPH	23 MPH	Below Pace 4.0%	In Pace 67.0%	Above Pace 29.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
27.0% COMPLYING	64.0% COMPLYING

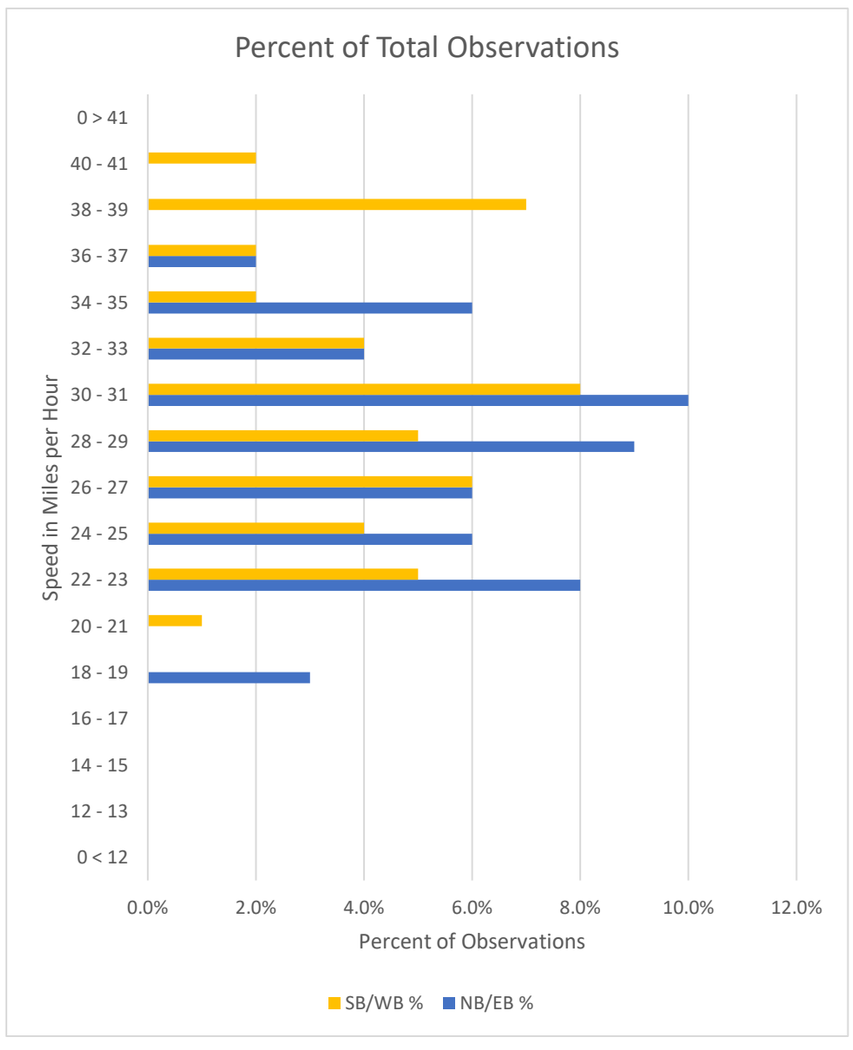
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	54	54.0%
SB/WB	46	46.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 12	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	3	3.0%	0	0%	3.0%	3	3.0%
20 - 21	0	0.0%	1	1%	1.0%	4	4.0%
22 - 23	8	8.0%	5	5%	13.0%	17	17.0%
24 - 25	6	6.0%	4	4%	10.0%	27	27.0%
26 - 27	6	6.0%	6	6%	12.0%	39	39.0%
28 - 29	9	9.0%	5	5%	14.0%	53	53.0%
30 - 31	10	10.0%	8	8%	18.0%	71	71.0%
32 - 33	4	4.0%	4	4%	8.0%	79	79.0%
34 - 35	6	6.0%	2	2%	8.0%	87	87.0%
36 - 37	2	2.0%	2	2%	4.0%	91	91.0%
38 - 39	0	0.0%	7	7%	7.0%	98	98.0%
40 - 41	0	0.0%	2	2%	2.0%	100	100.0%
0 > 41	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Beach Road**	LOCATION:	23
SURVEY LIMITS:	**Del Monte Boulevard to De Forest Road**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	10:23:00 AM		
SURVEY END TIME:	11:13:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 18 MPH	TO	27 MPH
28 MPH	24 MPH	19 MPH	Below Pace 5.0%	In Pace 77.0%	Above Pace 18.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
69.0% COMPLYING	69.0% COMPLYING

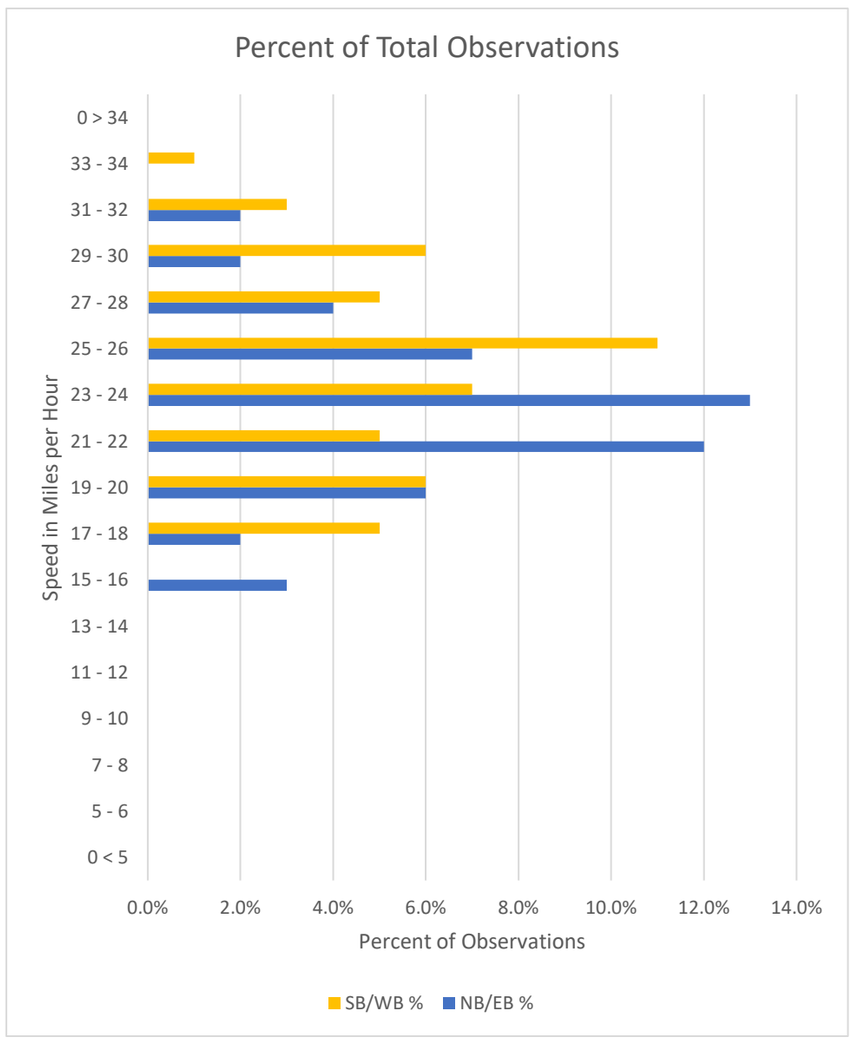
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	51	51.0%
SB/WB	49	49.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 5	0	0.0%	0	0%	0.0%	0	0.0%
5 - 6	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	3	3.0%	0	0%	3.0%	3	3.0%
17 - 18	2	2.0%	5	5%	7.0%	10	10.0%
19 - 20	6	6.0%	6	6%	12.0%	22	22.0%
21 - 22	12	12.0%	5	5%	17.0%	39	39.0%
23 - 24	13	13.0%	7	7%	20.0%	59	59.0%
25 - 26	7	7.0%	11	11%	18.0%	77	77.0%
27 - 28	4	4.0%	5	5%	9.0%	86	86.0%
29 - 30	2	2.0%	6	6%	8.0%	94	94.0%
31 - 32	2	2.0%	3	3%	5.0%	99	99.0%
33 - 34	0	0.0%	1	1%	1.0%	100	100.0%
0 > 34	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**California Avenue**	LOCATION:	24
SURVEY LIMITS:	**Reservation Road to Carmel Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	10:19:00 AM		
SURVEY END TIME:	10:43:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	35 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			28 MPH	TO	37 MPH
37 MPH	32 MPH	29 MPH	Below Pace	In Pace	Above Pace
			5.0%	84.0%	11.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	35 MPH
2.0% COMPLYING	76.0% COMPLYING

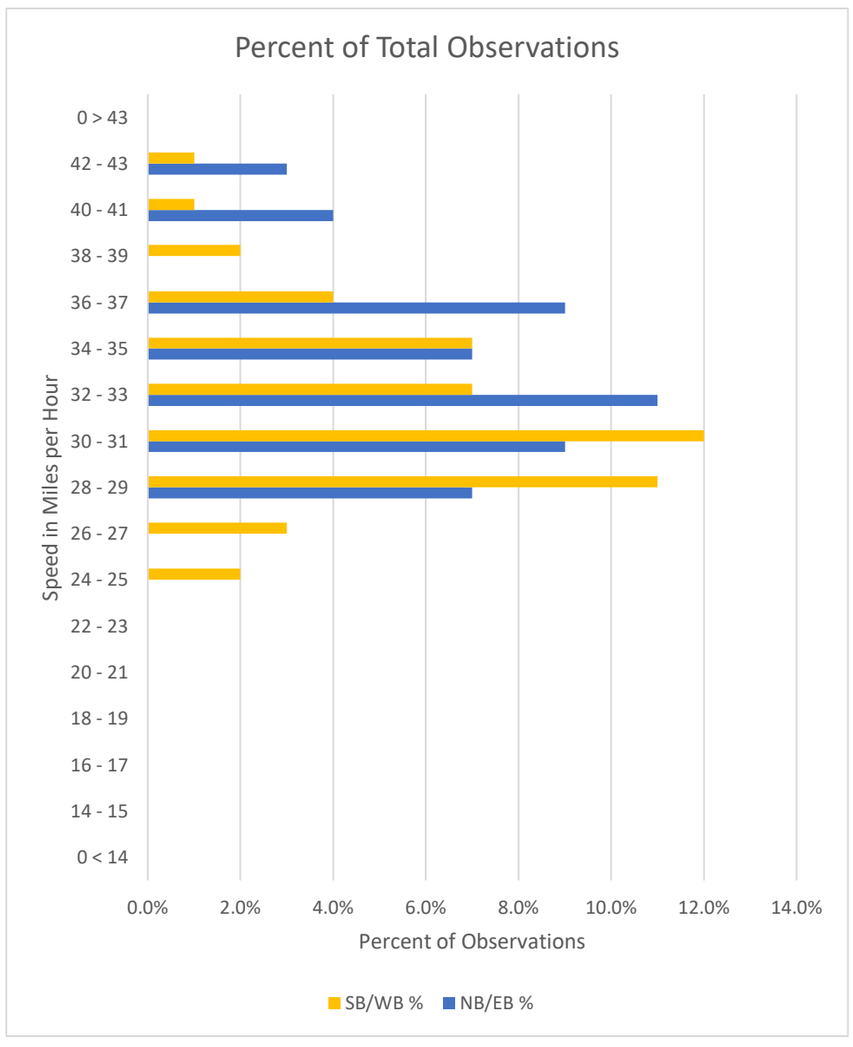
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	2	2%	2.0%	2	2.0%
26 - 27	0	0.0%	3	3%	3.0%	5	5.0%
28 - 29	7	7.0%	11	11%	18.0%	23	23.0%
30 - 31	9	9.0%	12	12%	21.0%	44	44.0%
32 - 33	11	11.0%	7	7%	18.0%	62	62.0%
34 - 35	7	7.0%	7	7%	14.0%	76	76.0%
36 - 37	9	9.0%	4	4%	13.0%	89	89.0%
38 - 39	0	0.0%	2	2%	2.0%	91	91.0%
40 - 41	4	4.0%	1	1%	5.0%	96	96.0%
42 - 43	3	3.0%	1	1%	4.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**California Avenue**	LOCATION:	25
SURVEY LIMITS:	**Carmel Avenue to Reindollar Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	9:50:00 AM		
SURVEY END TIME:	10:16:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			23 MPH	TO	32 MPH
32 MPH	29 MPH	25 MPH	Below Pace	In Pace	Above Pace
			3.0%	84.0%	13.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
21.0% COMPLYING	21.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 16	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	1	1.0%	3	3%	4.0%	4	4.0%
24 - 25	9	9.0%	8	8%	17.0%	21	21.0%
26 - 27	8	8.0%	7	7%	15.0%	36	36.0%
28 - 29	10	10.0%	8	8%	18.0%	54	54.0%
30 - 31	12	12.0%	13	13%	25.0%	79	79.0%
32 - 33	4	4.0%	5	5%	9.0%	88	88.0%
34 - 35	3	3.0%	2	2%	5.0%	93	93.0%
36 - 37	1	1.0%	3	3%	4.0%	97	97.0%
38 - 39	1	1.0%	1	1%	2.0%	99	99.0%
40 - 41	0	0.0%	0	0%	0.0%	99	99.0%
42 - 43	0	0.0%	0	0%	0.0%	99	99.0%
44 - 45	1	1.0%	0	0%	1.0%	100	100.0%
0 > 45	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**California Avenue**	LOCATION:	26
SURVEY LIMITS:	**Reindollar Avenue to Imjin Parkway**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	9:23:00 AM		
SURVEY END TIME:	9:46:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 37 MPH TO 46 MPH		
			Below Pace	In Pace	Above Pace
45 MPH	**40 MPH**	**37 MPH**	13.0%	79.0%	8.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**40 MPH**
0.0% COMPLYING	54.0% COMPLYING

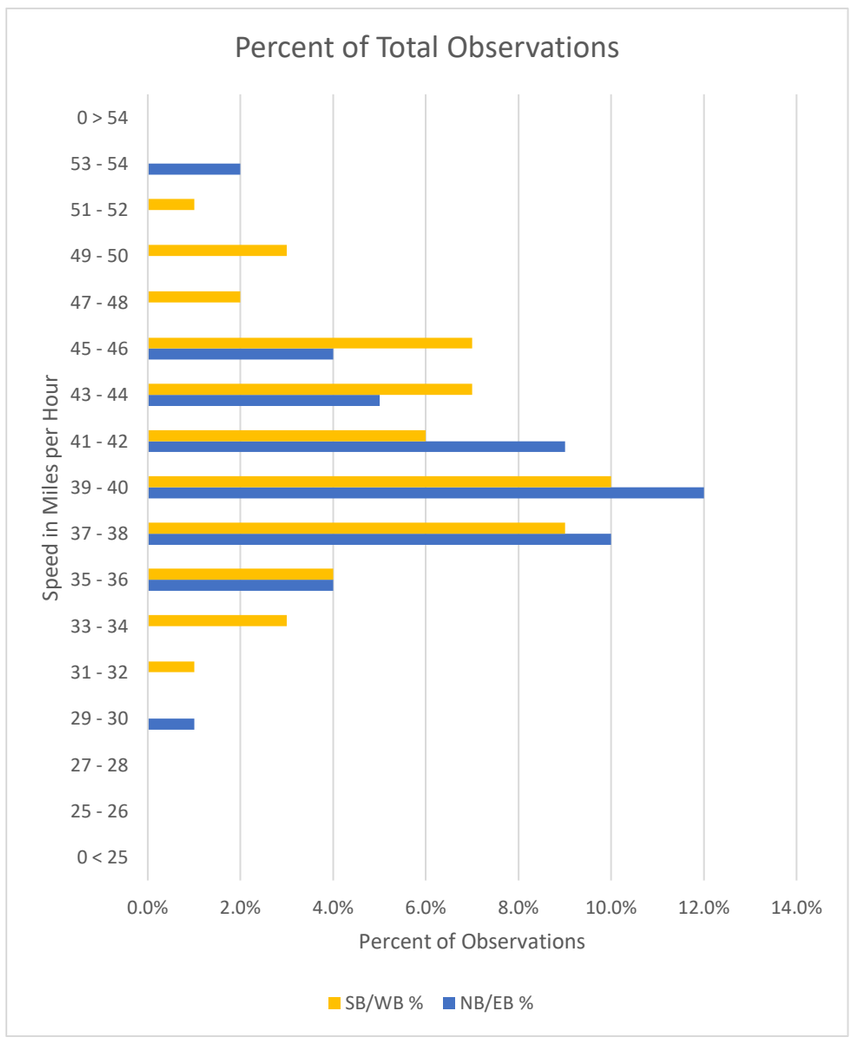
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	47	47.0%
SB/WB	53	53.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 25	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	1	1.0%	0	0%	1.0%	1	1.0%
31 - 32	0	0.0%	1	1%	1.0%	2	2.0%
33 - 34	0	0.0%	3	3%	3.0%	5	5.0%
35 - 36	4	4.0%	4	4%	8.0%	13	13.0%
37 - 38	10	10.0%	9	9%	19.0%	32	32.0%
39 - 40	12	12.0%	10	10%	22.0%	54	54.0%
41 - 42	9	9.0%	6	6%	15.0%	69	69.0%
43 - 44	5	5.0%	7	7%	12.0%	81	81.0%
45 - 46	4	4.0%	7	7%	11.0%	92	92.0%
47 - 48	0	0.0%	2	2%	2.0%	94	94.0%
49 - 50	0	0.0%	3	3%	3.0%	97	97.0%
51 - 52	0	0.0%	1	1%	1.0%	98	98.0%
53 - 54	2	2.0%	0	0%	2.0%	100	100.0%
0 > 54	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**California Avenue**	LOCATION:	27
SURVEY LIMITS:	**Imjin Parkway to 8th Street**	COLLECTOR:	Jesus
SURVEY DATE:	Thursday, December 5, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	12:48:00 PM		
SURVEY END TIME:	2:48:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 20 MPH	TO	29 MPH
28 MPH	26 MPH	22 MPH	Below Pace 0.0%	In Pace 87.9%	Above Pace 12.1%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
48.3% COMPLYING	91.4% COMPLYING

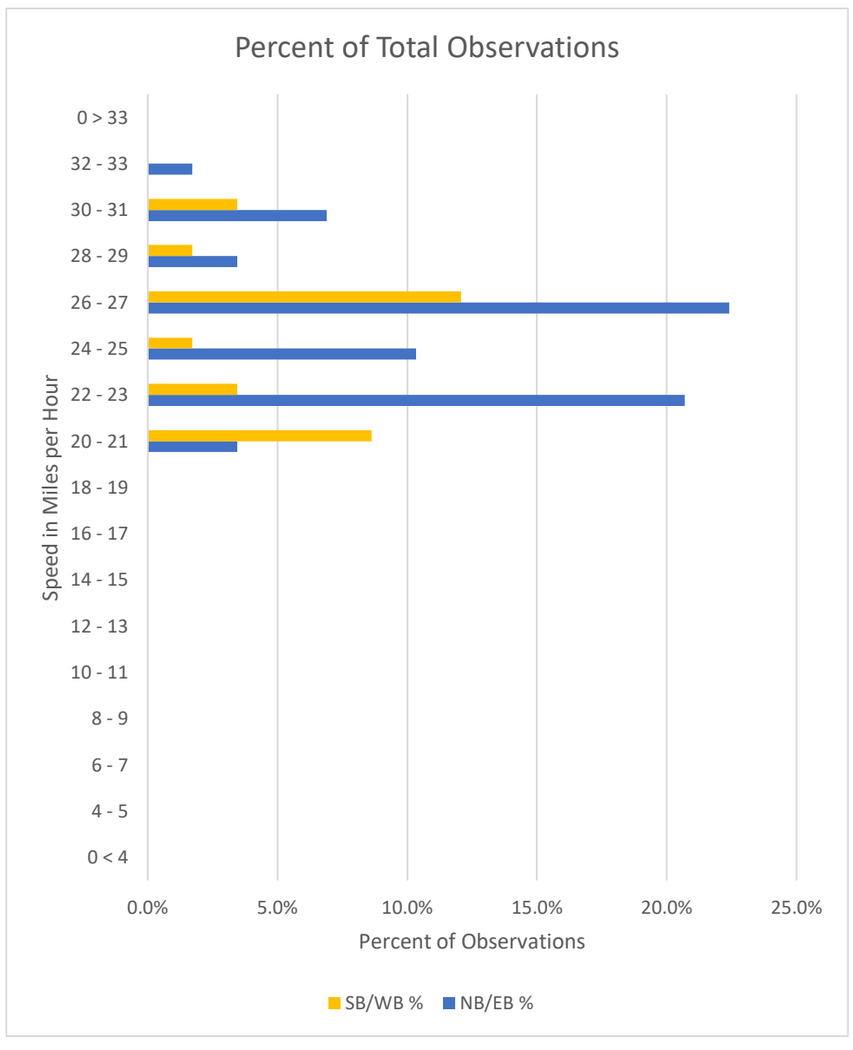
DIRECTION OF COLLECTION

#Entries	58	
NB/EB	40	69.0%
SB/WB	18	31.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 4	0	0.0%	0	0%	0.0%	0	0.0%
4 - 5	0	0.0%	0	0%	0.0%	0	0.0%
6 - 7	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	2	3.4%	5	9%	12.1%	7	12.1%
22 - 23	12	20.7%	2	3%	24.1%	21	36.2%
24 - 25	6	10.3%	1	2%	12.1%	28	48.3%
26 - 27	13	22.4%	7	12%	34.5%	48	82.8%
28 - 29	2	3.4%	1	2%	5.2%	51	87.9%
30 - 31	4	6.9%	2	3%	10.3%	57	98.3%
32 - 33	1	1.7%	0	0%	1.7%	58	100.0%
0 > 33	0	0.0%	0	0%	0.0%	58	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reindollar Avenue**	LOCATION:	28
SURVEY LIMITS:	**Del Monte Boulevard to California Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	11:24:00 AM		
SURVEY END TIME:	11:47:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 24 MPH TO 33 MPH		
			Below Pace	In Pace	Above Pace
34 MPH	**29 MPH**	**25 MPH**	3.0%	81.0%	16.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**25 MPH**
18.0% COMPLYING	18.0% COMPLYING

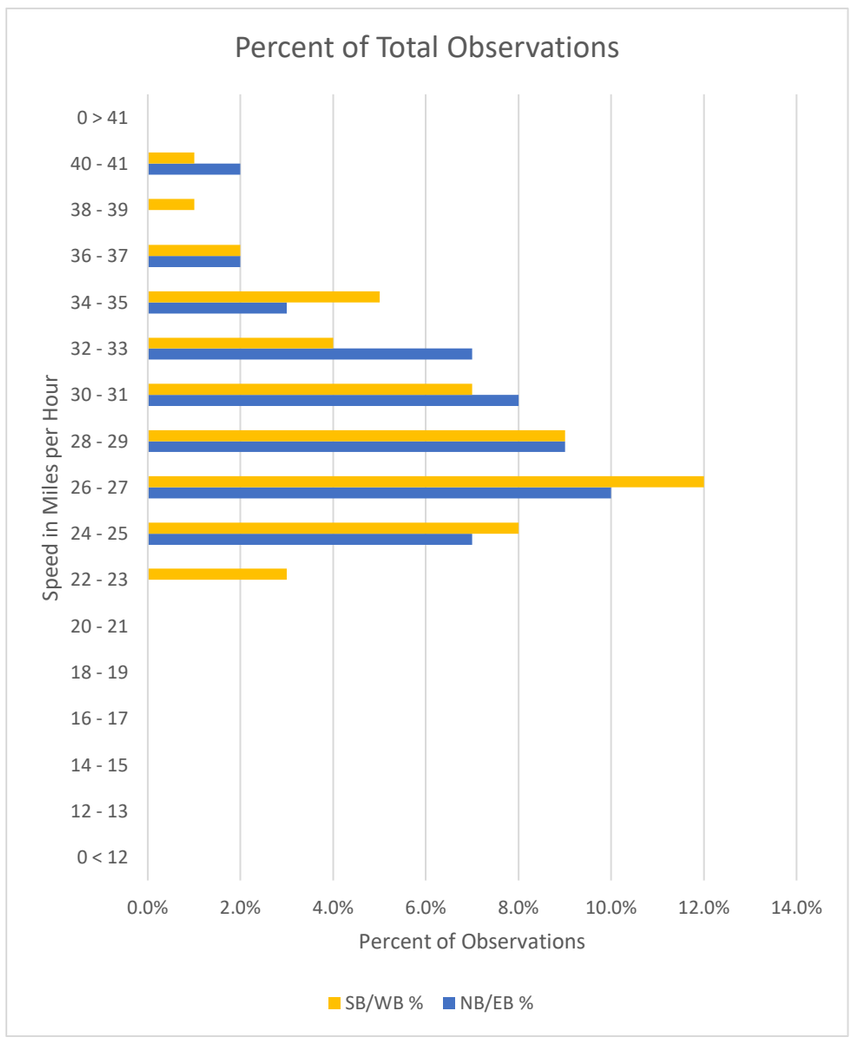
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	48	48.0%
SB/WB	52	52.0%

UNUSUAL CONDITIONS: **None**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 12	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	3	3%	3.0%	3	3.0%
24 - 25	7	7.0%	8	8%	15.0%	18	18.0%
26 - 27	10	10.0%	12	12%	22.0%	40	40.0%
28 - 29	9	9.0%	9	9%	18.0%	58	58.0%
30 - 31	8	8.0%	7	7%	15.0%	73	73.0%
32 - 33	7	7.0%	4	4%	11.0%	84	84.0%
34 - 35	3	3.0%	5	5%	8.0%	92	92.0%
36 - 37	2	2.0%	2	2%	4.0%	96	96.0%
38 - 39	0	0.0%	1	1%	1.0%	97	97.0%
40 - 41	2	2.0%	1	1%	3.0%	100	100.0%
0 > 41	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reindollar Avenue**	LOCATION:	29
SURVEY LIMITS:	**California Avenue to Carmel Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	12:44:00 PM		
SURVEY END TIME:	1:26:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 25 MPH TO 34 MPH		
33 MPH	29 MPH	25 MPH	Below Pace	In Pace	Above Pace
			7.0%	90.0%	3.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
16.0% COMPLYING	71.0% COMPLYING

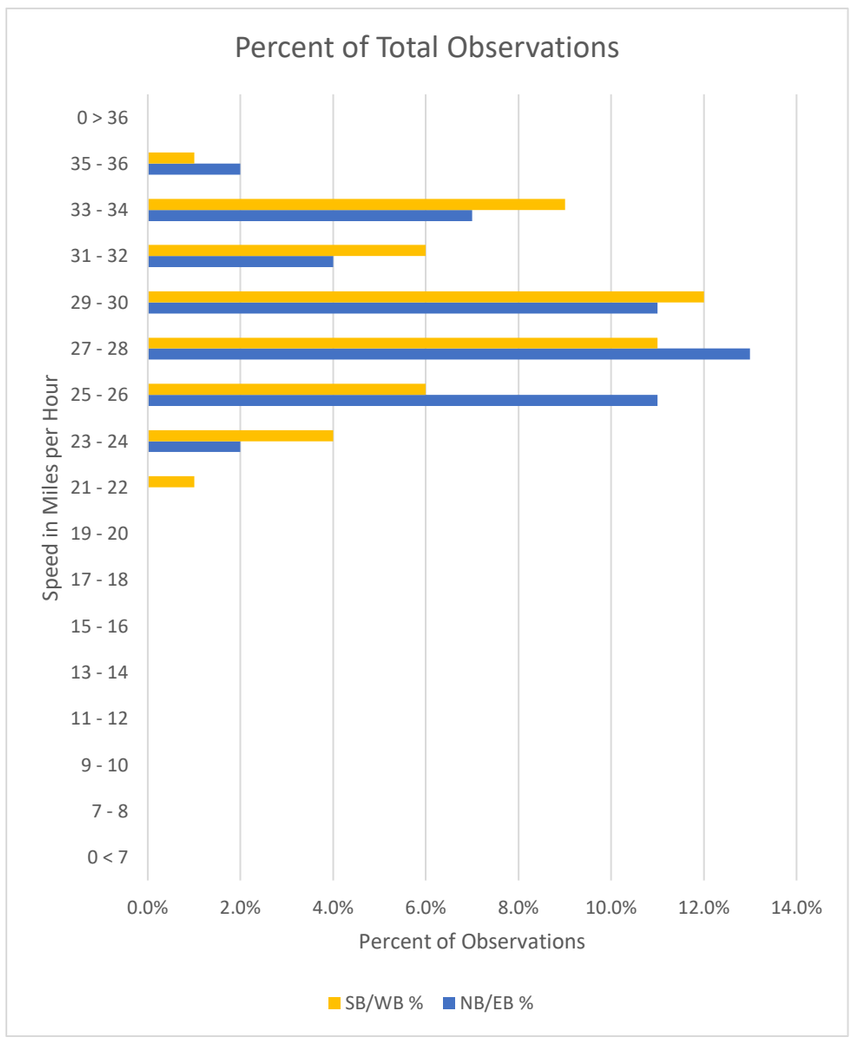
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 7	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	1	1%	1.0%	1	1.0%
23 - 24	2	2.0%	4	4%	6.0%	7	7.0%
25 - 26	11	11.0%	6	6%	17.0%	24	24.0%
27 - 28	13	13.0%	11	11%	24.0%	48	48.0%
29 - 30	11	11.0%	12	12%	23.0%	71	71.0%
31 - 32	4	4.0%	6	6%	10.0%	81	81.0%
33 - 34	7	7.0%	9	9%	16.0%	97	97.0%
35 - 36	2	2.0%	1	1%	3.0%	100	100.0%
0 > 36	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Carmel Avenue**	LOCATION:	30
SURVEY LIMITS:	**Del Monte Boulevard to California Avenue**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 18, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	3:27:00 PM		
SURVEY END TIME:	4:10:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 23 MPH	TO	32 MPH
31 MPH	27 MPH	24 MPH	Below Pace 0.0%	In Pace 98.0%	Above Pace 2.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
23.0% COMPLYING	23.0% COMPLYING

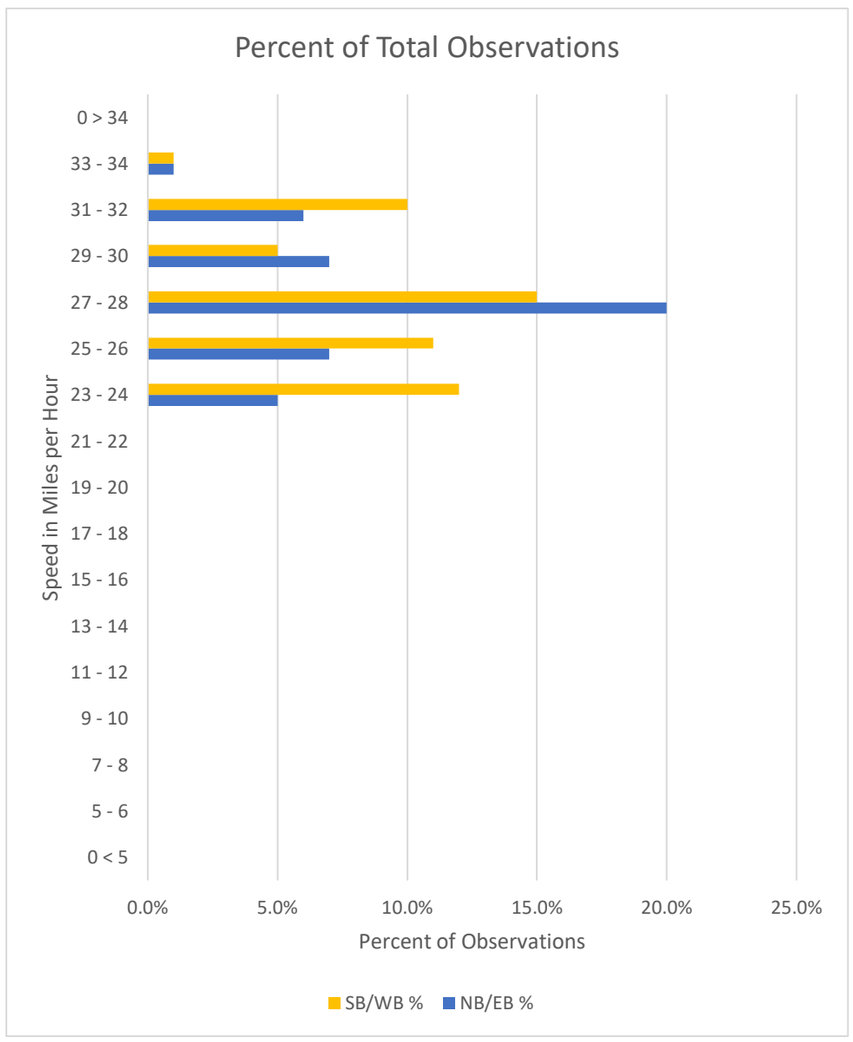
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	46	46.0%
SB/WB	54	54.0%

UNUSUAL CONDITIONS: **None**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 5	0	0.0%	0	0%	0.0%	0	0.0%
5 - 6	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	5	5.0%	12	12%	17.0%	17	17.0%
25 - 26	7	7.0%	11	11%	18.0%	35	35.0%
27 - 28	20	20.0%	15	15%	35.0%	70	70.0%
29 - 30	7	7.0%	5	5%	12.0%	82	82.0%
31 - 32	6	6.0%	10	10%	16.0%	98	98.0%
33 - 34	1	1.0%	1	1%	2.0%	100	100.0%
0 > 34	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Carmel Avenue**	LOCATION:	31
SURVEY LIMITS:	**California Avenue to Salinas Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	10:49:00 AM		
SURVEY END TIME:	12:39:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 22 MPH TO 31 MPH		
			Below Pace	In Pace	Above Pace
29 MPH	25 MPH	22 MPH	13.0%	85.0%	2.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
56.0% COMPLYING	56.0% COMPLYING

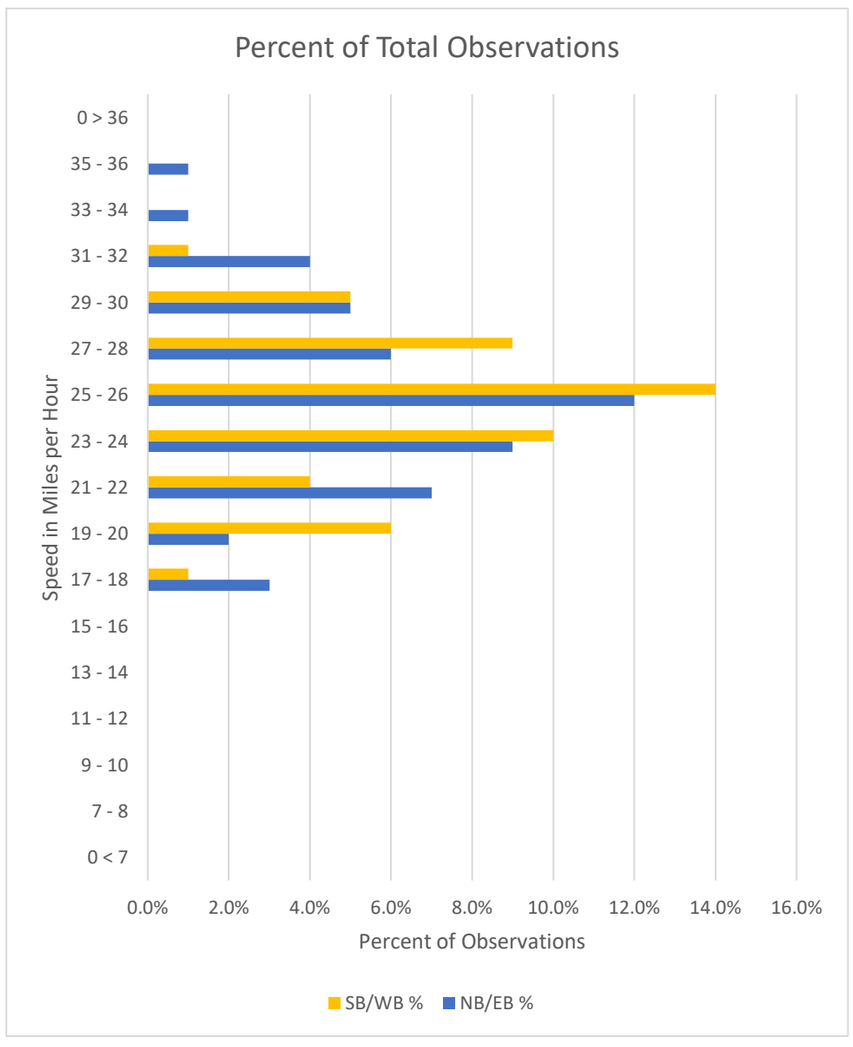
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 7	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	3	3.0%	1	1%	4.0%	4	4.0%
19 - 20	2	2.0%	6	6%	8.0%	12	12.0%
21 - 22	7	7.0%	4	4%	11.0%	23	23.0%
23 - 24	9	9.0%	10	10%	19.0%	42	42.0%
25 - 26	12	12.0%	14	14%	26.0%	68	68.0%
27 - 28	6	6.0%	9	9%	15.0%	83	83.0%
29 - 30	5	5.0%	5	5%	10.0%	93	93.0%
31 - 32	4	4.0%	1	1%	5.0%	98	98.0%
33 - 34	1	1.0%	0	0%	1.0%	99	99.0%
35 - 36	1	1.0%	0	0%	1.0%	100	100.0%
0 > 36	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Salinas Avenue**	LOCATION:	32
SURVEY LIMITS:	**Carmel Avenue to Reservation Road**	COLLECTOR:	Randy
SURVEY DATE:	Tuesday, December 10, 2024	WEATHER:	Sunny
ROAD CONDITION:	Poor	# OF LANES:	2
SURVEY START TIME:	2:05:00 PM		
SURVEY END TIME:	4:05:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			16 MPH	TO	25 MPH
24 MPH	19 MPH	17 MPH	Below Pace	In Pace	Above Pace
			4.4%	93.4%	2.2%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
97.8% COMPLYING	97.8% COMPLYING

DIRECTION OF COLLECTION

#Entries	91	
NB/EB	61	67.0%
SB/WB	30	33.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 0	0	0.0%	0	0%	0.0%	0	0.0%
0 - 1	0	0.0%	0	0%	0.0%	0	0.0%
2 - 3	0	0.0%	0	0%	0.0%	0	0.0%
4 - 5	0	0.0%	0	0%	0.0%	0	0.0%
6 - 7	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	2	2.2%	2	2%	4.4%	4	4.4%
16 - 17	8	8.8%	6	7%	15.4%	18	19.8%
18 - 19	21	23.1%	10	11%	34.1%	49	53.8%
20 - 21	11	12.1%	6	7%	18.7%	66	72.5%
22 - 23	7	7.7%	1	1%	8.8%	74	81.3%
24 - 25	11	12.1%	4	4%	16.5%	89	97.8%
26 - 27	1	1.1%	0	0%	1.1%	90	98.9%
28 - 29	0	0.0%	1	1%	1.1%	91	100.0%
0 > 29	0	0.0%	0	0%	0.0%	91	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Paul Davis Drive**	LOCATION:	33
SURVEY LIMITS:	**Healy Avenue to Marina Greens Drive**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	12:10:00 PM		
SURVEY END TIME:	2:10:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			17 MPH	TO	26 MPH
25 MPH	21 MPH	18 MPH	Below Pace	In Pace	Above Pace
			4.0%	85.0%	11.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
86.0% COMPLYING	99.0% COMPLYING

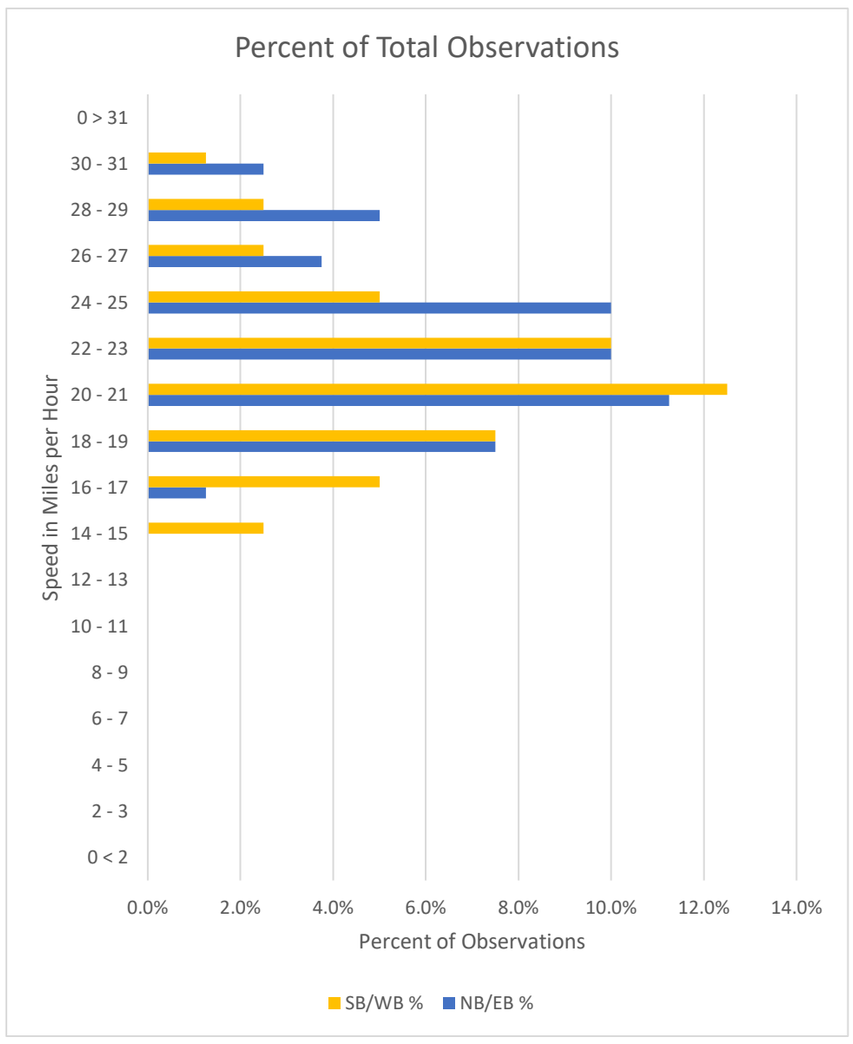
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	41	41.0%
SB/WB	59	59.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 2	0	0.0%	0	0%	0.0%	0	0.0%
2 - 3	0	0.0%	0	0%	0.0%	0	0.0%
4 - 5	0	0.0%	0	0%	0.0%	0	0.0%
6 - 7	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	2	3%	2.5%	2	2.5%
16 - 17	1	1.3%	4	5%	6.3%	7	8.8%
18 - 19	6	7.5%	6	8%	15.0%	19	23.8%
20 - 21	9	11.3%	10	13%	23.8%	38	47.5%
22 - 23	8	10.0%	8	10%	20.0%	54	67.5%
24 - 25	8	10.0%	4	5%	15.0%	66	82.5%
26 - 27	3	3.8%	2	3%	6.3%	71	88.8%
28 - 29	4	5.0%	2	3%	7.5%	77	96.3%
30 - 31	2	2.5%	1	1%	3.8%	80	100.0%
0 > 31	0	0.0%	0	0%	0.0%	80	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Patton Parkway**	LOCATION:	34
SURVEY LIMITS:	**Marina High School to California Avenue**	COLLECTOR:	Jesus
SURVEY DATE:	Wednesday, December 18, 2024	WEATHER:	Sunny
ROAD CONDITION:	New	# OF LANES:	2
SURVEY START TIME:	1:25:00 PM		
SURVEY END TIME:	3:25:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			34 MPH	TO	43 MPH
41 MPH	37 MPH	33.7 MPH	Below Pace	In Pace	Above Pace
			15.3%	83.1%	1.7%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	40 MPH
0.0% COMPLYING	78.0% COMPLYING

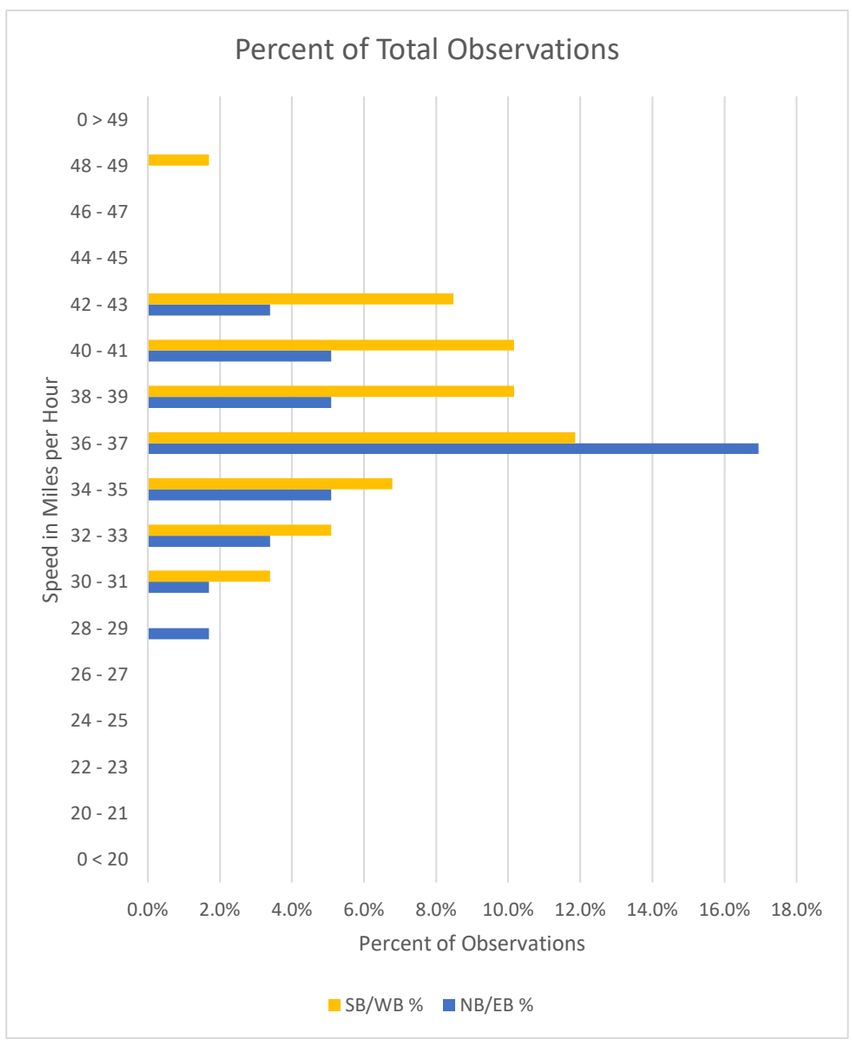
DIRECTION OF COLLECTION

#Entries	59	
NB/EB	25	42.4%
SB/WB	34	57.6%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 20	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	0	0%	0.0%	0	0.0%
26 - 27	0	0.0%	0	0%	0.0%	0	0.0%
28 - 29	1	1.7%	0	0%	1.7%	1	1.7%
30 - 31	1	1.7%	2	3%	5.1%	4	6.8%
32 - 33	2	3.4%	3	5%	8.5%	9	15.3%
34 - 35	3	5.1%	4	7%	11.9%	16	27.1%
36 - 37	10	16.9%	7	12%	28.8%	33	55.9%
38 - 39	3	5.1%	6	10%	15.3%	42	71.2%
40 - 41	3	5.1%	6	10%	15.3%	51	86.4%
42 - 43	2	3.4%	5	8%	11.9%	58	98.3%
44 - 45	0	0.0%	0	0%	0.0%	58	98.3%
46 - 47	0	0.0%	0	0%	0.0%	58	98.3%
48 - 49	0	0.0%	1	2%	1.7%	59	100.0%
0 > 49	0	0.0%	0	0%	0.0%	59	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Crescent Street**	LOCATION:	35
SURVEY LIMITS:	**Patton Parkway to Reindollar Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	3:06:00 PM		
SURVEY END TIME:	4:09:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 22 MPH	TO	31 MPH
30 MPH	26 MPH	23 MPH	Below Pace 4.0%	In Pace 88.0%	Above Pace 8.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
40.0% COMPLYING	40.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 9	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	1	1%	1.0%	1	1.0%
21 - 22	5	5.0%	7	7%	12.0%	13	13.0%
23 - 24	9	9.0%	9	9%	18.0%	31	31.0%
25 - 26	12	12.0%	11	11%	23.0%	54	54.0%
27 - 28	13	13.0%	9	9%	22.0%	76	76.0%
29 - 30	4	4.0%	6	6%	10.0%	86	86.0%
31 - 32	4	4.0%	2	2%	6.0%	92	92.0%
33 - 34	2	2.0%	3	3%	5.0%	97	97.0%
35 - 36	1	1.0%	1	1%	2.0%	99	99.0%
37 - 38	0	0.0%	1	1%	1.0%	100	100.0%
0 > 38	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Vaughn Avenue**	LOCATION:	36
SURVEY LIMITS:	**Reindollar Avenue to Carmel Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	10:47:00 AM		
SURVEY END TIME:	11:19:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 21 MPH	TO	30 MPH
29 MPH	26 MPH	23 MPH	Below Pace 1.0%	In Pace 94.0%	Above Pace 5.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
38.0% COMPLYING	38.0% COMPLYING

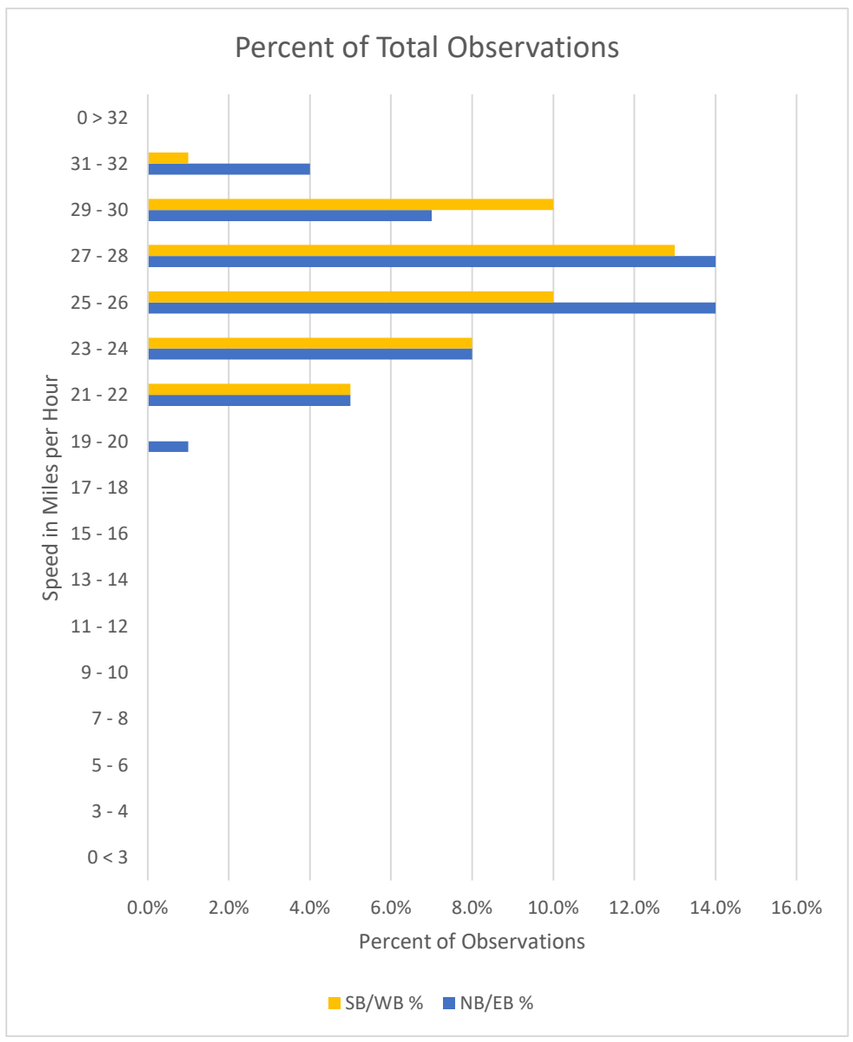
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	53	53.0%
SB/WB	47	47.0%

UNUSUAL CONDITIONS: **None**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 3	0	0.0%	0	0%	0.0%	0	0.0%
3 - 4	0	0.0%	0	0%	0.0%	0	0.0%
5 - 6	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	1	1.0%	0	0%	1.0%	1	1.0%
21 - 22	5	5.0%	5	5%	10.0%	11	11.0%
23 - 24	8	8.0%	8	8%	16.0%	27	27.0%
25 - 26	14	14.0%	10	10%	24.0%	51	51.0%
27 - 28	14	14.0%	13	13%	27.0%	78	78.0%
29 - 30	7	7.0%	10	10%	17.0%	95	95.0%
31 - 32	4	4.0%	1	1%	5.0%	100	100.0%
0 > 32	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Seacrest Avenue**	LOCATION:	37
SURVEY LIMITS:	**Carmel Avenue to Reservation Road**	COLLECTOR:	Randy
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	9:50:00 AM		
SURVEY END TIME:	10:19:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 23 MPH	TO	32 MPH
31.15 MPH	28 MPH	24 MPH	Below Pace 11.0%	In Pace 81.0%	Above Pace 8.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
34.0% COMPLYING	76.0% COMPLYING

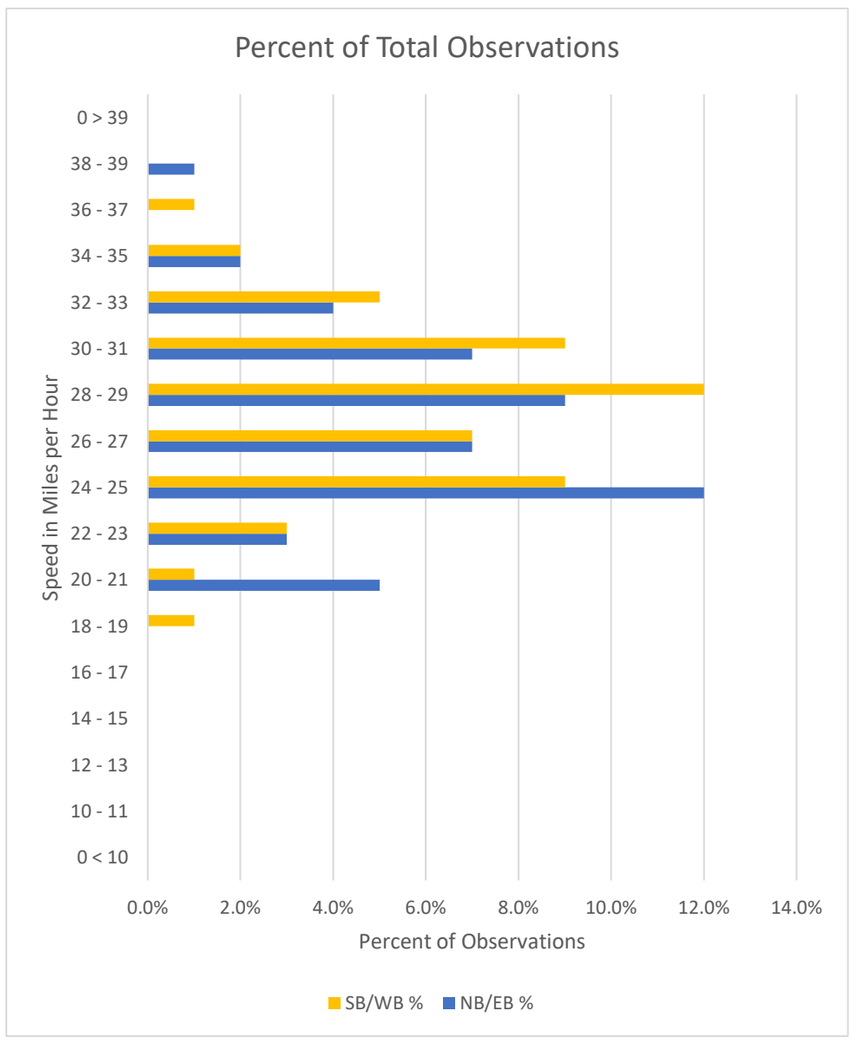
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **None**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 10	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	1	1%	1.0%	1	1.0%
20 - 21	5	5.0%	1	1%	6.0%	7	7.0%
22 - 23	3	3.0%	3	3%	6.0%	13	13.0%
24 - 25	12	12.0%	9	9%	21.0%	34	34.0%
26 - 27	7	7.0%	7	7%	14.0%	48	48.0%
28 - 29	9	9.0%	12	12%	21.0%	69	69.0%
30 - 31	7	7.0%	9	9%	16.0%	85	85.0%
32 - 33	4	4.0%	5	5%	9.0%	94	94.0%
34 - 35	2	2.0%	2	2%	4.0%	98	98.0%
36 - 37	0	0.0%	1	1%	1.0%	99	99.0%
38 - 39	1	1.0%	0	0%	1.0%	100	100.0%
0 > 39	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Sunset Avenue**	LOCATION:	38
SURVEY LIMITS:	**Reindollar Avenue to Carmel Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 18, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	12:45:00 PM		
SURVEY END TIME:	1:18:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 23 MPH TO 32 MPH
31 MPH	28 MPH	25 MPH	Below Pace 1.0% / In Pace 94.1% / Above Pace 5.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
16.8% COMPLYING	16.8% COMPLYING

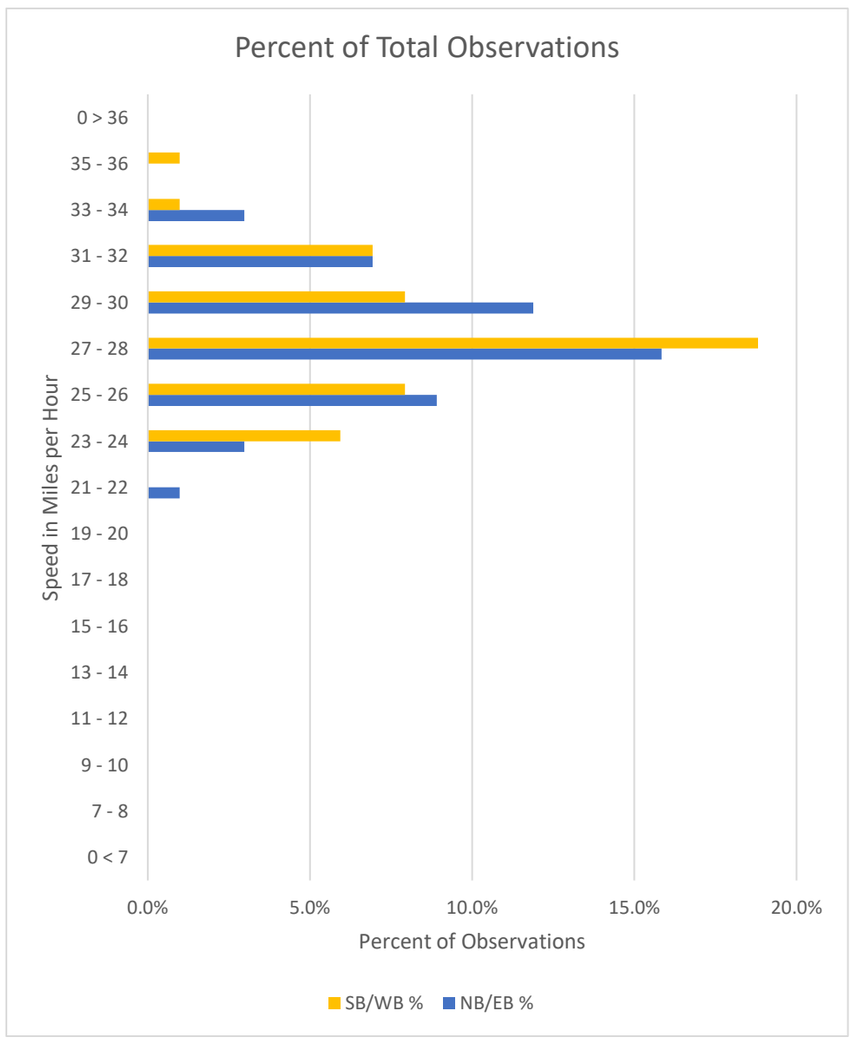
DIRECTION OF COLLECTION

#Entries	101	
NB/EB	51	50.5%
SB/WB	50	49.5%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 7	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	1	1.0%	0	0%	1.0%	1	1.0%
23 - 24	3	3.0%	6	6%	8.9%	10	9.9%
25 - 26	9	8.9%	8	8%	16.8%	27	26.7%
27 - 28	16	15.8%	19	19%	34.7%	62	61.4%
29 - 30	12	11.9%	8	8%	19.8%	82	81.2%
31 - 32	7	6.9%	7	7%	13.9%	96	95.0%
33 - 34	3	3.0%	1	1%	4.0%	100	99.0%
35 - 36	0	0.0%	1	1%	1.0%	101	100.0%
0 > 36	0	0.0%	0	0%	0.0%	101	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Lake Drive**	LOCATION:	39
SURVEY LIMITS:	**Palm Avenue to Reservation Road**	COLLECTOR:	Randy
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	11:56:00 AM		
SURVEY END TIME:	12:31:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 27 MPH	TO	36 MPH
36 MPH	32.5 MPH	29 MPH	Below Pace 2.0%	In Pace 86.0%	Above Pace 12.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
2.0% COMPLYING	31.0% COMPLYING

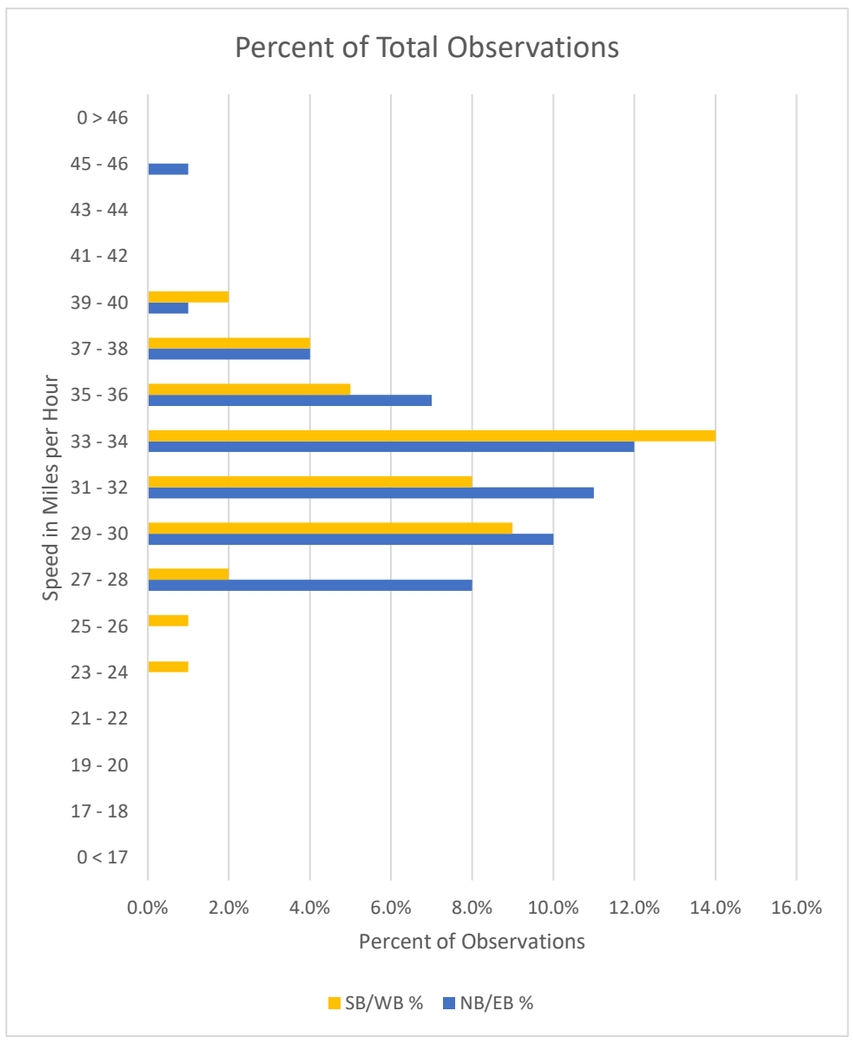
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	54	54.0%
SB/WB	46	46.0%

UNUSUAL CONDITIONS: **None**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 17	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	1	1%	1.0%	1	1.0%
25 - 26	0	0.0%	1	1%	1.0%	2	2.0%
27 - 28	8	8.0%	2	2%	10.0%	12	12.0%
29 - 30	10	10.0%	9	9%	19.0%	31	31.0%
31 - 32	11	11.0%	8	8%	19.0%	50	50.0%
33 - 34	12	12.0%	14	14%	26.0%	76	76.0%
35 - 36	7	7.0%	5	5%	12.0%	88	88.0%
37 - 38	4	4.0%	4	4%	8.0%	96	96.0%
39 - 40	1	1.0%	2	2%	3.0%	99	99.0%
41 - 42	0	0.0%	0	0%	0.0%	99	99.0%
43 - 44	0	0.0%	0	0%	0.0%	99	99.0%
45 - 46	1	1.0%	0	0%	1.0%	100	100.0%
0 > 46	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Palm Avenue**	LOCATION:	40
SURVEY LIMITS:	**Lake Drive to Del Monte Boulevard**	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	12:00:00 PM		
SURVEY END TIME:	12:48:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			23 MPH	TO	32 MPH
28 MPH	26 MPH	24 MPH	Below Pace	In Pace	Above Pace
			0.0%	100.0%	0.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
40.0% COMPLYING	40.0% COMPLYING

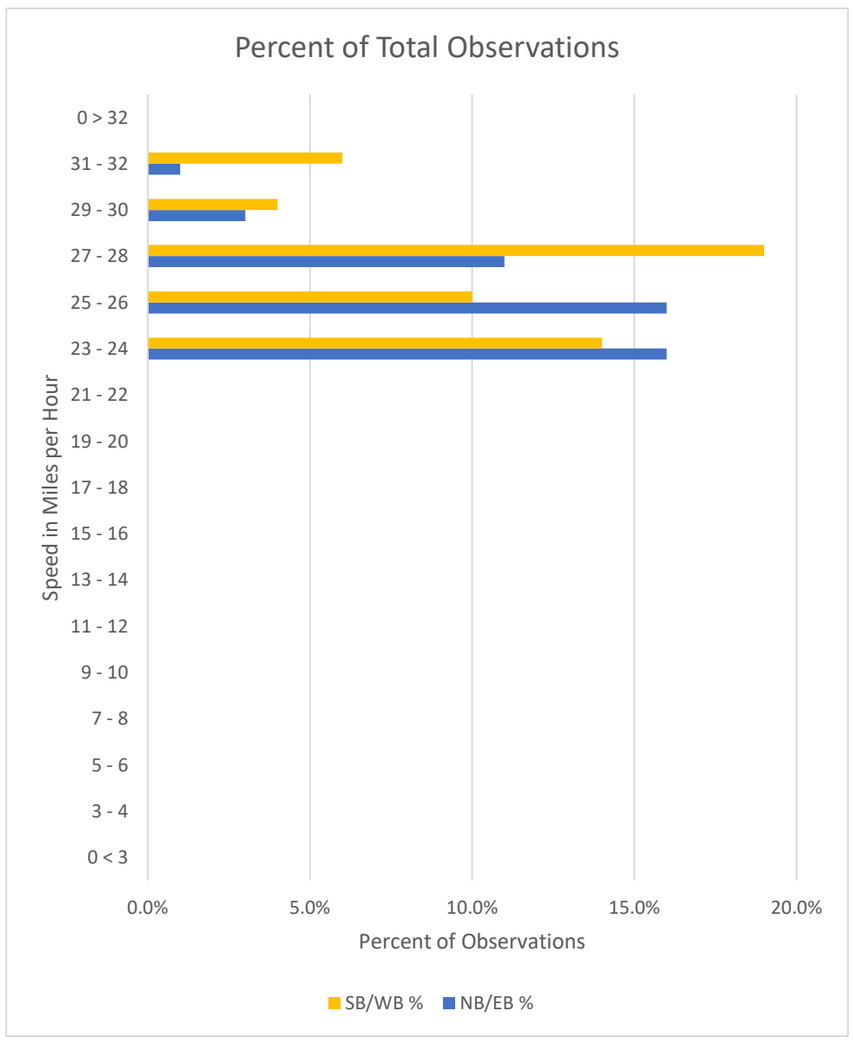
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	47	47.0%
SB/WB	53	53.0%

UNUSUAL CONDITIONS: **None**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 3	0	0.0%	0	0%	0.0%	0	0.0%
3 - 4	0	0.0%	0	0%	0.0%	0	0.0%
5 - 6	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	16	16.0%	14	14%	30.0%	30	30.0%
25 - 26	16	16.0%	10	10%	26.0%	56	56.0%
27 - 28	11	11.0%	19	19%	30.0%	86	86.0%
29 - 30	3	3.0%	4	4%	7.0%	93	93.0%
31 - 32	1	1.0%	6	6%	7.0%	100	100.0%
0 > 32	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Abrams Drive**	LOCATION:	41
SURVEY LIMITS:	**Preston Drive to Imjin Parkway**	COLLECTOR:	Randy
SURVEY DATE:	Tuesday, December 10, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	9:49:00 AM		
SURVEY END TIME:	11:06:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 24 MPH TO 33 MPH
34 MPH	**29 MPH**	**25 MPH**	Below Pace 5.0% / In Pace 77.0% / Above Pace 18.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**30 MPH**
20.0% COMPLYING	65.0% COMPLYING

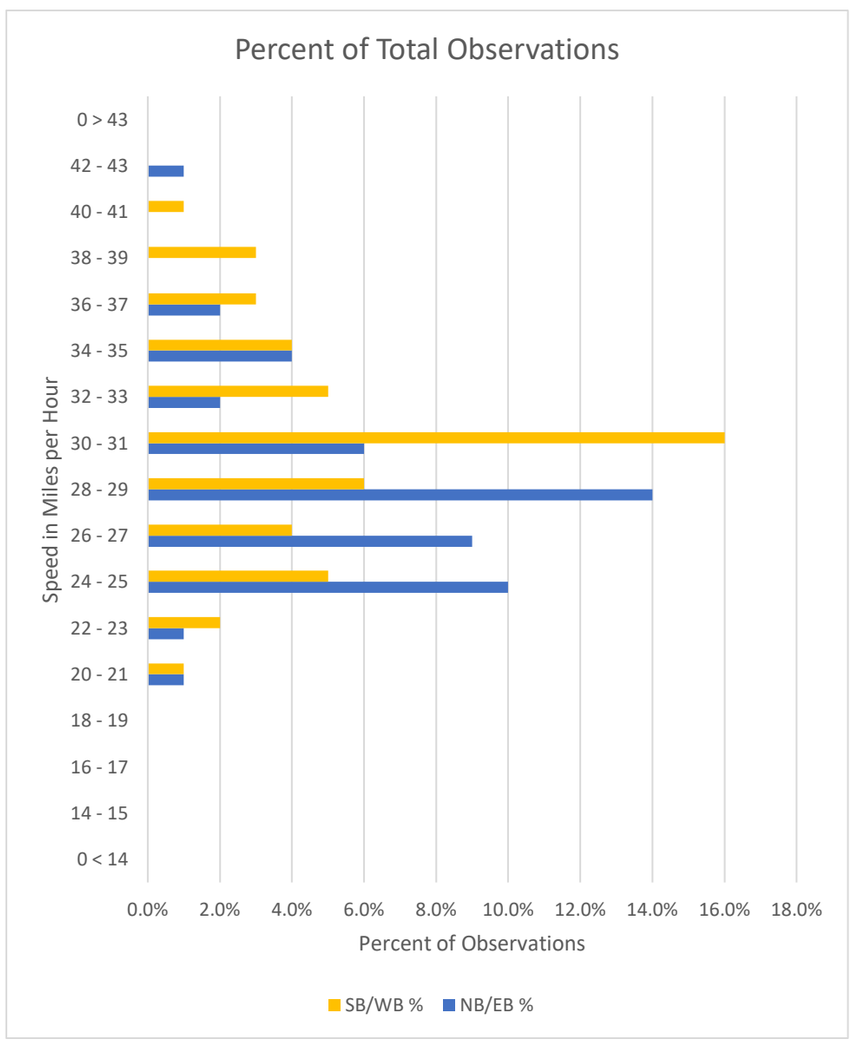
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	1	1.0%	1	1%	2.0%	2	2.0%
22 - 23	1	1.0%	2	2%	3.0%	5	5.0%
24 - 25	10	10.0%	5	5%	15.0%	20	20.0%
26 - 27	9	9.0%	4	4%	13.0%	33	33.0%
28 - 29	14	14.0%	6	6%	20.0%	53	53.0%
30 - 31	6	6.0%	16	16%	22.0%	75	75.0%
32 - 33	2	2.0%	5	5%	7.0%	82	82.0%
34 - 35	4	4.0%	4	4%	8.0%	90	90.0%
36 - 37	2	2.0%	3	3%	5.0%	95	95.0%
38 - 39	0	0.0%	3	3%	3.0%	98	98.0%
40 - 41	0	0.0%	1	1%	1.0%	99	99.0%
42 - 43	1	1.0%	0	0%	1.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Preston Drive**	LOCATION:	42
SURVEY LIMITS:	**Abrams Drive to Imjin Parkway**	COLLECTOR:	Randy
SURVEY DATE:	Tuesday, December 10, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	11:09:00 AM		
SURVEY END TIME:	12:24:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 23 MPH	TO	32 MPH
29.15 MPH	**27 MPH**	**24 MPH**	Below Pace	In Pace	Above Pace
			2.0%	97.0%	1.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**30 MPH**
26.0% COMPLYING	93.0% COMPLYING

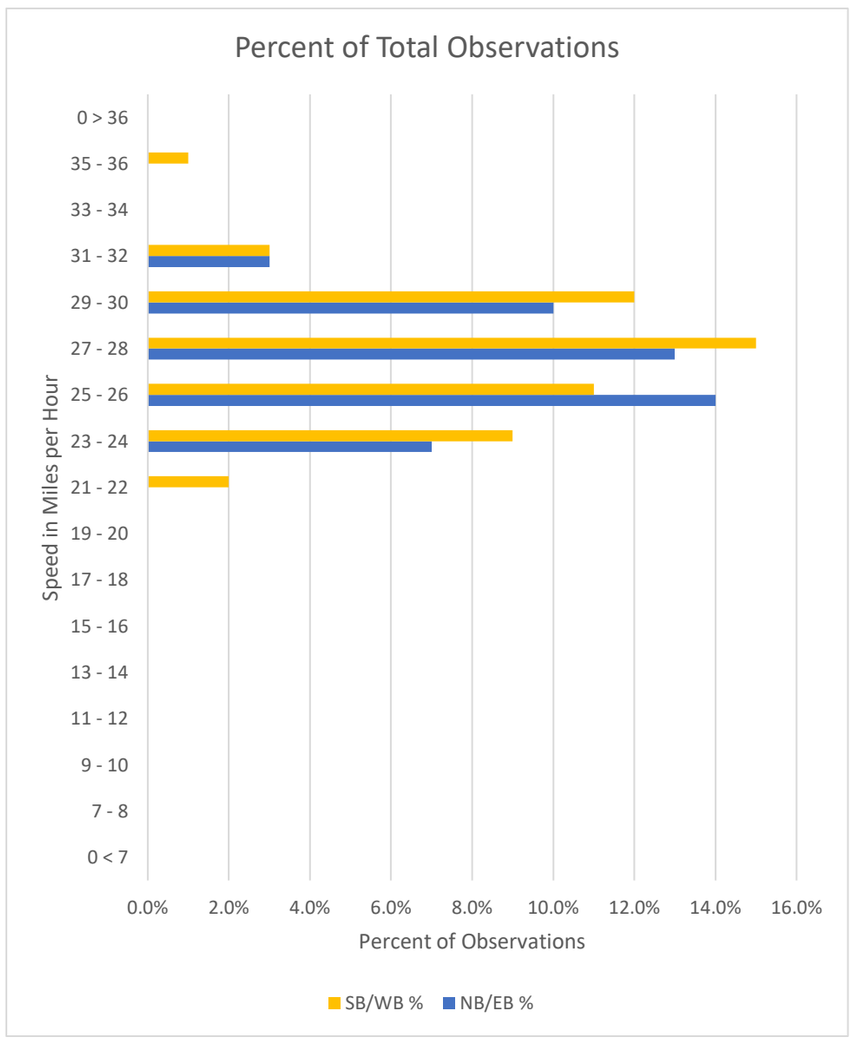
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	47	47.0%
SB/WB	53	53.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 7	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	2	2%	2.0%	2	2.0%
23 - 24	7	7.0%	9	9%	16.0%	18	18.0%
25 - 26	14	14.0%	11	11%	25.0%	43	43.0%
27 - 28	13	13.0%	15	15%	28.0%	71	71.0%
29 - 30	10	10.0%	12	12%	22.0%	93	93.0%
31 - 32	3	3.0%	3	3%	6.0%	99	99.0%
33 - 34	0	0.0%	0	0%	0.0%	99	99.0%
35 - 36	0	0.0%	1	1%	1.0%	100	100.0%
0 > 36	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**3rd Avenue**	LOCATION:	43
SURVEY LIMITS:	**Imjin Parkway to 8th Street**	COLLECTOR:	Jesus
SURVEY DATE:	Thursday, December 5, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	10:30:00 AM		
SURVEY END TIME:	11:18:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 20 MPH	TO	29 MPH
27 MPH	24 MPH	22 MPH	Below Pace	In Pace	Above Pace
			0.0%	97.0%	3.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
64.0% COMPLYING	64.0% COMPLYING

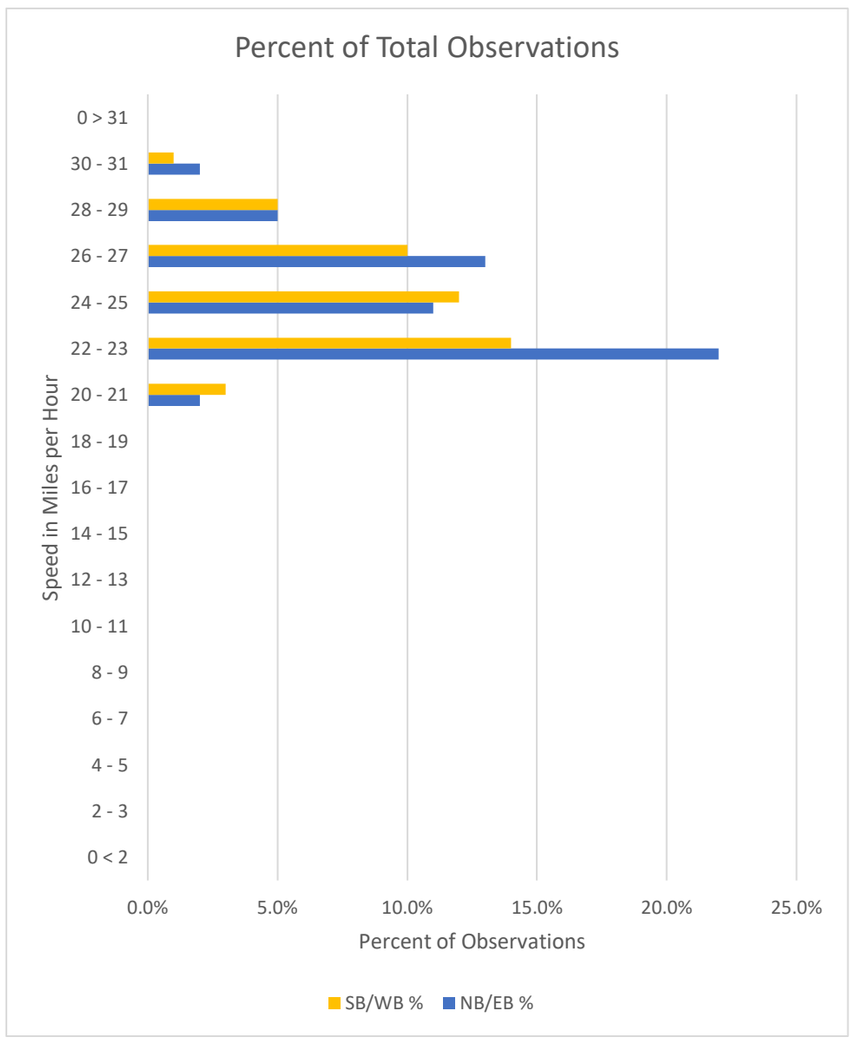
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	55	55.0%
SB/WB	45	45.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 2	0	0.0%	0	0%	0.0%	0	0.0%
2 - 3	0	0.0%	0	0%	0.0%	0	0.0%
4 - 5	0	0.0%	0	0%	0.0%	0	0.0%
6 - 7	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	2	2.0%	3	3%	5.0%	5	5.0%
22 - 23	22	22.0%	14	14%	36.0%	41	41.0%
24 - 25	11	11.0%	12	12%	23.0%	64	64.0%
26 - 27	13	13.0%	10	10%	23.0%	87	87.0%
28 - 29	5	5.0%	5	5%	10.0%	97	97.0%
30 - 31	2	2.0%	1	1%	3.0%	100	100.0%
0 > 31	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Abrams Drive**	LOCATION:	44
SURVEY LIMITS:	**Imjin Pkwy (west) to Preston Drive**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	2:26:00 PM		
SURVEY END TIME:	3:02:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 25 MPH TO 34 MPH		
			Below Pace	In Pace	Above Pace
35.15 MPH	**30 MPH**	**26 MPH**	5.0%	74.0%	21.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**30 MPH**
13.0% COMPLYING	55.0% COMPLYING

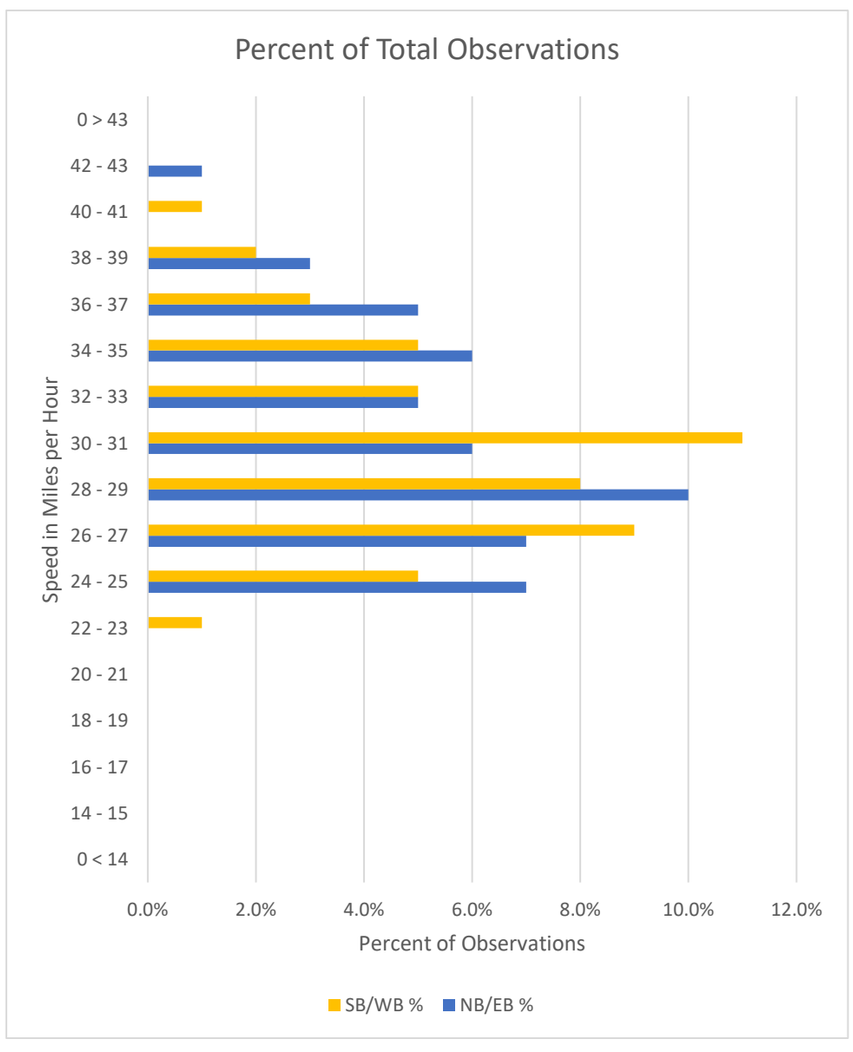
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	1	1%	1.0%	1	1.0%
24 - 25	7	7.0%	5	5%	12.0%	13	13.0%
26 - 27	7	7.0%	9	9%	16.0%	29	29.0%
28 - 29	10	10.0%	8	8%	18.0%	47	47.0%
30 - 31	6	6.0%	11	11%	17.0%	64	64.0%
32 - 33	5	5.0%	5	5%	10.0%	74	74.0%
34 - 35	6	6.0%	5	5%	11.0%	85	85.0%
36 - 37	5	5.0%	3	3%	8.0%	93	93.0%
38 - 39	3	3.0%	2	2%	5.0%	98	98.0%
40 - 41	0	0.0%	1	1%	1.0%	99	99.0%
42 - 43	1	1.0%	0	0%	1.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Marina Heights Drive**	LOCATION:	45
SURVEY LIMITS:	**California Ave to Imjin Pkwy**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	1:39:00 PM		
SURVEY END TIME:	2:21:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 25 MPH	TO	34 MPH
34 MPH	29 MPH	26 MPH	Below Pace 5.0%	In Pace 84.0%	Above Pace 11.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
10.0% COMPLYING	10.0% COMPLYING

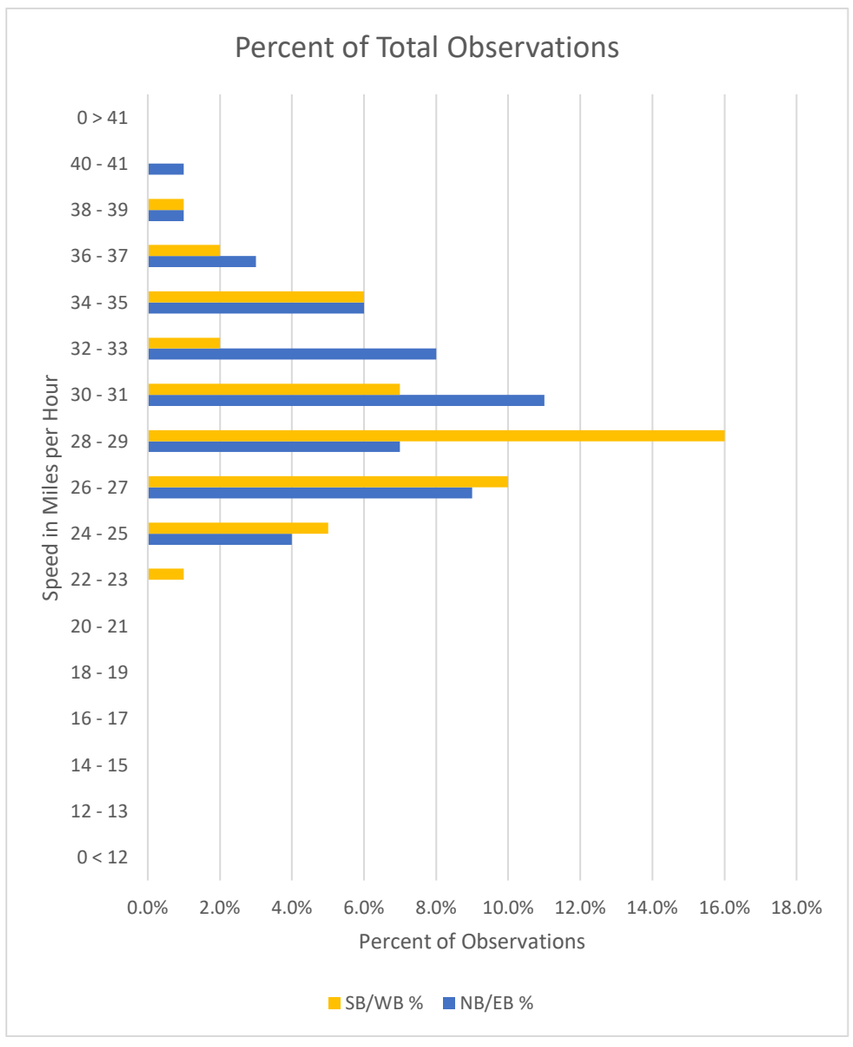
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 12	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	1	1%	1.0%	1	1.0%
24 - 25	4	4.0%	5	5%	9.0%	10	10.0%
26 - 27	9	9.0%	10	10%	19.0%	29	29.0%
28 - 29	7	7.0%	16	16%	23.0%	52	52.0%
30 - 31	11	11.0%	7	7%	18.0%	70	70.0%
32 - 33	8	8.0%	2	2%	10.0%	80	80.0%
34 - 35	6	6.0%	6	6%	12.0%	92	92.0%
36 - 37	3	3.0%	2	2%	5.0%	97	97.0%
38 - 39	1	1.0%	1	1%	2.0%	99	99.0%
40 - 41	1	1.0%	0	0%	1.0%	100	100.0%
0 > 41	0	0.0%	0	0%	0.0%	100	100.0%

DRAFT

Appendix E

Radar Gun Calibration Certificate

CERTIFICATE OF ACCURACY

I hereby certify this STALKER® Speed Measuring Device.

Computing Unit: S.N. AS018043 Frequency 34.7 GHz Power Density 0.7 mw/cm²

Under my supervision, this Speed Measuring Device has been checked for accuracy and correct operation.

This STALKER® Speed Measuring Device is certified accurate within ±1 mph (±2 km/h) in stationary mode, and/or ±2 mph (±3 km/h) in moving mode.

The transmitter frequency of this speed measuring radar device has been tested and found to be within the prescribed limits as established by the Federal Communications Commission.

The measured Power Density of this speed measuring device has been tested and found to be below the ANSI Standard of 5.0 mw/cm² for this device.

All test instruments are traceable to NIST.

Date: 08/19/2022

Technician (signature) _____

Technician: Shawn Kendrick

Technician overseen by: Roland Rickerd

Applied Concepts, Inc. | Richardson, Texas 75081

006-0147-00 Rev P

134080

TUNING FORK CERTIFICATE

This Tuning Fork has been tested and found to oscillate at 4,166 ±5 Hertz at 70°F (21°C) resulting in a calibration signal of 40mph (64 km/h) when used with a Ka-Band Radar operating at 34.7 GHz. The instrument used to calibrate the tuning fork is traceable to NIST.

Operation from -22 to +140°F (-30°C to 60°C) will result in a speed error of less than 0.5 mph, -0.0040 mph/°F (0.8 km/h, -0.0065 km/h/°C).

Date AUG 15 2022 Technician (signature) Todd L. Gardner

Todd L. Gardner

Technician (name) _____

Serial # 413509

Applied Concepts, Inc.

Richardson, Texas 75081

006-0411-00 Rev F

NEW METRO

CERTIFICATE OF ACCURACY

I hereby certify this STALKER® Speed Measuring Device.

Computing Unit: S.N. AS020472 Frequency 34.69 GHz Power Density 0.6 mw/cm²

Under my supervision, this Speed Measuring Device has been checked for accuracy and correct operation.

This STALKER® Speed Measuring Device is certified accurate within ±1 mph (±2 km/h) in stationary mode, and/or ±2 mph (±3 km/h) in moving mode.

The transmitter frequency of this speed measuring radar device has been tested and found to be within the prescribed limits as established by the Federal Communications Commission.

The measured Power Density of this speed measuring device has been tested and found to be below the ANSI Standard of 5.0 mw/cm² for this device.

All test instruments are traceable to NIST.

Date: 05/12/2023

Technician (signature) Fabian Ryans

Technician: Fabian Ryans

Technician overseen by: Roland Rickerd

Applied Concepts, Inc. | Richardson, Texas 75081

006-0147-00 Rev P

148616

TUNING FORK CERTIFICATE

This Tuning Fork has been tested and found to oscillate at 4,166 ±5 Hertz at 70°F (21°C) resulting in a calibration signal of 40mph (64 km/h) when used with a Ka-Band Radar operating at 34.7 GHz. The instrument used to calibrate the tuning fork is traceable to NIST.

Operation from -22 to +140°F (-30°C to 60°C) will result in a speed error of less than 0.5 mph, -0.0040 mph/°F (0.8 km/h, -0.0065 km/h/°C).

Date MAY 12 2023

Technician (signature) Todd L. Gardner

Technician (name) Todd L. Gardner

Serial # 423501

Applied Concepts, Inc.

Richardson, Texas 75081

006-0411-00 Rev F

Appendix F

Average Daily Traffic (ADT) Data

DRAFT

Location: Imjin Parkway, State Route 1 to California Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 01

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	80	43	123	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	43	123
1:00 AM	38	26	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	26	64
2:00 AM	25	26	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	26	51
3:00 AM	21	69	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	69	90
4:00 AM	31	160	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	160	191
5:00 AM	71	332	403	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	332	403
6:00 AM	278	863	1,141	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	278	863	1,141
7:00 AM	657	882	**1,539**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	657	882	**1,539**
8:00 AM	636	845	1,481	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	636	845	1,481
9:00 AM	577	**892**	1,469	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	577	**892**	1,469
10:00 AM	536	790	1,326	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	536	790	1,326
11:00 AM	**678**	789	1,467	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**678**	789	1,467
12:00 PM	817	856	1,673	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	817	856	1,673
1:00 PM	849	801	1,650	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	849	801	1,650
2:00 PM	967	845	1,812	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	967	845	1,812
3:00 PM	1,116	858	1,974	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,116	858	1,974
4:00 PM	**1,147**	784	1,931	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,147**	784	1,931
5:00 PM	1,114	**924**	**2,038**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,114	**924**	**2,038**
6:00 PM	909	733	1,642	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	909	733	1,642
7:00 PM	717	455	1,172	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	717	455	1,172
8:00 PM	676	320	996	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	676	320	996
9:00 PM	457	228	685	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	457	228	685
10:00 PM	317	166	483	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	317	166	483
11:00 PM	207	80	287	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	207	80	287
Total	**12,921**	**12,767**	**25,688**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**12,921**	**12,767**	**25,688**
Percent	**50%**	**50%**		-	-		-	-		-	-		-	-		-	-		-	-		**50%**	**50%**	
AM Peak	11:00	09:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	09:00	07:00
Vol.	678	892	1,539	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	678	892	1,539
PM Peak	16:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	17:00
Vol.	1,147	924	2,038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,147	924	2,038

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Imjin Parkway, California Avenue to Reservation Road
Date Range: 12/12/2024 - 12/18/2024
Site Code: 02

Time	Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Tuesday 12/17/2024			Wednesday 12/18/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	81	46	127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	46	127
1:00 AM	48	22	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	22	70
2:00 AM	26	20	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	20	46
3:00 AM	16	57	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	57	73
4:00 AM	34	122	156	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	122	156
5:00 AM	72	233	305	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	233	305
6:00 AM	241	611	852	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	241	611	852
7:00 AM	**673**	577	**1,250**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**673**	577	**1,250**
8:00 AM	623	592	1,215	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	623	592	1,215
9:00 AM	484	**681**	1,165	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	484	**681**	1,165
10:00 AM	503	591	1,094	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	503	591	1,094
11:00 AM	594	622	1,216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	594	622	1,216
12:00 PM	630	615	1,245	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	630	615	1,245
1:00 PM	696	657	1,353	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	696	657	1,353
2:00 PM	782	634	1,416	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	782	634	1,416
3:00 PM	**906**	**713**	**1,619**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**906**	**713**	**1,619**
4:00 PM	791	700	1,491	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	791	700	1,491
5:00 PM	889	684	1,573	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	889	684	1,573
6:00 PM	719	554	1,273	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	719	554	1,273
7:00 PM	539	370	909	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	539	370	909
8:00 PM	503	279	782	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	503	279	782
9:00 PM	406	198	604	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	406	198	604
10:00 PM	287	155	442	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	287	155	442
11:00 PM	178	80	258	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	178	80	258
Total	**10,721**	**9,813**	**20,534**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**10,721**	**9,813**	**20,534**
Percent	**52%**	**48%**		-	-		-	-		-	-		-	-		-	-		-	-		**52%**	**48%**	
AM Peak	07:00	09:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	09:00	07:00
Vol.	673	681	1,250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	673	681	1,250
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	906	713	1,619	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	906	713	1,619

1. Mid-week average includes data between Tuesday and Thursday.

Location: Del Monte Boulevard, Reindollar Avenue to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 03

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	76	24	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	24	100
1:00 AM	28	19	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	19	47
2:00 AM	21	16	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	16	37
3:00 AM	19	47	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	47	66
4:00 AM	18	96	114	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	96	114
5:00 AM	48	245	293	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	245	293
6:00 AM	134	780	914	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	134	780	914
7:00 AM	411	**1,085**	**1,496**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	411	**1,085**	**1,496**
8:00 AM	534	821	1,355	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	534	821	1,355
9:00 AM	442	752	1,194	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	442	752	1,194
10:00 AM	560	663	1,223	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	560	663	1,223
11:00 AM	**740**	648	1,388	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**740**	648	1,388
12:00 PM	701	714	1,415	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	701	714	1,415
1:00 PM	704	676	1,380	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	704	676	1,380
2:00 PM	781	750	1,531	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	781	750	1,531
3:00 PM	868	761	1,629	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	868	761	1,629
4:00 PM	**1,160**	711	1,871	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,160**	711	1,871
5:00 PM	1,153	**768**	**1,921**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,153	**768**	**1,921**
6:00 PM	813	495	1,308	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	813	495	1,308
7:00 PM	591	364	955	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	591	364	955
8:00 PM	474	306	780	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	474	306	780
9:00 PM	409	217	626	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	409	217	626
10:00 PM	266	154	420	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	266	154	420
11:00 PM	169	72	241	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	169	72	241
Total	**11,120**	**11,184**	**22,304**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**11,120**	**11,184**	**22,304**
Percent	**50%**	**50%**		-	-		-	-		-	-		-	-		-	-		-	-		**50%**	**50%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	740	1,085	1,496	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	740	1,085	1,496
PM Peak	16:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	17:00
Vol.	1,160	768	1,921	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,160	768	1,921

1. Mid-week average includes data between Tuesday and Thursday.

Location: Del Monte Boulevard, Reservation Road to Beach Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 04

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	29	11	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	11	40
1:00 AM	17	14	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	14	31
2:00 AM	11	11	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	11	22
3:00 AM	19	7	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	7	26
4:00 AM	26	15	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	15	41
5:00 AM	77	49	126	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	49	126
6:00 AM	172	141	313	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	172	141	313
7:00 AM	287	**392**	**679**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	287	**392**	**679**
8:00 AM	269	299	568	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	269	299	568
9:00 AM	247	199	446	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	247	199	446
10:00 AM	237	191	428	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	237	191	428
11:00 AM	**314**	248	562	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**314**	248	562
12:00 PM	337	265	602	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	337	265	602
1:00 PM	341	283	624	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	341	283	624
2:00 PM	382	322	704	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	382	322	704
3:00 PM	433	**338**	771	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	433	**338**	771
4:00 PM	452	336	788	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	452	336	788
5:00 PM	**482**	308	**790**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**482**	308	**790**
6:00 PM	298	217	515	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	298	217	515
7:00 PM	192	155	347	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	192	155	347
8:00 PM	166	117	283	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	166	117	283
9:00 PM	119	77	196	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	119	77	196
10:00 PM	79	50	129	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	50	129
11:00 PM	54	36	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	36	90
Total	**5,040**	**4,081**	**9,121**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**5,040**	**4,081**	**9,121**
Percent	**55%**	**45%**		-	-		-	-		-	-		-	-		-	-		-	-		**55%**	**45%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	314	392	679	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	314	392	679
PM Peak	17:00	15:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	17:00
Vol.	482	338	790	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	482	338	790

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Del Monte Boulevard, Beach Road to Marina Greens Drive
Date Range: 12/10/2024 - 12/16/2024
Site Code: 05

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	16	8	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	8	24
1:00 AM	5	8	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	8	13
2:00 AM	10	11	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	11	21
3:00 AM	8	5	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	5	13
4:00 AM	19	13	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	13	32
5:00 AM	39	31	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	31	70
6:00 AM	125	121	246	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125	121	246
7:00 AM	**202**	**261**	**463**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**202**	**261**	**463**
8:00 AM	185	161	346	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	185	161	346
9:00 AM	153	119	272	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	153	119	272
10:00 AM	154	120	274	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	154	120	274
11:00 AM	184	137	321	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	184	137	321
12:00 PM	198	145	343	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	198	145	343
1:00 PM	170	167	337	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	170	167	337
2:00 PM	222	172	394	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	222	172	394
3:00 PM	242	**223**	465	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	242	**223**	465
4:00 PM	**278**	218	**496**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**278**	218	**496**
5:00 PM	257	173	430	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	257	173	430
6:00 PM	159	95	254	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159	95	254
7:00 PM	79	80	159	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	80	159
8:00 PM	72	52	124	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	52	124
9:00 PM	56	30	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	30	86
10:00 PM	39	37	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	37	76
11:00 PM	26	17	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	17	43
Total	**2,898**	**2,404**	**5,302**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**2,898**	**2,404**	**5,302**
Percent	**55%**	**45%**		-	-		-	-		-	-		-	-		-	-		-	-		**55%**	**45%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	202	261	463	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	202	261	463
PM Peak	16:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00
Vol.	278	223	496	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	278	223	496

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Reservation Road, Dunes Drive to Beach Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 06

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	25	12	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	12	37
1:00 AM	21	12	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	12	33
2:00 AM	9	12	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	12	21
3:00 AM	8	17	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	17	25
4:00 AM	16	24	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	24	40
5:00 AM	37	59	96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	59	96
6:00 AM	147	208	355	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	147	208	355
7:00 AM	**240**	**328**	**568**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**240**	**328**	**568**
8:00 AM	186	248	434	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	186	248	434
9:00 AM	167	235	402	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	167	235	402
10:00 AM	194	239	433	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	194	239	433
11:00 AM	173	254	427	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	173	254	427
12:00 PM	214	270	484	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	214	270	484
1:00 PM	196	269	465	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	196	269	465
2:00 PM	230	**325**	555	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	230	**325**	555
3:00 PM	273	300	573	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	273	300	573
4:00 PM	295	323	**618**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	295	323	**618**
5:00 PM	**320**	244	564	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**320**	244	564
6:00 PM	173	177	350	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	173	177	350
7:00 PM	161	132	293	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	161	132	293
8:00 PM	103	113	216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	103	113	216
9:00 PM	81	98	179	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	98	179
10:00 PM	60	47	107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	47	107
11:00 PM	48	25	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	25	73
Total	**3,377**	**3,971**	**7,348**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**3,377**	**3,971**	**7,348**
Percent	**46%**	**54%**		-	-		-	-		-	-		-	-		-	-		-	-		**46%**	**54%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	240	328	568	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	240	328	568
PM Peak	17:00	14:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	14:00	16:00
Vol.	320	325	618	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	320	325	618

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Reservation Road, Beach Road to Del Monte Boulevard
Date Range: 12/10/2024 - 12/16/2024
Site Code: 07

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	8	20	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	20	28
1:00 AM	5	11	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	11	16
2:00 AM	9	5	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	5	14
3:00 AM	12	7	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	7	19
4:00 AM	11	11	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	11	22
5:00 AM	55	22	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	22	77
6:00 AM	87	120	207	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	120	207
7:00 AM	204	**231**	**435**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	204	**231**	**435**
8:00 AM	**221**	212	433	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**221**	212	433
9:00 AM	176	169	345	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	176	169	345
10:00 AM	173	183	356	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	173	183	356
11:00 AM	206	205	411	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	206	205	411
12:00 PM	204	216	420	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	204	216	420
1:00 PM	199	190	389	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	199	190	389
2:00 PM	244	204	448	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	244	204	448
3:00 PM	291	**303**	**594**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	291	**303**	**594**
4:00 PM	**293**	290	583	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**293**	290	583
5:00 PM	281	299	580	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	281	299	580
6:00 PM	211	170	381	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	211	170	381
7:00 PM	137	158	295	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	137	158	295
8:00 PM	106	113	219	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	106	113	219
9:00 PM	89	72	161	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89	72	161
10:00 PM	41	60	101	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	60	101
11:00 PM	23	39	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	39	62
Total	**3,286**	**3,310**	**6,596**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**3,286**	**3,310**	**6,596**
Percent	**50%**	**50%**		-	-		-	-		-	-		-	-		-	-		-	-		**50%**	**50%**	
AM Peak	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	07:00
Vol.	221	231	435	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	221	231	435
PM Peak	16:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	15:00
Vol.	293	303	594	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	293	303	594

1. Mid-week average includes data between Tuesday and Thursday.

Location: Reservation Road, Del Monte Boulevard to Crescent Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 08

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	57	35	92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	35	92
1:00 AM	27	19	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	19	46
2:00 AM	20	16	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	16	36
3:00 AM	13	25	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	25	38
4:00 AM	26	58	84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	58	84
5:00 AM	74	165	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	165	239
6:00 AM	234	490	724	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	234	490	724
7:00 AM	521	**663**	**1,184**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	521	**663**	**1,184**
8:00 AM	467	624	1,091	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	467	624	1,091
9:00 AM	465	643	1,108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	465	643	1,108
10:00 AM	477	583	1,060	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	477	583	1,060
11:00 AM	**527**	630	1,157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**527**	630	1,157
12:00 PM	617	649	1,266	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	617	649	1,266
1:00 PM	671	651	1,322	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	671	651	1,322
2:00 PM	687	679	1,366	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	687	679	1,366
3:00 PM	704	714	1,418	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	704	714	1,418
4:00 PM	**814**	761	**1,575**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**814**	761	**1,575**
5:00 PM	742	**795**	1,537	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	742	**795**	1,537
6:00 PM	542	486	1,028	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	542	486	1,028
7:00 PM	371	341	712	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	371	341	712
8:00 PM	325	282	607	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	325	282	607
9:00 PM	245	183	428	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	245	183	428
10:00 PM	176	120	296	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	176	120	296
11:00 PM	115	64	179	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	115	64	179
Total	**8,917**	**9,676**	**18,593**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**8,917**	**9,676**	**18,593**
Percent	**48%**	**52%**		-	-		-	-		-	-		-	-		-	-		-	-		**48%**	**52%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	527	663	1,184	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	527	663	1,184
PM Peak	16:00	17:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	16:00
Vol.	814	795	1,575	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	814	795	1,575

1. Mid-week average includes data between Tuesday and Thursday.

Location: Reservation Road, Crescent Avenue to California Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 09

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	37	49	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	49	86
1:00 AM	22	22	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	22	44
2:00 AM	12	15	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	15	27
3:00 AM	16	11	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	11	27
4:00 AM	42	28	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	28	70
5:00 AM	135	90	225	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	135	90	225
6:00 AM	455	267	722	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	455	267	722
7:00 AM	**672**	**541**	**1,213**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**672**	**541**	**1,213**
8:00 AM	638	522	1,160	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	638	522	1,160
9:00 AM	555	402	957	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	555	402	957
10:00 AM	449	393	842	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	449	393	842
11:00 AM	521	478	999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	521	478	999
12:00 PM	577	583	1,160	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	577	583	1,160
1:00 PM	515	627	1,142	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	515	627	1,142
2:00 PM	634	646	1,280	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	634	646	1,280
3:00 PM	620	735	1,355	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	620	735	1,355
4:00 PM	715	**778**	**1,493**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	715	**778**	**1,493**
5:00 PM	**734**	676	1,410	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**734**	676	1,410
6:00 PM	449	544	993	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	449	544	993
7:00 PM	294	371	665	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	294	371	665
8:00 PM	254	282	536	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	254	282	536
9:00 PM	161	222	383	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	161	222	383
10:00 PM	107	149	256	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	107	149	256
11:00 PM	53	89	142	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	89	142
Total	**8,667**	**8,520**	**17,187**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**8,667**	**8,520**	**17,187**
Percent	**50%**	**50%**		-	-		-	-		-	-		-	-		-	-		-	-		**50%**	**50%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	672	541	1,213	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	672	541	1,213
PM Peak	17:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	16:00
Vol.	734	778	1,493	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	734	778	1,493

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Reservation Road, California Avenue to Salinas Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 10

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	37	21	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	21	58
1:00 AM	21	23	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	23	44
2:00 AM	17	10	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	10	27
3:00 AM	11	13	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	13	24
4:00 AM	34	31	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	31	65
5:00 AM	101	99	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	101	99	200
6:00 AM	255	435	690	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	255	435	690
7:00 AM	**558**	**717**	**1,275**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**558**	**717**	**1,275**
8:00 AM	515	577	1,092	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	515	577	1,092
9:00 AM	332	428	760	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	332	428	760
10:00 AM	337	299	636	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	337	299	636
11:00 AM	399	407	806	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	399	407	806
12:00 PM	446	419	865	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	446	419	865
1:00 PM	471	408	879	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	471	408	879
2:00 PM	567	478	1,045	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	567	478	1,045
3:00 PM	**727**	495	1,222	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**727**	495	1,222
4:00 PM	723	612	**1,335**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	723	612	**1,335**
5:00 PM	615	**652**	1,267	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	615	**652**	1,267
6:00 PM	420	373	793	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	420	373	793
7:00 PM	294	215	509	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	294	215	509
8:00 PM	240	197	437	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	240	197	437
9:00 PM	188	138	326	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	188	138	326
10:00 PM	138	91	229	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	91	229
11:00 PM	76	39	115	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	39	115
Total	**7,522**	**7,177**	**14,699**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**7,522**	**7,177**	**14,699**
Percent	**51%**	**49%**		-	-		-	-		-	-		-	-		-	-		-	-		**51%**	**49%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	558	717	1,275	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	558	717	1,275
PM Peak	15:00	17:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	17:00	16:00
Vol.	727	652	1,335	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	727	652	1,335

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Reservation Road, Salinas Avenue to Imjin Parkway
Date Range: 12/10/2024 - 12/16/2024
Site Code: 11

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	38	36	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	36	74
1:00 AM	19	23	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	23	42
2:00 AM	17	12	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	12	29
3:00 AM	12	13	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	13	25
4:00 AM	36	38	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	38	74
5:00 AM	94	132	226	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	94	132	226
6:00 AM	288	490	778	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	288	490	778
7:00 AM	**586**	**875**	**1,461**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**586**	**875**	**1,461**
8:00 AM	565	693	1,258	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	565	693	1,258
9:00 AM	344	510	854	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	344	510	854
10:00 AM	321	374	695	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	321	374	695
11:00 AM	403	477	880	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	403	477	880
12:00 PM	441	456	897	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	441	456	897
1:00 PM	510	463	973	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	510	463	973
2:00 PM	567	541	1,108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	567	541	1,108
3:00 PM	683	597	1,280	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	683	597	1,280
4:00 PM	**716**	707	**1,423**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**716**	707	**1,423**
5:00 PM	617	**741**	1,358	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	617	**741**	1,358
6:00 PM	427	440	867	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	427	440	867
7:00 PM	282	261	543	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	282	261	543
8:00 PM	237	228	465	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	237	228	465
9:00 PM	183	166	349	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	183	166	349
10:00 PM	133	102	235	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	133	102	235
11:00 PM	74	59	133	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	59	133
Total	**7,593**	**8,434**	**16,027**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**7,593**	**8,434**	**16,027**
Percent	**47%**	**53%**		-	-		-	-		-	-		-	-		-	-		-	-		**47%**	**53%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	586	875	1,461	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	586	875	1,461
PM Peak	16:00	17:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	16:00
Vol.	716	741	1,423	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	716	741	1,423

1. Mid-week average includes data between Tuesday and Thursday.

Location: Reservation Road, Imjin Parkway to Blanco Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 12

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	76	60	136	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	60	136
1:00 AM	47	36	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	36	83
2:00 AM	30	28	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	28	58
3:00 AM	23	60	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	60	83
4:00 AM	53	138	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	138	191
5:00 AM	139	358	497	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	139	358	497
6:00 AM	408	1,214	1,622	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	408	1,214	1,622
7:00 AM	**984**	**1,406**	**2,390**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**984**	**1,406**	**2,390**
8:00 AM	898	1,248	2,146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	898	1,248	2,146
9:00 AM	669	1,032	1,701	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	669	1,032	1,701
10:00 AM	637	805	1,442	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	637	805	1,442
11:00 AM	757	860	1,617	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	757	860	1,617
12:00 PM	918	828	1,746	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	918	828	1,746
1:00 PM	954	852	1,806	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	954	852	1,806
2:00 PM	1,144	912	2,056	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,144	912	2,056
3:00 PM	1,385	954	2,339	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,385	954	2,339
4:00 PM	**1,451**	1,071	2,522	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,451**	1,071	2,522
5:00 PM	1,377	**1,152**	**2,529**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,377	**1,152**	**2,529**
6:00 PM	962	732	1,694	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	962	732	1,694
7:00 PM	691	471	1,162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	691	471	1,162
8:00 PM	591	380	971	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	591	380	971
9:00 PM	432	283	715	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	432	283	715
10:00 PM	290	185	475	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	290	185	475
11:00 PM	191	113	304	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	191	113	304
Total	**15,107**	**15,178**	**30,285**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**15,107**	**15,178**	**30,285**
Percent	**50%**	**50%**		-	-		-	-		-	-		-	-		-	-		-	-		**50%**	**50%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	984	1,406	2,390																			984	1,406	2,390
PM Peak	16:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	17:00
Vol.	1,451	1,152	2,529																			1,451	1,152	2,529

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: 8th Street, 2nd Avenue to 3rd Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 13

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
1:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
2:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
3:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
4:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
5:00 AM	1	4	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	4	5
6:00 AM	3	32	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	32	35
7:00 AM	13	**289**	**302**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	**289**	**302**
8:00 AM	**17**	95	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**17**	95	112
9:00 AM	14	38	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	38	52
10:00 AM	12	21	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	21	33
11:00 AM	14	19	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	19	33
12:00 PM	17	**33**	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	**33**	50
1:00 PM	16	20	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	20	36
2:00 PM	29	24	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	24	53
3:00 PM	37	19	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	19	56
4:00 PM	50	29	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	29	79
5:00 PM	**52**	31	**83**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**52**	31	**83**
6:00 PM	23	15	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	15	38
7:00 PM	12	7	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	7	19
8:00 PM	16	4	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	4	20
9:00 PM	5	4	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	4	9
10:00 PM	5	1	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	1	6
11:00 PM	4	5	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	5	9
Total	**343**	**694**	**1,037**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**343**	**694**	**1,037**
Percent	**33%**	**67%**		-	-		-	-		-	-		-	-		-	-		-	-		**33%**	**67%**	
AM Peak	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	07:00
Vol.	17	289	302	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	289	302
PM Peak	17:00	12:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	12:00	17:00
Vol.	52	33	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	33	83

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: 8th Street, 5th Avenue to Inter-Garrison Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 14

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	16	6	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	6	22
1:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
2:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
3:00 AM	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	4
4:00 AM	5	5	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5	10
5:00 AM	4	11	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	11	15
6:00 AM	19	59	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	59	78
7:00 AM	23	**445**	**468**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	**445**	**468**
8:00 AM	57	228	285	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	228	285
9:00 AM	82	236	318	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	236	318
10:00 AM	82	112	194	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	112	194
11:00 AM	**167**	168	335	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**167**	168	335
12:00 PM	129	108	237	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	129	108	237
1:00 PM	169	**155**	324	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	169	**155**	324
2:00 PM	148	94	242	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	148	94	242
3:00 PM	207	151	**358**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	207	151	**358**
4:00 PM	198	80	278	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	198	80	278
5:00 PM	**208**	112	320	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**208**	112	320
6:00 PM	168	77	245	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	168	77	245
7:00 PM	129	59	188	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	129	59	188
8:00 PM	93	45	138	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	45	138
9:00 PM	70	39	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	39	109
10:00 PM	48	34	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	34	82
11:00 PM	22	19	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	19	41
Total	**2,047**	**2,248**	**4,295**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**2,047**	**2,248**	**4,295**
Percent	**48%**	**52%**		-	-		-	-		-	-		-	-		-	-		-	-		**48%**	**52%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	167	445	468	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	167	445	468
PM Peak	17:00	13:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	13:00	15:00
Vol.	208	155	358	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	208	155	358

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: 9th Street, 1st Avenue to 2nd Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 15

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
1:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
4:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
5:00 AM	15	4	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	4	19
6:00 AM	130	5	135	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	130	5	135
7:00 AM	**184**	32	216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**184**	32	216
8:00 AM	140	41	181	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	140	41	181
9:00 AM	122	77	199	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	122	77	199
10:00 AM	126	107	233	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	126	107	233
11:00 AM	115	**142**	**257**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	115	**142**	**257**
12:00 PM	**120**	135	**255**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**120**	135	**255**
1:00 PM	106	79	185	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	106	79	185
2:00 PM	82	102	184	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	102	184
3:00 PM	59	**169**	228	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	**169**	228
4:00 PM	58	162	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	162	220
5:00 PM	27	48	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	48	75
6:00 PM	19	25	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	25	44
7:00 PM	18	8	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	8	26
8:00 PM	18	13	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	13	31
9:00 PM	12	6	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	6	18
10:00 PM	6	5	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	5	11
11:00 PM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
Total	**1,365**	**1,163**	**2,528**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,365**	**1,163**	**2,528**
Percent	**54%**	**46%**		-	-		-	-		-	-		-	-		-	-		-	-		**54%**	**46%**	
AM Peak	07:00	11:00	11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	11:00	11:00
Vol.	184	142	257	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	184	142	257
PM Peak	12:00	15:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12:00	15:00	12:00
Vol.	120	169	255	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120	169	255

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: 2nd Avenue, Divarty Street to 8th Street
Date Range: 12/10/2024 - 12/16/2024
Site Code: 16

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	3	10	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	10	13
1:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
2:00 AM	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	3	8
3:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
4:00 AM	3	8	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	8	11
5:00 AM	7	15	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	15	22
6:00 AM	31	113	144	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	113	144
7:00 AM	109	**715**	**824**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	109	**715**	**824**
8:00 AM	142	471	613	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	142	471	613
9:00 AM	154	232	386	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	154	232	386
10:00 AM	141	218	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	141	218	359
11:00 AM	**235**	273	508	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**235**	273	508
12:00 PM	230	325	555	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	230	325	555
1:00 PM	228	319	547	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	228	319	547
2:00 PM	219	261	480	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	219	261	480
3:00 PM	303	301	604	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	303	301	604
4:00 PM	319	**342**	**661**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	319	**342**	**661**
5:00 PM	**341**	270	611	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**341**	270	611
6:00 PM	215	266	481	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	215	266	481
7:00 PM	133	129	262	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	133	129	262
8:00 PM	109	95	204	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	109	95	204
9:00 PM	69	70	139	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	70	139
10:00 PM	40	49	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	49	89
11:00 PM	16	26	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	26	42
Total	**3,056**	**4,517**	**7,573**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**3,056**	**4,517**	**7,573**
Percent	**40%**	**60%**		-	-		-	-		-	-		-	-		-	-		-	-		**40%**	**60%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	235	715	824	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	235	715	824
PM Peak	17:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	16:00
Vol.	341	342	661	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	341	342	661

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: 2nd Avenue, 8th Street to Imjin Parkway
Date Range: 12/10/2024 - 12/16/2024
Site Code: 17

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	10	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	10	15
1:00 AM	2	5	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	5	7
2:00 AM	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	3	8
3:00 AM	8	0	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	0	8
4:00 AM	7	7	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	7	14
5:00 AM	17	25	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	25	42
6:00 AM	31	171	202	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	171	202
7:00 AM	124	**499**	623	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	124	**499**	623
8:00 AM	141	416	557	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	141	416	557
9:00 AM	210	246	456	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	210	246	456
10:00 AM	229	219	448	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	229	219	448
11:00 AM	**355**	270	**625**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**355**	270	**625**
12:00 PM	357	291	648	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	357	291	648
1:00 PM	331	**314**	645	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	331	**314**	645
2:00 PM	329	252	581	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	329	252	581
3:00 PM	**462**	288	**750**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**462**	288	**750**
4:00 PM	417	255	672	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	417	255	672
5:00 PM	378	239	617	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	378	239	617
6:00 PM	251	229	480	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	251	229	480
7:00 PM	175	162	337	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	175	162	337
8:00 PM	141	104	245	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	141	104	245
9:00 PM	79	90	169	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	90	169
10:00 PM	46	66	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	66	112
11:00 PM	21	24	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	24	45
Total	**4,121**	**4,185**	**8,306**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**4,121**	**4,185**	**8,306**
Percent	**50%**	**50%**		-	-		-	-		-	-		-	-		-	-		-	-		**50%**	**50%**	
AM Peak	11:00	07:00	11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	11:00
Vol.	355	499	625	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	355	499	625
PM Peak	15:00	13:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	13:00	15:00
Vol.	462	314	750	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	462	314	750

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Beach Road, Reservation Road to Del Monte Boulevard
Date Range: 12/10/2024 - 12/16/2024
Site Code: 18

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	11	14	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	14	25
1:00 AM	8	8	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	8	16
2:00 AM	5	6	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	6	11
3:00 AM	19	3	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	3	22
4:00 AM	27	3	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	3	30
5:00 AM	79	20	99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	20	99
6:00 AM	153	59	212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	153	59	212
7:00 AM	**263**	128	**391**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**263**	128	**391**
8:00 AM	223	119	342	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	223	119	342
9:00 AM	180	116	296	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	180	116	296
10:00 AM	183	126	309	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	183	126	309
11:00 AM	211	**159**	370	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	211	**159**	370
12:00 PM	216	178	394	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	216	178	394
1:00 PM	230	173	403	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	230	173	403
2:00 PM	**292**	193	485	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**292**	193	485
3:00 PM	261	232	493	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	261	232	493
4:00 PM	274	**257**	**531**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	274	**257**	**531**
5:00 PM	242	241	483	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	242	241	483
6:00 PM	178	153	331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	178	153	331
7:00 PM	144	123	267	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	144	123	267
8:00 PM	106	105	211	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	106	105	211
9:00 PM	82	73	155	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	73	155
10:00 PM	44	45	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	45	89
11:00 PM	23	24	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	24	47
Total	**3,454**	**2,558**	**6,012**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**3,454**	**2,558**	**6,012**
Percent	**57%**	**43%**		-	-		-	-		-	-		-	-		-	-		-	-		**57%**	**43%**	
AM Peak	07:00	11:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	11:00	07:00
Vol.	263	159	391	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	263	159	391
PM Peak	14:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14:00	16:00	16:00
Vol.	292	257	531	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	292	257	531

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: De Forest Road, Beach Road to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 19

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
1:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
4:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
5:00 AM	7	12	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	12	19
6:00 AM	17	27	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	27	44
7:00 AM	**85**	67	**152**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**85**	67	**152**
8:00 AM	47	**88**	135	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	**88**	135
9:00 AM	33	39	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	39	72
10:00 AM	42	43	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	43	85
11:00 AM	46	49	95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	49	95
12:00 PM	44	50	94	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	50	94
1:00 PM	72	**79**	151	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	**79**	151
2:00 PM	77	70	147	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	70	147
3:00 PM	57	73	130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	73	130
4:00 PM	87	75	162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	75	162
5:00 PM	**95**	72	**167**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**95**	72	**167**
6:00 PM	62	41	103	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	41	103
7:00 PM	32	31	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	31	63
8:00 PM	30	15	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	15	45
9:00 PM	20	14	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	14	34
10:00 PM	13	7	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	7	20
11:00 PM	12	7	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	7	19
Total	**887**	**862**	**1,749**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**887**	**862**	**1,749**
Percent	**51%**	**49%**		-	-		-	-		-	-		-	-		-	-		-	-		**51%**	**49%**	
AM Peak	07:00	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	07:00
Vol.	85	88	152	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85	88	152
PM Peak	17:00	13:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	13:00	17:00
Vol.	95	79	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95	79	167

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Crescent Avenue, Quebrada Del Mar to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 20

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
1:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
4:00 AM	3	4	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	4	7
5:00 AM	0	15	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	15	15
6:00 AM	9	37	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	37	46
7:00 AM	31	**88**	**119**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	**88**	**119**
8:00 AM	**48**	60	108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**48**	60	108
9:00 AM	21	21	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	21	42
10:00 AM	32	26	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	26	58
11:00 AM	32	34	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	34	66
12:00 PM	48	35	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	35	83
1:00 PM	43	46	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	46	89
2:00 PM	47	55	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	55	102
3:00 PM	**68**	**59**	**127**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**68**	**59**	**127**
4:00 PM	63	42	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	42	105
5:00 PM	65	24	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	24	89
6:00 PM	57	45	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	45	102
7:00 PM	42	21	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	21	63
8:00 PM	36	14	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	14	50
9:00 PM	34	12	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	12	46
10:00 PM	16	3	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	3	19
11:00 PM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
Total	**705**	**648**	**1,353**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**705**	**648**	**1,353**
Percent	**52%**	**48%**		-	-		-	-		-	-		-	-		-	-		-	-		**52%**	**48%**	
AM Peak	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	07:00
Vol.	48	88	119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	88	119
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	68	59	127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	59	127

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Crescent Avenue, Reservation Road to Carmel Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 21

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	11	9	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	9	20
1:00 AM	3	6	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	6	9
2:00 AM	3	3	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	6
3:00 AM	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	7	11
4:00 AM	2	5	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	5	7
5:00 AM	14	18	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	18	32
6:00 AM	47	52	99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	52	99
7:00 AM	**157**	125	282	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**157**	125	282
8:00 AM	154	**176**	**330**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	154	**176**	**330**
9:00 AM	109	73	182	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	109	73	182
10:00 AM	84	79	163	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84	79	163
11:00 AM	74	88	162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	88	162
12:00 PM	111	80	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	111	80	191
1:00 PM	120	89	209	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120	89	209
2:00 PM	116	123	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	123	239
3:00 PM	160	**170**	330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	160	**170**	330
4:00 PM	**186**	**170**	**356**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**186**	**170**	**356**
5:00 PM	159	122	281	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159	122	281
6:00 PM	106	101	207	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	106	101	207
7:00 PM	74	59	133	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	59	133
8:00 PM	59	58	117	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	58	117
9:00 PM	43	41	84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	41	84
10:00 PM	30	23	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	23	53
11:00 PM	12	13	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	13	25
Total	**1,838**	**1,690**	**3,528**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,838**	**1,690**	**3,528**
Percent	**52%**	**48%**		-	-		-	-		-	-		-	-		-	-		-	-		**52%**	**48%**	
AM Peak	07:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	08:00
Vol.	157	176	330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	157	176	330
PM Peak	16:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00
Vol.	186	170	356	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	186	170	356

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Cardoza Avenue, Reservation Road to Aaron Way (End)
Date Range: 12/10/2024 - 12/16/2024
Site Code: 22

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
1:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
2:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
3:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
4:00 AM	0	6	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	6	6
5:00 AM	3	23	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	23	26
6:00 AM	23	79	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	79	102
7:00 AM	60	**158**	**218**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	**158**	**218**
8:00 AM	52	80	132	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	80	132
9:00 AM	49	69	118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	69	118
10:00 AM	63	83	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	83	146
11:00 AM	**67**	77	144	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**67**	77	144
12:00 PM	84	70	154	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84	70	154
1:00 PM	70	76	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	76	146
2:00 PM	98	75	173	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	98	75	173
3:00 PM	106	87	193	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	106	87	193
4:00 PM	**146**	89	**235**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**146**	89	**235**
5:00 PM	136	**96**	232	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	136	**96**	232
6:00 PM	95	43	138	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95	43	138
7:00 PM	54	24	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	24	78
8:00 PM	57	40	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	40	97
9:00 PM	33	32	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	32	65
10:00 PM	16	10	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	10	26
11:00 PM	10	1	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	1	11
Total	**1,230**	**1,228**	**2,458**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,230**	**1,228**	**2,458**
Percent	**50%**	**50%**		-	-		-	-		-	-		-	-		-	-		-	-		**50%**	**50%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	67	158	218	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	158	218
PM Peak	16:00	17:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	16:00
Vol.	146	96	235	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	146	96	235

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Beach Road, Del Monte Boulevard to De Forest Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 23

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	3	6	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	6	9
1:00 AM	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	1	5
4:00 AM	9	0	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	0	9
5:00 AM	23	3	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	3	26
6:00 AM	45	28	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	28	73
7:00 AM	**72**	**130**	**202**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**72**	**130**	**202**
8:00 AM	51	123	174	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	123	174
9:00 AM	55	47	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	47	102
10:00 AM	54	54	108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	54	108
11:00 AM	59	80	139	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	80	139
12:00 PM	64	92	156	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	92	156
1:00 PM	64	117	181	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	117	181
2:00 PM	74	117	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	117	191
3:00 PM	**100**	168	**268**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**100**	168	**268**
4:00 PM	81	**175**	256	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	**175**	256
5:00 PM	94	136	230	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	94	136	230
6:00 PM	77	87	164	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	87	164
7:00 PM	37	65	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	65	102
8:00 PM	36	40	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	40	76
9:00 PM	32	37	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	37	69
10:00 PM	9	24	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	24	33
11:00 PM	7	13	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	13	20
Total	**1,054**	**1,544**	**2,598**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,054**	**1,544**	**2,598**
Percent	**41%**	**59%**		-	-		-	-		-	-		-	-		-	-		-	-		**41%**	**59%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	72	130	202	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	130	202
PM Peak	15:00	16:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	16:00	15:00
Vol.	100	175	268	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	175	268

1. Mid-week average includes data between Tuesday and Thursday.

Location: California Avenue, Reservation Road to Carmel Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 24

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	10	9	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	9	19
1:00 AM	7	4	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	4	11
2:00 AM	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6
3:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
4:00 AM	12	10	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	10	22
5:00 AM	29	21	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	21	50
6:00 AM	116	64	180	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	64	180
7:00 AM	**390**	167	**557**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**390**	167	**557**
8:00 AM	277	**177**	454	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	277	**177**	454
9:00 AM	177	123	300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	177	123	300
10:00 AM	152	111	263	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	152	111	263
11:00 AM	178	156	334	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	178	156	334
12:00 PM	217	151	368	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	217	151	368
1:00 PM	215	148	363	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	215	148	363
2:00 PM	261	202	463	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	261	202	463
3:00 PM	259	**243**	502	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	259	**243**	502
4:00 PM	**283**	239	**522**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**283**	239	**522**
5:00 PM	281	196	477	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	281	196	477
6:00 PM	196	136	332	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	196	136	332
7:00 PM	123	110	233	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123	110	233
8:00 PM	91	73	164	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	73	164
9:00 PM	64	41	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	41	105
10:00 PM	29	35	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	35	64
11:00 PM	31	17	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	17	48
Total	**3,403**	**2,439**	**5,842**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**3,403**	**2,439**	**5,842**
Percent	**58%**	**42%**		-	-		-	-		-	-		-	-		-	-		-	-		**58%**	**42%**	
AM Peak	07:00	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	07:00
Vol.	390	177	557	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	390	177	557
PM Peak	16:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00
Vol.	283	243	522	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	283	243	522

1. Mid-week average includes data between Tuesday and Thursday.

Location: California Avenue, Carmel Avenue to Reindollar Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 25

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	11	14	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	14	25
1:00 AM	8	7	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	7	15
2:00 AM	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6
3:00 AM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
4:00 AM	13	7	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	7	20
5:00 AM	39	14	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	14	53
6:00 AM	136	48	184	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	136	48	184
7:00 AM	**414**	**217**	**631**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**414**	**217**	**631**
8:00 AM	294	184	478	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	294	184	478
9:00 AM	203	128	331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	203	128	331
10:00 AM	177	118	295	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	177	118	295
11:00 AM	194	154	348	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	194	154	348
12:00 PM	236	185	421	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	236	185	421
1:00 PM	230	178	408	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	230	178	408
2:00 PM	250	232	482	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	250	232	482
3:00 PM	270	**287**	557	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	270	**287**	557
4:00 PM	282	285	**567**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	282	285	**567**
5:00 PM	**300**	253	553	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**300**	253	553
6:00 PM	204	158	362	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	204	158	362
7:00 PM	115	124	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	115	124	239
8:00 PM	80	98	178	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	98	178
9:00 PM	72	59	131	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	59	131
10:00 PM	27	50	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	50	77
11:00 PM	31	31	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	31	62
Total	**3,593**	**2,837**	**6,430**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**3,593**	**2,837**	**6,430**
Percent	**56%**	**44%**		-	-		-	-		-	-		-	-		-	-		-	-		**56%**	**44%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	414	217	631	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	414	217	631
PM Peak	17:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	16:00
Vol.	300	287	567	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	300	287	567

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: California Avenue, Reindollar Avenue to Imjin Parkway
Date Range: 12/10/2024 - 12/16/2024
Site Code: 26

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	22	15	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	15	37
1:00 AM	7	12	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	12	19
2:00 AM	6	5	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	5	11
3:00 AM	2	11	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	11	13
4:00 AM	7	28	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	28	35
5:00 AM	13	70	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	70	83
6:00 AM	40	213	253	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	213	253
7:00 AM	**253**	**688**	**941**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**253**	**688**	**941**
8:00 AM	222	478	700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	222	478	700
9:00 AM	138	293	431	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	293	431
10:00 AM	146	244	390	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	146	244	390
11:00 AM	187	250	437	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	187	250	437
12:00 PM	259	293	552	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	259	293	552
1:00 PM	237	287	524	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	237	287	524
2:00 PM	321	358	679	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	321	358	679
3:00 PM	362	**377**	739	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	362	**377**	739
4:00 PM	359	313	672	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	359	313	672
5:00 PM	**394**	356	**750**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**394**	356	**750**
6:00 PM	257	229	486	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	257	229	486
7:00 PM	189	148	337	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	189	148	337
8:00 PM	153	103	256	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	153	103	256
9:00 PM	108	81	189	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	108	81	189
10:00 PM	83	34	117	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83	34	117
11:00 PM	47	27	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	27	74
Total	**3,812**	**4,913**	**8,725**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**3,812**	**4,913**	**8,725**
Percent	**44%**	**56%**		-	-		-	-		-	-		-	-		-	-		-	-		**44%**	**56%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	253	688	941	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	253	688	941
PM Peak	17:00	15:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	17:00
Vol.	394	377	750	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	394	377	750

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: California Avenue, Imjin Parkway to 8th Street
Date Range: 12/10/2024 - 12/16/2024
Site Code: 27

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
5:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
6:00 AM	12	17	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	17	29
7:00 AM	22	**78**	**100**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	**78**	**100**
8:00 AM	13	31	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	31	44
9:00 AM	24	36	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	36	60
10:00 AM	28	34	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	34	62
11:00 AM	**37**	34	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**37**	34	71
12:00 PM	20	28	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	28	48
1:00 PM	35	23	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	23	58
2:00 PM	21	35	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	35	56
3:00 PM	**44**	**65**	**109**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**44**	**65**	**109**
4:00 PM	30	31	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	31	61
5:00 PM	24	38	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	38	62
6:00 PM	10	19	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	19	29
7:00 PM	6	18	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	18	24
8:00 PM	8	6	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	6	14
9:00 PM	2	9	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	9	11
10:00 PM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
11:00 PM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
Total	**343**	**508**	**851**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**343**	**508**	**851**
Percent	**40%**	**60%**		-	-		-	-		-	-		-	-		-	-		-	-		**40%**	**60%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	37	78	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	78	100
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	44	65	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	65	109

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Reindollar Avenue, Del Monte Boulevard to California Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 28

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	4	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	4	8
1:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
2:00 AM	2	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	4
3:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	2	11	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	11	13
5:00 AM	8	21	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	21	29
6:00 AM	13	98	111	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	98	111
7:00 AM	146	168	314	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	146	168	314
8:00 AM	**155**	**243**	**398**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**155**	**243**	**398**
9:00 AM	76	110	186	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	110	186
10:00 AM	59	81	140	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	81	140
11:00 AM	78	87	165	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	78	87	165
12:00 PM	93	74	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	74	167
1:00 PM	93	86	179	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	86	179
2:00 PM	104	104	208	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	104	104	208
3:00 PM	**185**	**164**	**349**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**185**	**164**	**349**
4:00 PM	166	120	286	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	166	120	286
5:00 PM	159	121	280	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159	121	280
6:00 PM	121	82	203	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	121	82	203
7:00 PM	68	39	107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	39	107
8:00 PM	61	29	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	29	90
9:00 PM	30	26	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	26	56
10:00 PM	26	26	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	26	52
11:00 PM	11	10	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	10	21
Total	**1,664**	**1,708**	**3,372**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,664**	**1,708**	**3,372**
Percent	**49%**	**51%**		-	-		-	-		-	-		-	-		-	-		-	-		**49%**	**51%**	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	155	243	398	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	155	243	398
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	185	164	349	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	185	164	349

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Reindollar Avenue, California Avenue to Carmel Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 29

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	8	4	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	4	12
1:00 AM	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	4
2:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
3:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
4:00 AM	1	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	6	7
5:00 AM	7	9	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	9	16
6:00 AM	13	44	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	44	57
7:00 AM	31	**196**	**227**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	**196**	**227**
8:00 AM	35	115	150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	115	150
9:00 AM	22	61	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	61	83
10:00 AM	39	39	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	39	78
11:00 AM	**42**	55	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**42**	55	97
12:00 PM	44	41	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	41	85
1:00 PM	42	43	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	43	85
2:00 PM	58	**71**	129	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	**71**	129
3:00 PM	60	52	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	52	112
4:00 PM	59	57	116	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	57	116
5:00 PM	**79**	57	**136**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**79**	57	**136**
6:00 PM	53	39	92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	39	92
7:00 PM	41	25	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	25	66
8:00 PM	43	21	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	21	64
9:00 PM	24	16	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	16	40
10:00 PM	14	3	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	3	17
11:00 PM	7	5	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	5	12
Total	**725**	**965**	**1,690**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**725**	**965**	**1,690**
Percent	**43%**	**57%**		-	-		-	-		-	-		-	-		-	-		-	-		**43%**	**57%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	42	196	227	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	196	227
PM Peak	17:00	14:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	14:00	17:00
Vol.	79	71	136	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	71	136

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Carmel Avenue, Del Monte Boulevard to California Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 30

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	4	8	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	8	12
1:00 AM	5	1	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	1	6
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	1	8	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	8	9
4:00 AM	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	7	11
5:00 AM	1	12	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	12	13
6:00 AM	16	52	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	52	68
7:00 AM	**235**	137	**372**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**235**	137	**372**
8:00 AM	128	**183**	311	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	128	**183**	311
9:00 AM	68	73	141	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	73	141
10:00 AM	74	70	144	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	70	144
11:00 AM	72	119	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	119	191
12:00 PM	107	94	201	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	107	94	201
1:00 PM	142	111	253	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	142	111	253
2:00 PM	183	**203**	**386**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	183	**203**	**386**
3:00 PM	174	171	345	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	174	171	345
4:00 PM	**192**	146	338	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**192**	146	338
5:00 PM	150	146	296	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	150	146	296
6:00 PM	103	101	204	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	103	101	204
7:00 PM	85	65	150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85	65	150
8:00 PM	54	34	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	34	88
9:00 PM	61	26	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	26	87
10:00 PM	29	17	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	17	46
11:00 PM	16	15	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	15	31
Total	**1,905**	**1,799**	**3,704**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,905**	**1,799**	**3,704**
Percent	**51%**	**49%**		-	-		-	-		-	-		-	-		-	-		-	-		**51%**	**49%**	
AM Peak	07:00	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	07:00
Vol.	235	183	372	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	235	183	372
PM Peak	16:00	14:00	14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	14:00	14:00
Vol.	192	203	386	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	192	203	386

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Carmel Avenue, California Avenue to Salinas Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 31

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
3:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
5:00 AM	6	0	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	0	6
6:00 AM	7	1	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	1	8
7:00 AM	**55**	**67**	**122**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**55**	**67**	**122**
8:00 AM	30	57	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	57	87
9:00 AM	16	17	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	17	33
10:00 AM	15	14	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	14	29
11:00 AM	21	20	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	20	41
12:00 PM	18	14	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	14	32
1:00 PM	24	23	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	23	47
2:00 PM	**37**	**85**	**122**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**37**	**85**	**122**
3:00 PM	34	35	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	35	69
4:00 PM	20	43	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	43	63
5:00 PM	23	29	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	29	52
6:00 PM	15	16	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	16	31
7:00 PM	14	15	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	15	29
8:00 PM	6	9	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	9	15
9:00 PM	6	8	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	8	14
10:00 PM	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	4
11:00 PM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
Total	**351**	**461**	**812**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**351**	**461**	**812**
Percent	**43%**	**57%**		-	-		-	-		-	-		-	-		-	-		-	-		**43%**	**57%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	55	67	122	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	67	122
PM Peak	14:00	14:00	14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14:00	14:00	14:00
Vol.	37	85	122	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	85	122

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Salinas Avenue, Carmel Avenue to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 32

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
4:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
5:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
6:00 AM	3	7	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	7	10
7:00 AM	**8**	**22**	**30**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**8**	**22**	**30**
8:00 AM	7	10	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	10	17
9:00 AM	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	7	11
10:00 AM	7	5	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	5	12
11:00 AM	4	5	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	5	9
12:00 PM	4	8	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	8	12
1:00 PM	13	8	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	8	21
2:00 PM	**18**	**12**	**30**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**18**	**12**	**30**
3:00 PM	9	11	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	11	20
4:00 PM	13	11	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	11	24
5:00 PM	9	9	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	9	18
6:00 PM	6	11	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	11	17
7:00 PM	9	4	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	4	13
8:00 PM	3	0	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	0	3
9:00 PM	3	3	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	6
10:00 PM	3	0	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	0	3
11:00 PM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
Total	**127**	**137**	**264**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**127**	**137**	**264**
Percent	**48%**	**52%**		-	-		-	-		-	-		-	-		-	-		-	-		**48%**	**52%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	8	22	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	22	30
PM Peak	14:00	14:00	14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14:00	14:00	14:00
Vol.	18	12	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	12	30

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Paul Davis Drive, Healy Avenue to Marina Greens Drive
Date Range: 12/10/2024 - 12/16/2024
Site Code: 33

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
1:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
2:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
3:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
4:00 AM	0	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	4	4
5:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
6:00 AM	11	**53**	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	**53**	64
7:00 AM	**32**	42	**74**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**32**	42	**74**
8:00 AM	15	30	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	30	45
9:00 AM	16	20	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	20	36
10:00 AM	17	22	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	22	39
11:00 AM	16	11	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	11	27
12:00 PM	28	28	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	28	56
1:00 PM	21	20	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	20	41
2:00 PM	19	24	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	24	43
3:00 PM	23	16	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	16	39
4:00 PM	45	**30**	**75**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	**30**	**75**
5:00 PM	**48**	14	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**48**	14	62
6:00 PM	5	11	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	11	16
7:00 PM	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6
8:00 PM	1	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	5	6
9:00 PM	4	3	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	3	7
10:00 PM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
11:00 PM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
Total	**311**	**346**	**657**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**311**	**346**	**657**
Percent	**47%**	**53%**		-	-		-	-		-	-		-	-		-	-		-	-		**47%**	**53%**	
AM Peak	07:00	06:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	06:00	07:00
Vol.	32	53	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	53	74
PM Peak	17:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	16:00
Vol.	48	30	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	30	75

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Patton Parkway, Marina High School to California Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 34

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
1:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
4:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
5:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
6:00 AM	3	7	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	7	10
7:00 AM	25	39	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	39	64
8:00 AM	**73**	**100**	**173**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**73**	**100**	**173**
9:00 AM	11	14	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	14	25
10:00 AM	9	7	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	7	16
11:00 AM	20	8	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	8	28
12:00 PM	14	10	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	10	24
1:00 PM	20	14	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	14	34
2:00 PM	27	14	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	14	41
3:00 PM	**76**	**42**	**118**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**76**	**42**	**118**
4:00 PM	15	12	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	12	27
5:00 PM	23	18	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	18	41
6:00 PM	11	10	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	10	21
7:00 PM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
8:00 PM	12	2	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	2	14
9:00 PM	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
10:00 PM	4	2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	2	6
11:00 PM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
Total	**357**	**304**	**661**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**357**	**304**	**661**
Percent	**54%**	**46%**		-	-		-	-		-	-		-	-		-	-		-	-		**54%**	**46%**	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	73	100	173	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	73	100	173
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	76	42	118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	42	118

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Crescent Street, Patton Parkway to Reindollar Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 35

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
1:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
4:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
5:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
6:00 AM	5	9	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	9	14
7:00 AM	47	111	158	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	111	158
8:00 AM	**195**	**212**	**407**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**195**	**212**	**407**
9:00 AM	22	25	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	25	47
10:00 AM	15	15	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	15	30
11:00 AM	17	16	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	16	33
12:00 PM	19	21	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	21	40
1:00 PM	21	26	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	26	47
2:00 PM	35	33	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	33	68
3:00 PM	**116**	**94**	**210**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**116**	**94**	**210**
4:00 PM	41	32	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	32	73
5:00 PM	41	31	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	31	72
6:00 PM	24	22	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	22	46
7:00 PM	6	10	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	10	16
8:00 PM	12	6	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	6	18
9:00 PM	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	4
10:00 PM	3	4	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	4	7
11:00 PM	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	1	5
Total	**626**	**678**	**1,304**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**626**	**678**	**1,304**
Percent	**48%**	**52%**		-	-		-	-		-	-		-	-		-	-		-	-		**48%**	**52%**	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	195	212	407	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	195	212	407
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	116	94	210	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	94	210

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Vaughn Avenue, Reindollar Avenue to Carmel Avenue
Date Range: 12/12/2024 - 12/18/2024
Site Code: 36

Time	Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Tuesday 12/17/2024			Wednesday 12/18/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	0	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	0	5
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
3:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	3	5	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	5	8
5:00 AM	7	2	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	2	9
6:00 AM	5	22	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	22	27
7:00 AM	63	88	151	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	88	151
8:00 AM	**105**	**171**	**276**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**105**	**171**	**276**
9:00 AM	23	35	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	35	58
10:00 AM	30	33	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	33	63
11:00 AM	36	25	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	25	61
12:00 PM	31	30	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	30	61
1:00 PM	30	37	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	37	67
2:00 PM	66	58	124	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	58	124
3:00 PM	**91**	**117**	**208**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**91**	**117**	**208**
4:00 PM	62	54	116	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	54	116
5:00 PM	43	42	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	42	85
6:00 PM	34	36	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	36	70
7:00 PM	22	23	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	23	45
8:00 PM	18	12	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	12	30
9:00 PM	15	13	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	13	28
10:00 PM	7	6	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	6	13
11:00 PM	6	1	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	1	7
Total	**703**	**812**	**1,515**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**703**	**812**	**1,515**
Percent	**46%**	**54%**		-	-		-	-		-	-		-	-		-	-		-	-		**46%**	**54%**	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	105	171	276	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	171	276
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	91	117	208	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	117	208

1. Mid-week average includes data between Tuesday and Thursday.

Location: Seacrest Avenue, Carmel Avenue to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 37

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	7	5	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	5	12
1:00 AM	1	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	5	6
2:00 AM	4	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	4	8
3:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
4:00 AM	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
5:00 AM	15	11	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	11	26
6:00 AM	41	36	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	36	77
7:00 AM	87	80	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	80	167
8:00 AM	**119**	**119**	**238**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**119**	**119**	**238**
9:00 AM	102	101	203	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	102	101	203
10:00 AM	100	111	211	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	111	211
11:00 AM	111	112	223	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	111	112	223
12:00 PM	138	148	286	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	148	286
1:00 PM	138	145	283	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	145	283
2:00 PM	155	171	326	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	155	171	326
3:00 PM	180	**196**	376	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	180	**196**	376
4:00 PM	165	184	349	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	165	184	349
5:00 PM	**190**	193	**383**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**190**	193	**383**
6:00 PM	125	164	289	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125	164	289
7:00 PM	89	131	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89	131	220
8:00 PM	68	79	147	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	79	147
9:00 PM	42	54	96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	54	96
10:00 PM	11	18	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	18	29
11:00 PM	13	15	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	15	28
Total	**1,906**	**2,086**	**3,992**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,906**	**2,086**	**3,992**
Percent	**48%**	**52%**		-	-		-	-		-	-		-	-		-	-		-	-		**48%**	**52%**	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	119	119	238	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	119	119	238
PM Peak	17:00	15:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	17:00
Vol.	190	196	383	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	190	196	383

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Sunset Avenue, Reindollar Avenue to Carmel Avenue
Date Range: 12/12/2024 - 12/18/2024
Site Code: 38

Time	Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Tuesday 12/17/2024			Wednesday 12/18/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	6	6	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	6	12
1:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
2:00 AM	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	3	8
3:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
4:00 AM	3	8	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	8	11
5:00 AM	8	19	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	19	27
6:00 AM	28	61	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	61	89
7:00 AM	56	141	197	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	141	197
8:00 AM	**105**	**142**	**247**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**105**	**142**	**247**
9:00 AM	63	83	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	83	146
10:00 AM	69	82	151	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	82	151
11:00 AM	80	107	187	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	107	187
12:00 PM	66	97	163	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	97	163
1:00 PM	65	92	157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	92	157
2:00 PM	87	85	172	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	85	172
3:00 PM	**166**	**144**	**310**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**166**	**144**	**310**
4:00 PM	120	110	230	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120	110	230
5:00 PM	127	140	267	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	127	140	267
6:00 PM	72	91	163	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	91	163
7:00 PM	44	49	93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	49	93
8:00 PM	30	44	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	44	74
9:00 PM	34	40	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	40	74
10:00 PM	25	27	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	27	52
11:00 PM	13	7	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	7	20
Total	**1,273**	**1,581**	**2,854**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,273**	**1,581**	**2,854**
Percent	**45%**	**55%**		-	-		-	-		-	-		-	-		-	-		-	-		**45%**	**55%**	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	105	142	247	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	142	247
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	166	144	310	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	166	144	310

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Lake Drive, Palm Avenue to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 39

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	3	8
1:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
2:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
3:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
4:00 AM	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6
5:00 AM	11	15	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	15	26
6:00 AM	18	28	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	28	46
7:00 AM	39	**82**	121	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	**82**	121
8:00 AM	**54**	69	**123**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**54**	69	**123**
9:00 AM	28	44	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	44	72
10:00 AM	25	30	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	30	55
11:00 AM	47	42	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	42	89
12:00 PM	39	49	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	49	88
1:00 PM	42	39	81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	39	81
2:00 PM	55	57	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	57	112
3:00 PM	**63**	64	127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**63**	64	127
4:00 PM	56	**77**	**133**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	**77**	**133**
5:00 PM	54	66	120	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	66	120
6:00 PM	45	52	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	52	97
7:00 PM	41	34	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	34	75
8:00 PM	31	29	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	29	60
9:00 PM	20	16	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	16	36
10:00 PM	10	12	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	12	22
11:00 PM	7	6	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	6	13
Total	**698**	**823**	**1,521**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**698**	**823**	**1,521**
Percent	**46%**	**54%**		-	-		-	-		-	-		-	-		-	-		-	-		**46%**	**54%**	
AM Peak	08:00	07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	08:00
Vol.	54	82	123	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	82	123
PM Peak	15:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	16:00	16:00
Vol.	63	77	133	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	77	133

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Palm Avenue, Lake Drive to Del Monte Boulevard
Date Range: 12/10/2024 - 12/16/2024
Site Code: 40

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	3	11	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	11	14
1:00 AM	5	5	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5	10
2:00 AM	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	1	5
3:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
4:00 AM	8	0	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	0	8
5:00 AM	28	6	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	6	34
6:00 AM	77	12	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	12	89
7:00 AM	**173**	64	237	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**173**	64	237
8:00 AM	153	**138**	**291**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	153	**138**	**291**
9:00 AM	70	41	111	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	41	111
10:00 AM	69	49	118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	49	118
11:00 AM	101	100	201	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	101	100	201
12:00 PM	81	66	147	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	66	147
1:00 PM	80	75	155	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	75	155
2:00 PM	105	134	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	134	239
3:00 PM	**110**	**144**	**254**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**110**	**144**	**254**
4:00 PM	102	135	237	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	102	135	237
5:00 PM	90	133	223	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90	133	223
6:00 PM	63	88	151	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	88	151
7:00 PM	34	78	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	78	112
8:00 PM	29	72	101	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	72	101
9:00 PM	17	41	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	41	58
10:00 PM	18	29	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	29	47
11:00 PM	10	21	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	21	31
Total	**1,433**	**1,445**	**2,878**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,433**	**1,445**	**2,878**
Percent	**50%**	**50%**		-	-		-	-		-	-		-	-		-	-		-	-		**50%**	**50%**	
AM Peak	07:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	08:00
Vol.	173	138	291	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	173	138	291
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	110	144	254	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	110	144	254

1. Mid-week average includes data between Tuesday and Thursday.

Location: Abrams Drive, Preston Drive to Imjin Parkway
Date Range: 12/10/2024 - 12/16/2024
Site Code: 41

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	15	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	15	20
1:00 AM	6	1	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	1	7
2:00 AM	2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	6	8
3:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
4:00 AM	3	10	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	10	13
5:00 AM	10	16	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	16	26
6:00 AM	65	42	107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	42	107
7:00 AM	70	**131**	**201**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	**131**	**201**
8:00 AM	**71**	79	150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**71**	79	150
9:00 AM	54	83	137	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	83	137
10:00 AM	48	73	121	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	73	121
11:00 AM	53	74	127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	74	127
12:00 PM	55	91	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	91	146
1:00 PM	59	75	134	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	75	134
2:00 PM	69	100	169	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	100	169
3:00 PM	64	**156**	**220**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	**156**	**220**
4:00 PM	70	142	212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	142	212
5:00 PM	**75**	94	169	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**75**	94	169
6:00 PM	57	67	124	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	67	124
7:00 PM	44	27	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	27	71
8:00 PM	44	41	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	41	85
9:00 PM	25	26	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	26	51
10:00 PM	17	14	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	14	31
11:00 PM	12	18	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	18	30
Total	**978**	**1,382**	**2,360**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**978**	**1,382**	**2,360**
Percent	**41%**	**59%**		-	-		-	-		-	-		-	-		-	-		-	-		**41%**	**59%**	
AM Peak	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	07:00
Vol.	71	131	201	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	131	201
PM Peak	17:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	15:00
Vol.	75	156	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75	156	220

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Preston Drive, Abrams Drive to Imjin Parkway
Date Range: 12/10/2024 - 12/16/2024
Site Code: 42

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	11	10	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	10	21
1:00 AM	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
2:00 AM	3	5	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	5	8
3:00 AM	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	3
4:00 AM	4	10	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	10	14
5:00 AM	2	22	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	22	24
6:00 AM	7	65	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	65	72
7:00 AM	32	**187**	**219**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	**187**	**219**
8:00 AM	36	88	124	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	88	124
9:00 AM	**39**	70	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**39**	70	109
10:00 AM	30	52	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	52	82
11:00 AM	34	63	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	63	97
12:00 PM	39	64	103	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	64	103
1:00 PM	46	63	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	63	109
2:00 PM	60	82	142	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	82	142
3:00 PM	77	**98**	175	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	**98**	175
4:00 PM	**103**	91	**194**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**103**	91	**194**
5:00 PM	82	76	158	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	76	158
6:00 PM	79	65	144	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	65	144
7:00 PM	54	39	93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	39	93
8:00 PM	51	28	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	28	79
9:00 PM	36	25	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	25	61
10:00 PM	29	17	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	17	46
11:00 PM	17	12	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	12	29
Total	**874**	**1,236**	**2,110**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**874**	**1,236**	**2,110**
Percent	**41%**	**59%**		-	-		-	-		-	-		-	-		-	-		-	-		**41%**	**59%**	
AM Peak	09:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	09:00	07:00	07:00
Vol.	39	187	219	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	187	219
PM Peak	16:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00
Vol.	103	98	194	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	103	98	194

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: 3rd Avenue, Imjin Parkway to 8th Street
Date Range: 12/12/2024 - 12/18/2024
Site Code: 43

Time	Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Tuesday 12/17/2024			Wednesday 12/18/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	4	4
1:00 AM	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
2:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
3:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
4:00 AM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
5:00 AM	3	4	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	4	7
6:00 AM	25	12	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	12	37
7:00 AM	**32**	**59**	**91**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**32**	**59**	**91**
8:00 AM	23	40	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	40	63
9:00 AM	28	21	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	21	49
10:00 AM	29	28	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	28	57
11:00 AM	22	27	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	27	49
12:00 PM	27	28	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	28	55
1:00 PM	17	23	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	23	40
2:00 PM	30	37	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	37	67
3:00 PM	48	39	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	39	87
4:00 PM	38	44	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	44	82
5:00 PM	**52**	**53**	**105**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**52**	**53**	**105**
6:00 PM	28	34	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	34	62
7:00 PM	17	27	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	27	44
8:00 PM	9	17	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	17	26
9:00 PM	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	7	11
10:00 PM	7	14	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	14	21
11:00 PM	4	5	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	5	9
Total	**453**	**528**	**981**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**453**	**528**	**981**
Percent	**46%**	**54%**		-	-		-	-		-	-		-	-		-	-		-	-		**46%**	**54%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	32	59	91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	59	91
PM Peak	17:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	17:00	17:00
Vol.	52	53	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	53	105

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Abrams Drive, Imjin Pkwy (west) to Preston Drive
Date Range: 12/10/2024 - 12/16/2024
Site Code: 44

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	12	0	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	0	12
1:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
2:00 AM	4	2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	2	6
3:00 AM	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	3
4:00 AM	4	14	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	14	18
5:00 AM	2	22	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	22	24
6:00 AM	36	90	126	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	90	126
7:00 AM	46	**178**	**224**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	**178**	**224**
8:00 AM	62	114	176	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	114	176
9:00 AM	57	65	122	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	65	122
10:00 AM	49	55	104	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	55	104
11:00 AM	**64**	70	134	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**64**	70	134
12:00 PM	75	83	158	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75	83	158
1:00 PM	68	71	139	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	71	139
2:00 PM	81	88	169	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	88	169
3:00 PM	156	**109**	**265**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	156	**109**	**265**
4:00 PM	**174**	73	247	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**174**	73	247
5:00 PM	147	85	232	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	147	85	232
6:00 PM	100	58	158	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	58	158
7:00 PM	72	33	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	33	105
8:00 PM	71	25	96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	25	96
9:00 PM	53	20	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	20	73
10:00 PM	37	14	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	14	51
11:00 PM	18	5	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	5	23
Total	**1,388**	**1,279**	**2,667**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,388**	**1,279**	**2,667**
Percent	**52%**	**48%**		-	-		-	-		-	-		-	-		-	-		-	-		**52%**	**48%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	64	178	224	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	178	224
PM Peak	16:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	15:00
Vol.	174	109	265	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	174	109	265

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Marina Heights Drive, California Ave to Imjin Pkwy
Date Range: 12/10/2024 - 12/16/2024
Site Code: 45

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	6	4	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	4	10
1:00 AM	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	1	5
2:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
3:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
4:00 AM	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	3
5:00 AM	5	15	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	15	20
6:00 AM	21	44	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	44	65
7:00 AM	57	**134**	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	**134**	191
8:00 AM	**89**	123	**212**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**89**	123	**212**
9:00 AM	46	64	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	64	110
10:00 AM	44	60	104	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	60	104
11:00 AM	59	60	119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	119
12:00 PM	81	86	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	86	167
1:00 PM	93	91	184	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	91	184
2:00 PM	98	100	198	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	98	100	198
3:00 PM	**123**	**112**	**235**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**123**	**112**	**235**
4:00 PM	110	87	197	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	110	87	197
5:00 PM	108	89	197	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	108	89	197
6:00 PM	86	60	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86	60	146
7:00 PM	50	37	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	37	87
8:00 PM	36	19	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	19	55
9:00 PM	26	22	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	22	48
10:00 PM	16	15	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	15	31
11:00 PM	10	9	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	9	19
Total	**1,168**	**1,239**	**2,407**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,168**	**1,239**	**2,407**
Percent	**49%**	**51%**		-	-		-	-		-	-		-	-		-	-		-	-		**49%**	**51%**	
AM Peak	08:00	07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	08:00
Vol.	89	134	212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89	134	212
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	123	112	235	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123	112	235

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

The following segments have been reviewed and revised per the comments collected from the Public Works Commission on 5/1 and City Council on 5/6 and are summarized as follows:

Segment 4: Del Monte Boulevard – From Reservation Road to Beach Road

Commissioner Hunt recommended reducing the speed limit from our initial recommendation of 35 mph to **30 mph.** The existing posted speed limit for this segment is 40 mph and the observed 85th percentile speed is 42 miles. This segment can be classified as a 'Safety Corridor' and a further reduction of 5 mph can be applied, resulting in **revised recommended speed limit of 30 mph** (a 10-mph reduction from existing posted speed limit).

Segment 7: Reservation Road – From Beach Road to Del Monte Boulevard

The existing posted speed limit along this segment is 30 mph and the observed 85th percentile speed limit is 33.15 mph. This segment of the road is classified as an Arterial with good visibility, and the collision rate is below the Statewide average. The segment also cannot be designated as a safety corridor, and the 30 mph speed limit set by the 2020 Engineering & Traffic Survey was already a reduction from the original 35 mph previous to that study. The recommendation is to maintain the 30 mph speed limit.

The City by Ordinance can adopt a lower speed limit for this segment, however, if the speeding tickets are challenged in court, the City may have difficulty defending the lower speed limit, which cannot be backed by the E&TS study.

Segment 10: Reservation Road – From California Avenue to Salinas Avenue

Commissioner Felton recommended reevaluating this segment to see whether further reduction in speed limit is possible to 40 mph. The existing posted speed for this segment is 45 mph and the observed 85th percentile speed is 51 mph. Our initial recommendation for this segment was to maintain the existing posted speed limit of 45 mph.

The land use characteristics changes from vacant land (i.e., along Roadway Segment No. 11: Reservation Road – From Salinas to Imjin Parkway) to industrial/residential adjacent to this segment. Using this change in land use characteristics, the City can **adopt a lower speed limit by ordinance to 40 mph**, a 5-mph reduction in speed limit.

Segment 11: Reservation Road – From Salinas Avenue to Imjin Parkway

The existing posted speed limit along this segment is 55 mph and the observed 85th percentile speed limit is 57 mph. Our initial recommendation was to maintain the existing posted speed limit of 55 mph. This segment is in between Roadway Segment No. 12 (Reservation Road – From Imjin Parkway to Blanco Road) where the recommended speed limit is 55 mph and Roadway Segment No.10 (Reservation Road – From California Avenue to Salinas Avenue) where the revised recommended speed is 40 mph (see above bullet).

To have gradual reduction in speed from 55 mph to 40 mph, which is a 15-mph reduction, it is **recommended that the speed limit for Roadway Segment No. 11 is revised** from 55 mph **to 50 mph.** This reduction is speed limit can be achieved using AB 43 guidelines.

Segment 25: California Avenue – From Carmel Avenue to Reindollar Avenue

The existing posted speed limit along this segment is 25 mph and the observed 85th percentile speed limit is 32 mph. Our initial recommendation was to increase the speed limit to 30 mph to reflect the street characteristics (i.e., Collector). Following our City Council meeting on 5/6, Mayor/Council Members recommends maintaining the existing speed limit of 25 mph. Therefore, the revised speed limit recommendation for this segment is to maintain the existing posted speed limit of 25 mph.

Segment 44: Abrams Drive – From Imjin Parkway (West) to Preston Drive

The existing posted speed limit along this segment is 25 mph and the observed 85th percentile speed limit is 35.15 mph. Our initial recommendation was to increase the speed limit to 30 mph to reflect the street characteristics (i.e., Collector). Following our City Council meeting on 5/6, Mayor/Council Members recommends maintaining the existing speed limit of 25 mph.

It should be noted that for Segment 44 was not included in the previous 'Engineering & Traffic Survey (E&TS)' study in 2020, as this segment was not fully constructed. Therefore, 'CVC Section 22358.8' as identified in AB 43, which allows local authorities to retain current speed limit or restore immediately prior speed limit, cannot be used. The City by Ordinance can adopt a lower speed limit for these segments, however, if the speeding tickets are challenged in court, the City may have difficulty defending the lower speed limit, which cannot be backed by E&TS study.

Segment 45: Marina Heights Drive – From California Avenue to Imjin Parkway

The existing posted speed limit along this segment is 25 mph and the observed 85th percentile speed limit is 34 mph. Our initial recommendation was to increase the speed limit to 30 mph to reflect the street characteristics (i.e., Collector). Following our City Council meeting on 5/6, Mayor/Council Members recommends maintaining the existing speed limit of 25 mph.

It should be noted that for Segment 45 was not included in the previous 'Engineering & Traffic Survey (E&TS)' study in 2020, as this segment was not fully constructed. Therefore, 'CVC Section 22358.8' as identified in AB 43, which allows local authorities to retain current speed limit or restore immediately prior speed limit, cannot be used. The City by Ordinance can adopt a lower speed limit for these segments, however, if the speeding tickets are challenged in court, the City may have difficulty defending the lower speed limit, which cannot be backed by the E&TS study.

May 28, 2025 Item No. **13a**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of June 3, 2025

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2025-, APPROVING AN AGREEMENT WITH DENISE DUFFY AND ASSOCIATES TO IMPLEMENT A MONITORING PLAN FOR HILLTOP PARK WITHIN PHASE 2 EAST OF THE UNIVERSITY VILLAGE (DUNES) PROJECT AREA, TO DISSOLVE THE HILLTOP PARK AD HOC COMMITTEE AND FIND THIS ACTION IS EXEMPT FROM CEQA PURSUANT TO SECTION 15061(B(3) OF THE CEQA GUIDELINES.

RECOMMENDATION: It is recommended that the City Council consider:

1. Adopt Resolution No. 2025-, approving an agreement with Denise Duffy and Associates to implement a monitoring plan for Hilltop Park within Phase 2 East of University Village in an amount not to exceed $24,000; and
2. Authorizing the City Manager to execute the agreement subject to final review and approval by the City Attorney; and
3. Authorizing the Finance Director to make necessary accounting and budgetary entries.
4. Discussion to dissolve the Hilltop Park Ad Hoc Committee

PROJECT HISTORY

Hilltop Park as approved in the Dunes Specific Plan is a unique and different park from the other traditional developed parks in Marina. Its location provides beautiful panoramas of the ocean to the west and Salinas and the hills to the east. The park as designed is to be a passive park, rather than an active use park with playground equipment, sports fields, and other established play areas. The park's landscape emphasizes native plantings, seating areas, walking pathways, picnic areas, and a dog park. Trails follow the contours of the land and provide access from Eighth and Ninth streets.

Improvement and Maintenance Agreement-On December 3, 2024 the City Council adopted resolution 2024-134 which accepted the park except the landscape area and directed the City Manager to enter into a separate Improvement and Maintenance Agreement defining the City and Shea Homes, the developer, obligations during the maintenance period. After several months of negotiations with the City and Shea Homes the agreement was signed by both parties on May 16, 2025.

Monitoring Plan-Exhibit D to the final agreement is the Native Plant Maintenance Manual which was prepared by Denise Duffy and Associates. The purpose of this Manual is to provide guidance on appropriate maintenance activities necessary to promote successful establishment of planted native vegetation, reduce long-term City weed maintenance liability and cost, and protect existing native habitat within Hilltop Park. The native plant landscape areas at Hilltop Park in the City of Marina (City) are subject to a post-installation maintenance period. The City has requested monitoring support during Year 1 of the maintenance period to document the progress of the native and non-native plant growth and help guide and prioritize maintenance activities to be performed by the maintenance contractor funded and contracted by Shea Homes. The

following scope of work includes; Task 1) Year 1 coordination with City staff, 12 qualitative maintenance inspections, up to 12 additional site visits with the maintenance contractor between spring 2025 and spring 2026; and Task 2) Year 1 quantitative performance monitoring (April, July 2025, February 2026) using the grid visual cover estimate method described in the Manual.

The focus of this staff report is a request from the City of Marina to enter into an agreement with Denise Duffy and Associates in an amount not to exceed $24,000 for the monitoring plan. It is important for the City to enter this contract so that once City accepts the park from Shea Homes city staff can ensure the park is maintained during the warranty period in the manner consistent with the City Council goals and priorities.

Ad Hoc Committee-On April 20, 2021, an Ad Hoc Committee was formed for Hilltop Park via Council resolution 2021-36 for the express purpose of providing input on the conceptual plan for the park and to provide recommendations on trees for the facility. The conceptual plans were finalized and approved by the then Public Works Director on April 3, 2024. Ad hoc committees, which are temporary and formed for a specific purpose, are generally not subject to the Brown Act. These committees are formed for a specific purpose, are advisory in nature, and are dissolved once their task is completed. By directing city staff to enter a contract with Denise Duffy and Associates for the monitoring of the implementation of the park for the next two years and because the Ad Hoc Committee's original function has been implemented it is the city staff recommendation that the Ad Hoc Committee be dissolved at this time. If the City Council wants to reauthorize the Ad Hoc Committee it is authored to do so but must provide specific directions for why it is being created. If the Council wants to reauthorize the committee, this will need to be agendized at a subsequent meeting.

Additional Questions-After publication of the April 20, 2025 staff report, additional questions from the Council were submitted to city staff. Most of these questions revolved around giving the City Council access to the file agreement signed with Shea Homes, which can occur along with better understanding the nature of the monitoring plan the City will be signing with Denise Duffy and Associates for the park.

ENVIROMENTAL REVIEW

Approval of a contract or dissolving a committee are not projects subject to the California Environmental Quality Act pursuant to the common sense exemption found in section 15061(b)(3) of the CEQA Guidelines.

FISCAL IMPACT

This contract will be paid for with cost savings from the existing Community Development Department budget.

CONCLUSION

City staff are recommending approval of the contract so work can begin in earnest on the continued monitoring of this park.

Respectfully submitted

_____

Guido F. Persicone, AICP
Community Development Director
City of Marina

REVIEWED BY:

_____

Layne Long
City Manager
City of Marina

Attachments
1-Hilltop Park Monitoring, DDA, dated April 2, 2025

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA CITY APPROVING AN AGREEMENT WITH DENISE DUFFY AND ASSOCIATES TO CONTINUE TO IMPLEMENT THE MONITORING PLAN FOR HILLTOP PARK WITHIN PHASE 2 EAST OF THE UNIVERSITY VILLAGE (DUNES) PROJECT AREA IN AN AMOUNT NOT TO EXCEED $24,000, TO DISSOLVE THE AD HOC COMMITTEE AND TO FIND THIS ACTION IS EXEMPT FROM CEQA PURSUANT TO SECTION 15061(B(3) OF THE CEQA GUIDELINES.

WHEREAS, On December 3, 2024, the City Council adopted resolution 2024-134 which accepted Hilltop Park except the landscape area and directed the City Manager to enter into a separate Improvement and Maintenance Agreement with Shea Homes; and

WHEREAS, on May 16, 2025, both Shea Homes and the City of Marina signed the Improvement and Maintenance Agreement; and

WHEREAS, city staff need additional technical assistance from Denise Duffy and Associates to better understand how to monitor the park in the near term; and

WHEREAS, On April 20, 2021, an Ad Hoc Committee was formed for Hilltop Park via Council resolution 2021-36 for the expressed purpose of providing input on the conceptual plan for the park and to provide recommendations on trees for the facility;

WHEREAS, the conceptual plans were developed and the final construction documents for the park were approved by the Public Works Department on April 3, 2024; and

WHEREAS, the original purpose of the Ad Hoc Committee has been fulfilled; and said committees should be dissolved;

WHEREAS, dissolving a committee and approving a contract are not projects subject to the California Environmental Quality Act (CEQA) per the commonsense exemption found in section 15061(b)(3) of the CEQA Guidelines; and

NOW THEREFORE BE IS RESOLVED that the City Council of the City of Marina does hereby:

1. Approve an agreement with Denise Duffy and Associates to implement a monitoring plan for Hilltop Park within Phase 2 East of University Village in an amount not to exceed $24,000; and
2. Authorizing the City Manager to execute the agreement subject to final review and approval by the City Attorney; and
3. Authorizing the Finance Director to make necessary accounting and budgetary entries
4. Dissolve the Hilltop Park Ad Hoc Committee.
5. Find these actions are exempt from CEQA per Section 15061(b)(3) of the CEQA Guidelines.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 3rd day of June 2025, by the following vote:

AYES, COUNCIL MEMBERS:
NOES, COUNCIL MEMBERS:
ABSENT, COUNCIL MEMBERS:
ABSTAIN, COUNCIL MEMBERS:

_____
Bruce Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

DENISE DUFFY & ASSOCIATES, INC.
PLANNING AND ENVIRONMENTAL CONSULTING

April 2, 2025

Guido F. Persicone, AICP
Community Development Director
City of Marina
211 Hillcrest Avenue
Marina, CA 93933

SUBJECT: Proposal for Year 1 Qualitative Maintenance Inspections and Recommendations and Quantitative Performance Monitoring by Grid Visual Cover Estimate Method Hilltop Park, Marina, CA
Revision 1

Dear Mr. Persicone,

Denise Duffy & Associates, Inc. (DD&A) is pleased to submit our revised proposal to provide once monthly qualitative monitoring and maintenance recommendations and quantitative performance monitoring in April, July, and February per the methods requested by the Hilltop Park Ad Hoc Committee. This proposal covers these activities during Year 1 of the establishment period. We are grateful for the opportunity and look forward to continuing our work together.

Sincerely,

John Wandke
Senior Environmental Scientist
Denise Duffy & Associates, Inc.
jwandke@ddaplanning.com
(831) 277-7748

SCOPE OF WORK

The native plant landscape areas at Hilltop Park in the City of Marina (City) are subject to a post-installation maintenance period. The City has requested monitoring support during Year 1 of the maintenance period to document the progress of the native and non-native plant growth and help guide and prioritize maintenance activities to be performed by the maintenance contractor. The Hilltop Park Ad Hoc Committee requested additional monitoring in their requested revisions to the Native Plant Landscape Maintenance Manual (Manual) prepared by DD&A. The following scope of work includes; Task 1) Year 1 coordination with City staff, 12 qualitative maintenance inspections, up to 12 additional site visits with the maintenance contractor between spring 2025 and spring 2026; and Task 2) Year 1 quantitative performance monitoring (April, July 2025, February 2026) using the grid visual cover estimate method described in the Manual.

Task 1 – Year 1 Maintenance Inspections and Maintenance Recommendations

DD&A will visit Hilltop Park once a month during Year 1 of the maintenance period for a total of 12 visits. During each visit, DD&A will qualitatively assess site conditions to include a visual estimate of average native and non-native vegetation cover, average percent bare ground, and presence of priority weed species identified in the *Native Plant Landscape Maintenance Manual* (DD&A, 2024). Following each monthly monitoring inspection, DD&A will attend a follow-up meeting with the landscape contractor to provide recommendations and guidance on the priority maintenance tasks to be performed during that month. Recommendations may include identification of priority weed species requiring control, locations, and methods of weed control; suggested adjustments to the irrigation schedule; and/or methods to address issues such as erosion. DD&A will coordinate with the City as needed and maintain a record of monitoring inspections and maintenance recommendations in a tabular format.

Assumptions: This task assumes that monthly monitoring inspections will be qualitative in nature. Direct supervision of the landscape contractor is also excluded. This task includes 12 monitoring inspections and up to 12 follow-up maintenance site visits.

Task 2 – Year 1 Quantitative Performance Monitoring (April, July, February) – Grid Visual Cover Estimate

During the months of April and July 2025 and February 2026, DD&A will perform performance monitoring of Areas 1 and 2 using the grid visual cover estimate method requested by the Ad Hoc Committee and described in the Manual. This method consists of visually estimating percent non-native and native plant cover within approximately 28, 100’ x 100’ grid cells to the nearest 5%. After completing the field monitoring, DD&A will prepare and submit to the City a graphic that depicts the results and provides a mean cover value for non-native and native plant cover within Areas 1 and 2.

Assumptions: This task includes three monitoring events. This task also excludes follow-up or repeated monitoring of any kind, including but not limited to more rigorous sampling of point or line intercept transects, and/or additional meetings or coordination with the City or others. DD&A is available to perform these services, but an add-on to the contract would be necessary.

BUDGET

The project will be billed on a time-and-materials basis by task with a not-to-exceed amount detailed in the attached budget.

ASSUMPTIONS

The budget is based on completing only the tasks identified above and does not include services including but not limited to attendance of public meetings, additional site visits, land surveying or other engineering services; preparation of design drawings or irrigation plans; acquisition of permits or payment of permit fees; detailed surveys or mapping of plants and/or habitat; surveys for special status species; or implementation of landscape maintenance recommendations. Refer to additional task-specific assumptions above. DD&A is available to perform these services, but an add-on to the contract would be necessary.

SCHEDULE

DD&A is available to perform this work immediately after the attached authorization to proceed is signed by an authorized representative and all project information has been received. This proposal assumes a period of performance between spring 2025 and spring 2026.

Hilltop Park Year 1 Monitoring Budget					
	Staff	Senior Project Manager	Senior Environmental Scientist	Administrative	DD&A Costs by Task
	Hourly Rate	$232.00	$181.00	$101.00	
Task 1	Year 1 Monthly Qualitative Maintenance Inspections & Recommendations	2	80	2	$ 15,146.00
Task 2	Year 1 Quantitative Performance Monitoring (April, July, February) - Grid Visual Cover Estimate Method	2	40	2	$ 7,906.00
	Total Hours by Staff	2	80	2	
	Subtotal for DD&A Labor	**$ 464.00**	**$ 14,480.00**	**$ 202.00**	**$ 23,052.00**
	Estimated Expenses				
	Mileage, supplies, GIS, and phone				$600
TOTAL ESTIMATED COST					**$ 23,652.00**

AUTHORIZATION TO PROCEED

◊◊◊

Note: If the scope and fee described in the Denise Duffy & Associates, Inc. attached proposal are acceptable, please sign and return a copy of this authorization form for our files. The signature below also serves as acceptance of Denise Duffy & Associates, Inc. Standard Terms and Conditions, attached. Thank you.

Project Name: Hilltop Park Landscape Maintenance Recommendations

Accepted by (signature):_____ **Dated:** _____

Print Name:_____

Title:_____

On Behalf of:_____

Mailing Address:_____

Phone:_____

Fee/Scope Confirmation: Year 1 Maintenance Inspections, Maintenance Recommendations, Quantitative Performance Monitoring (April, July, February)
Total: $23,652

Existing Contract Date, if applicable: On-call contract

If invoice should be sent to a different person or location, please complete below:

Mailing Address:_____

Attention:_____

Return to: Denise Duffy & Associates, Inc.
947 Cass Street, Suite 5
Monterey, CA 93940

Or email: mechevarria@ddaplanning.com

DENISE DUFFY & ASSOCIATES, Inc.
STANDARD TERMS AND CONDITIONS

Invoices	Denise Duffy & Associates, Inc. will submit progress invoices to Client at least as frequently as monthly and a final bill upon completion of services. Each invoice is due on presentation and is past due thirty (30) days from invoice date. Client agrees to pay a finance charge equal to 1.5% on undisputed past-due accounts.
Workers' Compensation Insurance	Denise Duffy & Associates, Inc is protected by Worker's Compensation Insurance as required by applicable state law. Proof of insurance will be provided to Client upon request.
General Liability Insurance and Limitation	Denise Duffy & Associates, Inc. is covered by, and agrees to maintain, general liability insurance for bodily injury and property damage arising directly from its negligent acts or omissions, with limits as specified below. Certificates of insurance shall be provided to Client upon request. Denise Duffy & Associates, Inc. shall not be responsible for any loss, damage or liability beyond the amounts, limits and conditions of such insurance as noted below. Denise Duffy & Associates, Inc. shall not be responsible for any loss, damage or liability arising from any act or omission by Client, its agents, staff; other consultants, independent contractors, third parties or others working on the project that have not been hired by Denise Duffy & Associates, Inc. and over which Denise Duffy & Associates, Inc. has no supervision or control. COVERAGES — LIMITS OF LIABILITY General Liability (Including Bodily Injury, Property Damage and Contractual Liability) — $1,000,000 each Occurrence; $2,000,000 Aggregate Automobile Liability (Including Bodily Injury and Property Damage) — $1,000,000 each Occurrence Professional Liability — $1,000,000 each Occurrence; $1,000,000 Aggregate
Termination	This Agreement may be terminated by either party upon seven (7) days written notice in the event of substantial failure of performance by the other party or if the Client suspends the work for more than three months. In the event of termination, Denise Duffy & Associates, Inc. shall be paid for the services performed prior to the termination notice date plus reasonable termination expenses, including the cost of completing analysis, records and reports necessary to document job status at the time of termination.
Fees	Denise Duffy & Associates, Inc. agrees to provide services covered by this Agreement on a time and material basis. If the project requirements expand beyond the scope of services covered by this Agreement, an additional Service Agreement or a written addendum to this Agreement shall be entered into to cover the revised scope and fee. Should Client authorize a revision in the scope of services without a revision to this agreement, Denise Duffy & Associates, Inc. shall be compensated for the services actually performed.

Notices	Communications from the Client shall be to Denise Duffy & Associates, Inc. designated Project Manager or to the Denise Duffy & Associates, Inc. Principal-in-Charge of the project. Verbal communications shall be confirmed in writing.
Disputes	If a dispute arises regarding the performance of the services covered by this Agreement, and legal or other costs are incurred, it is agreed that the prevailing party shall be entitled to recover all reasonable costs incurred in the defense of the claim, including staff time at current billing rates, court costs, attorney's fees, and other claim-related expenses.
Indemnification	Client and Denise Duffy & Associates, Inc. each agrees to indemnify and hold harmless the other (Indemnitor and Indemnitee), and their respective officers, directors, partners, authorized agents and employees from and against any damages, losses, liabilities, judgments, settlements, expenses, and costs (including reasonable and necessary attorneys' fees, costs and expenses), arising out of the death or bodily injury to any person or destruction or damage to any property, to the extent caused by the Indemnitor's negligent acts, errors or omissions, or willful misconduct in the performance of services under this Agreement and anyone for whom the Indemnitor is legally liable. Indemnitor shall only be required to reimburse Indemnitee for its reasonable defense fees and costs, including reasonable attorney's fees, costs and expenses, in direct proportion to Indemnitor's negligence on a percentage basis as ultimately determined by a court of competent jurisdiction and further, only to the extent such fees and costs were directly attributable to Indemnitee's defense of a suit based on Indemnitor's actual negligence. The Indemnitor is not obligated to indemnify the Indemnitee for the Indemnitee's own negligence or willful misconduct
Entire Agreement	These General Conditions shall be used in combination with a Service Agreement, a proposal, or a contract. These combined documents shall be the entire Agreement and shall supersede any other agreement between Client and Denise Duffy & Associates, Inc. relating to the subject matter. In case of conflict or inconsistency between these General Conditions and any other contract documents, the stricter provisions shall control.