

RESOLUTION NO. 2020-54

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA APPROVING THE 2020 ENGINEERING AND TRAFFIC SURVEY WITH PROPOSED SPEED LIMIT REVISIONS, AND; AUTHORIZE A BUDGET APPROPRIATION OF \$45,000 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. 2020- 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 March 23, 2018, the City entered into a Service Agreement with the on-call traffic engineering firm TJKM of Pleasanton, California to conduct and draft the 2018 Engineering and Traffic Survey, and;

WHEREAS, on August 7, 2018, the City Traffic Advisory Committee conducted a review of the draft Engineering and Traffic survey and provided comments to TJKM for final consideration by the City Council, and;

WHEREAS, on October 16, 2018, the Engineering and Traffic Survey was presented to the City Council for consideration and approval. The Council provided comments to staff regarding several recommended speed reductions and requested a revision to the Study report, and;

WHEREAS, at the special meeting of April 14, 2020, the City Council requested public comments to be sent to the City for response by the Survey's Traffic Engineer. The deadline for submittal of public comments was April 28, 2020. The comments were collected and included as "**Exhibit A**", and;

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

WHEREAS, according to the latest California Manual on Uniform Traffic Control Devices, the posted speed limit shall be established at the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic. Should the 85th percentile need to be rounded up, a rounding down to the lower 5 mph can be applied (CVC 21400). Should the 85th percentile need to be rounded down or not rounded at all (i.e. the 85th percentile is on a 5-mph increment), a 5-mph reduction can be applied. In either case, the conditions and justifications for applying a 5-mph reduction to the 85th percentile speed need to be documented in the Engineering and Traffic Survey and approved by a registered Civil or Traffic Engineer, and;

WHEREAS, the standardized engineering principles that would govern the Engineer's approval of a speed limit reduction of 5 mph from the 85th percentile would be: roadside conditions not readily apparent to the driver, accident records, prevailing speeds, residential density, and pedestrian/bicycle safety, and;

WHEREAS, on **May 15, 2020**, staff received the Traffic Engineer's final revised draft of the 2020 Citywide Engineering and Traffic Survey Report ("**Exhibit B**"), provided by TJKM. The report details the survey of all City arterial and collector streets as defined in the City's General Plan, and;

WHEREAS, after reviewing the submitted public comments, the Traffic Engineer was able to make the engineering findings to justify revising the survey to the following speed limits on these segments: Segment 7 – Reservation Road, Beach Road to Del Monte Boulevard; **30 MPH**, Segment 17 – Crescent Avenue, Quebrada Del Mar to Reservation Road; **25 MPH**, Segment 19 – Cardoza Avenue, Reservation Road to Aaron Way (end); **30 MPH**, Segment 21 – California Avenue, Reservation Road to Carmel Avenue; **35 MPH**, Segment 22 – California Avenue, Carmel Avenue to Reindollar Avenue; **25 MPH**, Segment 40 – 3rd Avenue, Imjin Parkway to 8th Street; **25 MPH**. A summary of the recommended speed limits can be seen in "**Exhibit C**". The recommended speed limits and Survey will be effective for 5 years from the date of adoption, and;

WHEREAS, the City of Marina's Traffic Advisory Committee, consisting of the Fire Chief, Police Chief, Public Works Director, and Community Development Director, concurs with the findings and recommends establishing the speed limits as described above based on the recommendations of the Engineering and Traffic Survey. The adoption of the recommended speed limits will support effective enforcement of these speeds, where not adopting the recommendations may severally limit enforcement and may lead to a greater speed increase on City streets, 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 \$250 per location and approximately \$500 per road marking location. The estimated cost for new speed limit signs and road markings is \$45,000.00. 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 2019-20, 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 2020 Engineering and Traffic Survey with proposed speed limit revisions, and;
2. Authorize a budget appropriation of \$45,000 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. 2020-, 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 the 19th day of May 2020 by the following vote:

AYES: COUNCIL MEMBERS: Berkley, Urrutia, O'Connell, Morton, Delgado

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

ATTEST:

Bruce C. Delgado, Mayor

Anita Sharp, Deputy City Clerk

ORDINANCE NO. 2020-

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 hours from Beach Road to Del Monte Boulevard;
3. Thirty-five miles per hour from Del Monte Boulevard to Crescent Avenue;
4. Forty miles per hour from Crescent Avenue to California Avenue;
5. Forty-five miles per hour from California Avenue to Salinas Avenue;
6. Fifty-five miles per hour from Salinas Avenue to Imjin Parkway;
7. Fifty-five miles per hour from Imjin Parkway to Blanco Road.

- B. Del Monte Boulevard, as follows:
 - 1. Forty miles per hour from six hundred feet south of Reindollar Avenue 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 Salinas Avenue;
 - 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;
- E. California Avenue, as follows:
 - 1. Thirty-five 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 5th Avenue.
- F. Crescent Avenue, as follows:
 - 1. Thirty miles per hour from Carmel Avenue to Reservation Road;
 - 2. Twenty-five 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-five miles per hour from Reservation Road to Del Monte Boulevard;
 - 2. Thirty 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-five 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. Forty miles per hour from 5th Avenue/California Avenue to Inter-Garrison Road.
- K. 9th Street, as follows:
 - 1. Thirty 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. Thirty 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. Thirty 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. Twenty-five miles per hour from Reindollar Avenue to Patton Parkway.
- 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. Forty 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.
- Y. Imjin Parkway, as follows:
 - 1. Fifty miles per hour from State Route 1 to California Avenue;
 - 2. Fifty miles per hour from California Avenue to Reservation Road.”

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, and Imjin Parkway 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 affect 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 the 19th day of May 2020, and was passed and adopted at a regular meeting duly held on the 2nd day of June 2020, 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

Segment/ Streets	Existing	85th Percentile	Name/ Email	Comments	Action/Speed Limit
General comment for the city			John DiCarlo <jdicarlo007@gmail.com>	The proposed speed limit increases were made by a professional who is trained in this field and used the 85 percentile as a basis for the increases, along with other authorized factors. There are residents who want the city to ignore the professional's proposal. Much of this is based on emotions and not sound logic. Many believe that everyone speeds on "their" street. They might see a car going at excessive speed and then think that everyone is speeding. This is a well known fallacy. Speeding is relative. 85 percentage is a significant number to help determine the proper speed, along with other factors that can be taken into consideration. I'm sure that the traffic engineer has the training and experience to have made his decisions on appropriate speed limits.	
			DEBORAH WALDRON <dewal@comcast.net>	Dislike the thought of any increase in speed limits, especially in what's supposed to be a residential area.	
			Rosemary McKenney <cit20rose@yahoo.com>	I don't want to see a child die, because we raised the speed limit to use our police's radars.	
			Elizabeth Fosler-Brazil <lisa@fosler.com>	I am writing to discourage increasing the speed limits around Marina, in general. As a runner / walker around town and a resident along Reindollar I can tell you that people already drive too fast on Marina city streets.	
Intersection of Abdy and Cardoza			Erik Mayer <erikmayer@earthlink.net>	Public safety, People turning left towards Denny's from Abdy Way cannot see far enough up Cardoza Ave to avoid speeders.	
Segment #1: Imjin Parkway, State Route 1 to California Avenue	45	53	Bruce Delgado	Reduce to min. With the roads poor design a contributing factor in many of the accidents and deaths on this short roadway, raising the speed limit, a segment of which should be a School Zone, would only bring an increase in these unnecessary events.	No Change / 50
			Roman Perry <nancy.romanten@yahoo.com >	Already seeing a lot of accidents raising the speed limit here will endanger foot traffic, especially after the new development is completed.	
			Elizabeth Latona <elatona@me.com>	Where is the traffic deterrent? I have rarely seen a police vehicle on this road only warning of speed, but no actual police presence. The only option we are given is to raise the speed limit which is already too high. The operating speed of vehicles can only be enforced by radar? Really? Please provide other solutions. That is not my job.	
			Katelyn Jackson <kate.jaxon@gmail.com>	How is community input being taken into consideration?	
			Liesbeth Visscher <liesbethvisscher@yahoo.com>	"Two-lane divided roadway with raised medians, bike lanes, and a parallel bike path on the south side. Sidewalks are present on the north side and on the south side south of 2nd Street. Signalized intersections have turn pockets and crosswalks. The segment features vertical curves near California Avenue." The unprotected intersection with 3rd Avenue is not mentioned.	
			Peter Le	Because of the accident rate (that is 3.6 times higher than the states average), I can not suggest the speed limit to be raised to 50MPH as the traffic engineer suggest.	
			Dana Cleary <dcleary@chispahousing.org>	A gentleman who was killed last year was crossing Imjin Parkway was run over by a driver who just didn't notice that particular invisible crosswalk, probably because the driver was speeding. This street is dangerous now and will become more dangerous as the area north of Imjin is redeveloped with the hotel. There surely are things we can point out here to justify having the traffic engineering reconsider and estimate the speed downward.	
Segment #2: Imjin Parkway, California Avenue to Reservation Road	45	54		"Two-lane roadway with raised medians west of Imjin Road and double yellow center striping between California Ave. and Reservation Rd. Bike lanes are present along the segment. Signalized intersections have turn pockets and crosswalks. The segment features vertical and horizontal curves east of California Ave." The unprotected intersection with Abrams Drive (at Sea Haven) is not mentioned.	No Change / 50
			Bruce Delgado	Reduced to min. With the roads poor design a contributing factor in many of the accidents and deaths on this short roadway, raising the speed limit, a segment of which should be a School Zone, would only bring an increase in these unnecessary events.	
			Eliabeth Billingsley <ebillingsley@redshift.com>	Vote no on raising the speed it is already hard to get out of California Ave.	
			Peter Le	Because of the accident rate (that is 2.7 times higher than the states average), I can not suggest the speed limit to be raised to 50MPH as the traffic engineer suggest.	
Segment #3: Del Monte Blvd, SR1/Reindollar Avenue to Reservation Road	35	43	Roman Perry <nancy.romanten@yahoo.com >	3 gas stations along this road as well as several businesses an increasing the speed here could result in more rear-end accidents.	No Change / 40
			Bruce Delgado	Reduced to min.	
			Katelyn Jackson <kate.jaxon@gmail.com>	How is community input being taken into consideration?	

Segment/ Streets	Existing	85th Percentile	Name/ Email	Comments	Action/Speed Limit
Segment #4: Del Monte Boulevard, Reservation Road to Beach Road	40	41	Bruce Delgado	Please consider dropping to 35mph? Difficult to exit parking lots of County Courthouse on weekdays and Vince DiMaggio Park during weekly public gatherings. Difficult to judge the speed of drivers coming up and down the hill here. Many pedestrians cross to go to the library park (Locke Paddon Park) across the street with no mid-block crosswalk.	No Change / 40
Segment #5: Del Monte Boulevard, Beach Road to Marina Greens Drive	40	45	Bruce Delgado	Reduced to min. Unsafe for residents exiting apartment complexes and residential driveways on DMB.	No Change / 40
Segment #6: Reservation Road, Dunes Drive to Beach Road	35	36	Bruce Delgado	No change.	No Change / 35
Segment #7: Reservation Road, Beach Road to Del Monte Boulevard	35	31	Bruce Delgado	Please use the 85th round down to 30mph. Peds complain unsafe to cross at roundabouts. Many ped tourists and nearby unfamiliar with the area and nearby residents have difficulty safely crossing the street to go to the library and Locke Paddon Park.	Reduce / 30
			Peter Le	The accident rate for this road segment is 2.7 times the state average accident rate. Therefore his recommendations fail to comply with the request of the California vehicle code and Caltrans traffic manual the speed limit should be set at 30 MPH.	
			Brian McCarthy <brianmm80-marina@yahoo.com>	Why was the study location chosen at a spot that doesn't reflect the unique road characteristics of this stretch, and instead the spot where drivers are likely to be going the fastest without significant change in Horizontal and Vertical curves/grade. Why do some traffic circles have yellow speed limit "advisory" signs while some do not?	
Segment #8a: Reservation Road, Del Monte Boulevard to Crescent Avenue	35	36	Bruce Delgado	Consider reducing to 30mph which is a comfortable speed for short distances between the 5 signal lights (Vista Del Camino, Seacrest, McDonald's, DeForest, and Crescent) within 1/2 mile. Unsafe for bicyclists in the bike lane with so many distractions for drivers (stores, traffic lights, inclines). Cyclists at mercy of drivers paying attention so slower speed would make it safer for more bikers to feel safe and use this road.	No Change, 35
Segment #8b: Reservation Road, Crescent Avenue to California Avenue	40	47	Bruce Delgado	Reduced to min. Thank you.	No Change / 40
Segment #9: Reservation Road, California Avenue to Salinas Avenue	45	51	Bruce Delgado	Reduced to min. Thank you.	No Change / 45
Segment #10: Reservation Road, Salinas Avenue to Imjin Parkway	55	50	Bruce Delgado	No change recommended but please consider reducing to 50mph 85th percentile. Drivers westbound need more time to adjust to safely lower mph for downtown conditions which begin at Salinas Ave. We shouldn't be increasing speed limits above what people are now driving.	No Change / 55
Segment #11: Reservation Road, Imjin Parkway to Blanco Road	55	59	Bruce Delgado	Reduced to min. Thank you.	No Change / 55
Segment #12a: 8th Street, 2nd Avenue to 3rd Avenue	35	24	Bruce Delgado	Reduced to min. Thank you.	No Change / 25
Segment #12b: 8th Street, 5th Avenue to Inter-Garrison Road	N/A	40	Bruce Delgado	ok thank you.	No Change / 40
Segment #13: 9th Street, 1st Avenue to 2nd Avenue	N/A	31	Bruce Delgado	ok thank you.	No Change / 30
			Elizabeth Plante <info@montereybaymoves.com>	Cars speed on 9th Street right after turning on 3rd to get to 2nd avenue and avoid the Imjin/2nd avenue intersection the same in the opposite direction. It makes absolutely no sense to make a residential street even more dangerous by allowing drivers to commute through a neighborhood at high speed. Too many do not respect the existing speed limit and put all of us at risk.	

Segment/ Streets	Existing	85th Percentile	Name/ Email	Comments	Action/Speed Limit
Segment #14a: 2nd Avenue, Divarty Street to 8th Street	35	44	Roman Perry <nancy.romanten@yahoo.com >	With buses stopping and merging on this street. During school hours I have seen this street very busy so raising the speed limit to 45mph seems a bit high. I think 40mph is a safer speed.	No Change / 45
			Bruce Delgado	Please increase only to 40mph. CSUMB students and University Village Apts. residents walk across this road and 45 mph would be unsafe for them as a posted limit. CSUMB students use the west side of 2nd Ave for free parking and the lower the speed limit within reason such as 40mph would be safest and encourage walkability.	
Segment #14b: 2nd Avenue, 8th Street to Imjin Parkway	35	32	Bruce Delgado	Please round down from 85th percentile speed to 30mph. This is our major shopping center and Marriott hotel. Horses, peds, and cyclists cross this segment and it needs to be as slow as legally possible to enforce with LIDAR/RADAR.	No Change / 35
Segment #16: De Forest Road, from Beach to Reservation Rd	25	31	Monique P. Fargues	Section of DeForest is very hilly and residential. I have numerous residential housing garage exit pointing toward the street, and two churches exit points. Increasing the speed limit will result in significant difficulties for residents to get out their garage exits.	No Change, 30
			Bruce Delgado	Reduced to min. Thank you.	
			Roman Perry <nancy.romanten@yahoo.com >	With this being a residential area I fear raising this speed limit will jeopardize the safety of children who walk from their homes to the park at the end of the street.	
			Jim Perrine <jimperrine@live.com>	I am supportive of the 5 MPH increase.	
Segment #17: Crescent Avenue, from Quebrada Del Mar to Reservation Road:	25	31	Sandra Boone <4mrsb@redshift.com>	Cars speed race down the street, and there needs to be a sign that reflects the speed limit. I don't feel safe taking my kids for bike rides on the sidewalks due to the speed of some people down Crescent Ave. I'm not asking that the speed limit be lowered. I'm asking that speed limit signs be posted and the speed limit STAY at 25mph.	Reduce / 25
			Roman Perry <nancy.romanten@yahoo.com >	Raising the speed limit will defeat the purpose of the turnabouts. May cause collisions as people negotiate left turns and jeopardize the safety of children in the area.	
			Steve Steen <stevez300z@aol.com>	Please don't raise the speed limit. If you are crossing Crescent at the uphill point of the roundabout you literally have seconds to get out of the way. I try to cross at the downhill point of the roundabout because this is where I feel a pedestrian crosswalk would work the best. It will give the oncoming vehicles a chance to slow down with the option to make a right turn onto Sirena Del Mar to avoid hitting someone. Bruce already gave me the yada yada about the decline in idiots doing donuts in the three intersections in the development. What he didn't mention is the light pole on the corner of Crescent and Sirena Del Mar had to be replaced because someone hit it and knocked the light off the pole. Please don't raise the speed limit. Thank you, Steve Steen	
			Bruce Delgado	Please keep at 25mph. Hills and curves make the line of sight difficult and unsafe for residents exiting driveways. The segment features multiple horizontal and vertical curves. Results of the attached engineering & traffic survey information support increasing the posted speed limit by 5 mph to 30 mph.	

Segment/ Streets	Existing	85th Percentile	Name/ Email	Comments	Action/Speed Limit
Segment #19 Cardoza Avenue, from Reservation Road to Aaron Way (End)	30	35	Roman Perry <nancy.romanten@yahoo.com >	Should be reduced to 25 MPH because it is a residential area.	Reduce / 30
			Bruce Delgado	Please maintain at 30mph. Only a 2-way stop sign at Abdy. Poor line of sight dangerous conditions. This is notoriously unsafe intersection for many years due to high downhill speed, funky-crooked roadway and only a 2-way stop. Is 2020 report wrong about all-way stop sign? "Crosswalks are provided at the signalized intersection at Reservation Road and the all-way stop controlled intersection at Abdy Way. The segment features slight horizontal and vertical curves."	
Segment # 20 Beach Road, Del Monte Boulevard to De Forest Road	30	35	Bruce Delgado	Due to special conditions, proposed as low as legally possible for enforcement	No Change / 30
			Peter Le	The traffic engineer recommended speed of 30 miles per hour not 35 miles per hour over the speed The survey was not done at a location that is represented of this road segment that results in a higher 85th percentile speed limit of 35 miles per hour. Since a lot of school children also walk along this road segment there are missing sidewalks on the south side of the street, I recommend the speed limit from Del Monte Boulevard to Michael Drive should be 15 miles per hour when children are present.	
Segment #21 California Avenue, from Reservation Road to Carmel Avenue	35	40	Elisabeth Billingsley <ebillingsley@redshift.com>	The speed limit should be reduced or NO CARS AND TRUCKS parked on that side of the street. If anything it should be reduced 5 MPH not increased 5MPH. (Recommends 30 mph)	Reduce / 35
			Roman Perry <nancy.romanten@yahoo.com >	35mph should be fast enough for this residential street. When residence have to slow down to get into their driveway it could end up causing a rear-end collision. This is hampered with bicycle lanes on both sides as well. There are also special school crosswalks. People already speed on this street.	
			Bruce Delgado	Please consider keeping at 35mph. EB-unsafe for residents exiting driveways from side streets onto this segment Calif. Ave. and also to be more consistent with Calif. Ave. proposed 30mph speed limit from Carmel Ave. to Reindollar Ave.	
			Crystal Pendleton	This is a part of a residential area/school zone, and the speed should be no higher than 25 MPH. The accident rates are more than double (2.75 and 2.87) the state average accident rate, likely due to the lack of mitigation for special conditions on California Ave, such as curves and school zones.	
			Cecelia Azhderian <ceceliaazhderian@gmail.com>	These road intersections are on a grid, which is straight with not many visual obstacles, making it easy to blow through a stop sign and go to fast on California Street and on Carmel Avenue. We don't feel safe having our kids or pets in the front yard without type supervision and it makes me unpleasant to spend much time in the front yard frankly. I know many people feel the same way please do not raise the speed limit here.	
Segment #22: California Avenue, Carmel Avenue to Reindollar Avenue	30	26	Bruce Delgado	Please reduce to 25 since the 85th percentile is 26. This segment leads to the intersection of Calif. Ave./Reindollar Ave. which is a 4-way stop and busy during the day with poor line of sight due to terrain and unlit conditions at night prompting many complaints.	Reduce / 25
			Peter Le	The traffic engineer recommends increasing to 30 miles per hour his justification was to keep the speed the same as other Road segments on both sides of these road segments. The accident rates for the road segment are 2 times higher average accident rates. Therefore, this recommendation fails to comply with the requirements of the California vehicle code and Caltrans traffic manual. The speed limit should be set at 25 miles per hour.	
			Crystal Pendleton	This is a part of a residential area/school zone, and the speed should be no higher than 25 MPH. The accident rates are more than double (2.75 and 2.87) the state average accident rate, likely due to the lack of mitigation for special conditions on California Ave, such as curves and school zones.	
			Cecelia Azhderian <ceceliaazhderian@gmail.com>	I know many people feel the same way please do not raise the speed limit here. These road intersections are on a grid, which is straight with not many visual obstacles, making it easy to blow through a stop sign and go to fast on California Street and on Carmel Avenue. We don't feel safe having our kids or pets in the front yard without type supervision and it makes me unpleasant to spend much time in the front yard frankly.	
			Sarah Lee <saralee778@yahoo.com	The traffic engineer recommended an increase to 30 miles per hour. His justification was to keep the speed the same as other Road segments in both sides of this road segment. The traffic engineer also felt analyzed existing horizontal and vertical curves that were designed for Speed of 15 and 25 miles an hour. His recommendation fails to comply with the requirements of the California vehicle code and contrast traffic manual.	

Segment/ Streets	Existing	85th Percentile	Name/ Email	Comments	Action/Speed Limit
Segment #23 California Avenue from Reindollar Avenue to Imjin Parkway	35	44	Roman Perry <nancy.romanten@yahoo.com >	It is a dangerous stretch of road for pedestrians and cyclist. The bicycle lane heading north ends with no place to go but into the traffic lane! Cars already speed along this stretch.	No Change / 40
			Liesbeth Visscher <liesbethvisscher@yahoo.com>	Do not raise the speed. Bike lanes are missing on both sides of the roadway, near the intersection with Patton Parkway, The unprotected intersection with Marina Heights Drive as well. Based on the May 2018 survey Marina Heights Drive would have been opened therefore it must have had considerably less traffic than today. Traffic on this road soon will increase significantly when more homes at Sea Haven have been constructed.	
			Bruce Delgado	Reduced to min. Thank you. Unsafe to cross for high school students living east of Calif. Ave. and to/from school. What is wisdom of installing a mid-block crosswalk?	
			Crystal Pendleton	This is a part of a residential area/school zone, and the speed should be no higher than 25 MPH	
Segment #31: Patton Parkway, from Marina High School to California Avenue	25	45	Bruce Delgado	Please consider 15-25mph zone on Patton Parkway between Crescent St. to Marina High School. This is a narrow road less than an 1/8 of a mile long up a hill with lots of school-related traffic. 40 mph would be too unsafe as posted speed. Can we establish School Zone restrictions?	No Change / 40
			Roman Perry <nancy.romanten@yahoo.com >	Suggest the maximum speed on this street to be 35mph with a caution sign indicating curves ahead.	
			Elizabeth Latona <elatona@me.com>	The reason for increasing the speed on Patton given is that is the speed in the “norm” and my reply to that is why has the city allowed that to become the norm?	
			Araceli Gutierrez <agutierrez@mpusd.k12.ca.us>	You are putting the children in danger if you Increase the speed limit here.	
			Kathy Biala	Please do not raise the speed limit. The neighborhood along with the general manager and police chief, have tried to make it safer for everyone in this part of town, and raising the speed limit will only contradict the work we have done to make these streets safer.	
			Dana Cleary <dcleary@chispahousing.org>	I would like to find a way to make that street a school zone as the city of Salinas did on Alisal street in front of Hartnell college	
			Katelyn Jackson <kate.jaxon@gmail.com>	How is community input being taken into consideration?	
Segment # 34 Seacrest Avenue, Carmel Avenue to Reservation Road	N/A	33	Peter Le	The traffic engineer did not recognize numerous parts of both sides of the streets on the southern side segment and frequent left turns into and out of shops on both sides of the street on the Northern segment the speed limit should be set at 25 miles per hour.	No Change / 30
Segment #35: Sunset Avenue, Reindollar Avenue to Carmel Avenue	N/A	30	Bruce Delgado	Reduced to min. Thank you. Survey report comments: "The high collision rate, residential driveway density, and high pedestrian volumes (mostly children) indicate that a higher speed limit may be unsafe, therefore, a permitted 5 mph reduction was applied to the 85th percentile speed."	No Change / 30
Segment #39: Preston Drive, Abrams Drive to Imjin Parkway	25	34	Bruce Delgado	Reduced to min. "Preston Dr. is narrower than most other streets. Raising the speed even 5 mph is not good."	No Change / 30
			Bruce Delgado	Reduced to min. "The segment features multiple horizontal and vertical curves.""	
			Bruce Delgado	Reduced to min. "The high collision rate and lack of any marked pedestrian crossings indicate that a further increase may be unsafe, therefore, a permitted 5 mph reduction was applied to the 85th percentile speed."	

Segment/ Streets	Existing	85th Percentile	Name/ Email	Comments	Action/Speed Limit
Segment #40: 3rd Avenue, Imjin Parkway to 8th Street	25	31	Liesbeth Visscher <liesbethvisscher@yahoo.com>	This road has significantly changed since the survey in May 2018. Homes facing this road have been constructed. Parking now is allowed at almost the entire stretch of this road. Do not raise the speed limit.	Reduce / 25
			Bruce Delgado	Please keep at 25mph. Many more homes built, congestion has increased, cycling has increased, poor peripheral vision due to many more parked cars since 2018 survey. New world here since then. Many resident comments on this same theme.	
			Victor Lopez <victorlopezdds@gmail.com>	Increasing the speed limit on 3rd avenue is both unsafe and impractical	
			carolinesun@yahoo.com	Increasing the speed limit on 3rd avenue is both unsafe and impractical	
			Kellee Noonan <kelleefbc@gmail.com>	Raising the speed will endanger pedestrians, including me when I walk to the shopping centers nearby or around the neighborhood.	
				Raising the speed will endanger pedestrians, including me when I walk to the shopping centers nearby or around the neighborhood.	
			Douglas Lee		
			David kent <david@carmelrealtycompany.com>	Please consider retaining the existing 25MPH limit in the interest of public safety.	
			Steve Barnett <steve_barnett55@att.net>	This is a reckless proposal that will only be detrimental and hazardous for this neighborhood.	
			Liz Barnett	This is a reckless proposal that will only be detrimental and hazardous for this neighborhood.	
			Shena Rivera <shenarivera@gmail.com>	Increasing the speed limit on 3rd avenue is not a wise choice and yields no benefit instead increases the chances of collision and poses a safety risk for our residents.	
			Cristina Rivera	Unsafe and Impractical.	
			Mike Kennedy <mkg333@sbcglobal.net>	An increase would not align with safety nor common sense.	
			Mark K.R. Simmons <msimmons@fujitsu.com>	The higher speed limit will incite drivers to ignore the stop signs more than they already do.	
			Hans Ongchua <guitarvlogger@gmail.com>	Unsafe and Impractical.	
			Judy Lindblom <judylindblom@gmail.com>	The speed limit is already too high do not raise it.	
			Amber Edwards <amberaddavis@gmail.com>	The increase in speed limit is not supported by The Dunes community.	
			Marcus Edwards	The increase in speed limit is not supported by The Dunes community.	
			Hope Rhodes <hopesbest@gmail.com>	My concern is for children, adults, and animals getting hit by traffic with the increase of speed.	
			Royce Foster <rdfsearose@comcast.net>	The increase in speed limit is not supported by The Dunes community.	
			Dave Capece <dcapece743@gmail.com>	The speed limit is already too high do not raise it. I suggest 20 MPH not 30 MPH.	
			Jeffrey Crosbie <jeffrey.rayan.crosbie@gmail.com	I am asking you to vote yes on raising the speed limit.	
			Cyndi Perry <cynper@sbcglobal.net>	Unsafe and Impractical.	
			Rich Andrews <raandrews79@gmail.com>	Unsafe and Impractical.	
			Jelena Evans <evansjelena@gmail.com>	Please drop the idea of speed increases in residential neighborhood of the Dunes!!!	
			kat Deering <katdeering1960@gmail.com>	Do not make any changes because the city has not given the people enough time to give their input to the changes throughout the city.	
			Christine Le <ttshwealth@gmail.com>	Unsafe and Impractical.	
			Margo Hohulin <ashland95@gmail.com>	Do not make any changes because the city has not given the people enough time to give their input to the changes throughout the city.	
			Andrea Ferreria <andreaferreteria@yahoo.com>	Do not make any changes because the city has not given the people enough time to give their input to the changes throughout the city.	
			John Hohulin <farallonhr@yahoo.com>	Whatever individual conceived of this has clearly lost their mind. Vote no on this!!!	

Engineering & Traffic Survey



City of Marina, California

May 15, 2020



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

Prepared By:

A handwritten signature in cursive script that reads "Chris D. Kinzel".

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1.0 INTRODUCTION

The California State Legislature sets in place the regulations for California speed limits and the California Vehicle Code (CVC) places these regulations into language used primarily for enforcement purposes. Various jurisdictions have responsibility for roadways throughout California, including the responsibility to set speed limits on these roadways according to the standards and procedures established by Caltrans. The guidelines from the *2014 California Manual for Setting Speed Limits published by Caltrans (May 9, 2014)* are used in this study. These guidelines help in establishing speed limits that are uniform throughout the state and avoid influence from political pressure or emotional perceptions.

The purpose of this survey is to evaluate the posted speed limits for 43 segments within the City of Marina and recommend speed limit changes, if any, in accordance with the State of California regulations and guidelines. CVC Section 40802 requires that Engineering and Traffic Survey (E&TS) for speed limits should be conducted at least once every 5, 7 or 10 years based on established criteria. State and local agencies re-evaluate non-statutory speed limits on their street segments that have undergone a significant change in roadway characteristics or surrounding land uses since the speed limits were last reviewed.

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

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

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

This report presents the results of the E&TS conducted in June 2018 for 43 street segments throughout the City of Marina, and includes radar speed surveys, daily traffic counts, accidents summary and analysis of roadway characteristics. The 43 survey segments included in the study are classified as below:

- ▶ Two street segments are designated as 'Expressway'
- ▶ 17 street segments are designated as 'Arterial'
- ▶ 23 street segments are designated as 'Collector'
- ▶ One street segment is designated as 'Local'

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



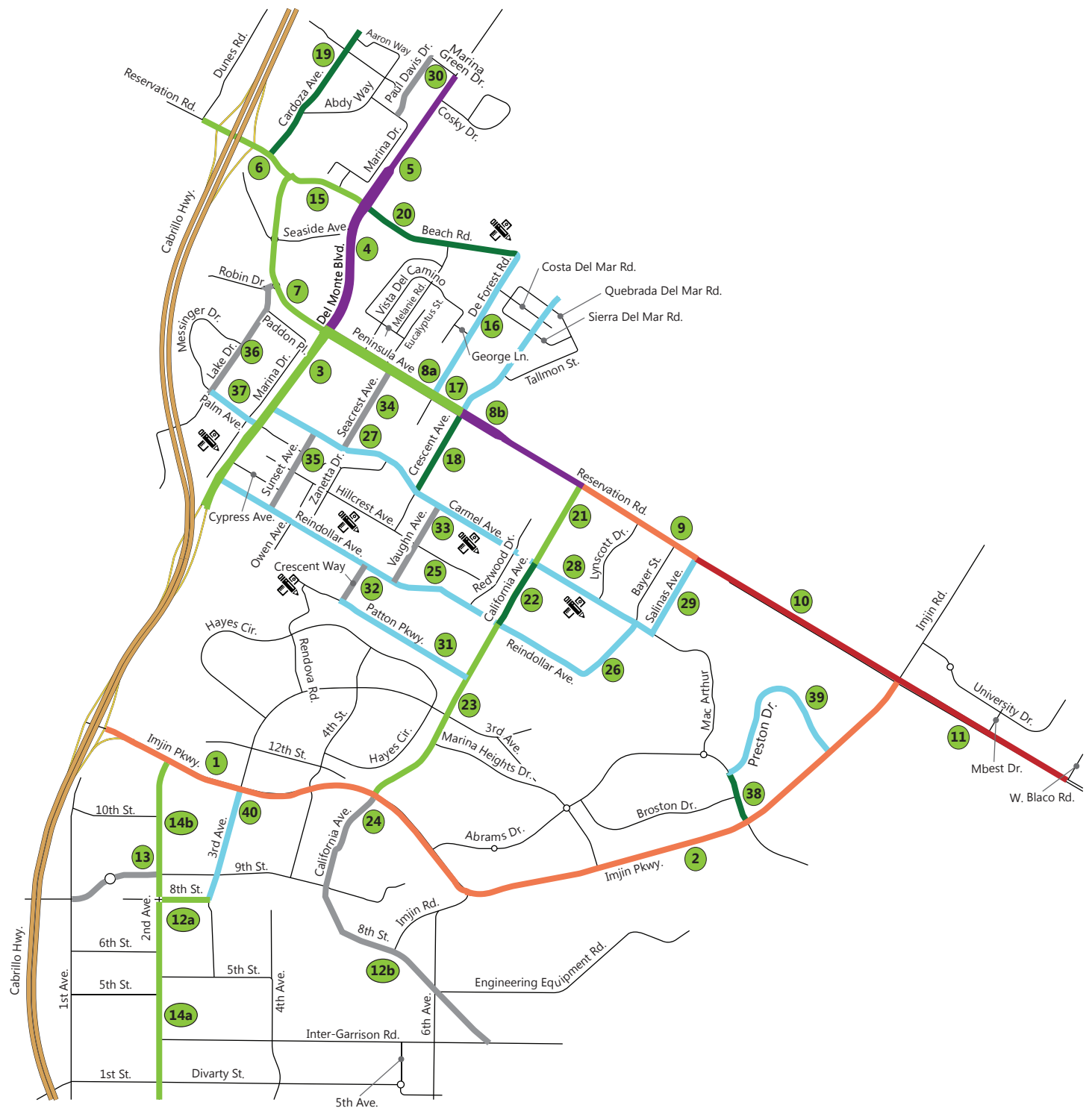
Table 1: Survey Segments

#	Street	Survey Limits	Roadway Classification	Roadway Type	# of Lanes	Width (feet)	Length (miles)	Existing Speed Limit (mph)
1	Imjin Parkway	State Route 1 to California Avenue	Expressway	Divided	4	70-80	0.96	45
2	Imjin Parkway	California Avenue to Reservation Road	Expressway	Undivided	2	40	2.03	45
3	Del Monte Boulevard	SR1/Reindollar Avenue to Reservation Road	Arterial	Divided	4	90	0.68	35
4	Del Monte Boulevard	Reservation Road to Beach Road	Arterial	Divided	4	65	0.44	40
5	Del Monte Boulevard	Beach Road to Marina Greens Drive	Arterial	Undivided	2	50	0.51	40, no sign
6	Reservation Road	Dunes Drive to Beach Road	Arterial	Undivided	2	40	0.34	35
7	Reservation Road	Beach Road to Del Monte Boulevard	Arterial	Undivided	2	40	0.59	35
8a	Reservation Road	Del Monte Boulevard to Crescent Avenue	Arterial	Divided	4	90	22.5	35
8b	Reservation Road	Crescent Avenue to California Avenue	Arterial	Undivided	4	90	22.5	40
9	Reservation Road	California Avenue to Salinas Avenue	Arterial	Undivided	4	80	0.44	45
10	Reservation Road	Salinas Avenue to Imjin Parkway	Arterial	Divided	4	60	0.76	55
11	Reservation Road	Imjin Parkway to Blanco Road	Arterial	Divided	5	100	0.63	55
12a	8th Street	2nd Avenue to 3rd Avenue	Collector	Undivided	2	34	0.16	35
12b	8th Street	5th Avenue to Inter-Garrison Road	Arterial	Undivided	2	30	0.62	not posted
13	9th Street	1st Avenue to 2nd Avenue	Arterial	Undivided	2	40	0.31	not posted
14a	2nd Avenue	Divarty Street to 8th Street	Arterial	Divided	2-4	65	16.25	35
14b	2nd Avenue	8th Street to Imjin Parkway	Arterial	Divided	2-4	65	16.25	35
15	Beach Road	Reservation Road to Del Monte Boulevard	Arterial	Undivided	2	50-90	0.27	35, no sign
16	De Forest Road	Beach Road to Reservation Road	Collector	Undivided	2	40	0.87	25
17	Crescent Avenue	Quebrada Del Mar to Reservation Road	Collector	Undivided	2	60	0.45	25
18	Crescent Avenue	Reservation Road to Carmel Avenue	Collector	Undivided	2	45	0.29	30



#	Street	Survey Limits	Roadway Classification	Roadway Type	# of Lanes	Width (feet)	Length (miles)	Existing Speed Limit (mph)
19	Cardoza Avenue	Reservation Road to Aaron Way (End)	Collector	Undivided	2	60	0.46	30
20	Beach Road	Del Monte Boulevard to De Forest Road	Collector	Undivided	2	35	0.52	30
21	California Avenue	Reservation Road to Carmel Avenue	Collector	Undivided	2	50	0.29	35
22	California Avenue	Carmel Avenue to Reindollar Avenue	Collector	Undivided	2	30-60	0.23	30
23	California Avenue	Reindollar Avenue to Imjin Parkway	Arterial	Undivided	2	35	0.69	35
24	California Avenue	Imjin Parkway to 8th Street	Arterial	Undivided	2	20	0.49	not posted
25	Reindollar Avenue	Del Monte Boulevard to California Avenue	Collector	Undivided	2	40	0.92	25
26	Reindollar Avenue/ Bostick Avenue	California Avenue to Carmel Avenue	Collector	Undivided	2	40	0.55	25, no sign
27	Carmel Avenue	Del Monte Boulevard to California Avenue	Collector	Undivided	2	40	0.76	25
28	Carmel Avenue	California Avenue to Salinas Avenue	Collector	Undivided	2	40	0.44	25, no sign
29	Salinas Avenue	Carmel Avenue to Reservation Road	Collector	Undivided	2	20	0.27	25
30	Paul Davis Drive	Healy Avenue to Marina Greens Drive	Collector	Undivided	2	40	0.21	not posted
31	Patton Parkway	Marina High School to California Avenue	Collector	Undivided	2	25	0.47	25
32	Crescent Street	Patton Parkway to Reindollar Avenue	Collector	Undivided	2	40	0.14	not posted
33	Vaughn Avenue	Reindollar Avenue to Carmel Avenue	Collector	Undivided	2	30	0.28	not posted
34	Seacrest Avenue	Carmel Avenue to Reservation Road	Collector	Undivided	2	40	0.29	not posted
35	Sunset Avenue	Reindollar Avenue to Carmel Avenue	Collector	Undivided	2	40	0.28	not posted
36	Lake Drive	Palm Avenue to Reservation Road	Collector	Undivided	2	40	0.39	not posted
37	Palm Avenue	Lake Drive to Del Monte Boulevard	Collector	Undivided	2	40	0.18	25, no sign
38	Abrams Drive	Preston Drive to Imjin Parkway	Collector	Undivided	2	25-40	0.17	30
39	Preston Drive	Abrams Drive to Imjin Parkway	Collector	Undivided	2	30	0.61	25
40	3rd Avenue	Imjin Parkway to 8th Street	Collector	Undivided	2	30	0.37	25

Existing Speed Limit



Posted Speed Limits

55 mph	40 mph	25 mph	Segment ID
50 mph	35 mph	none posted	Schools
45 mph	30 mph		





1.1 RELEVANT CALIFORNIA VEHICLE CODE SECTIONS

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

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

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

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

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

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

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

CVC SECTION 22350 – BASIC SPEED LAW: Provides that no person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property. In other words, a driver violates the basic speed law if he or she is driving at unsafe speeds, even if that speed is lower than the posted regulatory speed limit sign.

CVC SECTION 22351 – SPEED LAW VIOLATIONS: States that the speed of any vehicle upon a highway not in excess of the limits specified in CVC Section 22352 or established as authorized in the CVC is lawful unless clearly proved to be in violation of the Basic Speed Law. This same section also states that the speed of any vehicle upon a highway in excess of the prima facie speed limits in CVC Section 22352 or established as authorized in the CVC is unlawful unless the defendant establishes by competent evidence that the speed in excess of said limits did not constitute a violation of the Basic Speed Law at the time, place and under the conditions then existing.

CVC SECTION 22352 – PRIMA FACIE SPEED LIMITS: Establishes prima facie speed limits for local roads and streets. The term “prima facie”, as used in the CVC, is a speed limit that applies when no other specific



speed limit is posted. It is a Latin term meaning “at first face” or “at first appearance”. It is also defined at “first view” and “before investigation”. Prima facie evidence is evidence sufficient to establish fact, or to raise presumption of fact, unless rebutted. These speed limits shall be applicable unless changed as authorized in the CVC and, if so changed, only when signs have been erected giving notice thereof. It sets two speed limits covering six classes of location.

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

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

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

CVC SECTION 22358.5 – DOWNWARD SPEED ZONING: Physical conditions such as width, curvature, grade, and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning.

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

CVC SECTION 40802 (B) – PRIMA FACIE SPEED LIMITS: For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

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



2.0 DATA COLLECTION & ANALYSIS

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

2.1 RADAR SPEED SURVEYS & ANALYSIS

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

The project team worked with the City of Marina staff and finalized the 43 street segments to be analyzed in this E&TS. Radar speed surveys were conducted in June and September 2018 on days with fair weather, clear visibility and dry pavement conditions. The survey locations were selected where the prevailing speeds were representative of the entire street segment and not too close to any traffic control device. The selected locations were situated beyond the influence of stops, dips, curves, parked vehicles and any other condition that may affect the normal rate of travel. An effort was made to ensure that the presence of radar survey equipment did not affect the speed of the traffic being surveyed.

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

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

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

A description of some of the attributes is provided below:

50TH PERCENTILE SPEED (MEDIAN SPEED): The speed above and below which 50 percent of the sample speeds were observed. This value indicates the speed that a driver may choose to drive without the influence of any speed limits, speed signs, or enforcement.

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

10 MPH PACE SPEED: The 10 mph increment (range) of speeds containing the greatest number of vehicles. In most cases, the 85th percentile speed and the recommended speed lie within the range, frequently in



the middle to upper range of the interval. The percent of vehicles that fall within the pace speed is an indicator of the bunching of vehicular speeds. The number of observed vehicles within the 10 mph pace is often between 40 and 80 percent of the entire sample.

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

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

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

Table 2 presents the speed survey summary with existing speed limits, median speed, critical speed, 10 mile pace speed, and the percent of vehicles observed within pace. The completed speed survey forms for all 43 study segments are included in **Appendix B**.

2.2 AVERAGE DAILY TRAFFIC (ADT) COUNTS

The TJKM team conducted average daily traffic (ADT) counts across all study segments. These counts were used to determine the accident rates for each segment, which in turn was used as a factor in determining the appropriate speed limit for each segment. **Table 3** summarizes the roadway classification, orientation, directional traffic volumes and total traffic volumes for all of the study segments. The existing average daily traffic volumes for the survey segments are illustrated in **Figure 2**.

2.3 FIELD OBSERVATIONS

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



Table 2: Speed Survey Summary

#	Street	Survey Limits	Existing Speed Limit (mph)	Speed Survey Results (mph)			
				Median	85th Percentile	10-Mile Pace	Percent w/in Pace
1	Imjin Parkway	State Route 1 to California Avenue	45	50	53	44-53	84%
2	Imjin Parkway	California Avenue to Reservation Road	45	50	54	45-54	82%
3	Del Monte Boulevard	SR1/Reindollar Avenue to Reservation Road	35	38	43	34-43	84%
4	Del Monte Boulevard	Reservation Road to Beach Road	40	36	41	31-40	77%
5	Del Monte Boulevard	Beach Road to Marina Greens Drive	40, no sign	40	45	35-44	72%
6	Reservation Road	Dunes Drive to Beach Road	35	30	36	27-36	54%
7	Reservation Road	Beach Road to Del Monte Boulevard	35	27	31	22-31	80%
8a	Reservation Road	Del Monte Boulevard to Crescent Avenue	35	30	36	26-35	64%
8b	Reservation Road	Crescent Avenue to California Avenue	40	40	47	36-45	56%
9	Reservation Road	California Avenue to Salinas Avenue	45	45	51	40-49	68%
10	Reservation Road	Salinas Avenue to Imjin Parkway	55	44	50	38-47	57%
11	Reservation Road	Imjin Parkway to Blanco Road	55	55	59	50-59	72%
12a	8th Street	2nd Avenue to 3rd Avenue	35	16	24	12-21	74%
12b	8th Street	5th Avenue to Inter-Garrison Road	not posted	34	40	29-38	74%
13	9th Street	1st Avenue to 2nd Avenue	not posted	26	31	20-29	75%
14a	2nd Avenue	Divarty Street to 8th Street	35	38	44	32-41	78%
14b	2nd Avenue	8th Street to Imjin Parkway	35	28	32	23-32	81%
15	Beach Road	Reservation Road to Del Monte Boulevard	35, no sign	29	34	24-33	72%
16	De Forest Road	Beach Road to Reservation Road	25	30	35	25-34	81%
17	Crescent Avenue	Quebrada Del Mar to Reservation Road	25	27	31	25-34	84%
18	Crescent Avenue	Reservation Road to Carmel Avenue	30	30	34	26-35	82%



#	Street	Survey Limits	Existing Speed Limit (mph)	Speed Survey Results (mph)			
				Median	85th Percentile	10-Mile Pace	Percent w/in Pace
19	Cardoza Avenue	Reservation Road to Aaron Way (End)	30	29	35	24-33	59%
20	Beach Road	Del Monte Boulevard to De Forest Road	30	30	35	26-35	73%
21	California Avenue	Reservation Road to Carmel Avenue	35	35	40	30-39	69%
22	California Avenue	Carmel Avenue to Reindollar Avenue	30	22	26	17-26	82%
23	California Avenue	Reindollar Avenue to Imjin Parkway	35	39	44	34-43	75%
24	California Avenue	Imjin Parkway to 8th Street	not posted	24	29	20-29	76%
25	Reindollar Avenue	Del Monte Boulevard to California Avenue	25	18	23	15-24	80%
26	Reindollar Avenue/ Bostick Avenue	California Avenue to Carmel Avenue	25, no sign	25	30	21-30	67%
27	Carmel Avenue	Del Monte Boulevard to California Avenue	25	27	31	22-31	67%
28	Carmel Avenue	California Avenue to Salinas Avenue	25, no sign	22	27	17-26	67%
29	Salinas Avenue	Carmel Avenue to Reservation Road	25	22	26	18-27	76%
30	Paul Davis Drive	Healy Avenue to Marina Greens Drive	not posted	25	30	20-29	72%
31	Patton Parkway	Marina High School to California Avenue	25	37	45	30-39	65%
32	Crescent Street	Patton Parkway to Reindollar Avenue	not posted	27	31	23-32	78%
33	Vaughn Avenue	Reindollar Avenue to Carmel Avenue	not posted	25	29	21-30	73%
34	Seacrest Avenue	Carmel Avenue to Reservation Road	not posted	28	33	24-33	73%
35	Sunset Avenue	Reindollar Avenue to Carmel Avenue	not posted	26	30	21-30	79%
36	Lake Drive	Palm Avenue to Reservation Road	not posted	24	30	20-29	57%
37	Palm Avenue	Lake Drive to Del Monte Boulevard	25, no sign	21	26	17-26	78%
38	Abrams Drive	Preston Drive to Imjin Parkway	30	31	35	27-36	84%
39	Preston Drive	Abrams Drive to Imjin Parkway	25	30	34	25-34	81%
40	3rd Avenue	Imjin Parkway to 8th Street	25	26	31	20-29	78%

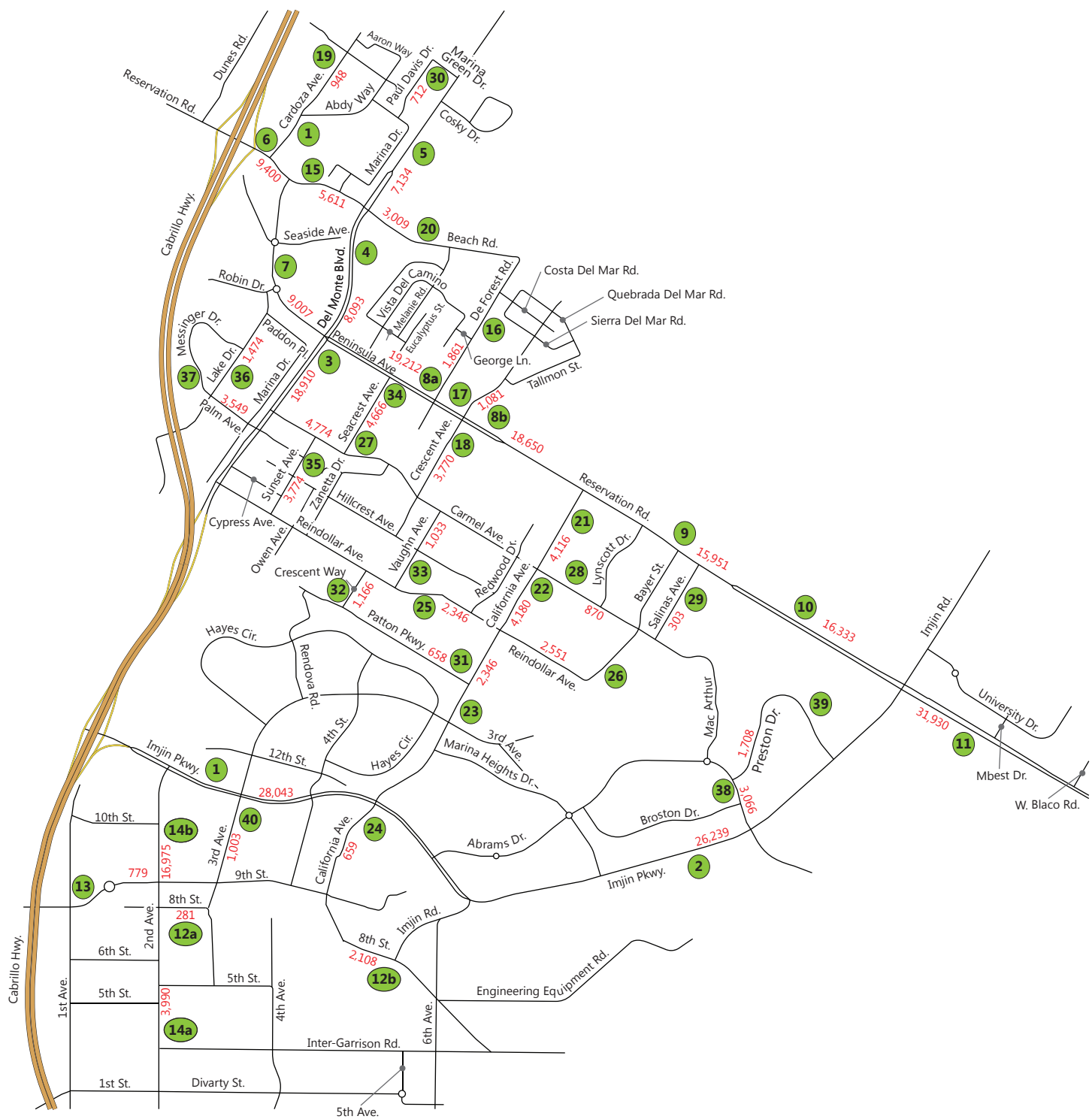
**Table 3: Daily Traffic Counts Summary**

#	Street	Survey Limits	Direction	Roadway Classification	Daily Traffic Volumes		
					NB/EB	SB/WB	Two Way Total
1	Imjin Parkway	State Route 1 to California Avenue	EB/WB	Expressway	13983	14060	28,043
2	Imjin Parkway	California Avenue to Reservation Road	EB/WB	Expressway	12388	13851	26,239
3	Del Monte Boulevard	SR1/Reindollar Avenue to Reservation Road	NB/SB	Arterial	9860	9050	18,910
4	Del Monte Boulevard	Reservation Road to Beach Road	NB/SB	Arterial	4392	3701	8,093
5	Del Monte Boulevard	Beach Road to Marina Greens Drive	NB/SB	Arterial	3817	3317	7,134
6	Reservation Road	Dunes Drive to Beach Road	EB/WB	Arterial	4367	5033	9,400
7	Reservation Road	Beach Road to Del Monte Boulevard	NB/SB	Arterial	4388	4619	9,007
8a	Reservation Road	Del Monte Boulevard to Crescent Avenue	EB/WB	Arterial	9876	9336	19,212
8b	Reservation Road	Crescent Avenue to California Avenue	EB/WB	Arterial	9635	9015	18,650
9	Reservation Road	California Avenue to Salinas Avenue	EB/WB	Arterial	8105	7846	15,951
10	Reservation Road	Salinas Avenue to Imjin Parkway	EB/WB	Arterial	8148	8185	16,333
11	Reservation Road	Imjin Parkway to Blanco Road	EB/WB	Arterial	15760	16170	31,930
12a	8th Street	2nd Avenue to 3rd Avenue	EB/WB	Collector	112	169	281
12b	8th Street	5th Avenue to Inter-Garrison Road	EB/WB	Arterial	1147	961	2,108
13	9th Street	1st Avenue to 2nd Avenue	EB/WB	Arterial	283	496	779
14a	2nd Avenue	Divarty Street to 8th Street	NB/SB	Arterial	1755	2235	3,990
14b	2nd Avenue	8th Street to Imjin Parkway	NB/SB	Arterial	8231	8744	16,975
15	Beach Road	Reservation Road to Del Monte Boulevard	EB/WB	Arterial	2578	3033	5,611
16	De Forest Road	Beach Road to Reservation Road	NB/SB	Collector	857	1004	1,861
17	Crescent Avenue	Quebrada Del Mar to Reservation Road	NB/SB	Collector	473	608	1,081
18	Crescent Avenue	Reservation Road to Carmel Avenue	NB/SB	Collector	1854	1916	3,770



#	Street	Survey Limits	Direction	Roadway Classification	Daily Traffic Volumes		
					NB/EB	SB/WB	Two Way Total
19	Cardoza Avenue	Reservation Road to Aaron Way (End)	NB/SB	Collector	464	484	948
20	Beach Road	Del Monte Boulevard to De Forest Road	EB/WB	Collector	1639	1370	3,009
21	California Avenue	Reservation Road to Carmel Avenue	NB/SB	Collector	1895	2221	4,116
22	California Avenue	Carmel Avenue to Reindollar Avenue	NB/SB	Collector	1813	2367	4,180
23	California Avenue	Reindollar Avenue to Imjin Parkway	NB/SB	Arterial	2868	3173	6,041
24	California Avenue	Imjin Parkway to 8th Street	NB/SB	Arterial	315	344	659
25	Reindollar Avenue	Del Monte Boulevard to California Avenue	EB/WB	Collector	1124	1222	2,346
26	Reindollar Avenue/ Bostick Avenue	California Avenue to Carmel Avenue	EB/WB	Collector	1186	1365	2,551
27	Carmel Avenue	Del Monte Boulevard to California Avenue	EB/WB	Collector	2351	2423	4,774
28	Carmel Avenue	California Avenue to Salinas Avenue	EB/WB	Collector	452	418	870
29	Salinas Avenue	Carmel Avenue to Reservation Road	NB/SB	Collector	160	143	303
30	Paul Davis Drive	Healy Avenue to Marina Greens Drive	NB/SB	Collector	317	395	712
31	Patton Parkway	Marina High School to California Avenue	EB/WB	Collector	279	379	658
32	Crescent Street	Patton Parkway to Reindollar Avenue	NB/SB	Collector	648	518	1,166
33	Vaughn Avenue	Reindollar Avenue to Carmel Avenue	NB/SB	Collector	546	487	1,033
34	Seacrest Avenue	Carmel Avenue to Reservation Road	NB/SB	Collector	2282	2384	4,666
35	Sunset Avenue	Reindollar Avenue to Carmel Avenue	NB/SB	Collector	1771	2003	3,774
36	Lake Drive	Palm Avenue to Reservation Road	NB/SB	Collector	648	826	1,474
37	Palm Avenue	Lake Drive to Del Monte Boulevard	EB/WB	Collector	1827	1722	3,549
38	Abrams Drive	Preston Drive to Imjin Parkway	NB/SB	Collector	1430	1636	3,066
39	Preston Drive	Abrams Drive to Imjin Parkway	EB/WB	Collector	972	736	1,708
40	3rd Avenue	Imjin Parkway to 8th Street	NB/SB	Collector	368	635	1,003

Average Daily Traffic



Posted Speed Limits

- x** Segment ID
- xx** Average Daily Traffic Volume





2.4 TRAFFIC COLLISION DATA

Collisions reported at study roadway segments were obtained from the Statewide Integrated Traffic Records System (SWITRS) database for a period of 5 years from January 2013 to December 2017. Collision rates are a significant factor in determining the appropriate speed limits.

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

DEFINITIONS FOR COLLISION TYPES: The types of collisions and their definitions as defined by CHP are listed below:



HEAD-ON: Two motor vehicles, approaching from opposite directions, make direct contact. For example, the front of one vehicle collides with the front of another, or prior to impact, one vehicle skids sideways, causing the side of the skidding vehicle to collide with the front of the other.



SIDESWIPE: One motor vehicle strikes the side of another with a glancing blow. For example, two vehicles are proceeding in the same direction or from opposite directions, and the side of one vehicle strikes the side of the other.



REAR END: Two motor vehicles, traveling in the same direction, make direct contact. For example, the front of one vehicle strikes the rear of another vehicle, or Vehicle #1 approaches Vehicle #2 from the rear and skids sideways during a braking action, causing the side of Vehicle #1 to strike the rear of Vehicle #2.



BROADSIDE: One motor vehicle strikes another vehicle at an angle greater than that of a sideswipe.



HIT OBJECT: A motor vehicle strikes a fixed object or other object.



OVERTURNED: A motor vehicle overturns and no prior collision or hitting an object caused the overturning. This would include a motorcyclist losing control, causing the vehicle to lie down on its side.



AUTO/PED: A vehicle strikes a pedestrian.



OTHER: A collision not covered in the preceding elements. This entry shall be explained in the narrative, such as a vehicle involved with - a bicycle, train, or animal; an automobile fire; passengers falling or jumping from a vehicle; a vehicle backing; a bicycle involved with a pedestrian or another bicycle, etc.

**Table 4: Collision History Summary (Jan. 2013 – Dec. 2017)**

#	Street	Survey Limits	Total # of Accidents	Accident Type							
				Head-On	Sideswipe	Rear End	Broadside	Hit Object	Overtaken	Auto/Ped	Other
1	Imjin Parkway	State Route 1 to California Avenue	160	4	19	92	32	11			2
2	Imjin Parkway	California Avenue to Reservation Road	233	3	26	159	15	18	5	4	3
3	Del Monte Blvd.	SR1/Reindollar Ave. to Reservation Rd.	133	2	23	53	42	5		5	3
4	Del Monte Blvd.	Reservation Road to Beach Road	31	1	2	3	10	12	2		1
5	Del Monte Blvd.	Beach Road to Marina Greens Drive	17	1	2	3	7	1		2	1
6	Reservation Road	Dunes Drive to Beach Road	24	2	6	9	5			2	
7	Reservation Road	Beach Road to Del Monte Boulevard	35	1	6	5	4	15			4
8a	Reservation Road	Del Monte Boulevard to Crescent Avenue	94	2	18	43	17	7		2	5
8b	Reservation Road	Crescent Avenue to California Avenue	49	4	14	16	10	2		1	2
9	Reservation Road	California Avenue to Salinas Avenue	8		2	4	2				
10	Reservation Road	Salinas Avenue to Imjin Parkway	15		2	7	5				1
11	Reservation Road	Imjin Parkway to Blanco Road	50	2	8	25	7	7	1		
12a	8th Street	2nd Avenue to 3rd Avenue	1				1				
12b	8th Street	5th Avenue to Inter-Garrison Road	4	1			1	2			
13	9th Street	1st Avenue to 2nd Avenue	4		1		2	1			
14a	2nd Avenue	Divarty Street to 8th Street	1			1					
14b	2nd Avenue	8th Street to Imjin Parkway	22		7	5	4	3			3
15	Beach Road	Reservation Rd. to Del Monte Blvd.	29	2	8	3	6	4		1	5
16	De Forest Road	Beach Road to Reservation Road	13		2	4	4	1		1	1
17	Crescent Avenue	Quebrada Del Mar to Reservation Road	5	2	2		1				
18	Crescent Avenue	Reservation Road to Carmel Avenue	13		1	1	5	2	1	1	2



#	Street	Survey Limits	Total # of Accidents	Accident Type							
				Head-On	Sideswipe	Rear End	Broadside	Hit Object	Overtaken	Auto/Ped	Other
19	Cardoza Avenue	Reservation Road to Aaron Way (End)	3	1		1		1			
20	Beach Road	Del Monte Boulevard to De Forest Road	21	2	8	4	3	3			1
21	California Avenue	Reservation Road to Carmel Avenue	6		1	1	1	1		2	
22	California Avenue	Carmel Avenue to Reindollar Avenue	5		1	1	1	2			
23	California Avenue	Reindollar Avenue to Imjin Parkway	14	2	1	4	4	2	1		
24	California Avenue	Imjin Parkway to 8th Street	2			1					1
25	Reindollar Avenue	Del Monte Boulevard to California Avenue	28	1	11	2	8	4			2
26	Reindollar Avenue/ Bostick Avenue	California Avenue to Carmel Avenue	4	1		1	1	1			
27	Carmel Avenue	Del Monte Boulevard to California Avenue	55	3	16	15	14	3		2	2
28	Carmel Avenue	California Avenue to Salinas Avenue	13	1	4	5	2	1			
29	Salinas Avenue	Carmel Avenue to Reservation Road	0								
30	Paul Davis Drive	Healy Avenue to Marina Greens Drive	4		1	2	1				
31	Patton Parkway	Marina High School to California Ave.	2	1			1				
32	Crescent Street	Patton Parkway to Reindollar Avenue	4		2	1	1				
33	Vaughn Avenue	Reindollar Avenue to Carmel Avenue	4	1	1		1	1			
34	Seacrest Avenue	Carmel Avenue to Reservation Road	14	2	6	2	1	2		1	
35	Sunset Avenue	Reindollar Avenue to Carmel Avenue	16		7	4	3			1	1
36	Lake Drive	Palm Avenue to Reservation Road	13	2	2	2	2	4			1
37	Palm Avenue	Lake Drive to Del Monte Boulevard	12	2	2	3	4				1
38	Abrams Drive	Preston Drive to Imjin Parkway	5	1	1	1	1	1			
39	Preston Drive	Abrams Drive to Imjin Parkway	4		1	1	2				
40	3rd Avenue	Imjin Parkway to 8th Street	1					1			



Table 5: Collision Rate Summary

#	Street	Survey Limits	# of Collisions (Jan. 2013 – Dec. 2017)	Collision Rate	State Average Collision Rate	Less than State Average?
1	Imjin Parkway	State Route 1 to California Avenue	160	3.27	0.92	NO
2	Imjin Parkway	California Avenue to Reservation Road	233	2.40	0.68	NO
3	Del Monte Boulevard	SR1/Reindollar Avenue to Reservation Road	133	5.64	1.3	NO
4	Del Monte Boulevard	Reservation Road to Beach Road	31	4.79	1.3	NO
5	Del Monte Boulevard	Beach Road to Marina Greens Drive	17	2.57	1.37	NO
6	Reservation Road	Dunes Drive to Beach Road	24	4.12	1.37	NO
7	Reservation Road	Beach Road to Del Monte Boulevard	35	3.64	1.37	NO
8a	Reservation Road	Del Monte Boulevard to Crescent Avenue	94	5.30	1.3	94
8b	Reservation Road	Crescent Avenue to California Avenue	49	3.25	1.61	49
9	Reservation Road	California Avenue to Salinas Avenue	8	0.63	1.61	YES
10	Reservation Road	Salinas Avenue to Imjin Parkway	15	0.66	1.3	YES
11	Reservation Road	Imjin Parkway to Blanco Road	50	1.36	1.3	NO
12a	8th Street	2nd Avenue to 3rd Avenue	1	12.11	1.37	NO
12b	8th Street	5th Avenue to Inter-Garrison Road	4	1.67	1.37	NO
13	9th Street	1st Avenue to 2nd Avenue	4	9.22	1.37	NO
14a	2nd Avenue	Divarty Street to 8th Street	1	0.23	1.37	YES
14b	2nd Avenue	8th Street to Imjin Parkway	22	1.58	1.37	NO
15	Beach Road	Reservation Road to Del Monte Boulevard	29	10.56	1.37	NO
16	De Forest Road	Beach Road to Reservation Road	13	4.42	1.37	NO
17	Crescent Avenue	Quebrada Del Mar to Reservation Road	5	5.62	1.37	NO
18	Crescent Avenue	Reservation Road to Carmel Avenue	13	6.51	1.37	NO
19	Cardoza Avenue	Reservation Road to Aaron Way (End)	3	3.73	1.37	NO



#	Street	Survey Limits	# of Collisions (Jan. 2013 – Dec. 2017)	Collision Rate	State Average Collision Rate	Less than State Average?
20	Beach Road	Del Monte Boulevard to De Forest Road	21	7.29	1.37	NO
21	California Avenue	Reservation Road to Carmel Avenue	6	2.75	1.37	NO
22	California Avenue	Carmel Avenue to Reindollar Avenue	5	2.87	1.37	NO
23	California Avenue	Reindollar Avenue to Imjin Parkway	14	1.84	1.37	NO
24	California Avenue	Imjin Parkway to 8th Street	2	3.40	1.37	NO
25	Reindollar Avenue	Del Monte Boulevard to California Avenue	28	7.12	1.37	NO
26	Reindollar Avenue/ Bostick Avenue	California Avenue to Carmel Avenue	4	1.56	1.37	NO
27	Carmel Avenue	Del Monte Boulevard to California Avenue	55	8.35	1.37	NO
28	Carmel Avenue	California Avenue to Salinas Avenue	13	18.80	1.37	NO
29	Salinas Avenue	Carmel Avenue to Reservation Road	0	0.00	1.37	YES
30	Paul Davis Drive	Healy Avenue to Marina Greens Drive	4	14.41	1.37	NO
31	Patton Parkway	Marina High School to California Avenue	2	3.58	1.37	NO
32	Crescent Street	Patton Parkway to Reindollar Avenue	4	13.80	1.37	NO
33	Vaughn Avenue	Reindollar Avenue to Carmel Avenue	4	7.46	1.37	NO
34	Seacrest Avenue	Carmel Avenue to Reservation Road	14	5.76	1.37	NO
35	Sunset Avenue	Reindollar Avenue to Carmel Avenue	16	8.21	1.37	NO
36	Lake Drive	Palm Avenue to Reservation Road	13	12.31	1.37	NO
37	Palm Avenue	Lake Drive to Del Monte Boulevard	12	10.20	1.37	NO
38	Abrams Drive	Preston Drive to Imjin Parkway	5	5.24	1.37	NO
39	Preston Drive	Abrams Drive to Imjin Parkway	4	2.10	1.37	NO
40	3rd Avenue	Imjin Parkway to 8th Street	1	1.48	1.37	NO

Note: The segments below the statewide average collision rate would be considered to be non-hazardous.



3.0 SPEED LIMIT RECOMMENDATIONS

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

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

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

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

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

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

- ▶ If the 85th percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. The 35 mph established speed limit can be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.
- ▶ If the 85th percentile speed in a speed survey for a location was 33 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. The 35 mph established speed limit can be reduced by 5 mph to 30 mph if the conditions and



justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

Section 2B.13 of the 2014 CA MUTCD specifies that the above examples apply to all E&TS performed on or after July 1, 2009, as outlined in *Traffic Operations Policy Directive (No. 09-04)*, described above. The section further states that justification for reducing speed limits can be based on residential density, pedestrian/bicyclist safety and other factors not readily apparent to drivers but essential to meet the traffic safety needs of the community. The following factors may be considered to adjust and determine the final speed limits:

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

In addition to the technical factors described above, the following factors may be considered when determining the final speed limit, within the requirements described above:

- ▶ Avoid changing the existing posted speed limit, unless roadway or land use characteristics have changed since the previous E&TS
- ▶ Avoid frequent speed limit increases and decreases along a roadway
- ▶ Minimize the number of 5 mph speed limit increases or decreases along a roadway

The guidelines from the *2014 California Manual for Setting Speed Limits (May 9, 2014; updated March 9, 2018)* published by Caltrans were followed in this study. The speed limit recommendations are proposed for the 43 street segments in the study based on the above discussed guidelines and speed data analysis. The speed limit for each study segment was recommended after determining the average speed, 85th percentile speed, pace speed and considering other significant factors such as existing land use, roadway design characteristics and accident rates. **Appendix A** presents the results of the traffic survey analyses, which include prevailing speed data, accident history, traffic factors, and roadway conditions. The recommended speed limit for each street segment is also shown with a comment on the rationale for the recommendation.

Table 6 shows the existing and recommended speed limits for all of the 43 study segments. **Figure 3** illustrates segments with recommended speed limit changes, and **Figure 4** shows the recommended speed limit for all of the study segments. The recommendations are highlighted below:

AN INCREASE OF 5 MPH IN SPEED LIMIT IS RECOMMENDED FOR SEVEN ROADWAY SEGMENTS:

- 1) Segment #1 Imjin Parkway from State Route 1 to California Avenue
- 2) Segment #2 Imjin Parkway from Imjin Road to Reservation Road
- 3) Segment #3 Del Monte Boulevard from SR1/Reindollar Avenue to Reservation Road
- 4) Segment #16 De Forest Road from Beach Road to Reservation Road
- 5) Segment #23 California Avenue from Reindollar Avenue to Imjin Parkway
- 6) Segment #26 Reindollar Avenue/Bostick Avenue from California Avenue to Carmel Avenue
- 7) Segment #39 Preston Drive from Abrams Drive to Imjin Parkway

A DECREASE OF 5 MPH IN SPEED LIMIT IS RECOMMENDED FOR TWO ROADWAY SEGMENTS:

- 1) Segment #7 Reservation Road from Beach Road to Del Monte Boulevard



- 2) Segment #22 California Avenue from Carmel Avenue to Reindollar Avenue

AN INCREASE OF 10 MPH IN SPEED LIMIT IS RECOMMENDED FOR ONE ROADWAY SEGMENT:

- 1) Segment #14a 2nd Avenue from Divarty Street to 8th Street

A DECREASE OF 10 MPH IN SPEED LIMIT IS RECOMMENDED FOR ONE ROADWAY SEGMENT:

- 1) Segment #12a 8th Street from 2nd Avenue to 3rd Avenue

AN INCREASE OF 15 MPH IN SPEED LIMIT IS RECOMMENDED FOR ONE ROADWAY SEGMENT:

- 1) Segment #31 Patton Parkway from Marina High School to California Avenue

THERE IS NO CHANGE IN SPEED LIMITS FOR THE FOLLOWING 22 ROADWAY SEGMENTS:

- 1) Segment #4 Del Monte Boulevard from Reservation Road to Beach Road
- 2) Segment #5 Del Monte Boulevard from Beach Road to Marina Greens Drive
- 3) Segment #6 Reservation Road from Dunes Drive to Beach Road
- 4) Segment #8a Reservation Road from Del Monte Boulevard to Crescent Avenue
- 5) Segment #8b Reservation Road from Crescent Avenue to California Avenue
- 6) Segment #9 Reservation Road from California Avenue to Salinas Avenue
- 7) Segment #10 Reservation Road from Salinas Avenue to Imjin Parkway
- 8) Segment #11 Reservation Road from Imjin Parkway to Blanco Road
- 9) Segment #14b 2nd Avenue from 8th Street to Imjin Parkway
- 10) Segment #15 Beach Road from Reservation Road to Del Monte Boulevard
- 11) Segment #17 Crescent Avenue from Quebrada Del Mar to Reservation Road
- 12) Segment #18 Crescent Avenue from Reservation Road to Carmel Avenue
- 13) Segment #19 Cardoza Avenue from Reservation Road to Aaron Way (End)
- 14) Segment #20 Beach Road from Del Monte Boulevard to De Forest Road
- 15) Segment #21 California Avenue from Reservation Road to Carmel Avenue
- 16) Segment #25 Reindollar Avenue from Del Monte Boulevard to California Avenue
- 17) Segment #27 Carmel Avenue from Del Monte Boulevard to California Avenue
- 18) Segment #28 Carmel Avenue from California Avenue to Salinas Avenue
- 19) Segment #29 Salinas Avenue from Carmel Avenue to Reservation Road
- 20) Segment #37 Palm Avenue from Lake Drive to Del Monte Boulevard
- 21) Segment #38 Abrams Drive from Preston Drive to Imjin Parkway
- 22) Segment #40 3rd Avenue from Imjin Parkway to 8th Street

ESTABLISHING A POSTED SPEED LIMIT IS RECOMMENDED FOR NINE SEGMENTS:

- 1) Segment #12b 8th Street from 5th Avenue to Inter-Garrison Road
- 2) Segment #13 9th Street from 1st Avenue to 2nd Avenue
- 3) Segment #24 California Avenue from Imjin Parkway to 8th Street
- 4) Segment #30 Paul Davis Drive from Healy Avenue to Marina Greens Driver
- 5) Segment #32 Crescent Street from Patton Parkway to Reindollar Avenue



- 6) Segment #33 Vaughn Avenue from Reindollar Avenue to Carmel Avenue
- 7) Segment #34 Seacrest Avenue from Carmel Avenue to Reservation Road
- 8) Segment #35 Sunset Avenue from Reindollar Avenue to Carmel Avenue
- 9) Segment #36 Lake Drive from Palm Avenue to Reservation Road

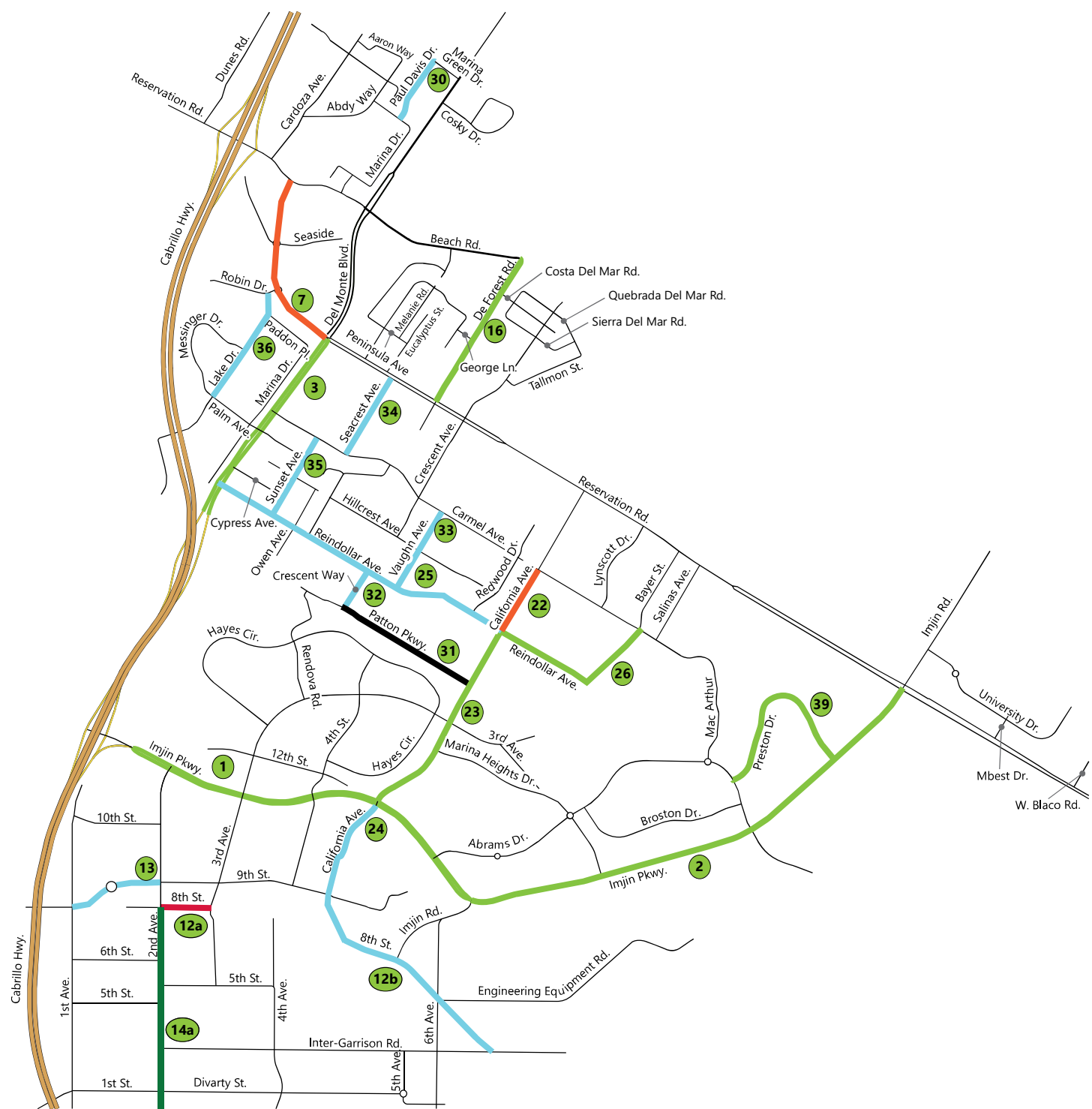
**Table 6: Recommended Speed Limits Summary**

#	Street	Survey Limits	Width (feet)	Speed (mph)			Changes to Existing Speed Limit
				Existing	85th Percentile	Recommended	
1	Imjin Parkway	State Route 1 to California Avenue	70-80	45	53	50	5
2	Imjin Parkway	California Avenue to Reservation Road	40	45	54	50	5
3	Del Monte Boulevard	SR1/Reindollar Avenue to Reservation Road	90	35	43	40	5
4	Del Monte Boulevard	Reservation Road to Beach Road	65	40	41	40	0
5	Del Monte Boulevard	Beach Road to Marina Greens Drive	50	40, no sign	45	40	0
6	Reservation Road	Dunes Drive to Beach Road	40	35	36	35	0
7	Reservation Road	Beach Road to Del Monte Boulevard	40	35	31	30	-5
8a	Reservation Road	Del Monte Boulevard to Crescent Avenue	90	35	36	35	0
8b	Reservation Road	Crescent Avenue to California Avenue	90	40	47	40	0
9	Reservation Road	California Avenue to Salinas Avenue	80	45	51	45	0
10	Reservation Road	Salinas Avenue to Imjin Parkway	60	55	50	55	0
11	Reservation Road	Imjin Parkway to Blanco Road	100	55	59	55	0
12a	8th Street	2nd Avenue to 3rd Avenue	34	35	24	25	-10
12b	8th Street	5th Avenue to Inter-Garrison Road	30	not posted	40	40	New
13	9th Street	1st Avenue to 2nd Avenue	40	not posted	31	30	New
14a	2nd Avenue	Divarty Street to 8th Street	65	35	44	45	10
14b	2nd Avenue	8th Street to Imjin Parkway	65	35	32	35	0
15	Beach Road	Reservation Road to Del Monte Boulevard	50-90	35, no sign	34	35	0
16	De Forest Road	Beach Road to Reservation Road	40	25	35	30	5
17	Crescent Avenue	Quebrada Del Mar to Reservation Road	60	25	31	25	0
18	Crescent Avenue	Reservation Road to Carmel Avenue	45	30	34	30	0



#	Street	Survey Limits	Width (feet)	Speed (mph)			Changes to Existing Speed Limit
				Existing	85th Percentile	Recommended	
19	Cardoza Avenue	Reservation Road to Aaron Way (End)	60	30	35	30	0
20	Beach Road	Del Monte Boulevard to De Forest Road	35	30	35	30	0
21	California Avenue	Reservation Road to Carmel Avenue	50	35	40	35	0
22	California Avenue	Carmel Avenue to Reindollar Avenue	30-60	30	26	25	-5
23	California Avenue	Reindollar Avenue to Imjin Parkway	35	35	44	40	5
24	California Avenue	Imjin Parkway to 8th Street	20	not posted	29	30	New
25	Reindollar Avenue	Del Monte Boulevard to California Avenue	40	25	23	25	0
26	Reindollar Avenue/ Bostick Avenue	California Avenue to Carmel Avenue	40	25, no sign	30	30	5
27	Carmel Avenue	Del Monte Boulevard to California Avenue	40	25	31	25	0
28	Carmel Avenue	California Avenue to Salinas Avenue	40	25, no sign	27	25	0
29	Salinas Avenue	Carmel Avenue to Reservation Road	20	25	26	25	0
30	Paul Davis Drive	Healy Avenue to Marina Greens Drive	40	not posted	30	30	New
31	Patton Parkway	Marina High School to California Avenue	25	25	45	40	15
32	Crescent Street	Patton Parkway to Reindollar Avenue	40	not posted	31	25	New
33	Vaughn Avenue	Reindollar Avenue to Carmel Avenue	30	not posted	29	25	New
34	Seacrest Avenue	Carmel Avenue to Reservation Road	40	not posted	33	30	New
35	Sunset Avenue	Reindollar Avenue to Carmel Avenue	40	not posted	30	25	New
36	Lake Drive	Palm Avenue to Reservation Road	40	not posted	30	30	New
37	Palm Avenue	Lake Drive to Del Monte Boulevard	40	25, no sign	26	25	0
38	Abrams Drive	Preston Drive to Imjin Parkway	25-40	30	35	30	0
39	Preston Drive	Abrams Drive to Imjin Parkway	30	25	34	30	5
40	3rd Avenue	Imjin Parkway to 8th Street	30	25	31	25	0

Recommended Speed Limit Changes



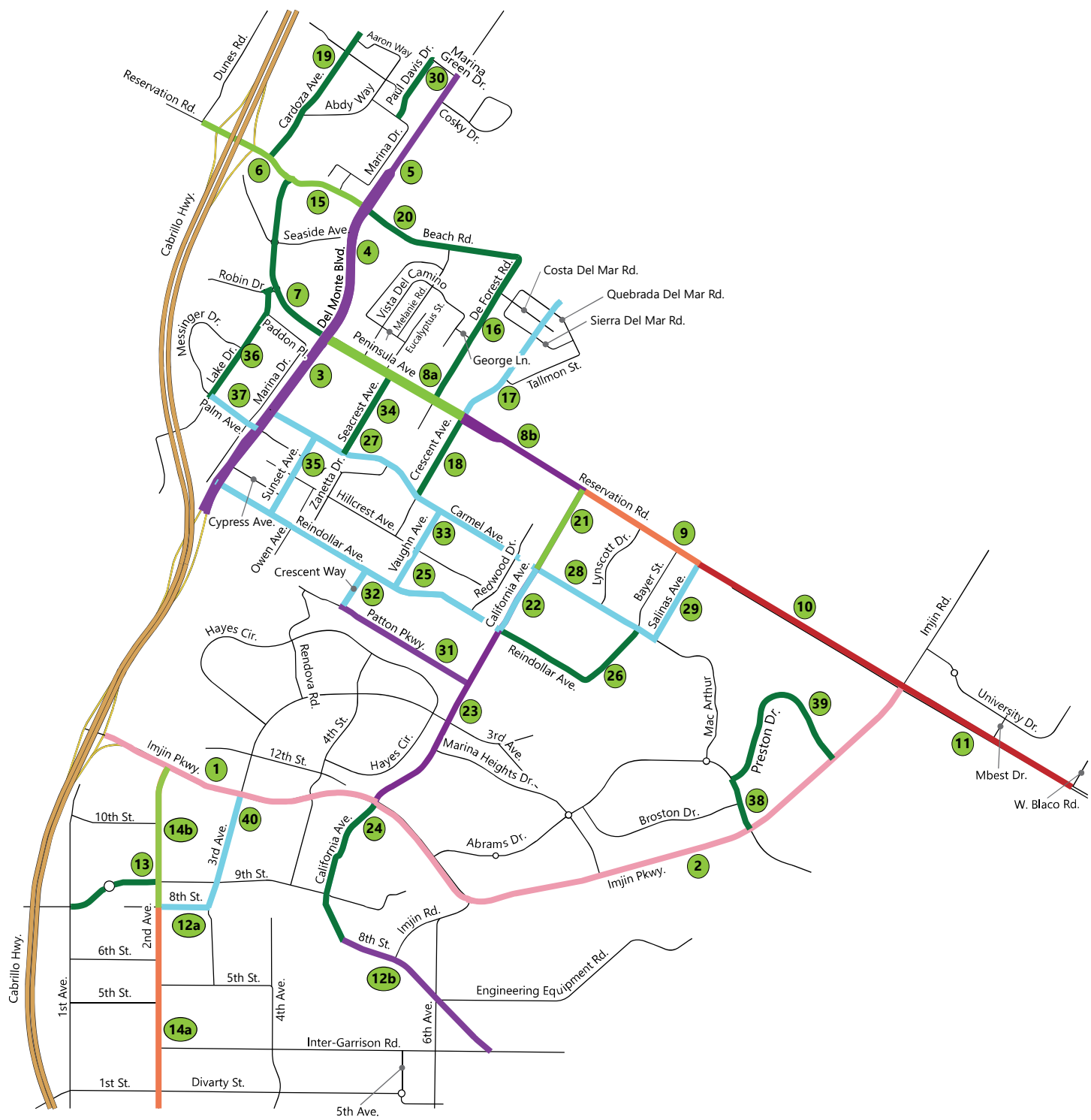
LEGEND

- Legend for the speed limit change map:

 - Increase by 5 mph
 - Increase by 10 mph
 - Increase by 15 mph
 - Reduce by 5 mph
 - Reduce by 10 mph
 - Establish New Speed Limit
 - Segment ID (Green circle with 'x')



Recommended Speed Limits



Recommended Speed Limits

	55 mph		40 mph		25 mph
	50 mph		35 mph		Segment ID
	45 mph		30 mph		





APPENDIX A

RECOMMENDED SPEED LIMIT CERTIFICATIONS

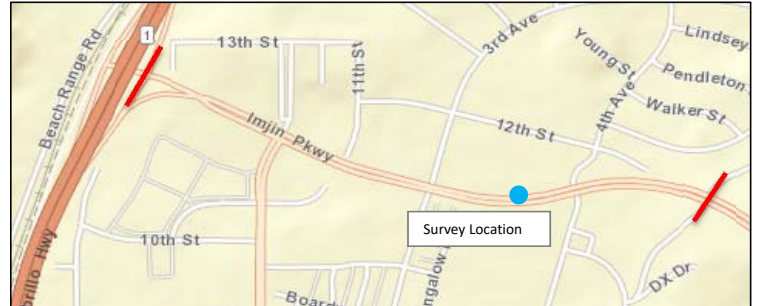
Street: Imjin Pkwy
Limits: State Route 1 to California Ave.
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	w/o 4th St.
Date of Survey	5/18/2018
Posted Speed Limit (mph)	45
# Speed Data Collected	176
85th Percentile (mph)	53
10 mph Pace	44-53
Percent in Pace	84%



B. Traffic Factors

Average Daily Traffic (ADT)	28,043
Length of Segment (mi.)	0.96
Street Classification	Expressway

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	160
Accident Rate (Acc/MVM)	3.27
Statewide Average Accident Rate	0.92

D. Roadway Conditions

Adjacent Land Use	The land adjacent to this roadway is generally undeveloped.
Roadway Geometrics	Two-lane divided roadway with raised medians, bike lanes, and a parallel bike path on the south side. Sidewalks are present on the north side and on the south side south of 2nd Street. Signalized intersections have turn pockets and crosswalks. The segment features vertical curves near California Avenue.
Comments	Results of the attached engineering & traffic survey information support increasing the posted speed limit by 5 mph to 50 mph. The high collision rate and presence of bicycle lanes and pedestrian crossings indicate that further increases may be unsafe, therefore, a permitted 5 mph reduction was applied to the 85th percentile speed.

Speed Limit Change? **Yes**

Existing Speed Limit: 45 mph

Recommended Speed Limit: 50 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



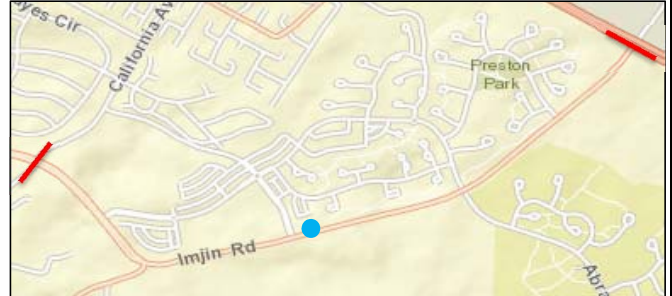
Street: Imjin Pkwy
Limits: California Ave. to Reservation Rd.
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	e/o Marina Heights Dr.
Date of Survey	5/22/2018
Posted Speed Limit (mph)	45
# Speed Data Collected	177
85th Percentile (mph)	54
10 mph Pace	45-54
Percent in Pace	82%



B. Traffic Factors

Average Daily Traffic (ADT)	26,239
Length of Segment (mi.)	2.03
Street Classification	Expressway

Survey Location

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	233
Accident Rate (Acc/MVM)	2.4
Statewide Average Accident Rate	0.68

D. Roadway Conditions

Adjacent Land Use	The land adjacent to this roadway is generally undeveloped.
Roadway Geometrics	Two-lane roadway with raised medians west of Imjin Road and double yellow center striping between California Ave. and Reservation Rd. Bike lanes are present along the segment. Signalized intersections have turn pockets and crosswalks. The segment features vertical and horizontal curves east of California Ave.
Comments	Results of the attached engineering & traffic survey information support increasing the posted speed limit by 5 mph to 50 mph. The high collision rate and presence of bicycle lanes and pedestrian crossings indicate that further increases may be unsafe, therefore, a permitted 5 mph reduction was applied to the 85th percentile speed.

Speed Limit Change? **Yes**

Existing Speed Limit: 45 mph

Recommended Speed Limit: 50 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



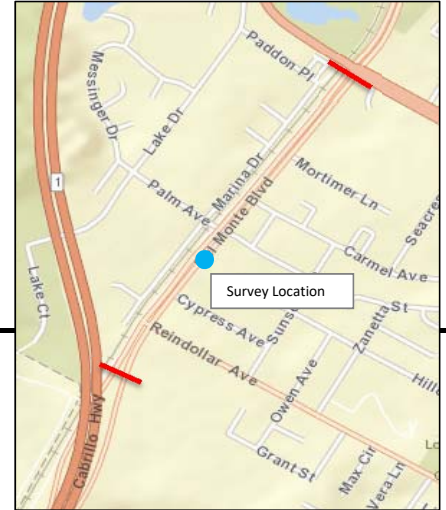
Street: Del Monte Blvd.
Limits: SRI/Reindollar Ave. to Reservation Rd.
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	s/o Palm Ave.
Date of Survey	5/23/2018
Posted Speed Limit (mph)	35
# Speed Data Collected	158
85th Percentile (mph)	43
10 mph Pace	34-43
Percent in Pace	84%



B. Traffic Factors

Average Daily Traffic (ADT)	18,910
Length of Segment (mi.)	0.68
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	133
Accident Rate (Acc/MVM)	5.64
Statewide Average Accident Rate	1.3

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are generally commercial on the east side. Railroad tracks run parallel to the west side.
Roadway Geometrics	Four-lane divided roadway with raised medians, with sidewalks and commercial driveways on the east side only. Signalized intersections have turn pockets and crosswalks. There is a parallel bike path on the west side, and school crossings at Palm Ave. The segment is generally straight and flat.
Comments	Results of the attached engineering & traffic survey information support increasing the posted speed limit by 5 mph to 40 mph. The high collision rate and presence of pedestrian crossings indicate that further increases may be unsafe, therefore, a permitted 5 mph reduction was applied to the 85th percentile speed.

Speed Limit Change? **Yes**

Existing Speed Limit: 35 mph

Recommended Speed Limit: 40 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



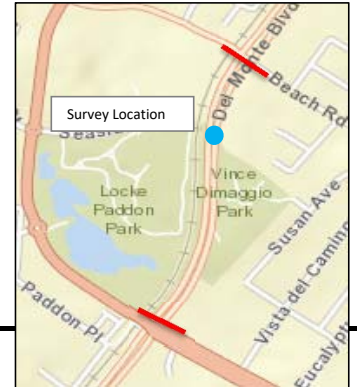
Street: Del Monte Blvd.
Limits: Reservation Rd. to Beach Rd.
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	s/o Beach Rd.
Date of Survey	5/16/2018
Posted Speed Limit (mph)	40
# Speed Data Collected	204
85th Percentile (mph)	41
10 mph Pace	31-40
Percent in Pace	77%



B. Traffic Factors

Average Daily Traffic (ADT)	8,093
Length of Segment (mi.)	0.44
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	31
Accident Rate (Acc/MVM)	4.79
Statewide Average Accident Rate	1.3

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are commercial, with two parks.
Roadway Geometrics	Four-lane divided roadway with raised medians, with sidewalks on the east side only. There is a roundabout with crosswalks at the northern segment limit and a signalized intersection with turn pockets and crosswalks at the southern limit. There is a parallel bike path on the west side. The segment features gentle vertical and horizontal curves.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 40 mph speed limit. This is further supported by the high collision rate , and for consistency with adjacent roadway segments .

Speed Limit Change? **No**

Existing Speed Limit: 40 mph

Recommended Speed Limit: 40 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



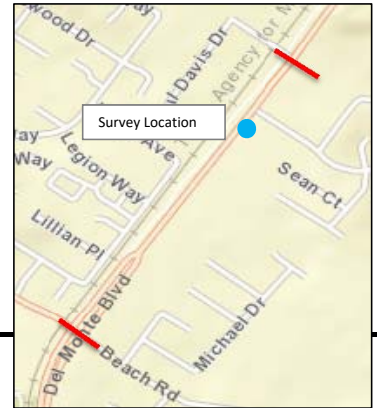
Street: Del Monte Blvd.
Limits: Beach Rd. to Marina Greens Dr.
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	s/o Cosky Dr.
Date of Survey	5/15/2018
Posted Speed Limit (mph)	40, not posted
# Speed Data Collected	212
85th Percentile (mph)	45
10 mph Pace	35-44
Percent in Pace	72%



B. Traffic Factors

Average Daily Traffic (ADT)	7,134
Length of Segment (mi.)	0.51
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	17
Accident Rate (Acc/MVM)	2.57
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are multifamily residential.
Roadway Geometrics	Two-lane roadway with double yellow center striping and raised medians immediately north of Beach Road. Sidewalks are present on the east side only. The roundabout intersection at Beach Road provides the only crosswalks on the segment. Parking is generally allowed. The segment is straight and flat.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 40 mph speed limit. Due to the elevated collision rate , and for consistency with adjacent roadway segments , a permitted 5 mph reduction to the 85th percentile speed was applied. Speed limit should be posted on the segment.

Speed Limit Change? **No**

Existing Speed Limit: 40 mph

Recommended Speed Limit: 40 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



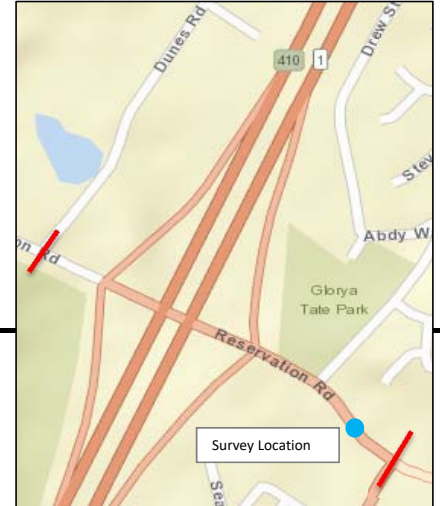
Street: Reservation Rd.
Limits: Dunes Dr. to Beach Rd.
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	e/o Cardoza Ave.
Date of Survey	5/15/2018
Posted Speed Limit (mph)	35
# Speed Data Collected	141
85th Percentile (mph)	36
10 mph Pace	27-36
Percent in Pace	54%



B. Traffic Factors

Average Daily Traffic (ADT)	9,400
Length of Segment (mi.)	0.34
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	24
Accident Rate (Acc/MVM)	4.12
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land is generally undeveloped, with one park and one hotel.
Roadway Geometrics	Two-lane undivided roadway with double yellow center striping, bike lanes, and sidewalks. Signalized intersections have left turn pockets and crosswalks. The segment features two alternating horizontal curves west of Beach Rd.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 35 mph speed limit.

Speed Limit Change? **No**

Existing Speed Limit: 35 mph

Recommended Speed Limit: 35 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



Street: Reservation Rd.
Limits: Beach Rd. to Del Monte Blvd.
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	w/o Del Monte Blvd.
Date of Survey	5/16/2018
Posted Speed Limit (mph)	35
# Speed Data Collected	194
85th Percentile (mph)	31
10 mph Pace	22-31
Percent in Pace	80%

B. Traffic Factors

Average Daily Traffic (ADT)	9,007
Length of Segment (mi.)	0.59
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	35
Accident Rate (Acc/MVM)	3.64
Statewide Average Accident Rate	1.37



D. Roadway Conditions

Adjacent Land Use	Adjacent land is generally undeveloped, with one hotel north of Seaside Circle and parks and residential uses south of Seaside Circle
Roadway Geometrics	Two-lane undivided roadway with double yellow center striping and a section of painted median north of Seaside Ave. The segment includes bike lanes and sidewalks on both sides. There are two roundabouts on the segment, and the signalized intersections at either end include left turn pockets and crosswalks. The segment features multiple horizontal and vertical curves.
Comments	Results of the attached engineering & traffic survey information support reducing the speed limit by 5 mph to 30 mph.

Speed Limit Change? **Yes**

Existing Speed Limit: 35 mph

Recommended Speed Limit: 30 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



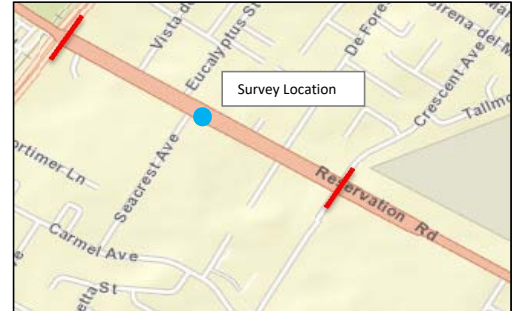
Street: Reservation Rd.
Limits: Del Monte Boulevard to Crescent Avenue
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	e/o Seacrest Ave
Date of Survey	7/2/2019
Posted Speed Limit (mph)	35
# Speed Data Collected	224
85th Percentile (mph)	36
10 mph Pace	26-35
Percent in Pace	64%



B. Traffic Factors

Average Daily Traffic (ADT)	19,212
Length of Segment (mi.)	0.51
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	94
Accident Rate (Acc/MVM)	5.3
Statewide Average Accident Rate	1.3

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are generally commercial, with some multifamily residential
Roadway Geometrics	Four-lane roadway with raised medians. The segment includes bike lanes and sidewalks on both sides. Intersections are generally signalized and include left turn pockets and crosswalks. On-street parking is allowed on intermittent portions of the segment. The segment is generally straight and flat.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 35 mph speed limit.

Speed Limit Change? **No**

Existing Speed Limit: 35 mph

Recommended Speed Limit: 35 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



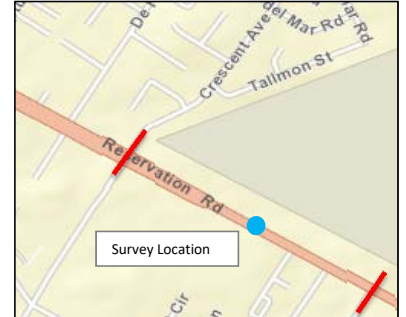
Street: Reservation Rd.
Limits: Crescent Avenue to California Avenue
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	w/o Ocean Terrace
Date of Survey	5/17/2018
Posted Speed Limit (mph)	40
# Speed Data Collected	206
85th Percentile (mph)	47
10 mph Pace	36-45
Percent in Pace	56%



B. Traffic Factors

Average Daily Traffic (ADT)	18,650
Length of Segment (mi.)	0.44
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	49
Accident Rate (Acc/MVM)	3.25
Statewide Average Accident Rate	1.61

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are mixed commercial and residential.
Roadway Geometrics	Four-lane roadway with two-way left turn lanes east of Crescent Ave. The segment includes bike lanes and sidewalks on both sides, although there are large gaps in the sidewalk on the north side. Intersections at either end are signalized and include left turn pockets and crosswalks. On-street parking is allowed on intermittent portions of the segment. The segment is generally straight and flat.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 40 mph speed limit. Due to the high collision rate , a permitted 5 mph reduction to the 85th percentile speed was applied.

Speed Limit Change? **No**

Existing Speed Limit: 40 mph

Recommended Speed Limit: 40 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



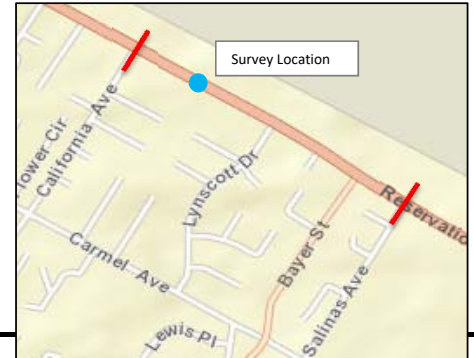
Street: Reservation Rd.
Limits: California Ave. to Salinas Ave.
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	e/o California Ave.
Date of Survey	5/17/2018
Posted Speed Limit (mph)	45
# Speed Data Collected	223
85th Percentile (mph)	51
10 mph Pace	40-49
Percent in Pace	68%



B. Traffic Factors

Average Daily Traffic (ADT)	15,951
Length of Segment (mi.)	0.44
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	8
Accident Rate (Acc/MVM)	0.63
Statewide Average Accident Rate	1.61

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are residential on the south side and mixed commercial/industrial on the north side.
Roadway Geometrics	Four-lane undivided roadway with a two-way left turn lane, bike lanes, and sidewalks on both sides. The signalized intersection at California Avenue includes turn pockets and the only crosswalk on the segment. On-street parking is generally allowed. The segment features two gentle, alternating horizontal curves.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 45 mph speed limit. The presence of bike lanes and the lack of pedestrian crossings east of California Avenue , in combination with bus stops on both sides of the roadway, suggest that increasing the speed limit would reduce pedestrian and bicycle safety , therefore, a permitted 5 mph reduction to the 85th percentile speed was applied.

Speed Limit Change? **No**

Existing Speed Limit: 45 mph

Recommended Speed Limit: 45 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



Street: Reservation Rd.
Limits: Salinas Ave. to Imjin Pkwy
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	e/o Salinas Ave.
Date of Survey	5/18/2018
Posted Speed Limit (mph)	55
# Speed Data Collected	166
85th Percentile (mph)	50
10 mph Pace	38-47
Percent in Pace	57%



B. Traffic Factors

Average Daily Traffic (ADT)	16,333
Length of Segment (mi.)	0.76
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	15
Accident Rate (Acc/MVM)	0.66
Statewide Average Accident Rate	1.3

D. Roadway Conditions

Adjacent Land Use	Adjacent land is undeveloped.
Roadway Geometrics	Four-lane divided roadway with a raised median. The signalized intersection at Imjin Pkwy. Provides left turn pockets and the only crosswalk on the segment. There is a bike path parallel to the roadway on the south side. The segment is generally straight and flat.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 55 mph speed limit for consistency with the adjacent roadway segment to the east.

Speed Limit Change? **No**

Existing Speed Limit: 55 mph

Recommended Speed Limit: 55 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



Street: Reservation Rd.
Limits: Imjin Pkwy to Blanco Rd.
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	w/o Mbest Dr.
Date of Survey	5/23/2018
Posted Speed Limit (mph)	55
# Speed Data Collected	207
85th Percentile (mph)	59
10 mph Pace	50-59
Percent in Pace	72%



B. Traffic Factors

Average Daily Traffic (ADT)	31,930
Length of Segment (mi.)	0.63
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	50
Accident Rate (Acc/MVM)	1.36
Statewide Average Accident Rate	1.3

D. Roadway Conditions

Adjacent Land Use	Adjacent land is undeveloped.
Roadway Geometrics	Five-lane divided roadway with raised medians. Signalized intersections have turn pockets and crosswalks. There is a bike path parallel to the roadway on the south side. The segment is generally straight and flat.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 55 mph speed limit. A higher speed limit is not recommended on a segment with closely spaced signalized intersections , therefore, a permitted 5 mph reduction to the 8th percentile speed was applied.

Speed Limit Change? **No**

Existing Speed Limit: 55 mph

Recommended Speed Limit: 55 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



Street: 8th St.
Limits: 2nd Ave. to 3rd Ave.
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	midpoint
Date of Survey	9/12/2018
Posted Speed Limit (mph)	35
# Speed Data Collected	35
85th Percentile (mph)	24
10 mph Pace	1
Percent in Pace	74%



B. Traffic Factors

Average Daily Traffic (ADT)	281
Length of Segment (mi.)	0.16
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	1
Accident Rate (Acc/MVM)	12.11
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	The land adjacent to this roadway is residential to the north, university buildings to the south.
Roadway Geometrics	Two-lane undivided roadway with no striping. The segment currently includes a large gap, surrounded by undeveloped land. There are sidewalks and bike lanes west of 3rd Ave., and all intersections are unsignalized. The segment features multiple horizontal and vertical curves.
Comments	Results of the attached engineering & traffic survey information support decreasing the posted speed limit by 10 mph to 25 mph.

Speed Limit Change? **Yes**

Existing Speed Limit: 35 mph

Recommended Speed Limit: 25 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



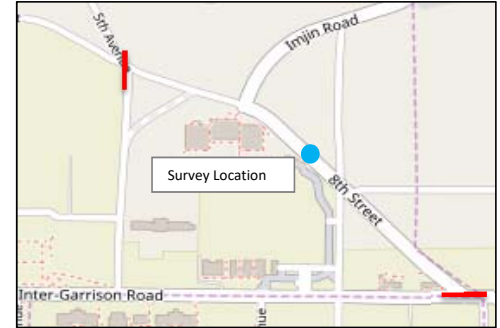
Street: 8th St.
Limits: 5th Ave. to Inter-Garrison Rd.
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	e/o Imjin Rd.
Date of Survey	5/18/2018
Posted Speed Limit (mph)	Not posted
# Speed Data Collected	107
85th Percentile (mph)	40
10 mph Pace	29-38
Percent in Pace	74%



B. Traffic Factors

Average Daily Traffic (ADT)	2,108
Length of Segment (mi.)	0.62
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	4
Accident Rate (Acc/MVM)	1.67
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	The land adjacent to this roadway is generally undeveloped, with university student apartments near Inter-Garrison Road.
Roadway Geometrics	Two-lane roadway featuring double yellow striping. All intersections are unsignalized. The segment features multiple horizontal and vertical curves.
Comments	Results of attached engineering & traffic survey information support establishing a speed limit of 40 mph.

Speed Limit Change? **NA**

Existing Speed Limit: Not posted

Recommended Speed Limit: 40 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



Street: 9th St.
Limits: 1st Ave. to 2nd Ave.
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	e/o 1st Ave.
Date of Survey	5/18/2018
Posted Speed Limit (mph)	Not posted
# Speed Data Collected	101
85th Percentile (mph)	31
10 mph Pace	20-29
Percent in Pace	75%



B. Traffic Factors

Average Daily Traffic (ADT)	779
Length of Segment (mi.)	0.31
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	4
Accident Rate (Acc/MVM)	9.22
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land use is generally multifamily residential.
Roadway Geometrics	Two-lane roadway with double yellow striping, bike lanes, and sidewalks along most of the segment. The segment includes a roundabout, with side streets still under construction. There are crosswalks at the roundabout and at 2nd Street. The intersection at 2nd St. includes left turn pockets. Parking is allowed intermittently. The land along the west half of the segment is currently under development. The segment features alternating horizontal and vertical curves.
Comments	Results of attached engineering & traffic survey information support establishing a speed limit of 30 mph.

Speed Limit Change? **NA**

Existing Speed Limit: Not posted

Recommended Speed Limit: 30 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



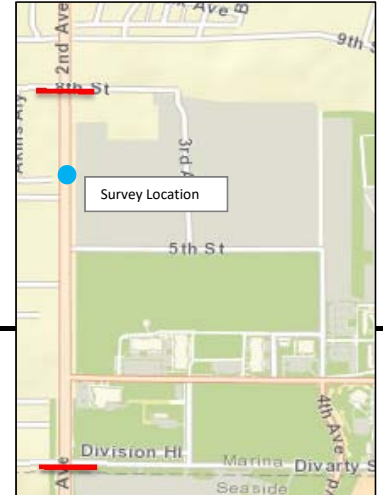
Street: 2nd Ave.
Limits: Divarty Street to 8th Street
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	n/o 6th St.
Date of Survey	5/22/2018
Posted Speed Limit (mph)	35
# Speed Data Collected	126
85th Percentile (mph)	44
10 mph Pace	32-41
Percent in Pace	78%



B. Traffic Factors

Average Daily Traffic (ADT)	3,990
Length of Segment (mi.)	0.59
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	1
Accident Rate (Acc/MVM)	0.23
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are undeveloped/disused barracks on the west side of the roadway and partly developed university land.
Roadway Geometrics	Two-to-four-lane divided roadway with raised medians, bike lanes, and intermittent sidewalks. There is a parallel bike path on the east side of the roadway. Intersections are all unsignalized, with left turn pockets and crosswalks. The segment includes multiple vertical curves.
Comments	Results of the attached engineering & traffic survey information support increasing the posted speed limit by 10 mph to 45 mph.

Speed Limit Change? **Yes**

Existing Speed Limit: 35 mph

Recommended Speed Limit: 45 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



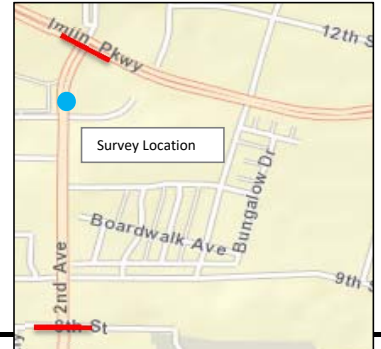
Street: 2nd Ave.
Limits: 8th Street to Imjin Parkway
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	n/o General Stilwell Dr.
Date of Survey	7/2/2019
Posted Speed Limit (mph)	35
# Speed Data Collected	150
85th Percentile (mph)	32
10 mph Pace	23-32
Percent in Pace	81%



B. Traffic Factors

Average Daily Traffic (ADT)	16,975
Length of Segment (mi.)	0.45
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	22
Accident Rate (Acc/MVM)	1.58
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are mixed, with multifamily residential, commercial, and undeveloped land.
Roadway Geometrics	Two-to-four-lane divided roadway with raised medians, bike lanes, and intermittent sidewalks. There is a parallel bike path on the east side of the roadway. The intersections of Imjin Pkwy. And General Stilwell Dr., are signalized, with left turn pockets and crosswalks at all signalized and unsignalized intersections. The segment includes one horizontal curve north of General Stilwell Dr. and multiple vertical curves.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 35 mph speed limit.

Speed Limit Change? **No**

Existing Speed Limit: 35 mph

Recommended Speed Limit: 35 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



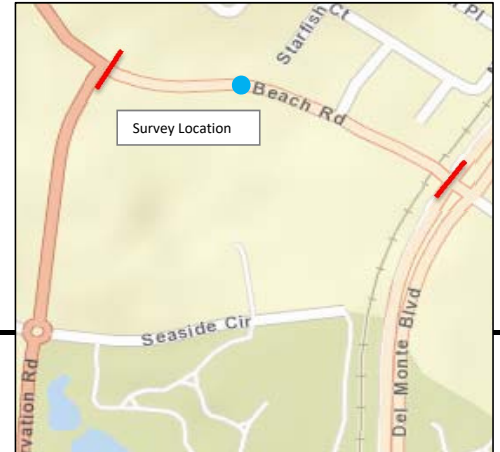
Street: Beach Rd.
Limits: Reservation Rd. to Del Monte Blvd.
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	w/o Marina Dr.
Date of Survey	5/15/2018
Posted Speed Limit (mph)	35, no sign
# Speed Data Collected	170
85th Percentile (mph)	34
10 mph Pace	24-33
Percent in Pace	72%



B. Traffic Factors

Average Daily Traffic (ADT)	5,611
Length of Segment (mi.)	0.27
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	29
Accident Rate (Acc/MVM)	10.56
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are mixed commercial and single family residential.
Roadway Geometrics	Two-lane undivided road with double yellow striping, bike lanes, and intermittent sidewalks. There is a bike path parallel to the roadway on the south side. There is a signalized intersection with left turn pockets at Del Monte Blvd. and a roundabout at Del Monte Blvd, both of which provide crosswalks. The roadway width varies widely. The segment features two alternating horizontal curves and a steady incline.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 35 mph speed limit. Speed limit should be posted on the segment.

Speed Limit Change? **No**

Existing Speed Limit: 35 mph

Recommended Speed Limit: 35 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



Street: De Forest Rd.
Limits: Beach Rd. to Reservation Rd.
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	n/o Oak Cir.
Date of Survey	5/16/2018
Posted Speed Limit (mph)	25
# Speed Data Collected	113
85th Percentile (mph)	35
10 mph Pace	25-34
Percent in Pace	81%



B. Traffic Factors

Average Daily Traffic (ADT)	1,861
Length of Segment (mi.)	0.87
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	13
Accident Rate (Acc/MVM)	4.42
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use: Adjacent land use is single family residential.

Roadway Geometrics: Two-lane undivided roadway, generally with no centerline, and with sidewalks on both sides. There is one signal at Reservation Road, which includes left turn pockets and crosswalk. There is an enhanced visibility crosswalk at Windyhill Park on the north end of the segment. On-street parking is generally allowed. The segment features multiple vertical curves.

Comments: Results of the attached engineering & traffic survey information support increasing the posted speed limit by 5 mph to 30 mph. The **high collision rate** and **residential driveway density** indicate that further increases may be unsafe, therefore, a permitted 5 mph reduction to the 85th percentile speed was applied.

Speed Limit Change? **Yes**

Existing Speed Limit: 25 mph

Recommended Speed Limit: 30 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



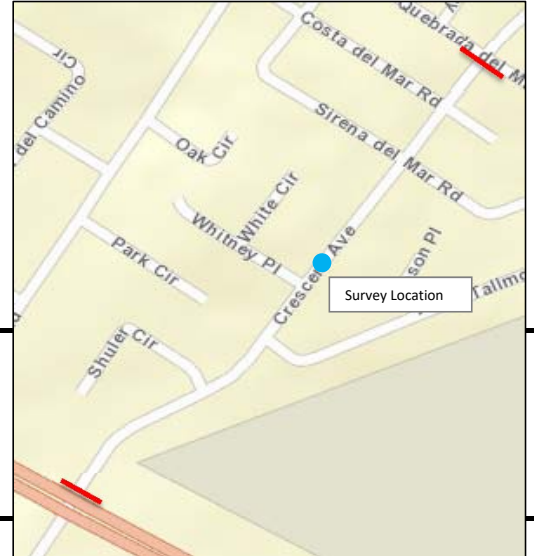
Street: Crescent Ave.
Limits: Quebrada Del Mar to Reservation Rd.
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	n/o Whitney Pl.
Date of Survey	5/16/2018
Posted Speed Limit (mph)	25
# Speed Data Collected	116
85th Percentile (mph)	31
10 mph Pace	25-34
Percent in Pace	84%



B. Traffic Factors

Average Daily Traffic (ADT)	1,081
Length of Segment (mi.)	0.45
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	5
Accident Rate (Acc/MVM)	5.62
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land use is single family residential.
Roadway Geometrics	Two-lane undivided roadway with double yellow striping, bike lanes, and sidewalks on both sides. There is a signal with left turn pockets and crosswalks at Reservation Road and traffic circles at local cross streets on the northern portion of the segment. On-street parking is generally allowed. The segment features multiple horizontal and vertical curves.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing posted speed limit of 25 mph. The vertical curves on the roadway produce constrained sight lines near residential driveways and intersections , therefore, a permitted 5 mph reduction to the 85th percentile speed was applied.

Speed Limit Change? **No**

Existing Speed Limit: 25mph

Recommended Speed Limit: 25 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



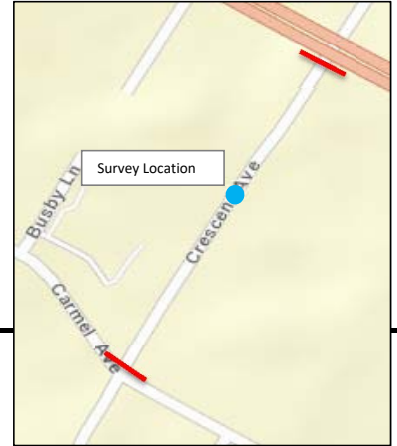
Street: Crescent Ave.
Limits: Reservation Rd. to Carmel Ave.
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	midpoint
Date of Survey	5/17/2018
Posted Speed Limit (mph)	30
# Speed Data Collected	130
85th Percentile (mph)	34
10 mph Pace	26-35
Percent in Pace	82%



B. Traffic Factors

Average Daily Traffic (ADT)	3,770
Length of Segment (mi.)	0.29
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	13
Accident Rate (Acc/MVM)	6.51
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land use is multifamily residential.
Roadway Geometrics	Two-lane undivided roadway with double yellow striping, bike lanes, and sidewalks on both sides. There is a signal with left turn pockets at Reservation Road and an unsignalized intersection at Carmel Avenue. Crosswalks are provided on both ends of the segment. On-street parking is generally allowed. The segment features one crest vertical curve south of Carmel Avenue. Immediately south of Reservation Road, the west curb line extends out, creating an obstruction and varying roadway width.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 30 mph speed limit. Safety concerns based on varying roadway width and the high collision rate , as well as residential driveway density , indicate that an increase may be unsafe, therefore, a permitted 5 mph reduction to the 85th percentile speed was applied.

Speed Limit Change? **No**

Existing Speed Limit: 30 mph

Recommended Speed Limit: 30 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



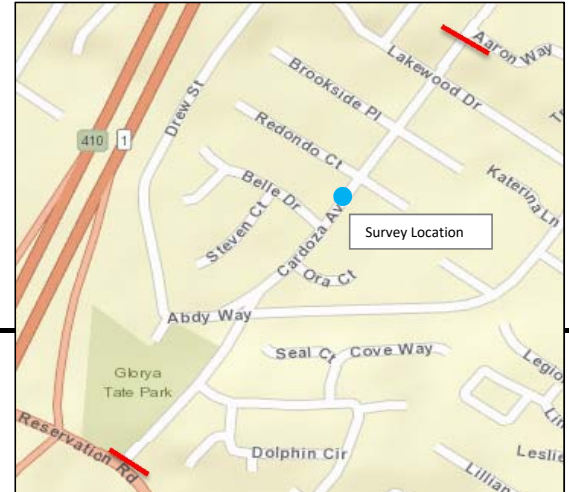
Street: Cardoza Ave.
Limits: Reservation Rd. to Aaron Way (End)
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	s/o Redondo Ct.
Date of Survey	5/15/2018
Posted Speed Limit (mph)	30
# Speed Data Collected	123
85th Percentile (mph)	35
10 mph Pace	24-33
Percent in Pace	59%



B. Traffic Factors

Average Daily Traffic (ADT)	948
Length of Segment (mi.)	0.46
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	3
Accident Rate (Acc/MVM)	3.73
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use Adjacent land uses are single family residential, with one park.

Roadway Geometrics Two-lane undivided roadway with dashed yellow striping north of Abdy Way, and a painted median with turn pockets south of Abdy Way. There are sidewalks on both sides, and parking is generally allowed north of Abdy Way. Crosswalks are provided at the signalized intersection at Reservation Road and the two-way stop controlled intersection at Abdy Way. The segment features slight horizontal and vertical curves.

Comments Results of the attached engineering & traffic survey information support maintaining the existing 30 mph speed limit. The **constrained sight lines** at the intersection at Abdy Way would be **more hazardous at higher speeds** on the uncontrolled approaches, therefore, a **permitted 5 mph reduction** to the 85th percentile speed was applied.

Speed Limit Change? No

Existing Speed Limit: 30 mph

Recommended Speed Limit: 30 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



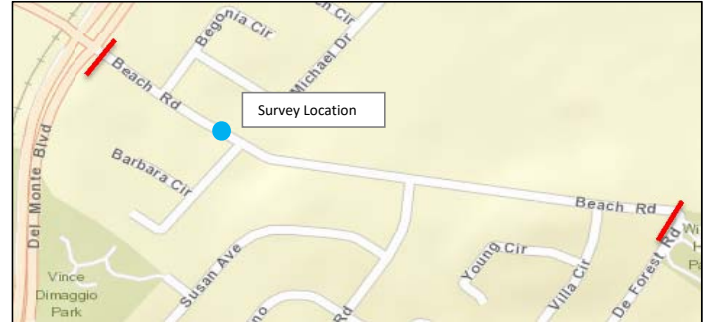
Street: Beach Rd.
Limits: Del Monte Blvd. to De Forest Rd.
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	w/o Fitzgerald Cir.
Date of Survey	5/15/2018
Posted Speed Limit (mph)	30
# Speed Data Collected	115
85th Percentile (mph)	35
10 mph Pace	26-35
Percent in Pace	73%



B. Traffic Factors

Average Daily Traffic (ADT)	3,009
Length of Segment (mi.)	0.52
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	21
Accident Rate (Acc/MVM)	7.29
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are residential, with one elementary school and a church.
Roadway Geometrics	Two-lane undivided roadway with dashed yellow striping and sidewalks on both sides. Crosswalks are provided at the roundabout intersection at Del Monte Boulevard and surrounding the elementary school. Parking is generally allowed. The segment is generally straight and flat, with one horizontal curve east of Fitzgerald Circle.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 30 mph speed limit. The high collision rate and driveway density indicate that further increases may be unsafe, therefore, a permitted 5 mph reduction to the 85th percentile speed was applied.

Speed Limit Change? **No**

Existing Speed Limit: 30 mph

Recommended Speed Limit: 30 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



Street: California Ave.
Limits: Reservation Rd. to Carmel Ave.
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	s/o Exeter Pl.
Date of Survey	5/17/2018
Posted Speed Limit (mph)	35
# Speed Data Collected	140
85th Percentile (mph)	40
10 mph Pace	30-39
Percent in Pace	69%



B. Traffic Factors

Average Daily Traffic (ADT)	4,116
Length of Segment (mi.)	0.29
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	6
Accident Rate (Acc/MVM)	2.75
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are generally residential, with none fronting California Avenue.
Roadway Geometrics	Two-lane undivided roadway with double yellow striping, sidewalks, and bike lanes. High-visibility crosswalks are provided at the signalized intersection at Reservation Road and the all-way stop controlled intersection at Carmel Avenue. Parking is allowed intermittently. The segment is generally straight, with multiple gentle vertical curves.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 35 mph speed limit. Due to the high collision rate , a permitted 5 mph reduction to the 85th percentile speed was applied.

Speed Limit Change? **No**

Existing Speed Limit: 35 mph

Recommended Speed Limit: 35 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



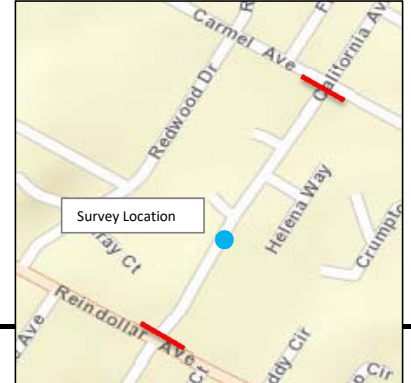
Street: California Ave.
Limits: Carmel Ave. to Reindollar Ave.
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	s/o Tamara Ct.
Date of Survey	5/17/2018
Posted Speed Limit (mph)	30
# Speed Data Collected	147
85th Percentile (mph)	26
10 mph Pace	17-26
Percent in Pace	82%



B. Traffic Factors

Average Daily Traffic (ADT)	4,180
Length of Segment (mi.)	0.23
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	5
Accident Rate (Acc/MVM)	2.87
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are generally residential, with none fronting California Avenue.
Roadway Geometrics	Two-lane undivided roadway with double yellow striping, sidewalks, and bike lanes. The unsignalized intersections on either end of the segment include turn pockets and provide crosswalks. Minimal parking is permitted. The segment features multiple horizontal and vertical curves, and the road width varies widely.
Comments	Results of the attached engineering & traffic survey information support reducing the posted speed limit by 5 mph to 25 mph, in accordance with the 85th percentile speed of 26 mph and low 10-mph pace.

Speed Limit Change? **Yes**

Existing Speed Limit: 30 mph

Recommended Speed Limit: 25 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



Street: California Ave.
Limits: Reindollar Ave. to Imjin Pkwy
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	s/o 3rd Ave.
Date of Survey	5/22/2018
Posted Speed Limit (mph)	35
# Speed Data Collected	146
85th Percentile (mph)	44
10 mph Pace	34-43
Percent in Pace	75%



B. Traffic Factors

Average Daily Traffic (ADT)	6,041
Length of Segment (mi.)	0.69
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	14
Accident Rate (Acc/MVM)	1.84
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land is generally undeveloped.
Roadway Geometrics	Two-lane undivided roadway with double yellow striping and bike lanes. Sidewalks are provided on the west side of the road. Crosswalks are provided at the intersections on either end of the segment. There is one signalized intersection at Imjin Parkway. The segment features multiple horizontal and vertical curves.
Comments	Results of the attached engineering & traffic survey information support increasing the posted speed limit by 5 mph to 40 mph. The elevated collision rate and presence of bicycle lanes indicate that further increases may be unsafe, therefore, a permitted 5 mph reduction was applied to the 85th percentile speed.

Speed Limit Change? **Yes**

Existing Speed Limit: 35 mph

Recommended Speed Limit: 40 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



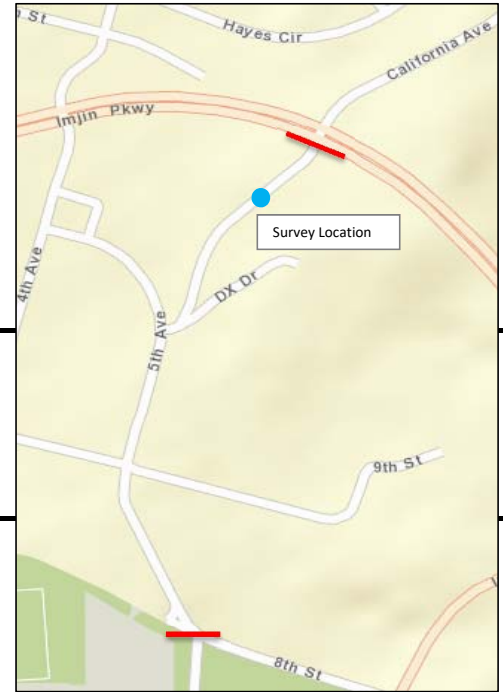
Street: California Ave.
Limits: Imjin Pkwy to 8th Street
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	s/o Imjin Pkwy.
Date of Survey	6/27/2018
Posted Speed Limit (mph)	Not posted
# Speed Data Collected	87
85th Percentile (mph)	29
10 mph Pace	20-29
Percent in Pace	76%



B. Traffic Factors

Average Daily Traffic (ADT)	659
Length of Segment (mi.)	0.49
Street Classification	Arterial

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	2
Accident Rate (Acc/MVM)	3.4
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land is generally undeveloped or agricultural.
Roadway Geometrics	Two-lane undivided roadway that is generally unstriped. There is one signalized intersection at Imjin Parkway, which provides the only crosswalks. The segment features multiple horizontal and vertical curves.
Comments	Results of attached engineering & traffic survey information support establishing a speed limit of 30 mph.

Speed Limit Change? **NA**

Existing Speed Limit: Not posted

Recommended Speed Limit: 30 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



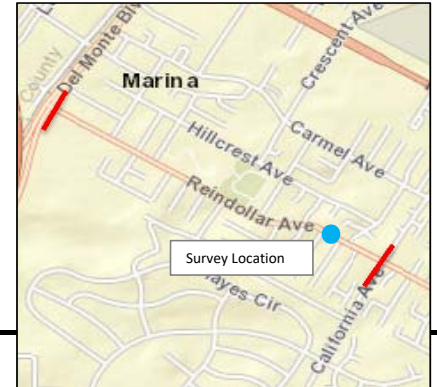
Street: Reindollar Ave.
Limits: Del Monte Blvd. to California Ave.
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	e/o Kennedy Ct.
Date of Survey	5/17/2018
Posted Speed Limit (mph)	25
# Speed Data Collected	143
85th Percentile (mph)	23
10 mph Pace	15-24
Percent in Pace	80%



B. Traffic Factors

Average Daily Traffic (ADT)	2,346
Length of Segment (mi.)	0.92
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	28
Accident Rate (Acc/MVM)	7.12
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are a combination of single and multifamily residential, with commercial near Del Monte Boulevard.
Roadway Geometrics	Two-lane undivided roadway with double yellow striping and intermittent sidewalks on both sides. There is one signalized intersection with turn pockets at Del Monte Boulevard. Crosswalks are provided at multiple intersections and include school crossings. Parking is generally allowed. The segment features multiple vertical curves and alternating horizontal curves east of Vaughn Avenue.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 25 mph speed limit.

Speed Limit Change? **No**

Existing Speed Limit: 25

Recommended Speed Limit: 25 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



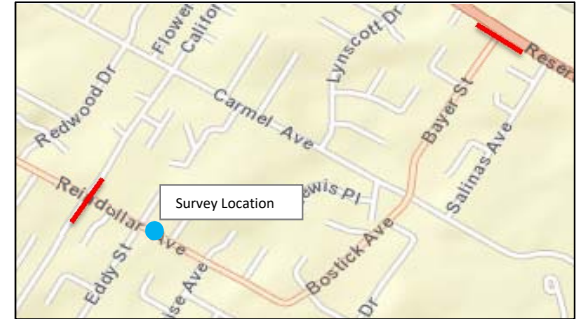
Street: Reindollar Ave./Bostick Ave.
Limits: California Ave. to Carmel Ave.
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	e/o Eddy Cir.
Date of Survey	5/17/2018
Posted Speed Limit (mph)	25, no sign
# Speed Data Collected	117
85th Percentile (mph)	30
10 mph Pace	21-30
Percent in Pace	67%



B. Traffic Factors

Average Daily Traffic (ADT)	2,551
Length of Segment (mi.)	0.55
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	4
Accident Rate (Acc/MVM)	1.56
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land use is single family residential.
Roadway Geometrics	Two-lane undivided roadway with double yellow striping and sidewalks on both sides, with some gaps. Crosswalks are provided at California Avenue and Sunrise Avenue. All intersections are unsignalized. Parking is generally allowed. The segment features multiple horizontal curves east of Mildred Court. East of Mildred Court, the roadway turns and becomes Bostick Avenue.
Comments	Results of the attached engineering & traffic survey information support increasing the established speed limit by 5 mph to 30 mph. Speed limit should be posted on the segment.

Speed Limit Change? **No**

Existing Speed Limit: 25 mph

Recommended Speed Limit: 30 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



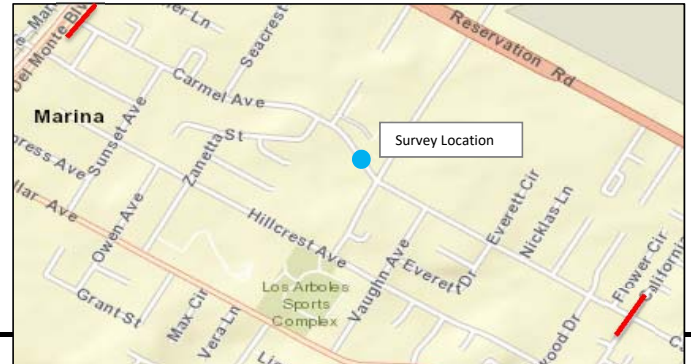
Street: Carmel Ave.
Limits: Del Monte Blvd. to California Ave.
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	w/o Crescent Ave.
Date of Survey	5/16/2018
Posted Speed Limit (mph)	25
# Speed Data Collected	137
85th Percentile (mph)	31
10 mph Pace	22-31
Percent in Pace	67%



B. Traffic Factors

Average Daily Traffic (ADT)	4,774
Length of Segment (mi.)	0.76
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	55
Accident Rate (Acc/MVM)	8.35
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are a combination of single and multifamily residential, with some commercial and one elementary school.
Roadway Geometrics	Two-lane undivided roadway with double yellow striping and intermittent sidewalks on both sides. There are multiple all-way stop controlled intersections, some with turn pockets. There are frequent, high-visibility crosswalks near the elementary school. Parking is generally allowed. The segment features multiple horizontal curves and gentle vertical curves.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 25 mph speed limit. The high collision rate, varying roadway geometry, and residential driveway density indicate that an increase may be unsafe, therefore, a permitted 5 mph reduction was applied to the 85th percentile speed.

Speed Limit Change? **No**

Existing Speed Limit: 25 mph

Recommended Speed Limit: 25 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



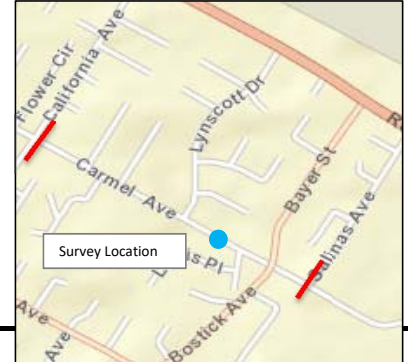
Street: Carmel Ave.
Limits: California Ave. to Salinas Ave.
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	w/o Barrett Ln.
Date of Survey	5/18/2018
Posted Speed Limit (mph)	25, no sign
# Speed Data Collected	45
85th Percentile (mph)	27
10 mph Pace	17-26
Percent in Pace	67%



B. Traffic Factors

Average Daily Traffic (ADT)	870
Length of Segment (mi.)	0.44
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	13
Accident Rate (Acc/MVM)	18.8
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land use is single family residential.
Roadway Geometrics	Two-lane undivided roadway with double yellow striping and intermittent sidewalks on both sides. There are multiple all-way stop controlled intersections, with turn pockets at California Avenue. There are frequent, high-visibility crosswalks near the elementary school. Parking is generally allowed. The segment features multiple vertical curves.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 25 mph speed limit. Speed limit should be posted on the segment.

Speed Limit Change? **No**

Existing Speed Limit: 25 mph

Recommended Speed Limit: 25 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



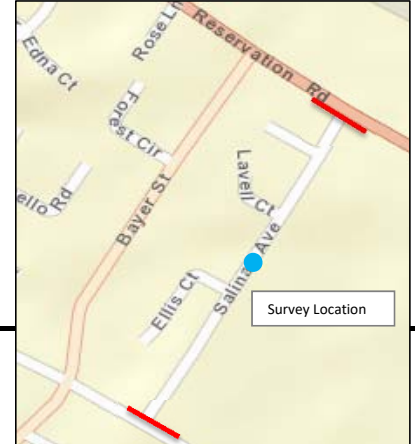
Street: Salinas Ave.
Limits: Carmel Ave. to Reservation Rd.
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	n/o Ellis Ct.
Date of Survey	5/18/2018
Posted Speed Limit (mph)	25
# Speed Data Collected	17
85th Percentile (mph)	26
10 mph Pace	18
Percent in Pace	76%



B. Traffic Factors

Average Daily Traffic (ADT)	303
Length of Segment (mi.)	0.27
Street Classification	Local

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	0
Accident Rate (Acc/MVM)	0
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are single family residential on the west side and undeveloped on the right side.
Roadway Geometrics	Two-lane undivided roadway with no striping and intermittent sidewalks. There is one all-way stop controlled intersection at Ellis Court. Parking is generally allowed on the west side of the road. The segment features multiple vertical curves.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 25 mph speed limit.

Speed Limit Change? **No**

Existing Speed Limit: 25 mph

Recommended Speed Limit: 25 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



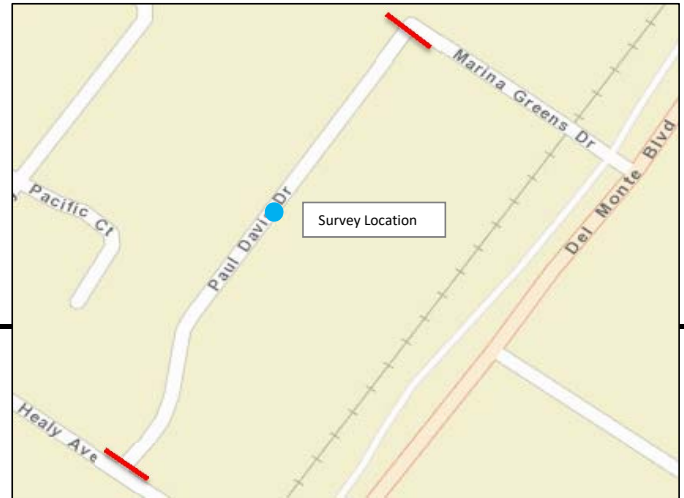
Street: Paul Davis Dr.
Limits: Healy Ave. to Marina Greens Dr.
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	midpoint
Date of Survey	5/15/2018
Posted Speed Limit (mph)	Not posted
# Speed Data Collected	78
85th Percentile (mph)	30
10 mph Pace	20-29
Percent in Pace	72%



B. Traffic Factors

Average Daily Traffic (ADT)	712
Length of Segment (mi.)	0.21
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	4
Accident Rate (Acc/MVM)	14.41
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land use is light industrial.
Roadway Geometrics	Two-lane undivided roadway with no striping and sidewalks on both sides. There is one stop-controlled intersection at Healy Avenue. Parking is generally allowed. The segment features multiple gentle horizontal and vertical curves.
Comments	Results of attached engineering & traffic survey information support establishing a speed limit of 30 mph.

Speed Limit Change? **NA**

Existing Speed Limit: Not posted

Recommended Speed Limit: 30 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



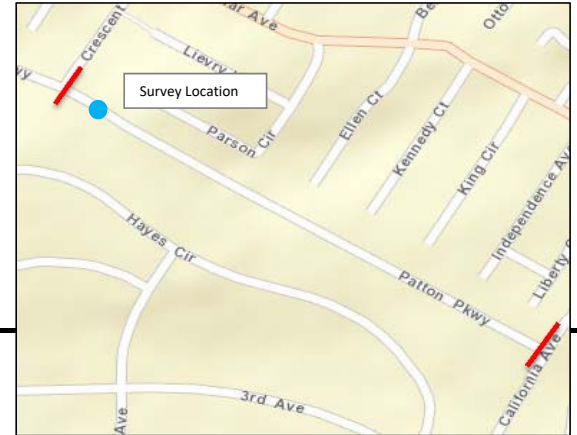
Street: Patton Pkwy.
Limits: Marina High School to California Ave.
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	w/o Patton Pkwy.
Date of Survey	5/23/2018
Posted Speed Limit (mph)	25
# Speed Data Collected	49
85th Percentile (mph)	45
10 mph Pace	30-39
Percent in Pace	65%



B. Traffic Factors

Average Daily Traffic (ADT)	658
Length of Segment (mi.)	0.47
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	2
Accident Rate (Acc/MVM)	3.58
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land is undeveloped, with one high school. Single-family residential is located to the north and accessed via side streets.
Roadway Geometrics	Two-lane undivided roadway with dashed yellow striping and sidewalks on the south side only. There is a stop controlled intersection at California Avenue, and crosswalks are provided at all intersections. Parking is prohibited. There is a bike path running parallel to the road on the north side. The segment features multiple gentle vertical curves.
Comments	Results of the attached engineering & traffic survey information support increasing the posted speed limit by 15 mph to 40 mph. The high collision rate indicates that further increases may be unsafe, therefore, a permitted 5 mph reduction was applied to the 85th percentile speed.

Speed Limit Change?	Yes
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Existing Speed Limit: 25 mph	Recommended Speed Limit: 40 mph
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This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



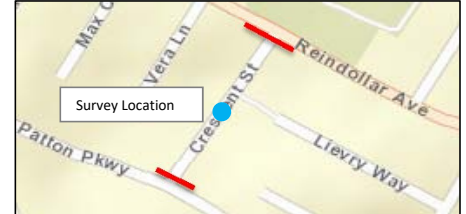
Street: Crescent St.
Limits: Patton Pkwy. to Reindollar Ave.
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	midpoint
Date of Survey	5/17/2018
Posted Speed Limit (mph)	Not posted
# Speed Data Collected	119
85th Percentile (mph)	31
10 mph Pace	23-32
Percent in Pace	78%



B. Traffic Factors

Average Daily Traffic (ADT)	1,166
Length of Segment (mi.)	0.14
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	4
Accident Rate (Acc/MVM)	13.8
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land use is single family residential.
Roadway Geometrics	Two-lane undivided roadway with no striping and sidewalks on both sides. There are unsignalized intersections at either end of the segment with school crosswalks. Parking is generally allowed. The segment features very gentle horizontal and vertical curves.
Comments	Results of the attached engineering & traffic survey information and residential driveway density support establishing a speed limit of 25 mph.

Speed Limit Change? **NA**

Existing Speed Limit: Not posted

Recommended Speed Limit: 25 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



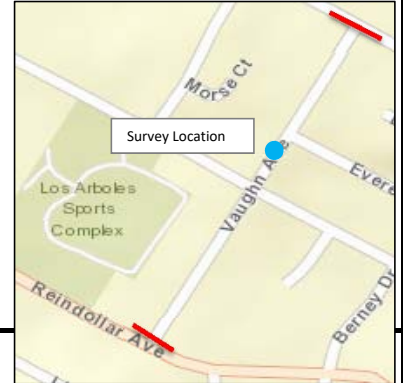
Street: Vaughn Ave.
Limits: Reindollar Ave. to Carmel Ave.
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	n/o Hillcrest Ave.
Date of Survey	5/17/2018
Posted Speed Limit (mph)	Not posted
# Speed Data Collected	96
85th Percentile (mph)	29
10 mph Pace	21-30
Percent in Pace	73%



B. Traffic Factors

Average Daily Traffic (ADT)	1,033
Length of Segment (mi.)	0.28
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	4
Accident Rate (Acc/MVM)	7.46
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land use is single family residential.
Roadway Geometrics	Undivided two-lane roadway with no striping and sidewalks on both sides. There are stop controlled intersections and school crosswalks. Parking is generally allowed. The segment is generally straight and flat.
Comments	Results of attached engineering & traffic survey information support establishing a speed limit of 25 mph. The high collision rate and residential driveway density indicate that a higher speed limit may be unsafe, therefore, a permitted 5 mph reduction was applied to the 85th percentile speed.

Speed Limit Change? **NA**

Existing Speed Limit: Not posted

Recommended Speed Limit: 25 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



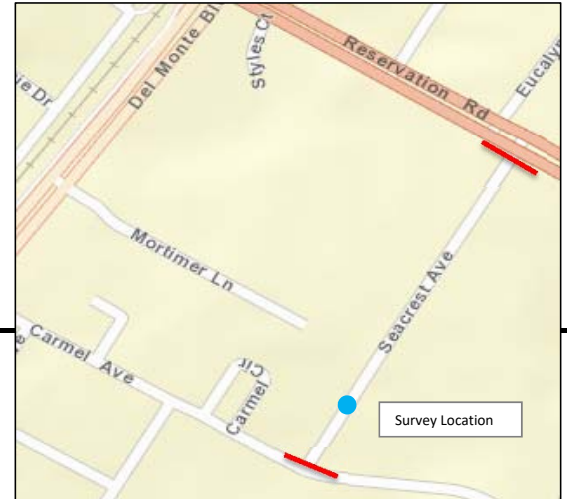
Street: Seacrest Ave.
Limits: Carmel Ave. to Reservation Rd.
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	n/o Carmel Ave.
Date of Survey	5/16/2018
Posted Speed Limit (mph)	Not posted
# Speed Data Collected	139
85th Percentile (mph)	33
10 mph Pace	24-33
Percent in Pace	73%



B. Traffic Factors

Average Daily Traffic (ADT)	4,666
Length of Segment (mi.)	0.29
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	14
Accident Rate (Acc/MVM)	5.76
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are multifamily residential and commercial.
Roadway Geometrics	Two-lane undivided roadway with double yellow striping and sidewalks on both sides. There is a signalized intersection at Reservation Road and all-way stop control at Carmel Avenue, both with turn pockets and crosswalks. Parking is generally allowed. The segment is generally straight and flat.
Comments	Results of attached engineering & traffic survey information support establishing a speed limit of 30 mph. The high collision rate and residential driveway density indicate that a higher speed limit may be unsafe, therefore, a permitted 5 mph reduction was applied to the 85th percentile speed.

Speed Limit Change? **NA**

Existing Speed Limit: Not posted

Recommended Speed Limit: 30 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



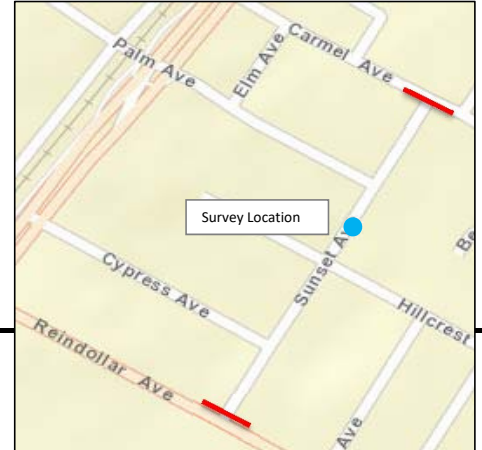
Street: Sunset Ave.
Limits: Reindollar Ave. to Carmel Ave.
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	s/o Palm Ave.
Date of Survey	5/16/2018
Posted Speed Limit (mph)	Not posted
# Speed Data Collected	140
85th Percentile (mph)	30
10 mph Pace	21-30
Percent in Pace	79%



B. Traffic Factors

Average Daily Traffic (ADT)	3,774
Length of Segment (mi.)	0.28
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	16
Accident Rate (Acc/MVM)	8.21
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land uses are single and multifamily residential.
Roadway Geometrics	Two-lane undivided roadway with no striping and sidewalks on both sides. There are multiple unsignalized intersections, with turn pockets and crosswalks at Hillcrest Avenue and Reindollar Avenue. Parking is generally allowed. The segment features multiple vertical curves.
Comments	Results of attached engineering & traffic survey information support establishing a speed limit of 25 mph. The high collision rate , residential driveway density , and high pedestrian volumes (mostly children) indicate that a higher speed limit may be unsafe, therefore, a permitted 5 mph reduction was applied to the 85th percentile speed.

Speed Limit Change? **NA**

Existing Speed Limit: Not posted

Recommended Speed Limit: 25 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



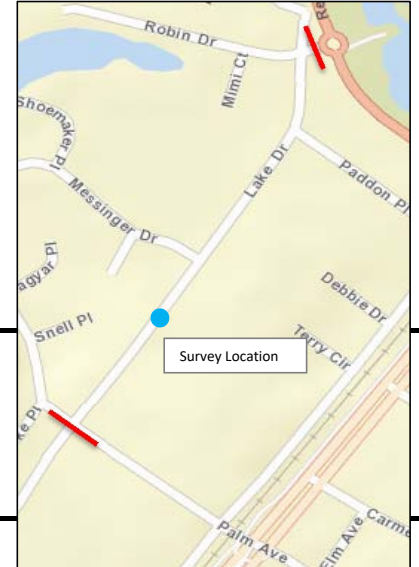
Street: Lake Dr.
Limits: Palm Ave. to Reservation Rd.
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey s/o Messenger Dr.
 Date of Survey 5/16/2018
 Posted Speed Limit (mph) **Not posted**
 # Speed Data Collected 122
 85th Percentile (mph) 30
 10 mph Pace 20-29
 Percent in Pace 57%



B. Traffic Factors

Average Daily Traffic (ADT) 1,474
 Length of Segment (mi.) 0.39
 Street Classification Collector

C. Collision History

Date Range Covered 1/1/2013-12/31/2017
 Total Accidents 13
 Accident Rate (Acc/MVM) 12.31
 Statewide Average Accident Rate 1.37

D. Roadway Conditions

Adjacent Land Use Adjacent land uses are single and multifamily residential.

Roadway Geometrics Two-lane undivided roadway with no striping and sidewalks on both sides, with some sidewalk gaps on the north end of the segment. There are unsignalized intersections and one roundabout at Reservation Road/Robin Drive. Sidewalks are provided at either end of the segment, and parking is generally allowed. The segment features multiple horizontal and vertical curves.

Comments Results of attached engineering & traffic survey information support establishing a speed limit of 30 mph.

Speed Limit Change? **NA**

Existing Speed Limit: Not posted

Recommended Speed Limit: 30 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



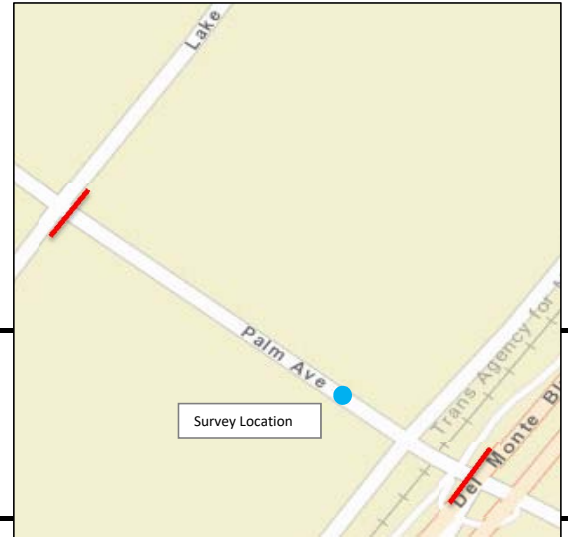
Street: Palm Ave.
Limits: Lake Dr. to Del Monte Blvd.
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	w/o Marina Dr.
Date of Survey	5/16/2018
Posted Speed Limit (mph)	25, no sign
# Speed Data Collected	130
85th Percentile (mph)	26
10 mph Pace	17-26
Percent in Pace	78%



B. Traffic Factors

Average Daily Traffic (ADT)	3,549
Length of Segment (mi.)	0.18
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	12
Accident Rate (Acc/MVM)	10.2
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land use is multifamily residential.
Roadway Geometrics	Two-lane undivided roadway with no striping and sidewalks on both sides. There is one signalized intersection with turn pockets and two unsignalized intersections, all with high-visibility school crosswalks. Parking is generally allowed. The segment features multiple vertical curves and one slight horizontal curve near Del Monte Boulevard.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 25 mph speed limit. Speed limit should be posted on the segment.

Speed Limit Change? **No**

Existing Speed Limit: 25 mph

Recommended Speed Limit: 25 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



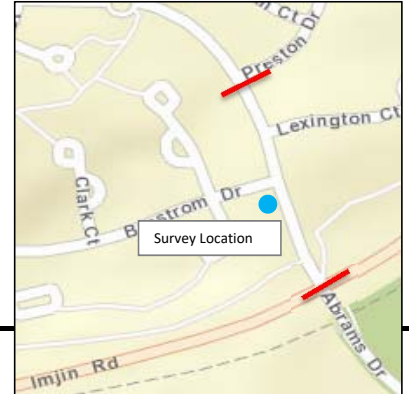
Street: Abrams Dr.
Limits: Preston Dr. to Imjin Pkwy
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	s/o Brostrom Dr.
Date of Survey	5/28/2018
Posted Speed Limit (mph)	30
# Speed Data Collected	105
85th Percentile (mph)	35
10 mph Pace	27-36
Percent in Pace	84%



B. Traffic Factors

Average Daily Traffic (ADT)	3,066
Length of Segment (mi.)	0.17
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	5
Accident Rate (Acc/MVM)	5.24
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land is undeveloped. Surrounding land uses are generally residential, accessed via side streets.
Roadway Geometrics	Two-lane undivided roadway with double yellow striping and sidewalks on both sides. There is a signalized intersection with crosswalks at Imjin Parkway. Parking is prohibited. The segment features multiple horizontal and vertical curves, and the roadway width varies widely.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 30 mph speed limit for consistency with adjacent roadway segments . The high collision rate and varying roadway geometry also indicate that an increase may be unsafe, therefore, a permitted 5 mph reduction was applied to the 85th percentile speed. Speed limit should be posted on the segment .

Speed Limit Change? **No**

Existing Speed Limit: 30 mph

Recommended Speed Limit: 30 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



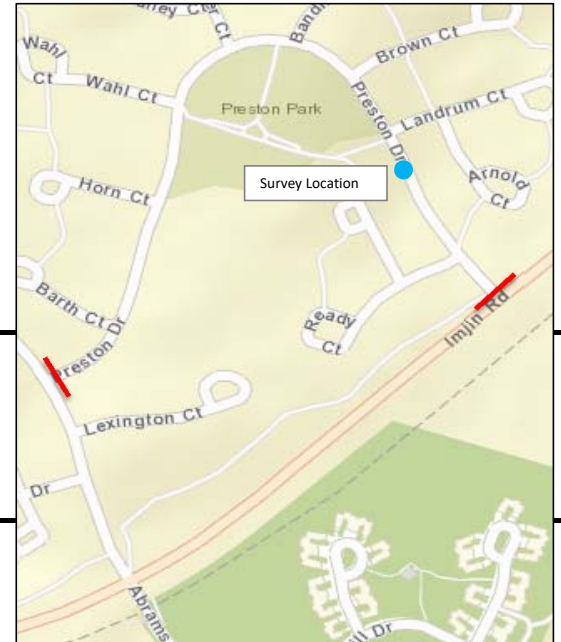
Street: Preston Dr.
Limits: Abrams Dr. to Imjin Pkwy
Direction: EB/WB



Factors

A. Prevailing Speed Data

Location of Survey	s/o Landrum Ct.
Date of Survey	5/18/2018
Posted Speed Limit (mph)	25
# Speed Data Collected	113
85th Percentile (mph)	34
10 mph Pace	25-34
Percent in Pace	81%



B. Traffic Factors

Average Daily Traffic (ADT)	1,708
Length of Segment (mi.)	0.61
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	4
Accident Rate (Acc/MVM)	2.1
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land is generally undeveloped, with one park.
Roadway Geometrics	Two-lane undivided roadway with double yellow striping and sidewalks on both sides. There is a signalized intersection with turn pockets and crosswalks at Imjin Parkway. There are no marked crosswalks connecting to Preston Park or side streets. Parking is prohibited. The segment features multiple horizontal and vertical curves.
Comments	Results of the attached engineering & traffic survey information support increasing the posted speed limit by 5 mph to 30 mph. The high collision rate and lack of any marked pedestrian crossings indicate that a further increase may be unsafe, therefore, a permitted 5 mph reduction was applied to the 85th percentile speed.

Speed Limit Change? **Yes**

Existing Speed Limit: 25 mph

Recommended Speed Limit: 30 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants



Street: 3rd Ave.
Limits: Imjin Pkwy to 8th Street
Direction: NB/SB



Factors

A. Prevailing Speed Data

Location of Survey	n/o 10th St.
Date of Survey	5/18/2018
Posted Speed Limit (mph)	25
# Speed Data Collected	64
85th Percentile (mph)	31
10 mph Pace	20-29
Percent in Pace	78%



B. Traffic Factors

Average Daily Traffic (ADT)	1,003
Length of Segment (mi.)	0.37
Street Classification	Collector

C. Collision History

Date Range Covered	1/1/2013-12/31/2017
Total Accidents	1
Accident Rate (Acc/MVM)	1.48
Statewide Average Accident Rate	1.37

D. Roadway Conditions

Adjacent Land Use	Adjacent land use is single family residential, although none fronts Imjin Parkway directly.
Roadway Geometrics	Two-lane undivided roadway with partial double yellow striping and sidewalks on both sides. All intersections are unsignalized. There are turn pockets at Imjin Parkway and multiple crosswalks. Parking is allowed intermittently. The segment is generally straight and flat.
Comments	Results of the attached engineering & traffic survey information support maintaining the existing 25 mph speed limit. Increasing on-street parking and congestion constrain sight lines and add to hazards for bicyclists on this designated bicycle route . Therefore, a permitted 5 mph reduction was applied to the 85th percentile speed.

Speed Limit Change? **No**

Existing Speed Limit: 25 mph

Recommended Speed Limit: 25 mph

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

Approved and Authorized for release by The City of Marina Public Works:

Chris D. Kinzel

Signed: Chris D. Kinzel, PE

Title: Vice President, TJKM Transportation Consultants





APPENDIX B

SPEED SURVEY DATA COLLECTION FORMS

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/18/2018

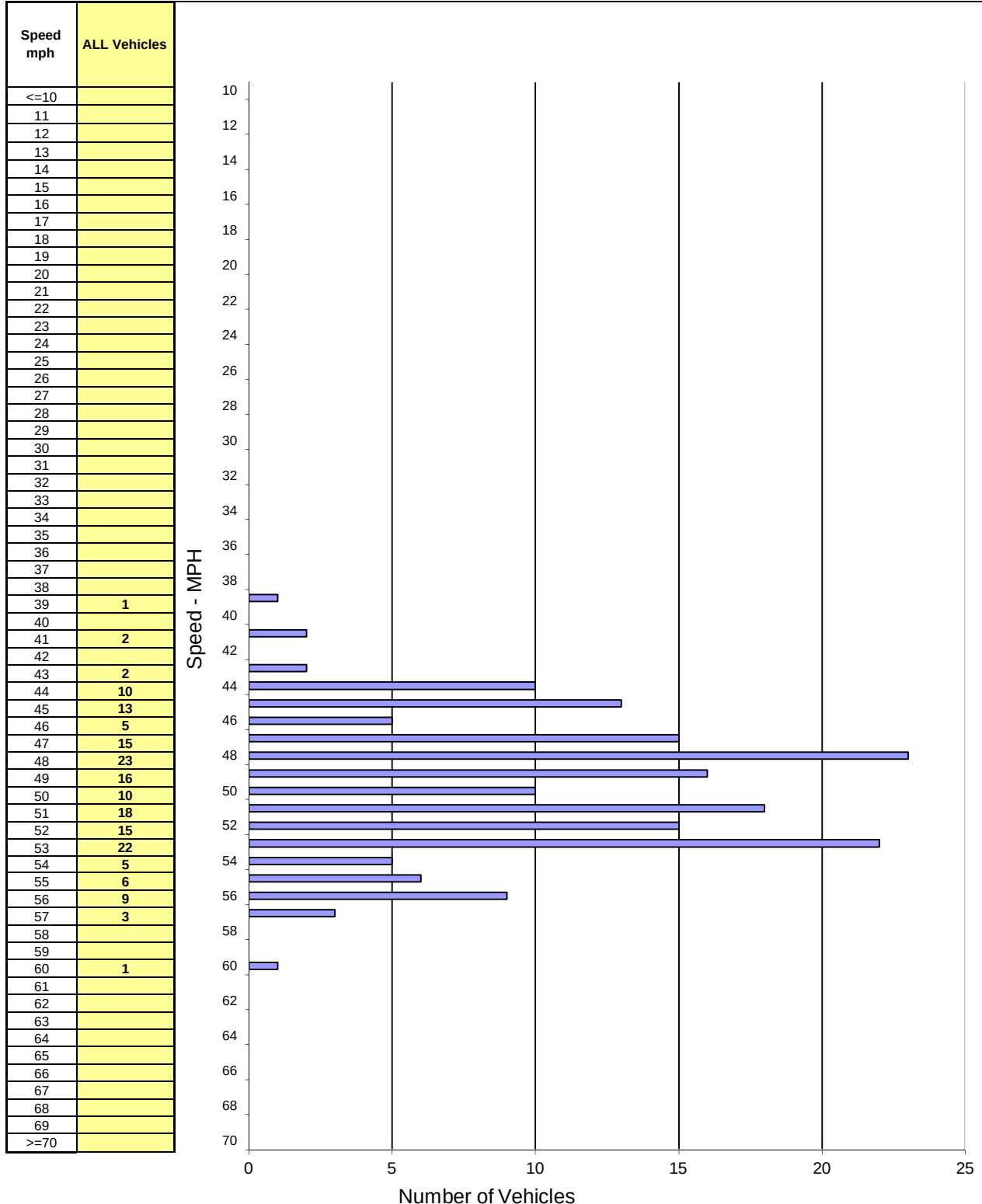
TIME: 09:00-10:00

Location: 1 - Imjin Pkwy 400' W/O 3rd Ave

Posted Speed: 45 MPH Clear/Dry

Project #: 18-8263-001

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	176	39 - 60	50 mph	53 mph	44 - 53	147	84%	2% / 5	14% / 24

Spot Speed Study

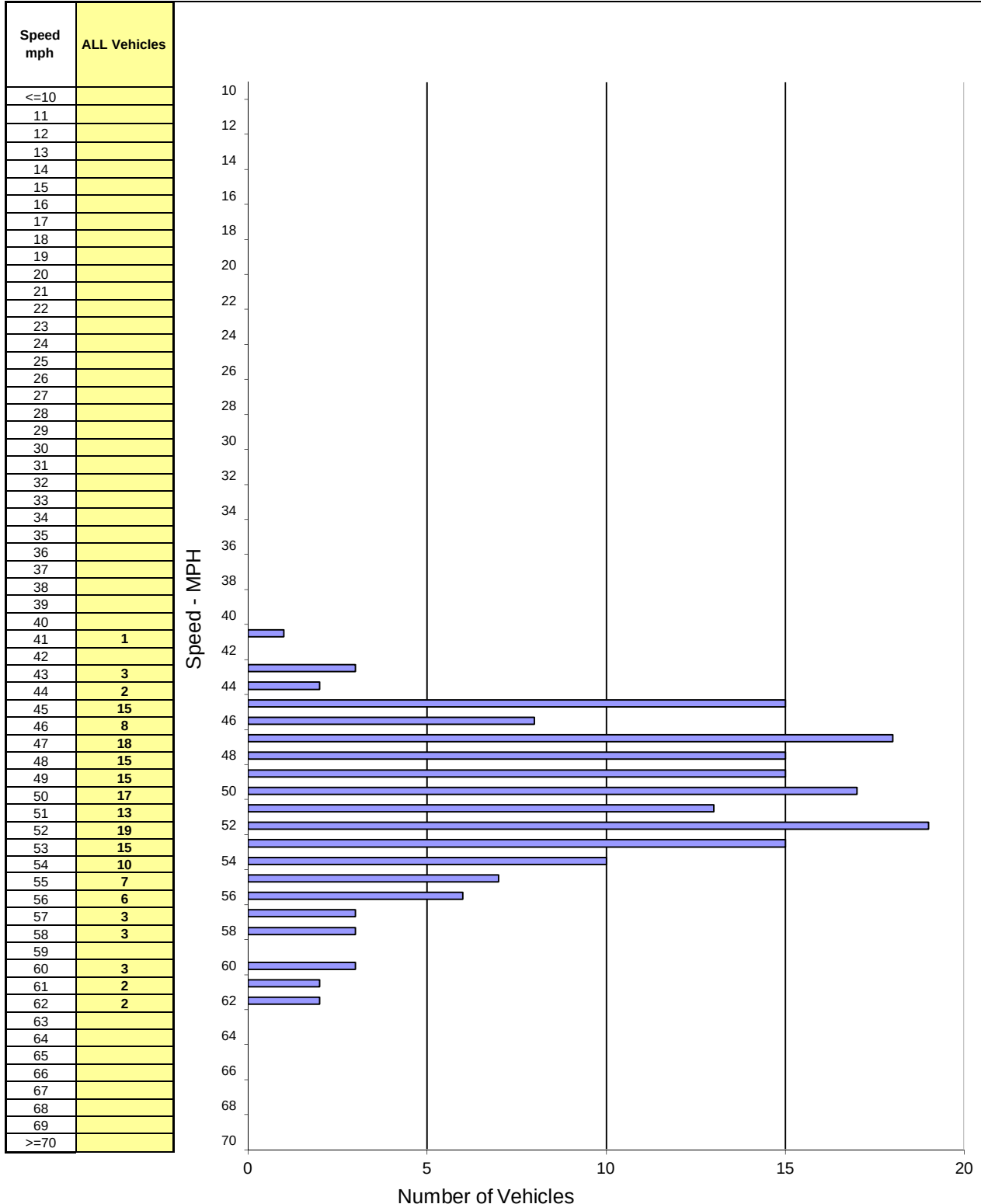
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/22/2018
TIME: 11:20-11:54

Location: 2 - Imjin Pkwy 175' E/O Marine Heights
Posted Speed: 50 MPH Clear/Dry Project #: 18-8263-002

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	177	41 - 62	50 mph	54 mph	45 - 54	145	82%	3% / 6	15% / 26

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/23/2018

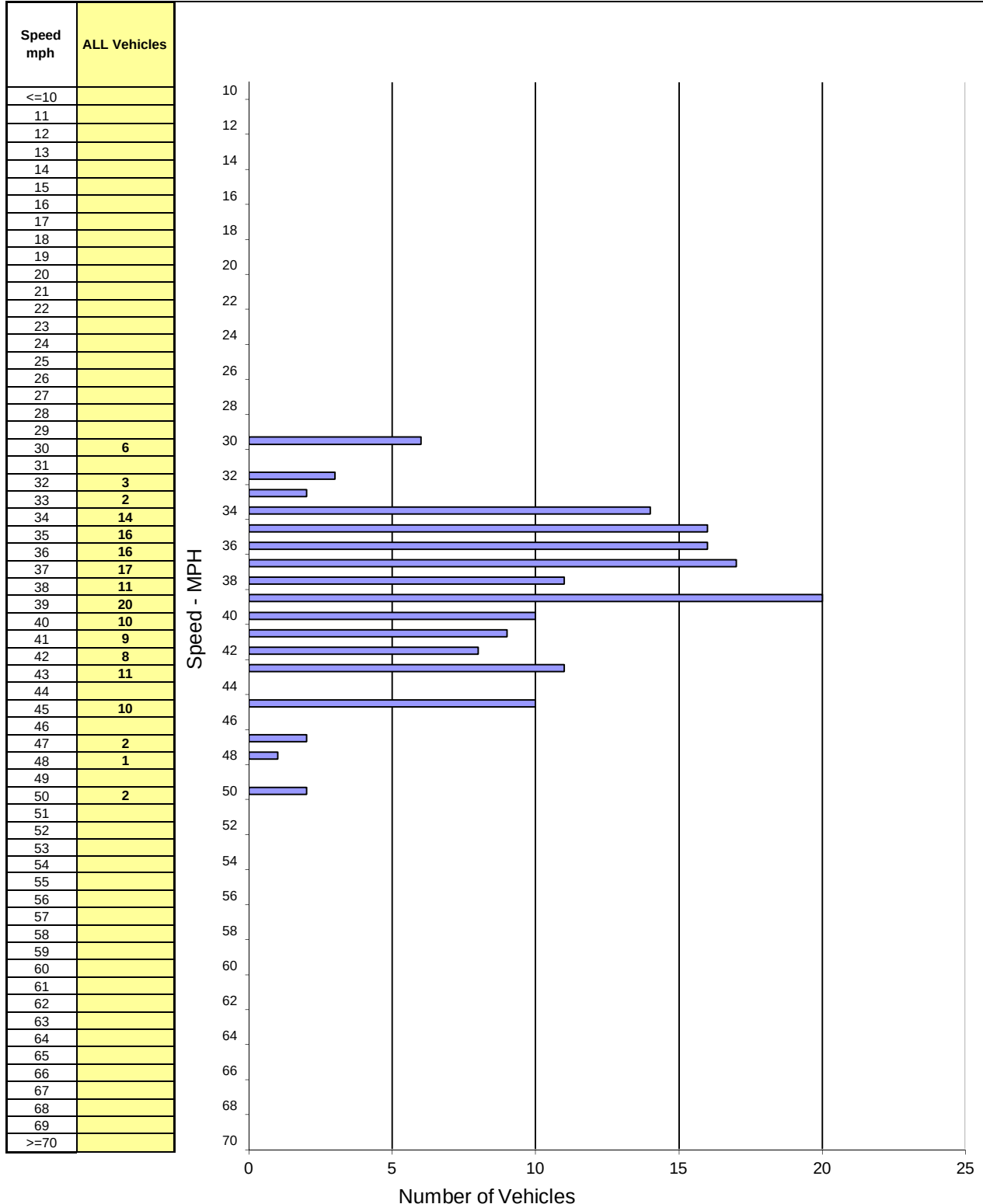
TIME: 09:00-09:50

Location: 3 - Del Monte Blvd 120' S/O Palm Ave

Posted Speed: 35 MPH Clear/Dry

Project #: 18-8263-003

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	158	30 - 50	38 mph	43 mph	34 - 43	132	84%	6% / 11	10% / 15

Spot Speed Study

Prepared by: National Data & Surveying Services

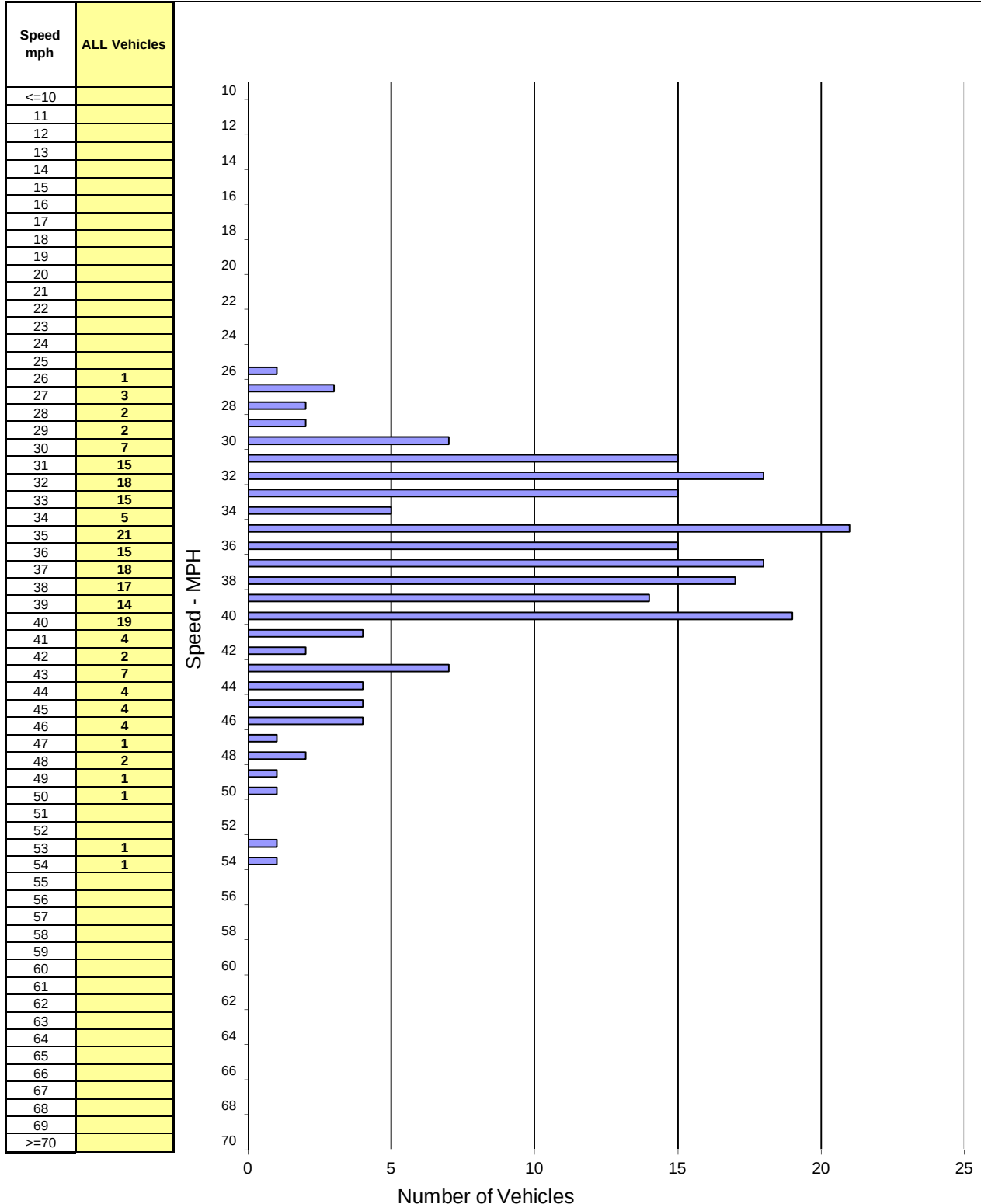
City of Marina

DATE: 5/16/2018
TIME: 9:00-10:00

Location: 4 - 3180 Del Monte Blvd
Posted Speed: 30 MPH Clear/Dry

Project #: 18-8263-004

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	204	26 - 54	36 mph	41 mph	31 - 40	157	77%	7% / 15	16% / 32

Spot Speed Study

Prepared by: National Data & Surveying Services

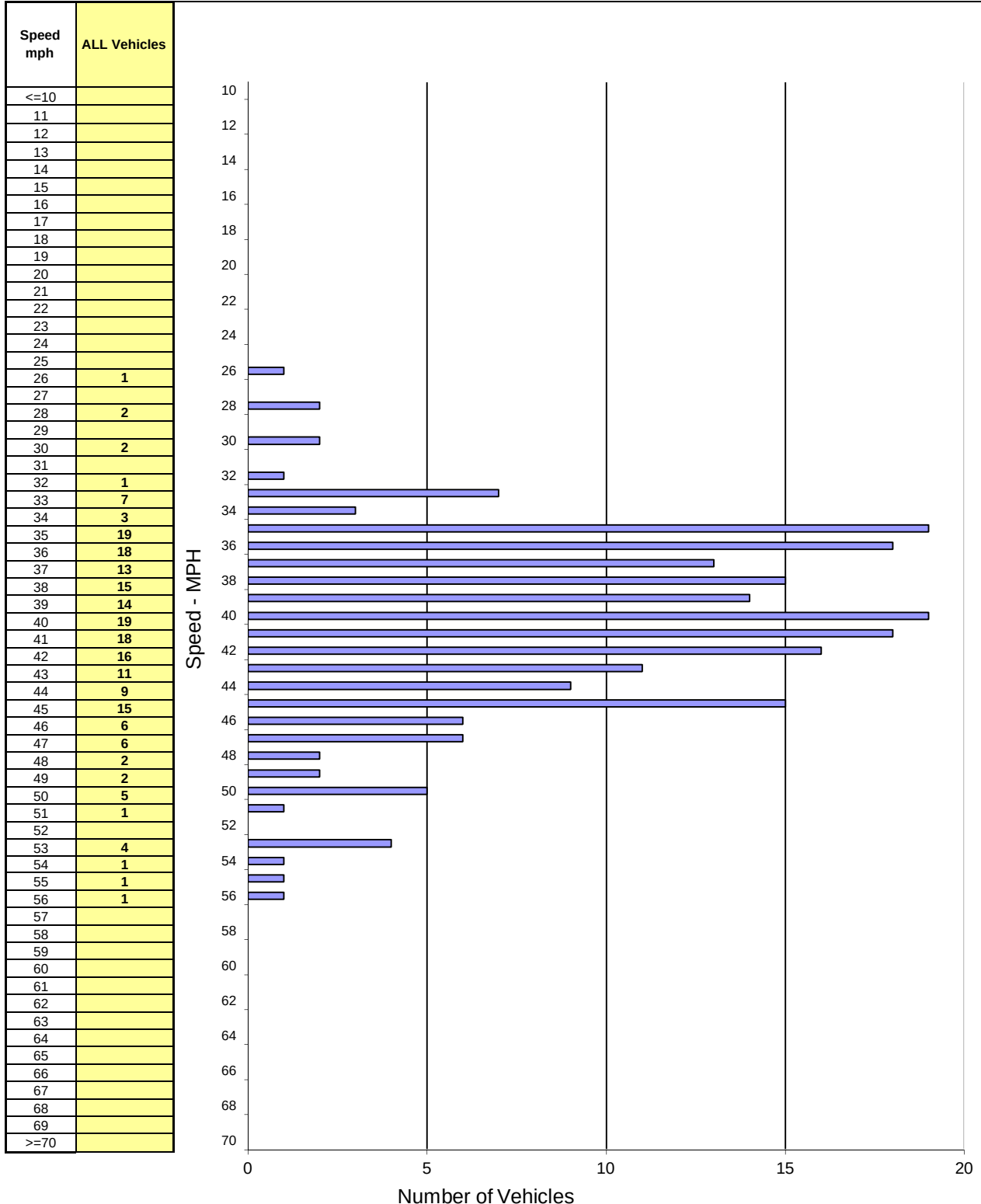
City of Marina

DATE: 5/15/2018
TIME: 09:22-10:22

Location: 5 - 3340 Del Monte Blvd
Posted Speed: 30 MPH Clear/Dry

Project #: 18-8263-005

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	212	26 - 56	40 mph	45 mph	35 - 44	152	72%	7% / 16	21% / 44

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/15/2018

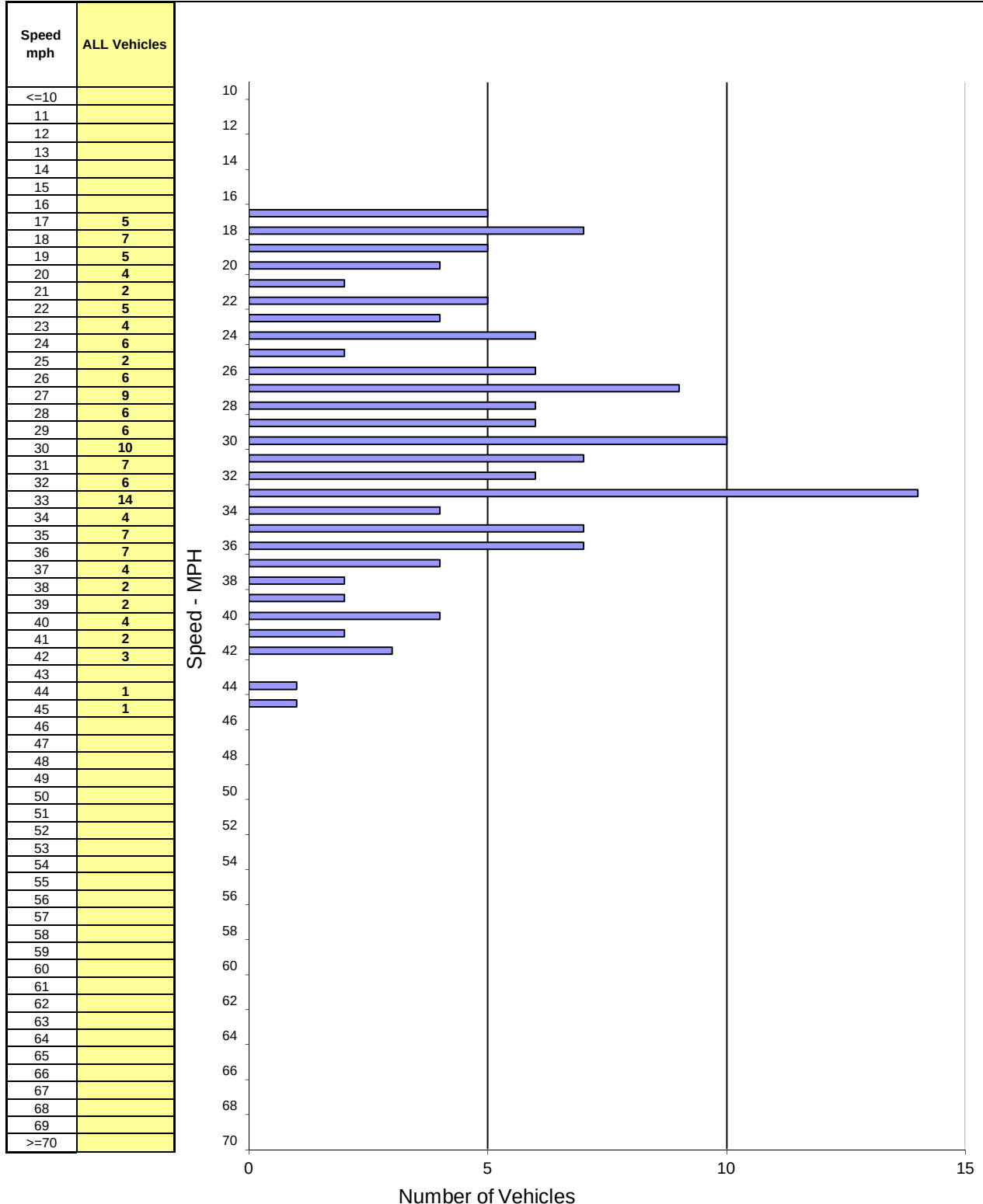
TIME: 9:15-10:15

Location: 6 - Reservation Rd 250' E/O Cardoza Ave

Posted Speed: 35 MPH Clear/Dry

Project #: 18-8263-006

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	141	17 - 45	30 mph	36 mph	27 - 36	76	54%	32% / 46	14% / 19

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/16/2018

TIME: 9:00-10:30

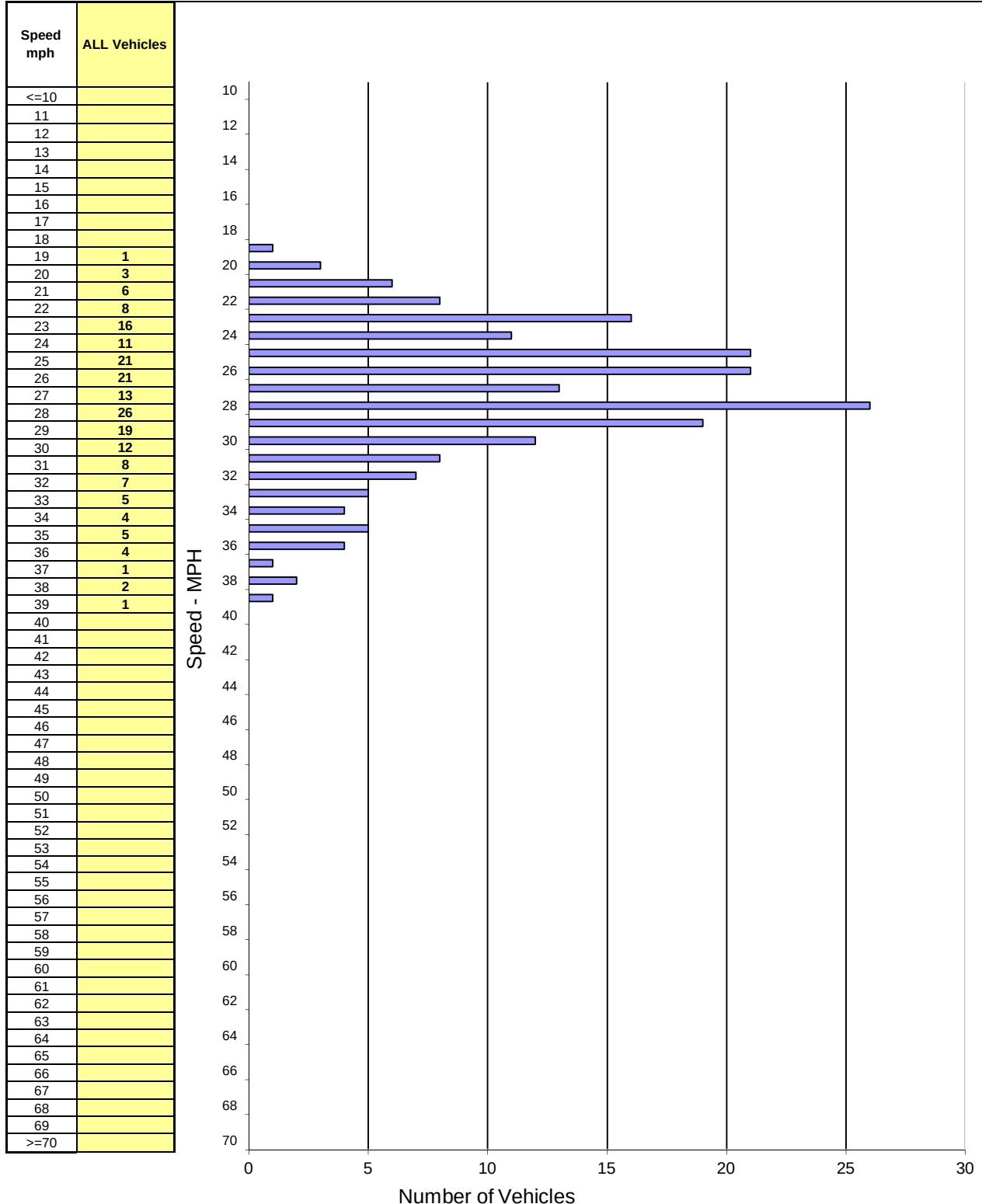
Location: 7 - Reservation Rd 500' N/O Del Monte Blvd

Posted Speed: None

Clear/Dry

Project #: 18-8263-007

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	194	19 - 39	27 mph	31 mph	22 - 31	155	80%	5% / 10	15% / 29

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Marina

DATE: 7/2/2019

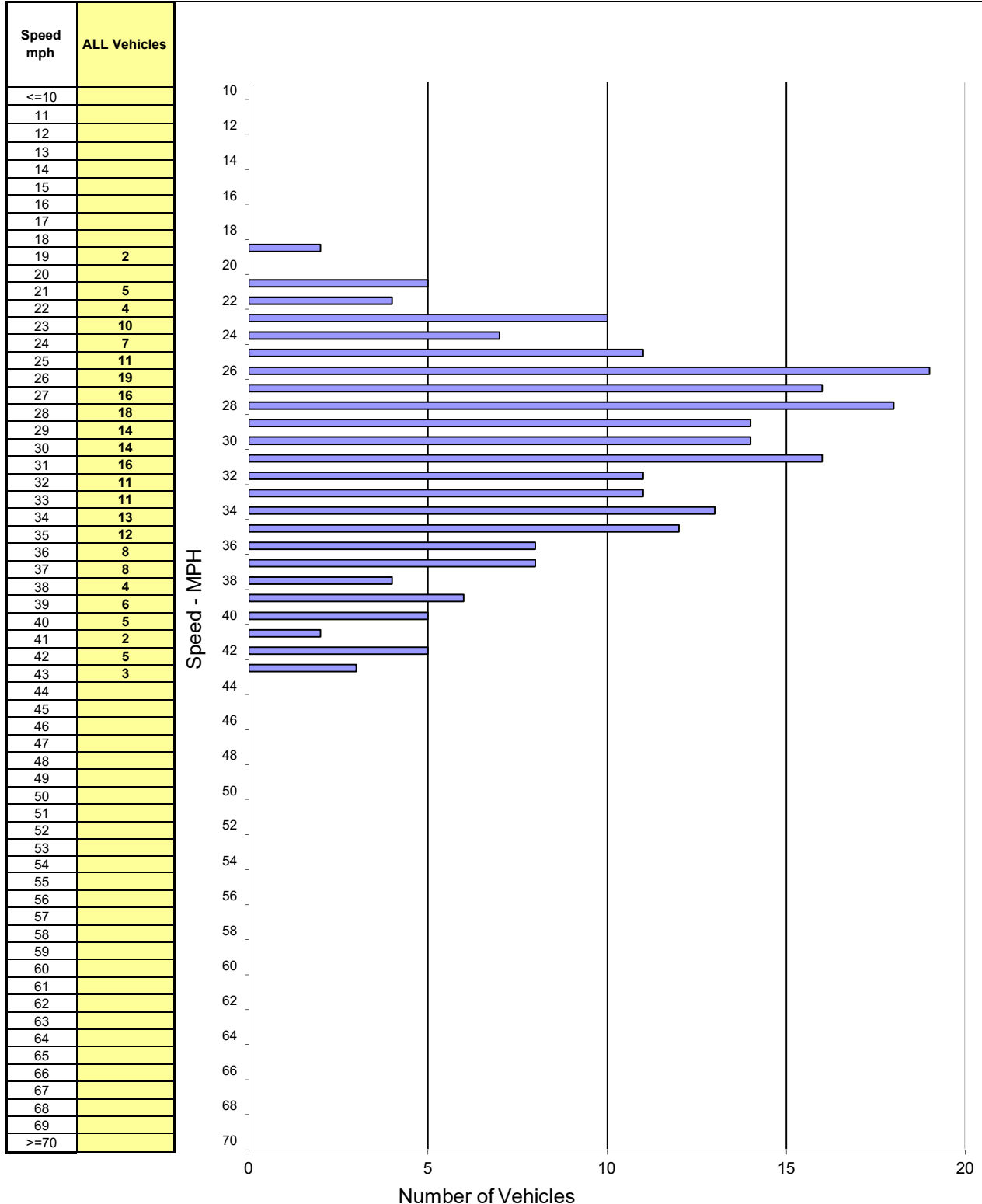
TIME: 10:45-11:48

Location: 8a - Reservation Rd 150' E/O Seacrest Ave

Posted Speed: 35 MPH Clear/Dry

Project #: 19-8372-001

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	224	19 - 43	30 mph	36 mph	26 - 35	144	64%	17% / 39	19% / 41

Spot Speed Study

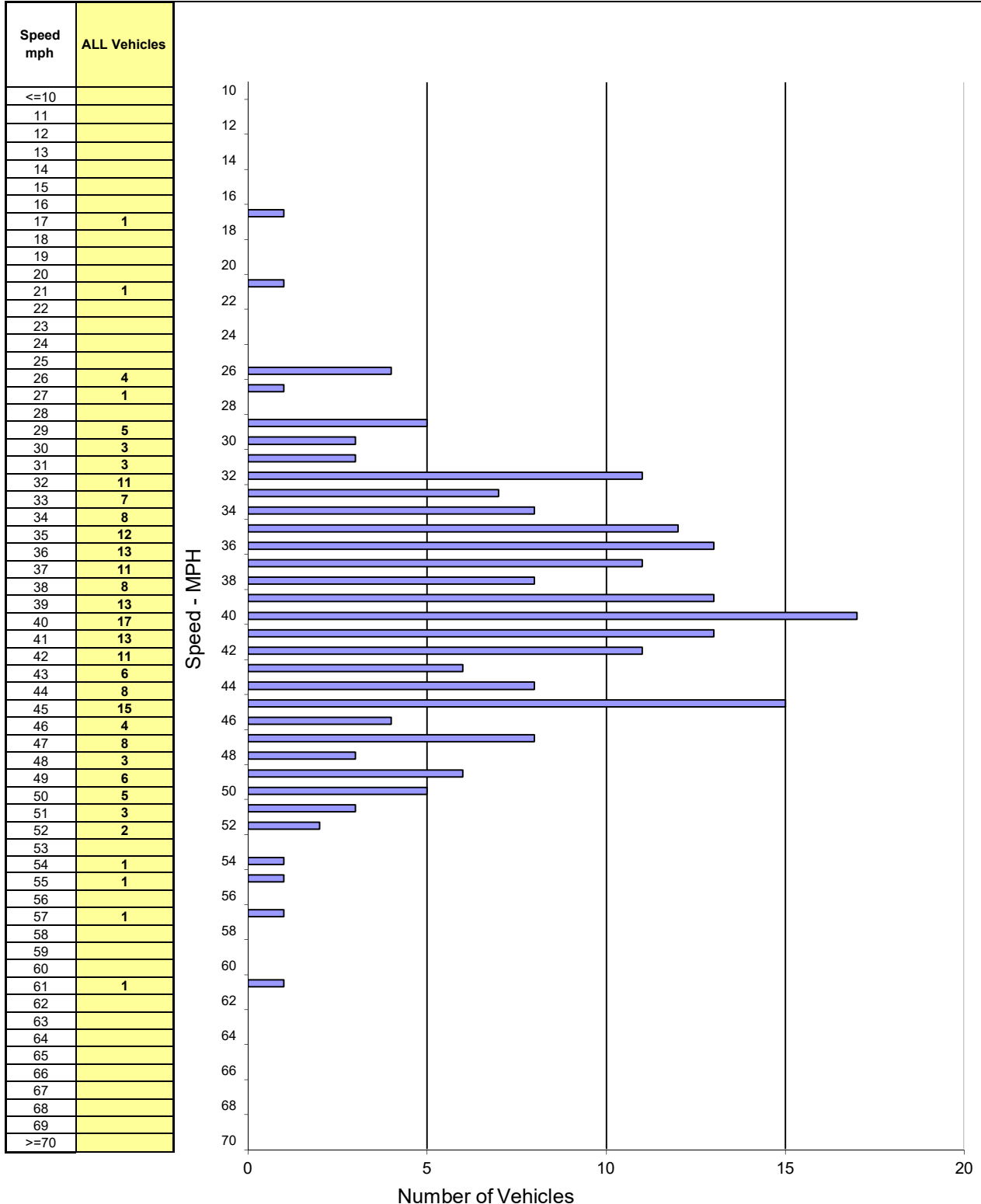
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/17/2018
TIME: 09:00-09:42

Location: 8b - Reservation Rd 200' W/O California Ave
Posted Speed: 35 MPH Clear/Dry Project #: 18-8263-008

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	206	17 - 61	40 mph	47 mph	36 - 45	115	56%	27% / 56	17% / 35

Spot Speed Study

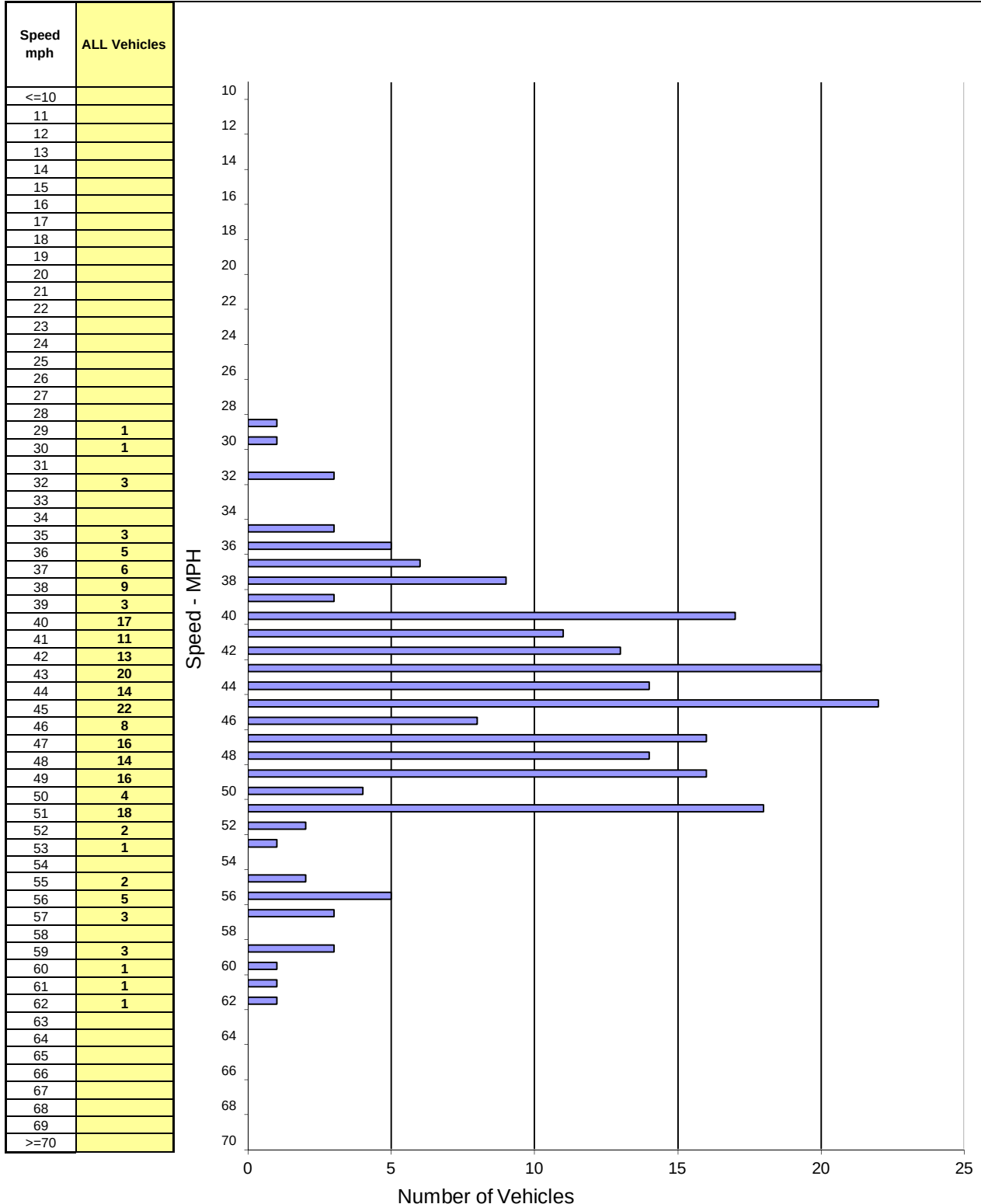
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/17/2018
TIME: 09:54-10:50

Location: 9 - Reservation Rd 300' E/O California Ave
Posted Speed: 45 MPH Clear/Dry Project #: 18-8263-009

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	223	29 - 62	45 mph	51 mph	40 - 49	151	68%	13% / 31	19% / 41

Spot Speed Study

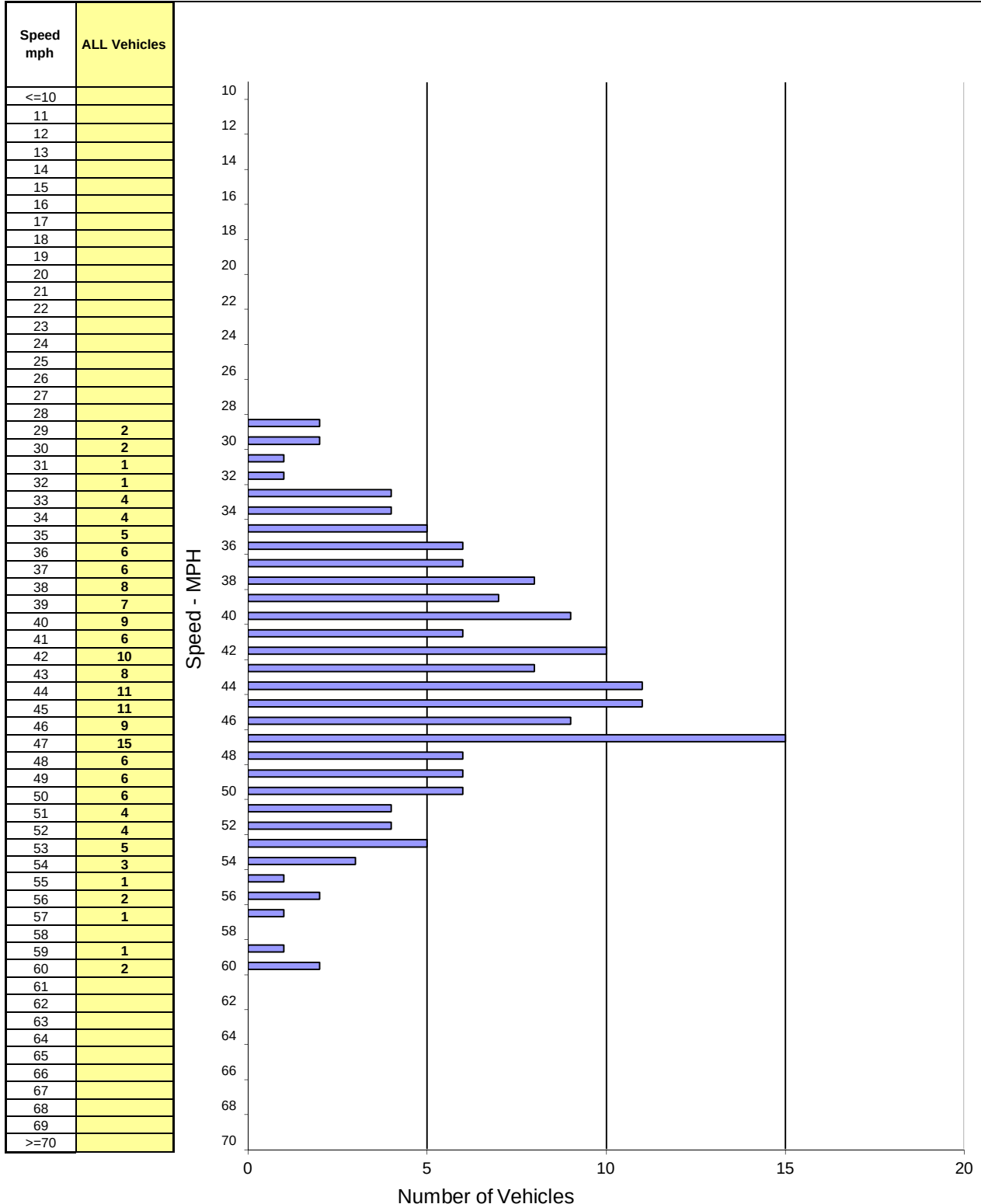
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/18/2018
TIME: 09:10-09:50

Location: 10 - Reservation Rd 1,800' W/O Imjin Pkwy
Posted Speed: 55 MPH Clear/Dry Project #: 18-8263-010

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	166	29 - 60	44 mph	50 mph	38 - 47	94	57%	18% / 31	25% / 41

Spot Speed Study

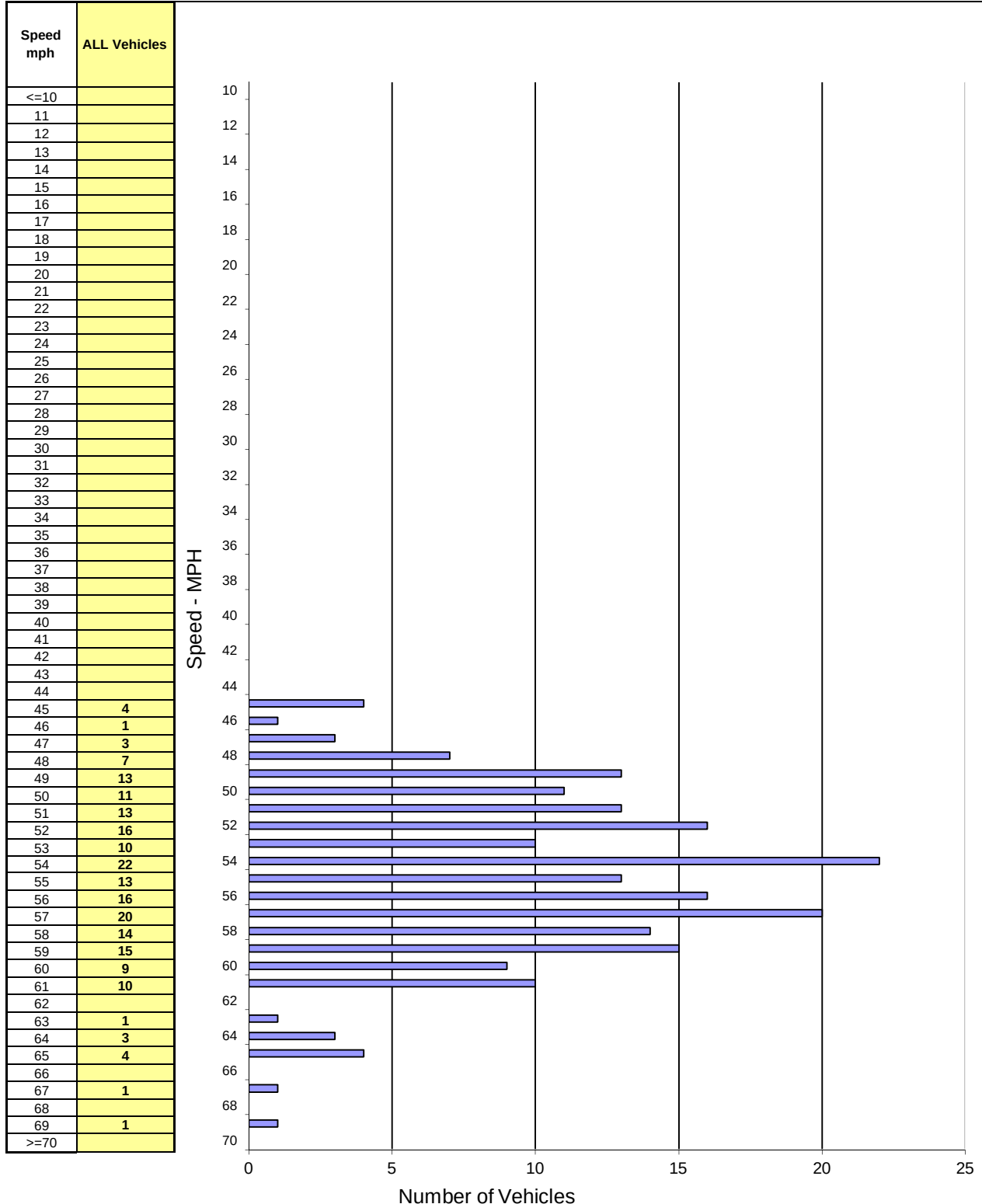
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/23/2018
TIME: 10:00-10:41

Location: 11 - Reservation Rd 100' W/O Mbest Dr
Posted Speed: 55 MPH Clear/Dry Project #: 18-8263-011

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	207	45 - 69	55 mph	59 mph	50 - 59	150	72%	13% / 28	15% / 29

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Marina

DATE: 9/12/2018

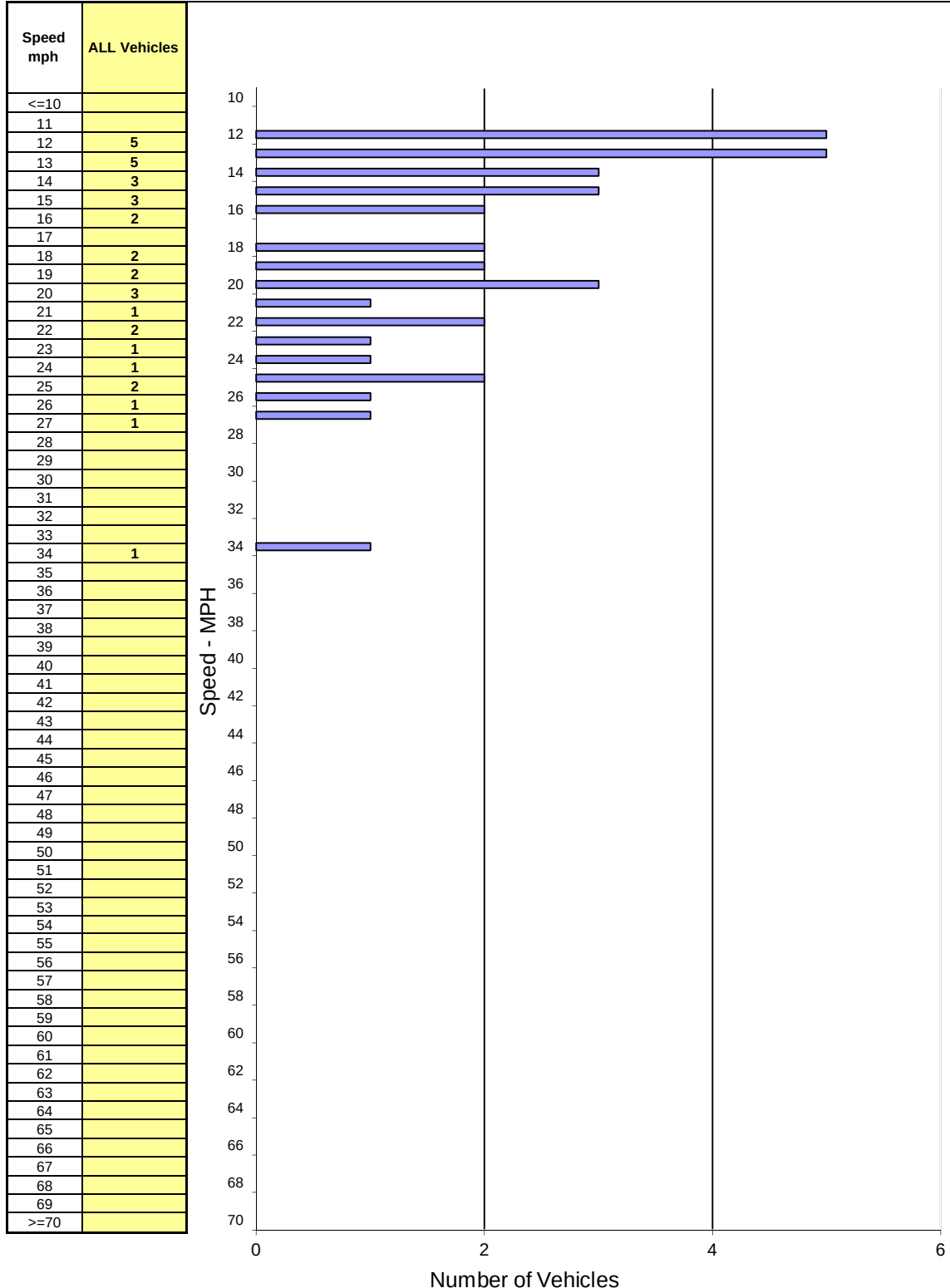
Location: 12a - 8th St Bet. 2nd Ave & 3rd Ave

TIME: 9:00-11:00

Posted Speed: 35 MPH Clear/Dry

Project #: 18-8439-001

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	35	12 - 34	16 mph	24 mph	12 - 21	26	74%	0% / 0	26% / 9

Spot Speed Study

Prepared by: National Data & Surveying Services

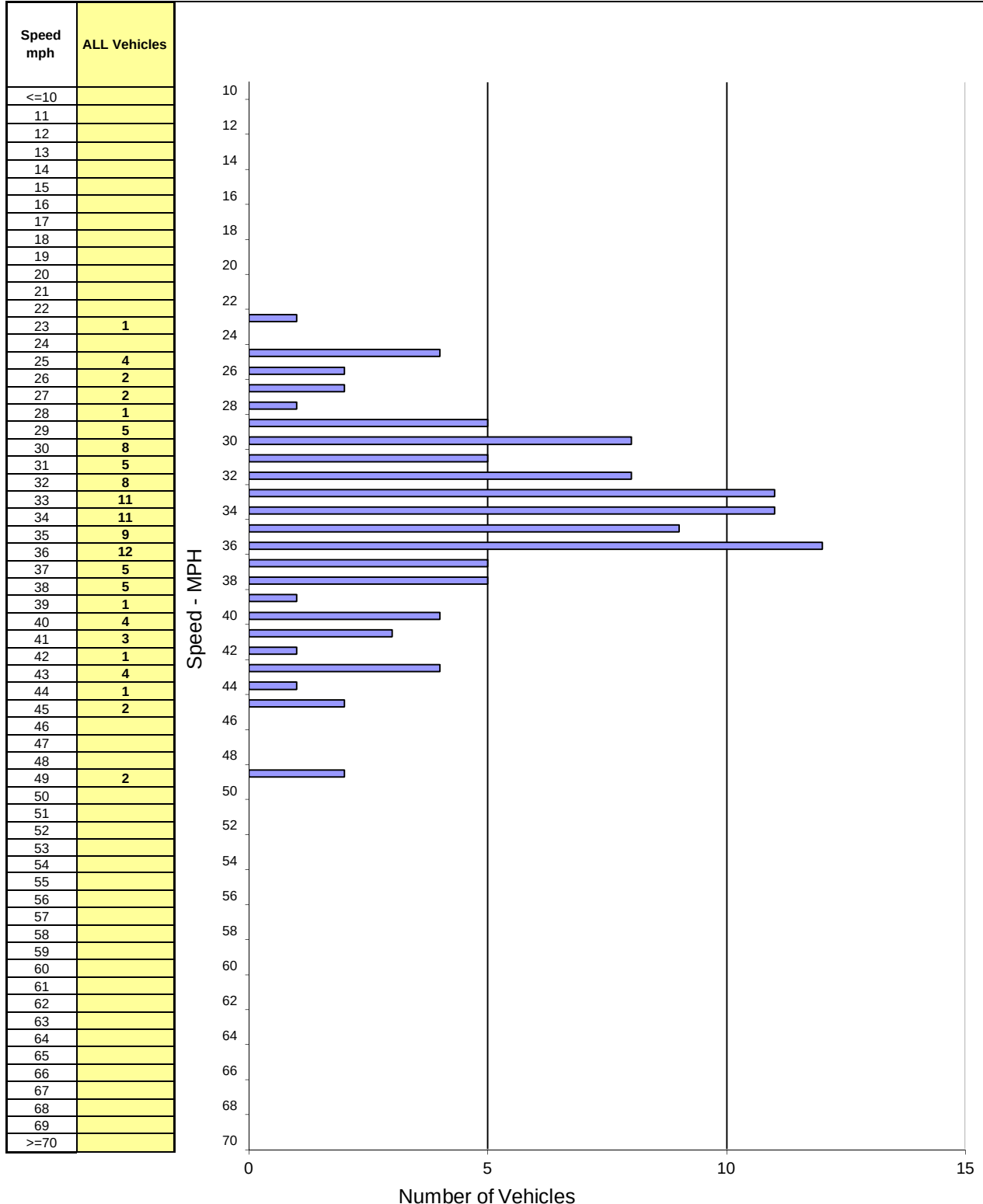
City of Marina

DATE: 5/18/2018
TIME: 11:40-13:00

Location: 12b - 8th St 350' W/O 6th Ave
Posted Speed: 30 MPH Clear/Dry

Project #: 18-8263-012

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	107	23 - 49	34 mph	40 mph	29 - 38	79	74%	9% / 10	17% / 18

Spot Speed Study

Prepared by: National Data & Surveying Services

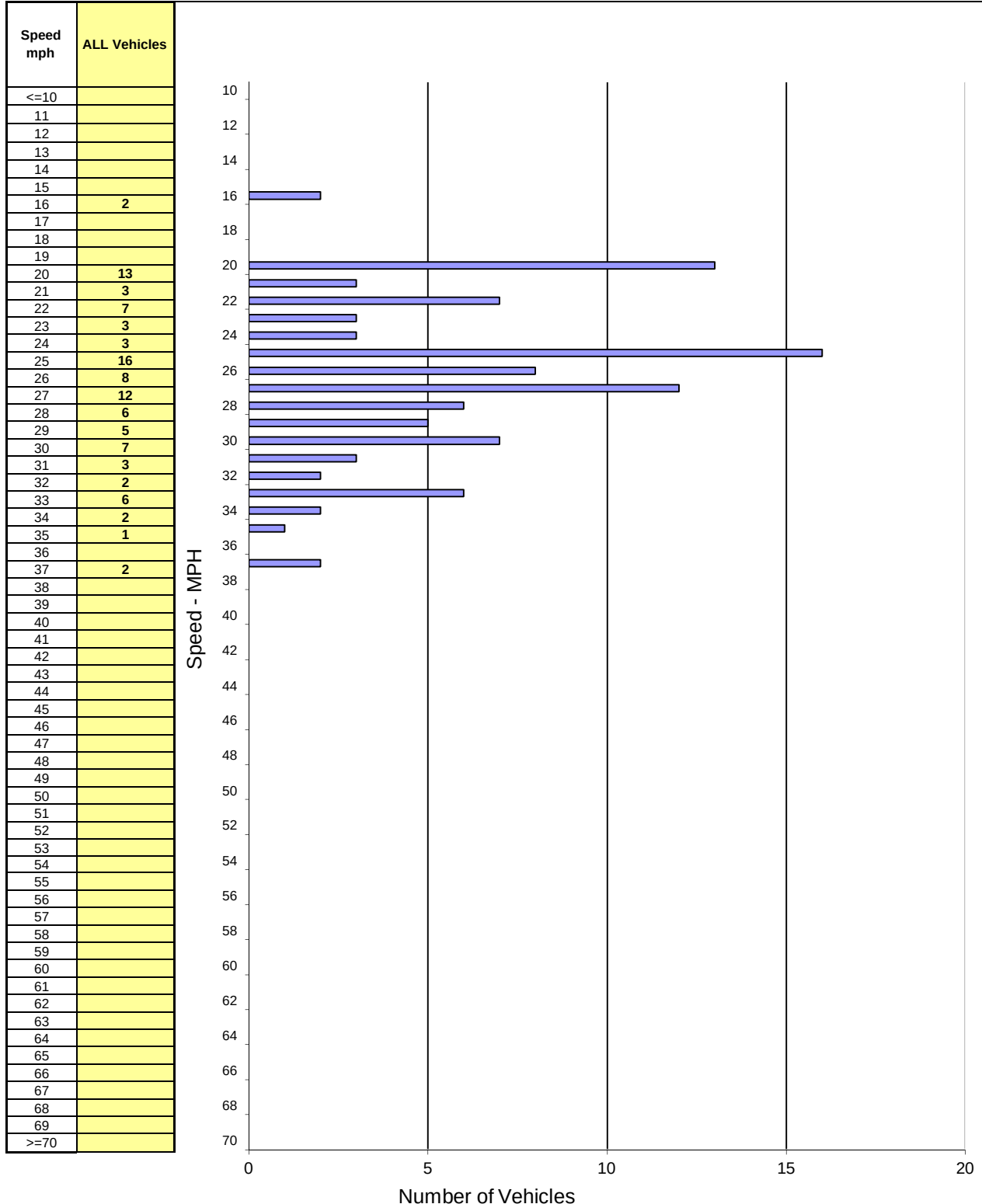
City of Marina

DATE: 5/18/2018
TIME: 09:15-11:15

Location: 13 - 9th St 300' W/O 2nd Ave
Posted Speed: 25 MPH Clear/Dry

Project #: 18-8263-013

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	101	16 - 37	26 mph	31 mph	20 - 29	76	75%	1% / 2	23% / 23

Spot Speed Study

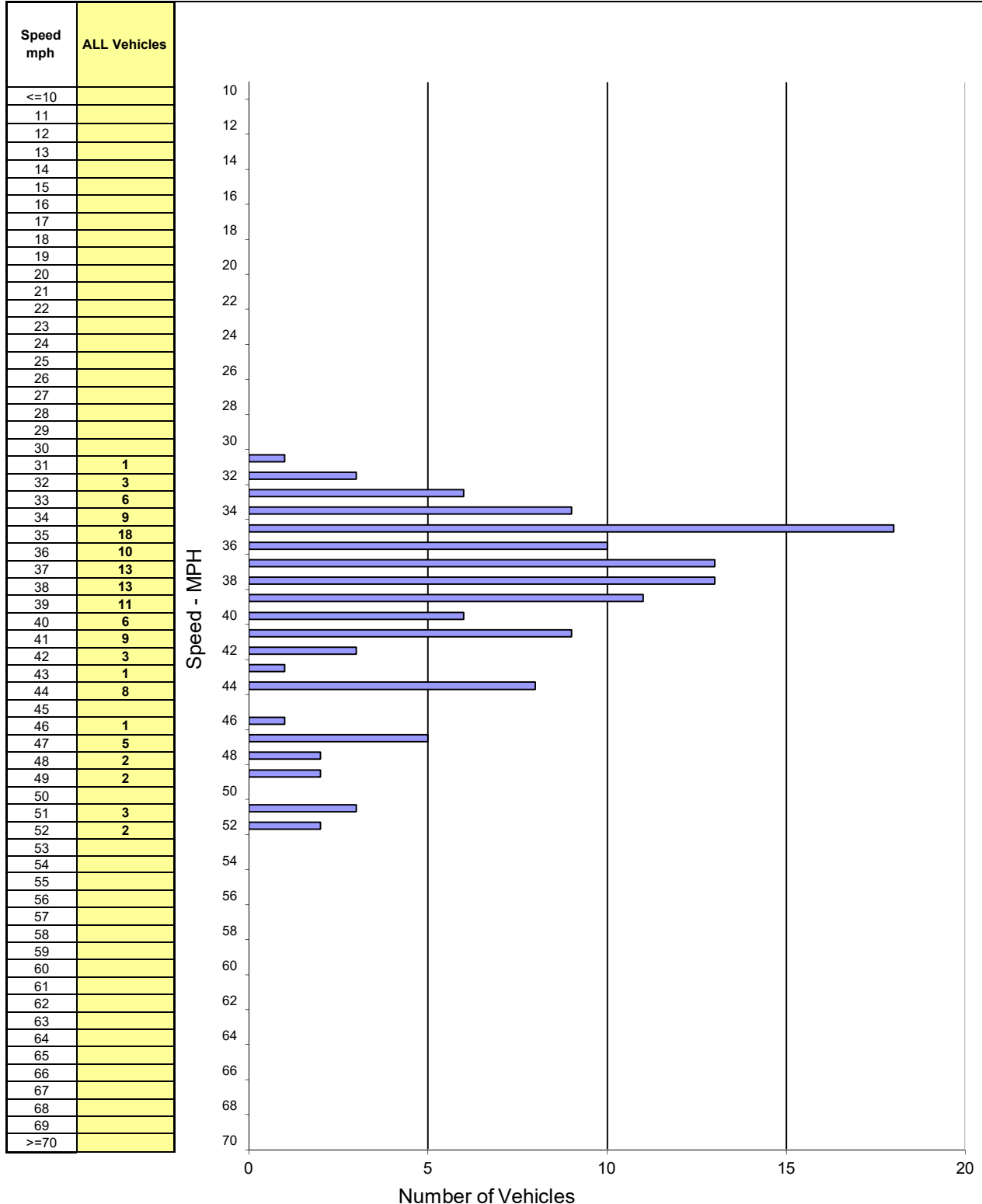
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/22/2018
TIME: 09:00-10:00

Location: 14a - 2nd Ave 500' S/O 8th St
Posted Speed: 35 MPH Clear/Dry Project #: 18-8263-014

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	126	31 - 52	38 mph	44 mph	32 - 41	98	78%	0% / 1	22% / 27

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Marina

DATE: 7/2/2019

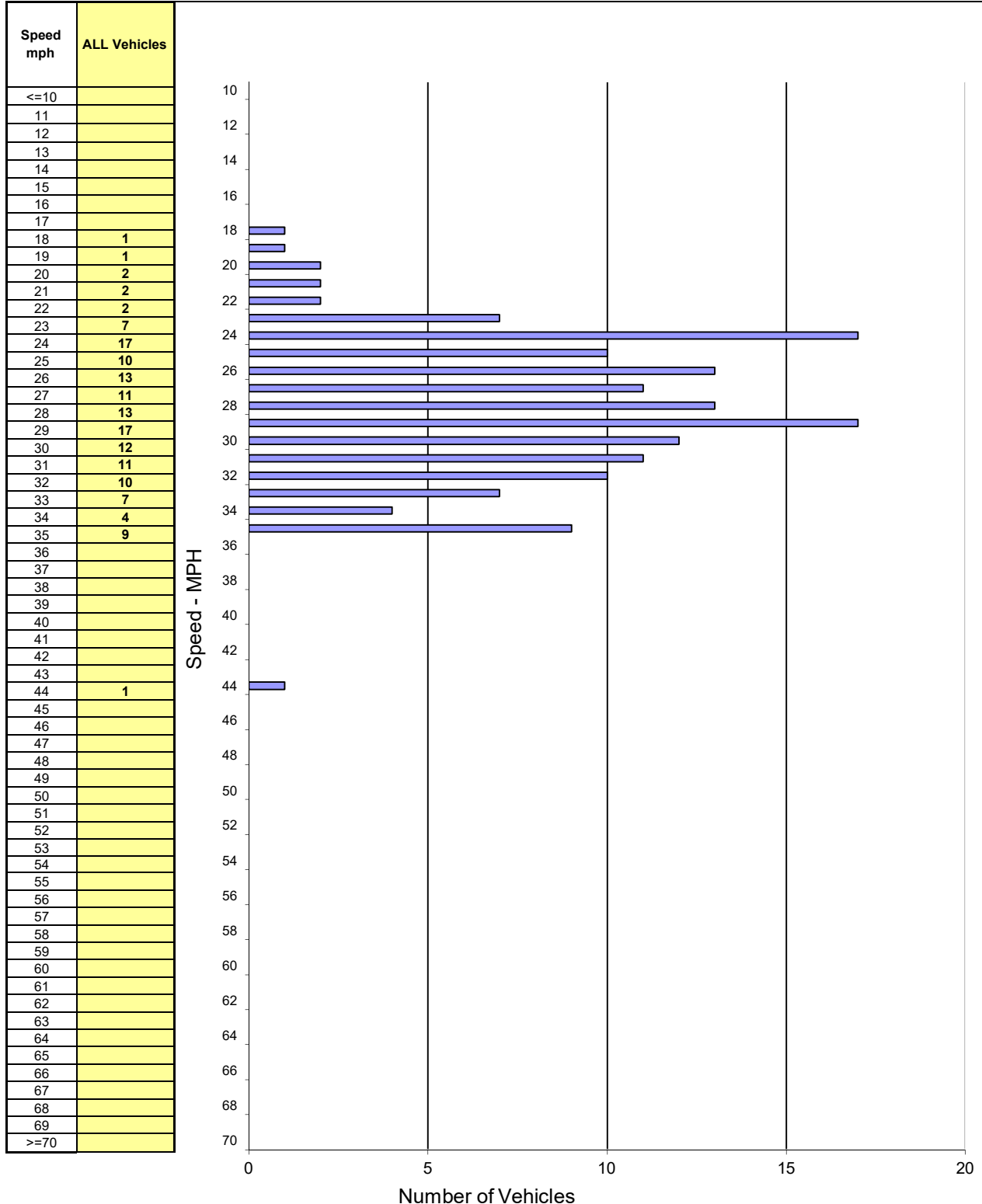
Location: 14b - 2nd Ave 250' N/O General Stilwell Dr

TIME: 12:30-13:40

Posted Speed: 35 MPH Clear/Dry

Project #: 19-8372-002

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	150	18 - 44	28 mph	32 mph	23 - 32	121	81%	5% / 8	14% / 21

Spot Speed Study

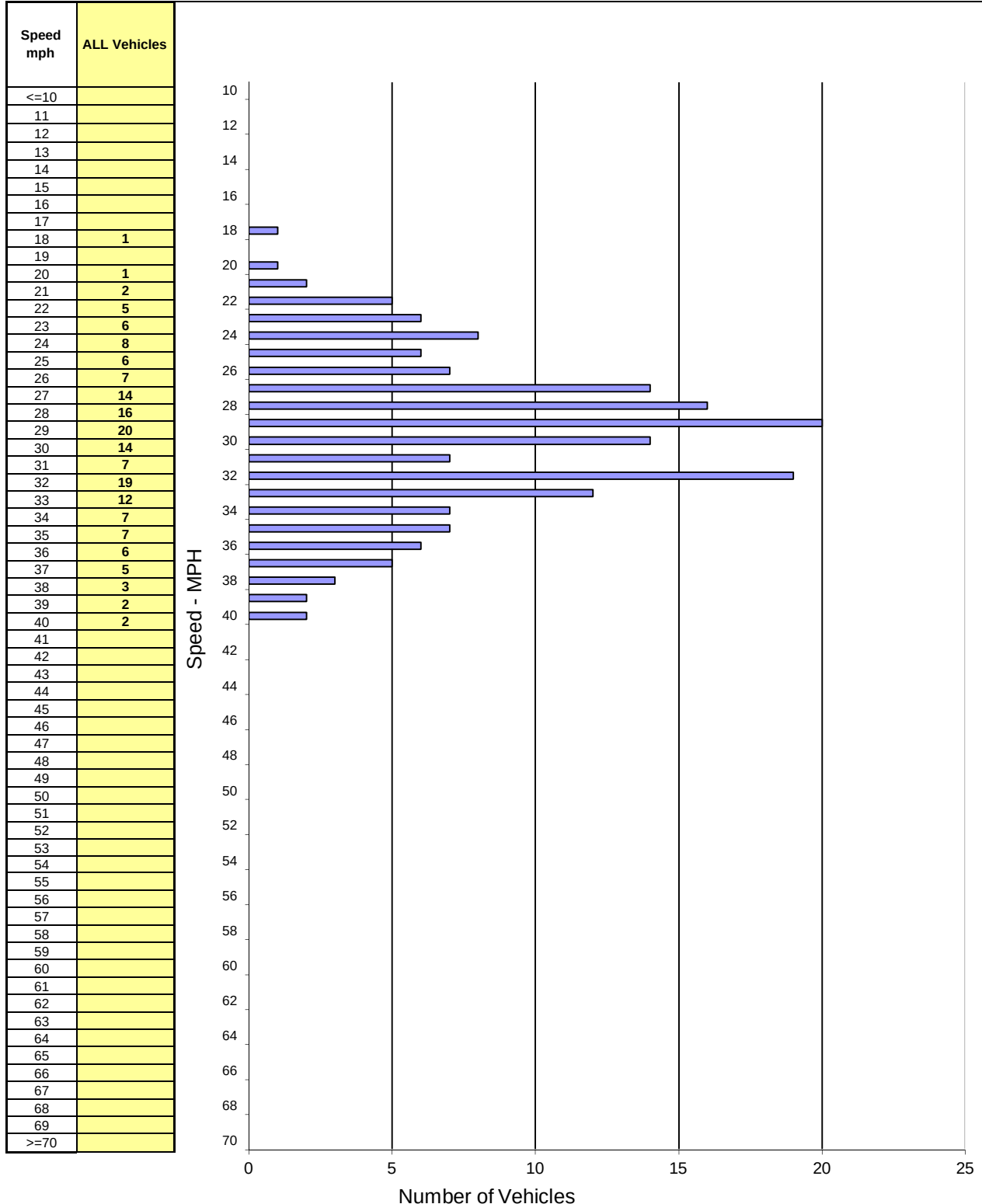
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/15/2018
TIME: 10:22-11:20

Location: 15 - Beach Rd 600' E/O Reservation Rd
Posted Speed: None Clear/Dry Project #: 18-8263-015

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	170	18 - 40	29 mph	34 mph	24 - 33	123	72%	8% / 15	19% / 32

Spot Speed Study

Prepared by: National Data & Surveying Services

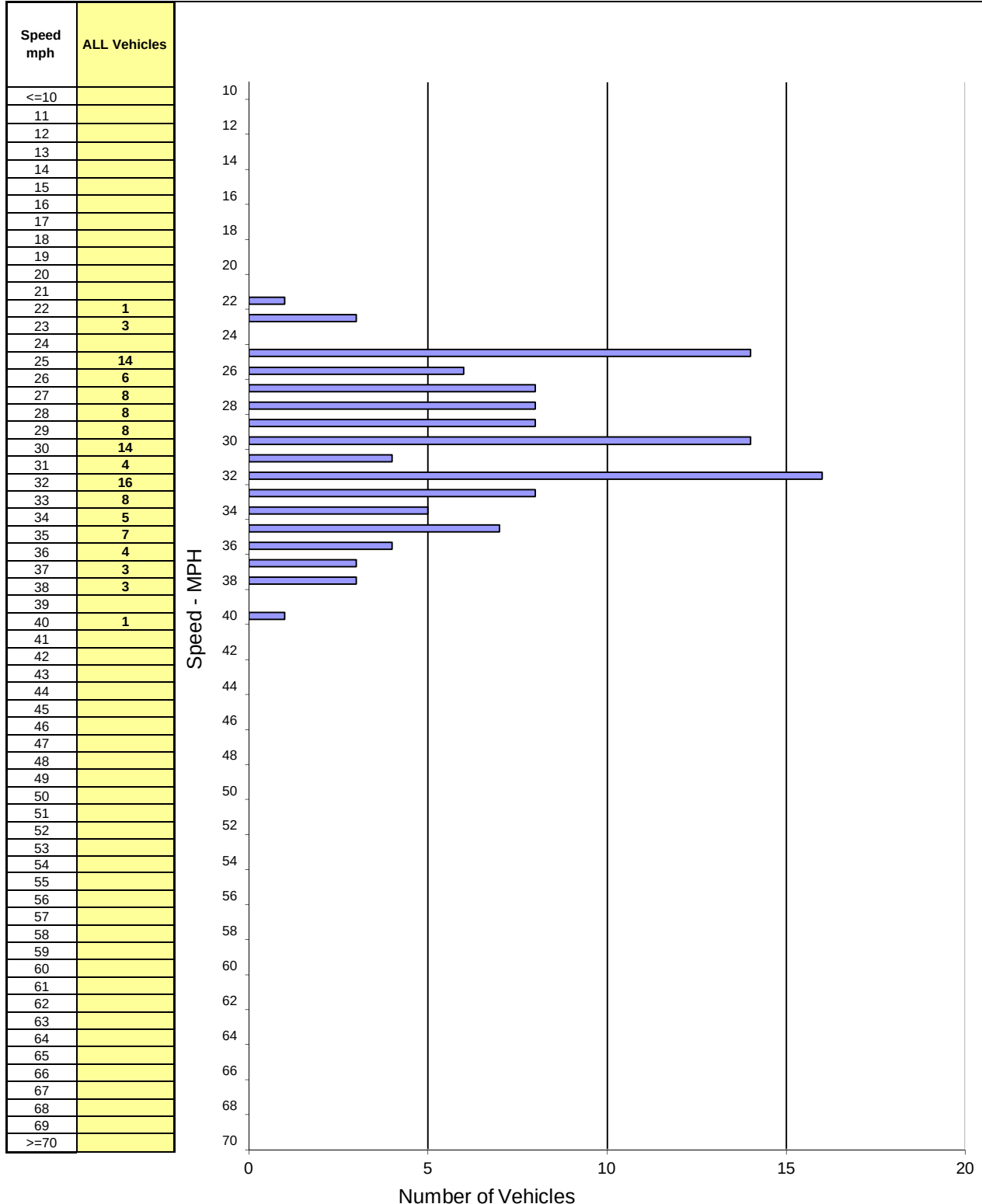
City of Marina

DATE: 5/16/2018
TIME: 10:11-11:18

Location: 16 - 3184 Del Monte Blvd
Posted Speed: 25 MPH Clear/Dry

Project #: 18-8263-016

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	113	22 - 40	30 mph	35 mph	25 - 34	91	81%	3% / 4	16% / 18

Spot Speed Study

Prepared by: National Data & Surveying Services

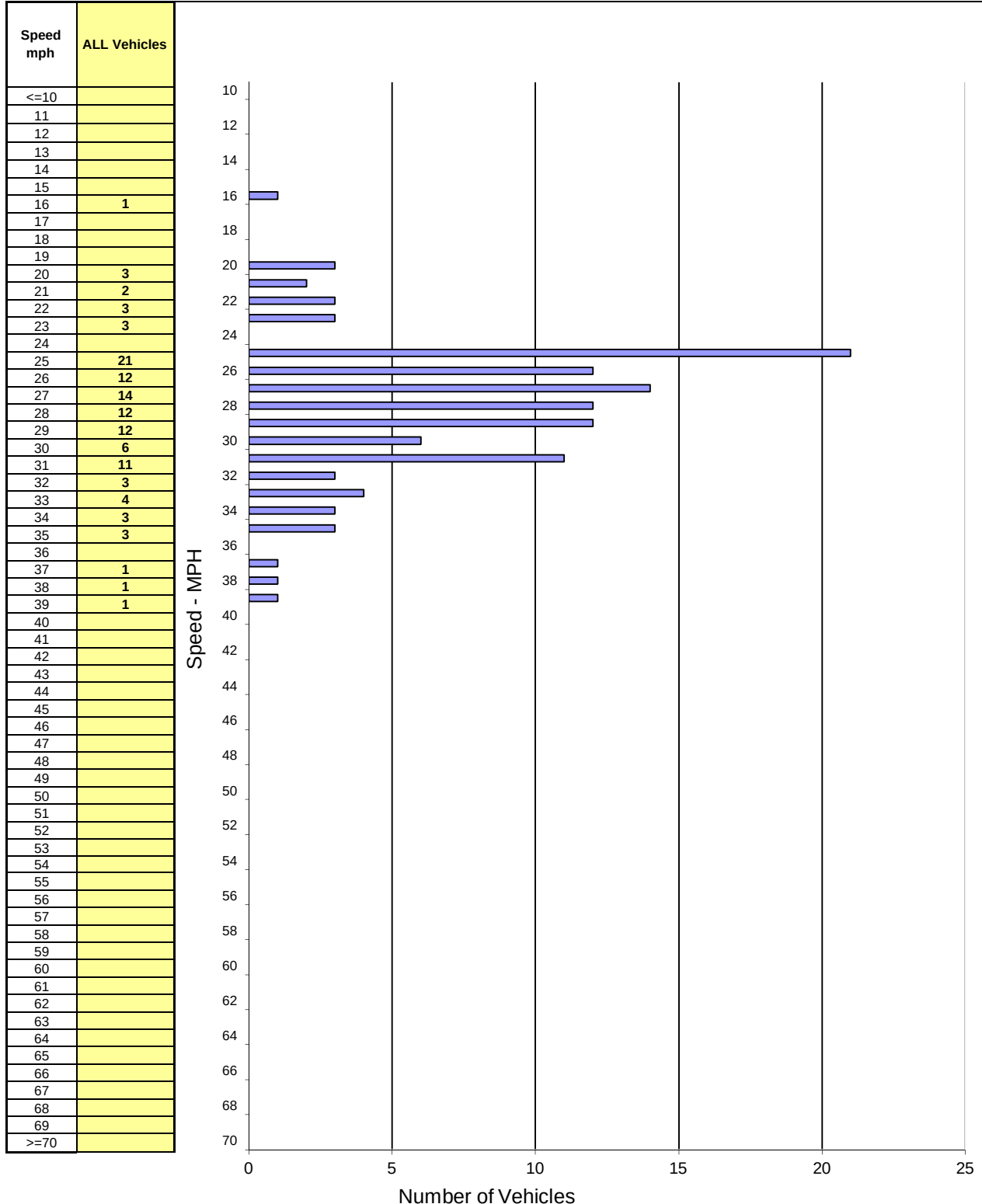
City of Marina

DATE: 5/16/2018
TIME: 11:49-13:05

Location: 17 - 3159 Crescent Ave
Posted Speed: 25 MPH Clear/Dry

Project #: 18-8263-017

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	116	16 - 39	27 mph	31 mph	25 - 34	98	84%	10% / 12	6% / 6

Spot Speed Study

Prepared by: National Data & Surveying Services

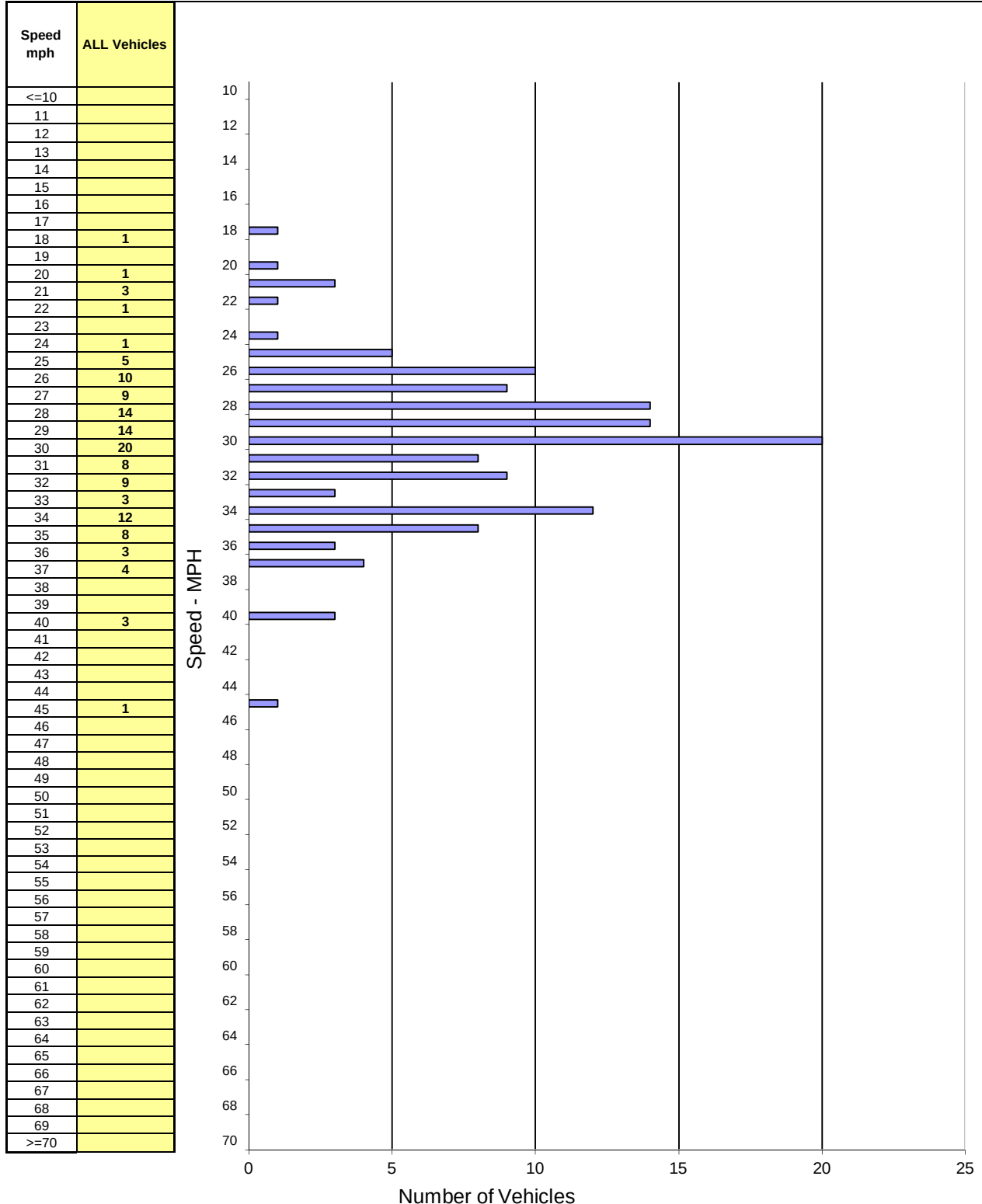
City of Marina

DATE: 5/17/2018
TIME: 09:00-10:00

Location: 18 - 3122 Crescent Ave
Posted Speed: 30 MPH Clear/Dry

Project #: 18-8263-018

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	130	18 - 45	30 mph	34 mph	26 - 35	107	82%	9% / 12	9% / 11

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/15/2018

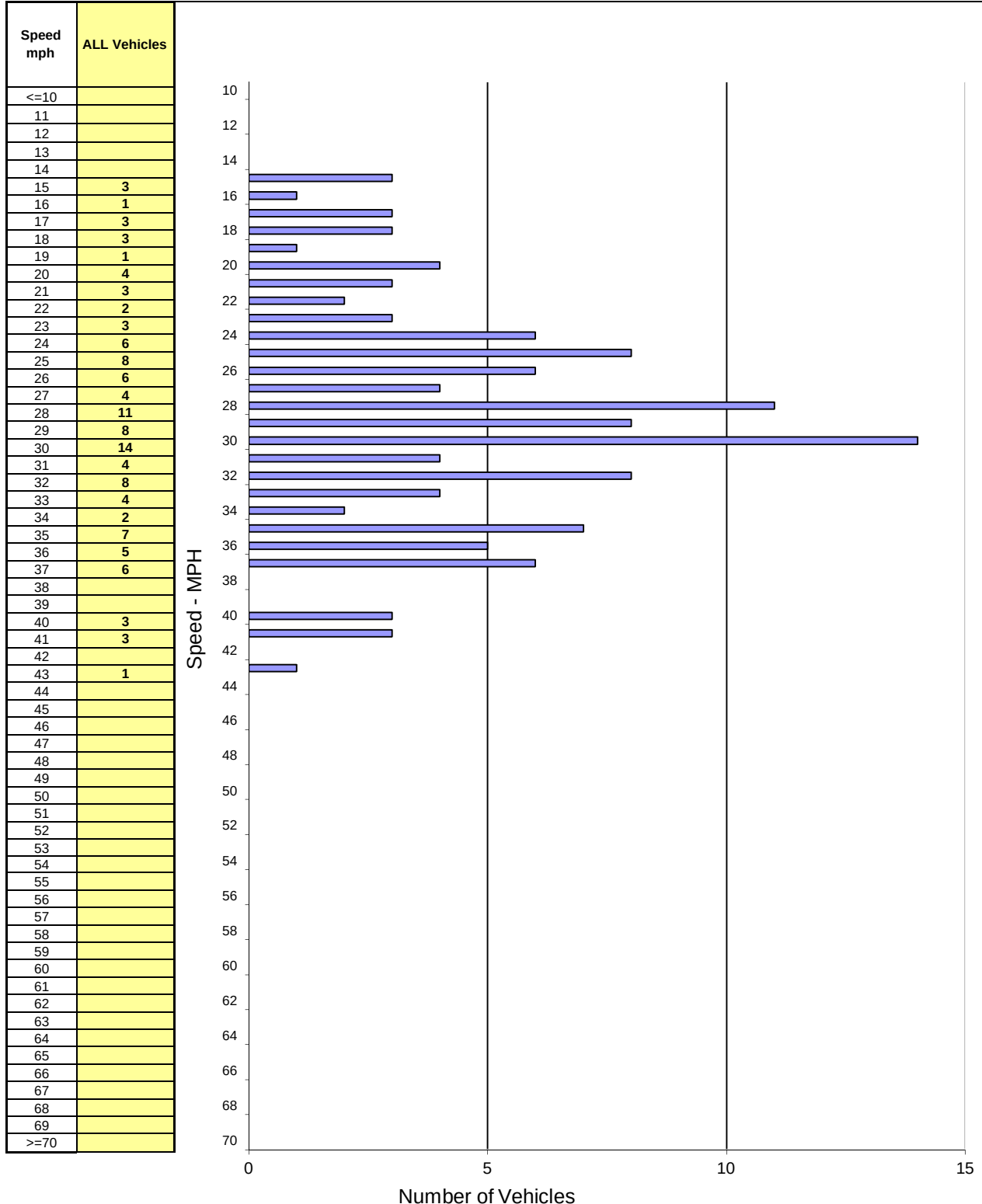
Location: 19 - Cardoza Ave100' S/O Redondo Ct

TIME: 11:25-12:35

Posted Speed: 30 MPH Clear/Dry

Project #: 18-8263-019

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	123	15 - 43	29 mph	35 mph	24 - 33	73	59%	18% / 23	22% / 27

Spot Speed Study

Prepared by: National Data & Surveying Services

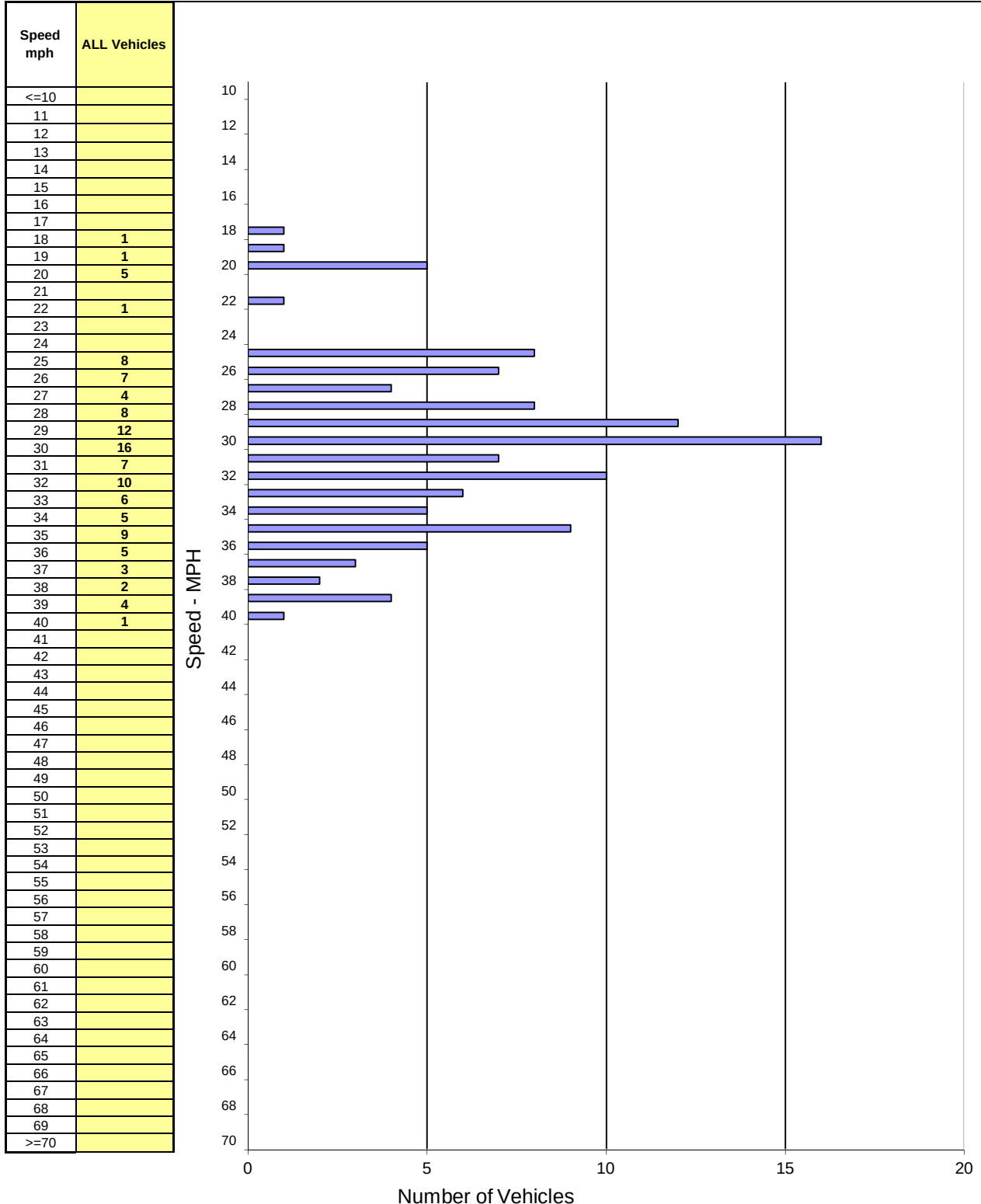
City of Marina

DATE: 5/15/2018
TIME: 10:50-11:50

Location: 20 - 235 Beach Rd
Posted Speed: 30 MPH Clear/Dry

Project #: 18-8263-020

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	115	18 - 40	30 mph	35 mph	26 - 35	84	73%	13% / 16	14% / 15

Spot Speed Study

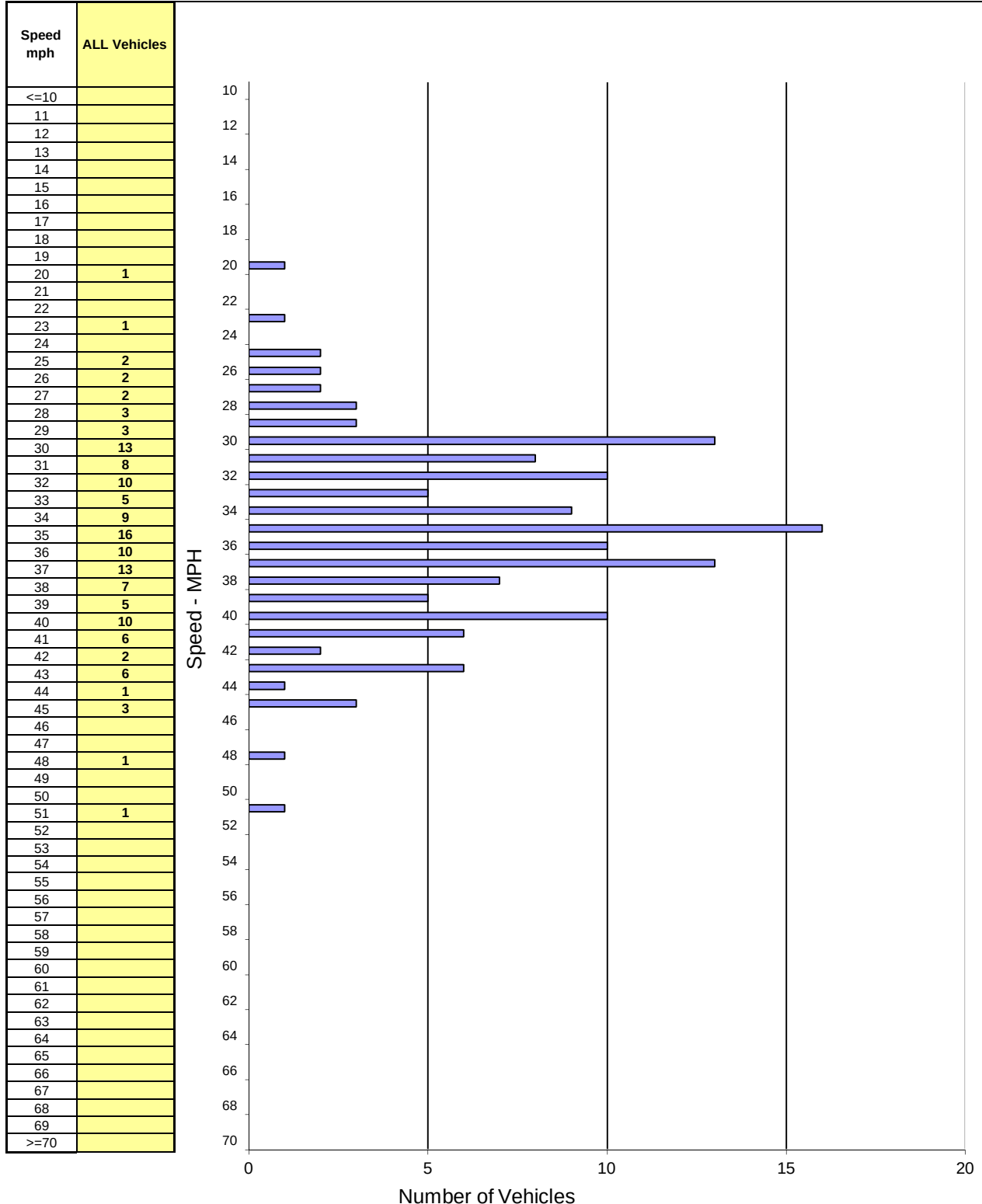
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/17/2018
TIME: 11:00-12:00

Location: 21 - California Ave 100' S/O Exeter Pl
Posted Speed: 35 MPH Clear/Dry Project #: 18-8263-021

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	140	20 - 51	35 mph	40 mph	30 - 39	96	69%	10% / 14	22% / 30

Spot Speed Study

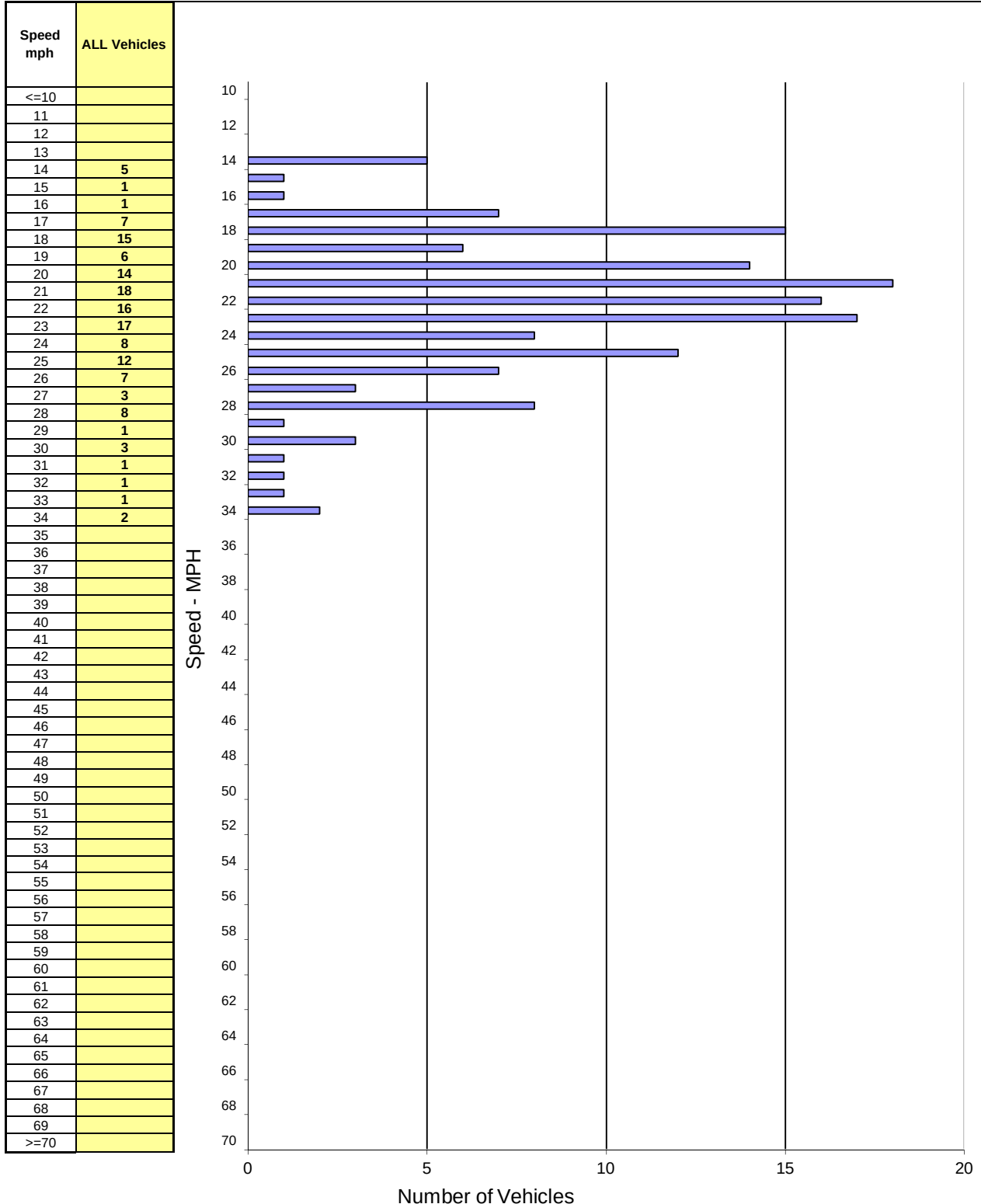
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/17/2018
TIME: 09:00-09:45

Location: 22 - California Ave 400' N/O Reindollar Ave
Posted Speed: 30 MPH Clear/Dry Project #: 18-8263-022

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	147	14 - 34	22 mph	26 mph	17 - 26	120	82%	4% / 7	14% / 20

Spot Speed Study

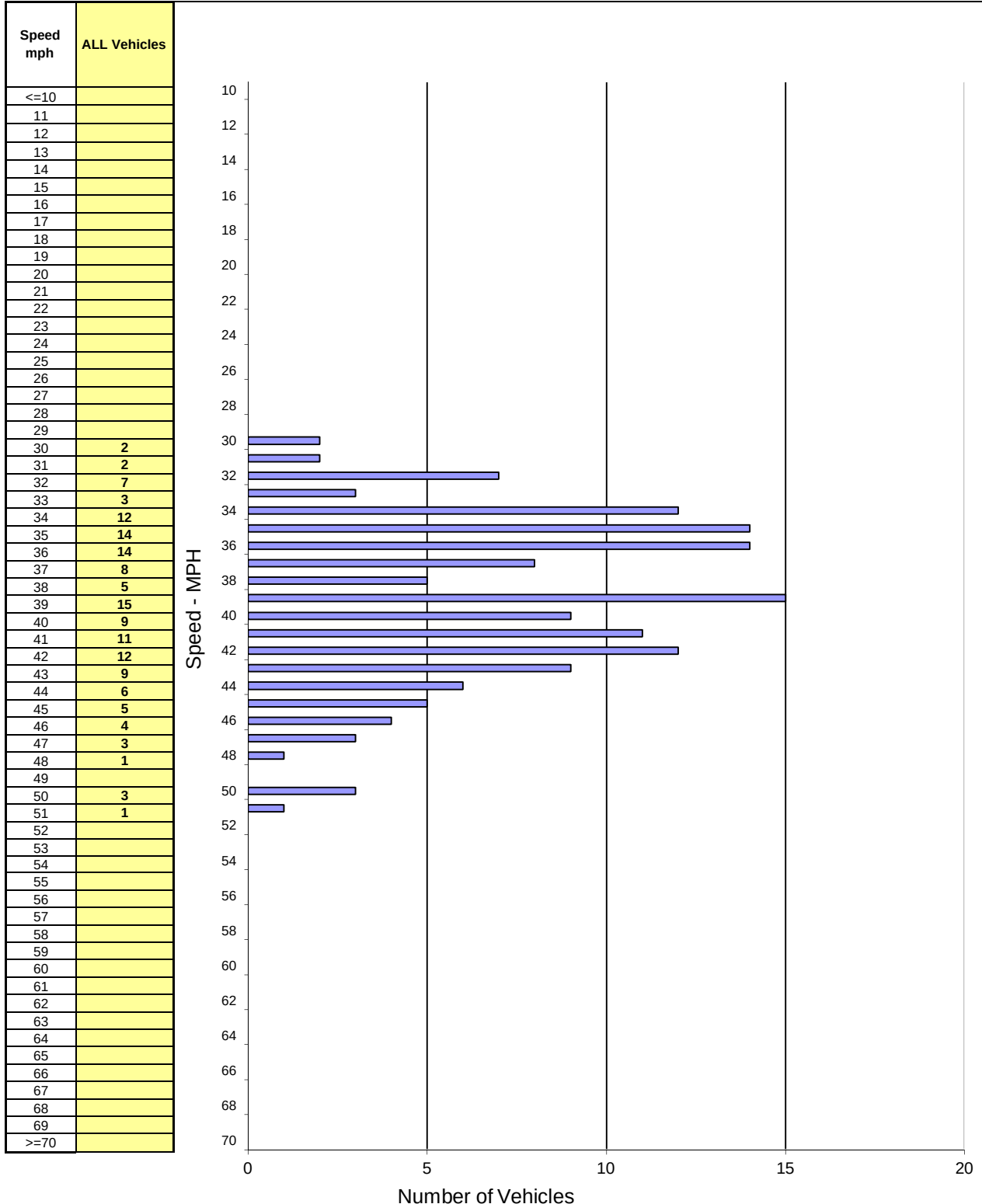
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/22/2018
TIME: 10:10-11:10

Location: 23 - California Ave 150' S/O 3rd St
Posted Speed: 35 MPH Clear/Dry Project #: 18-8263-023

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	146	30 - 51	39 mph	44 mph	34 - 43	109	75%	9% / 14	16% / 23

Spot Speed Study

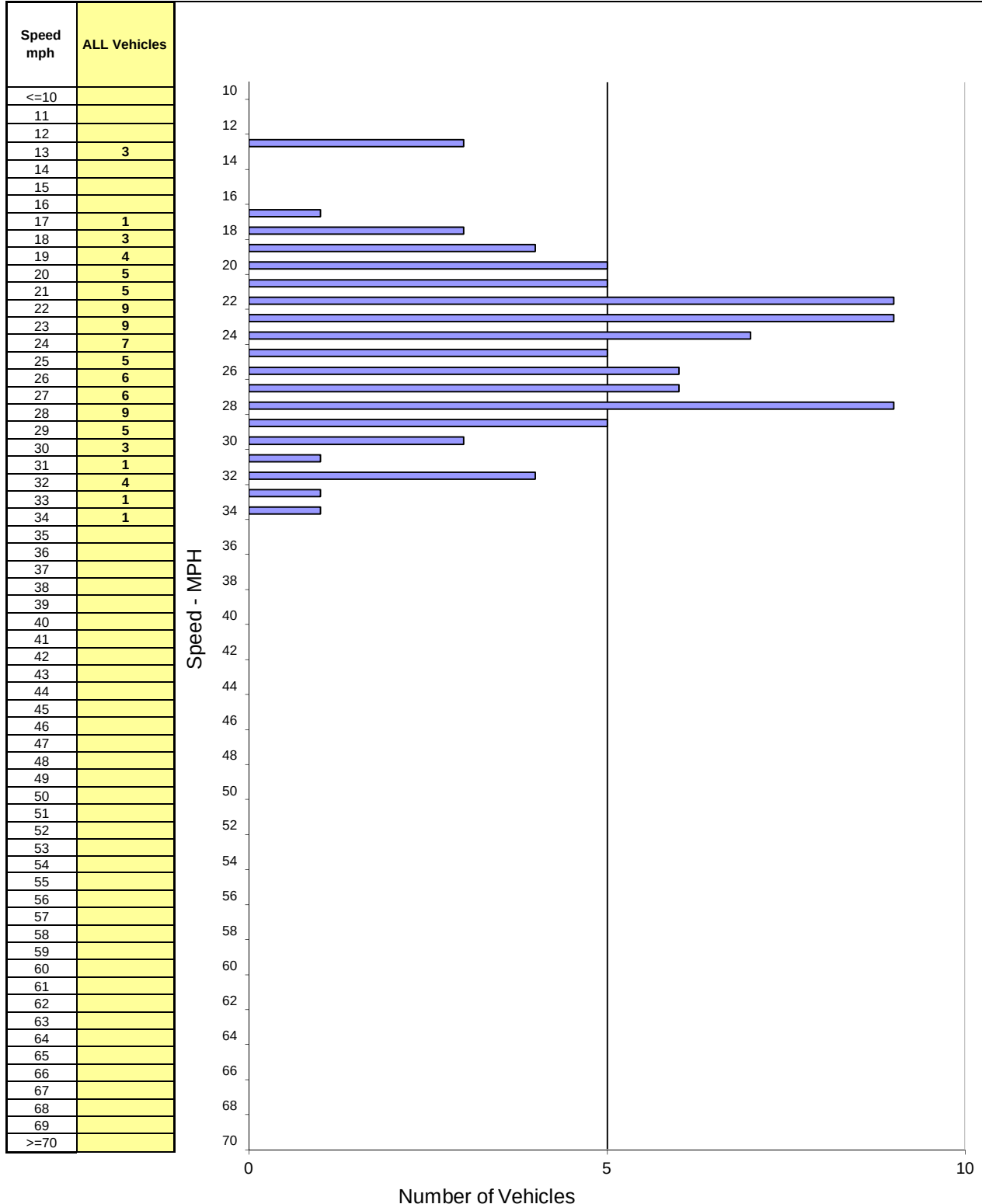
Prepared by: National Data & Surveying Services

City of Marina

DATE: 6/27/2018
TIME: 13:00-15:00

Location: 24 - California Ave 200' S/O Imjin Pkwy
Posted Speed: None Clear/Dry Project #: 18-8263-024

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	87	13 - 34	24 mph	29 mph	20 - 29	66	76%	12% / 11	12% / 10

Spot Speed Study

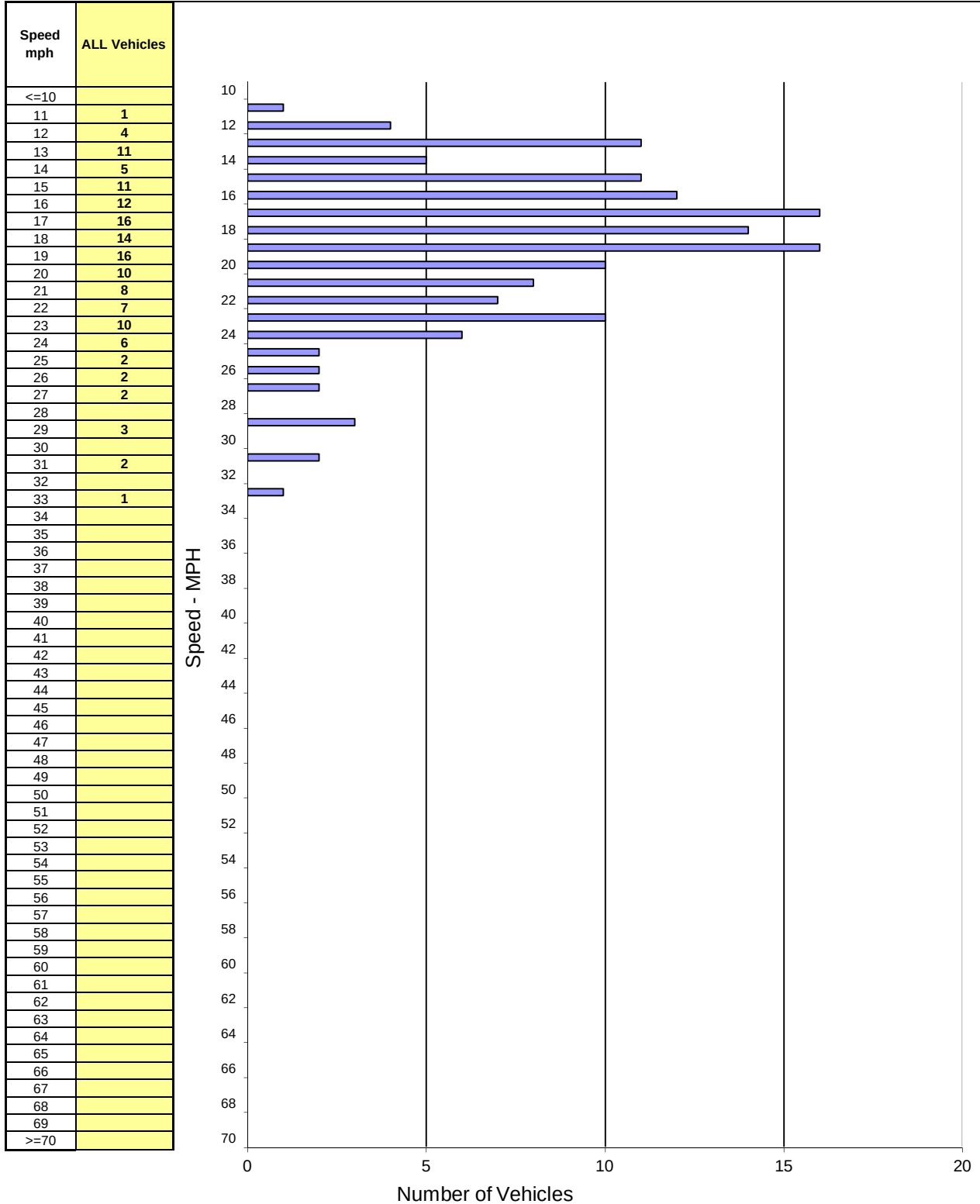
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/17/2018
TIME: 09:15-10:45

Location: 25 - Reindollar Ave 200' W/O Vaughn Ave
Posted Speed: None Clear/Dry Project #: 18-8263-025

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	143	11 - 33	18 mph	23 mph	15 - 24	115	80%	14% / 21	5% / 7

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/17/2018

Location: 26 - Reindollar Ave 100' E/O Eddy St

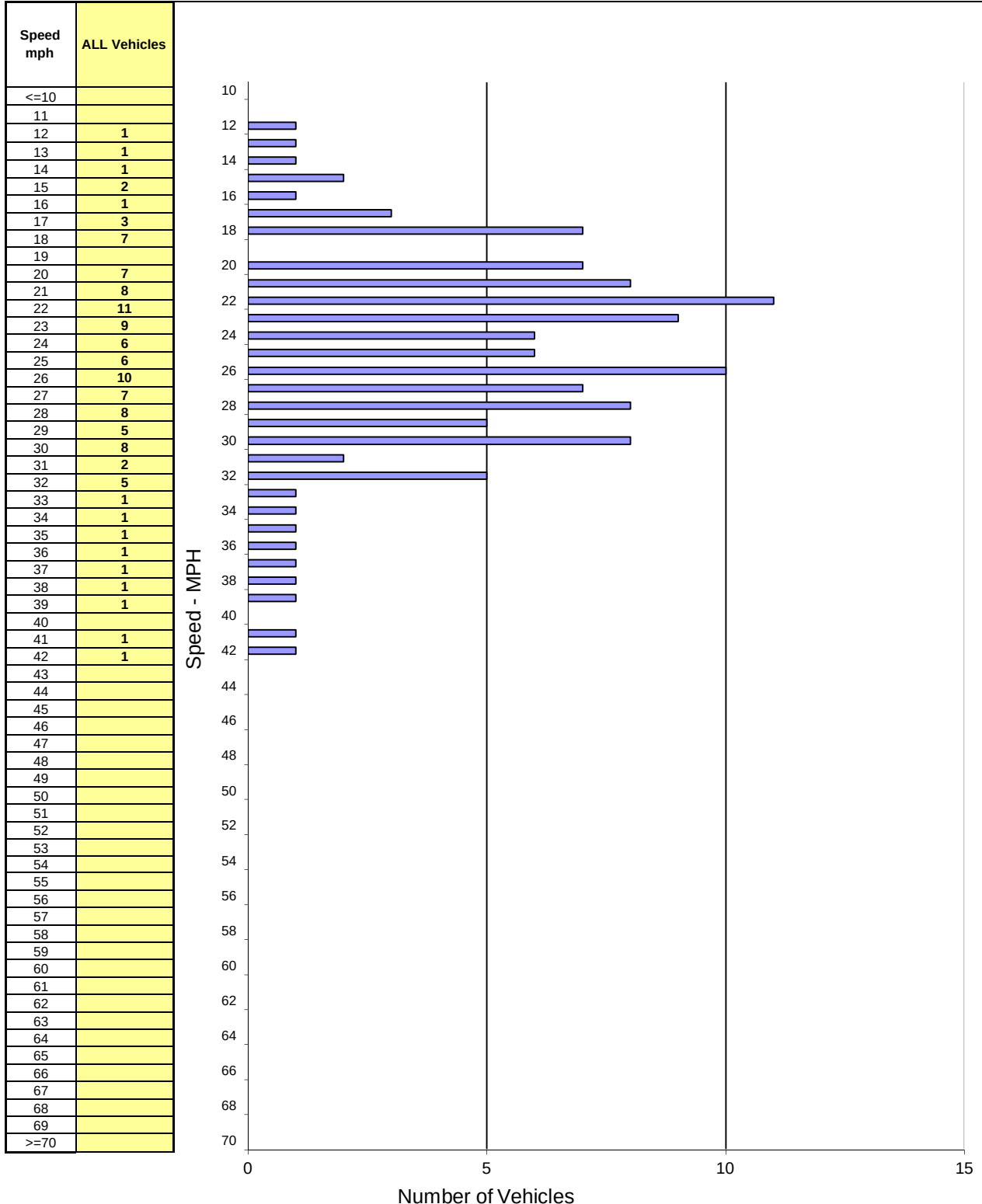
TIME: 11:50-12:50

Posted Speed: 30 MPH

Clear/Dry

Project #: 18-8263-026

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	117	12 - 42	25 mph	30 mph	21 - 30	78	67%	19% / 23	14% / 16

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/16/2018

Location: 27 - Carmel Ave 50' W/O Busby Ln

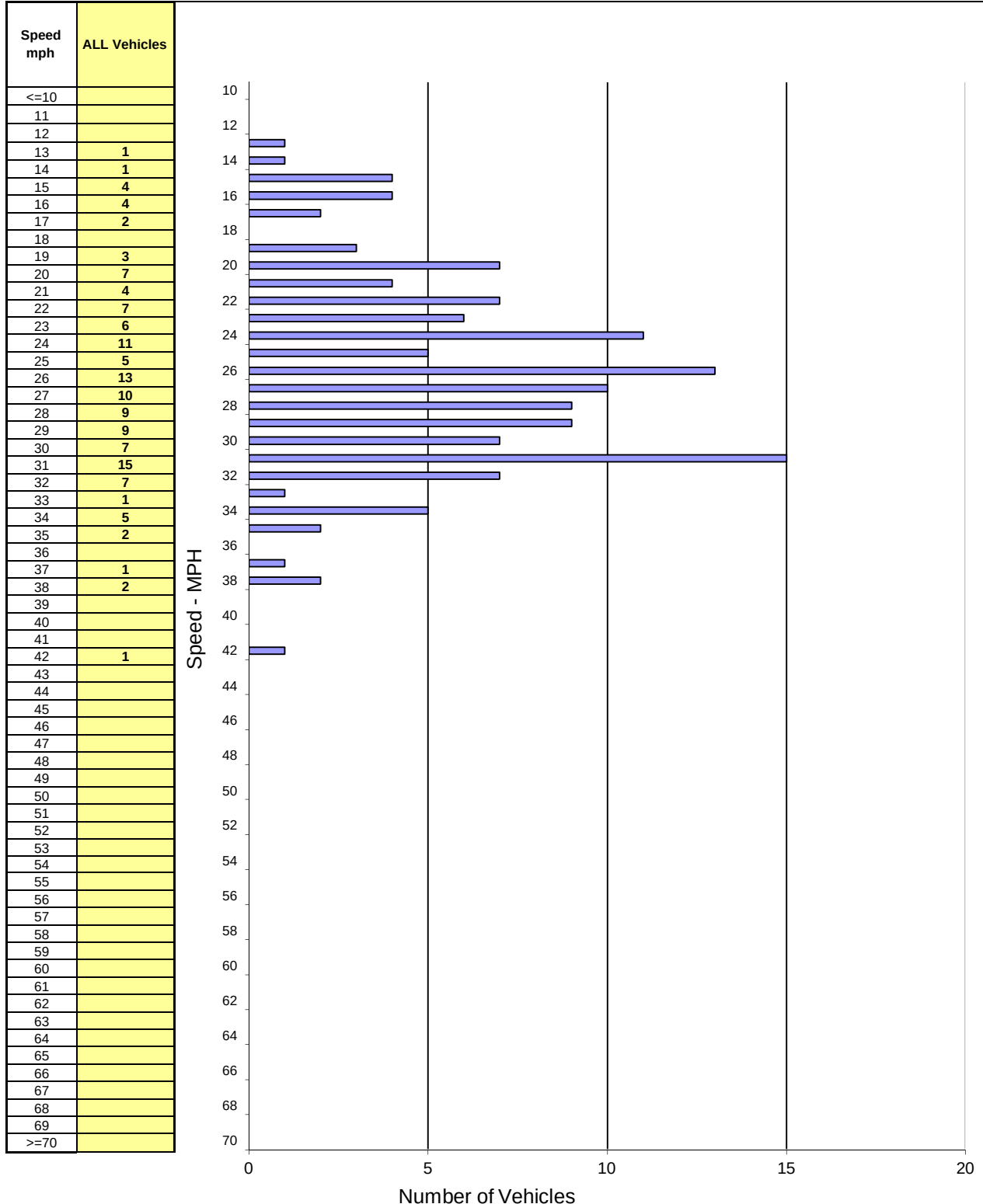
TIME: 9:07-10:07

Posted Speed: None

Clear/Dry

Project #: 18-8263-027

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	137	13 - 42	27 mph	31 mph	22 - 31	92	67%	18% / 26	14% / 19

Spot Speed Study

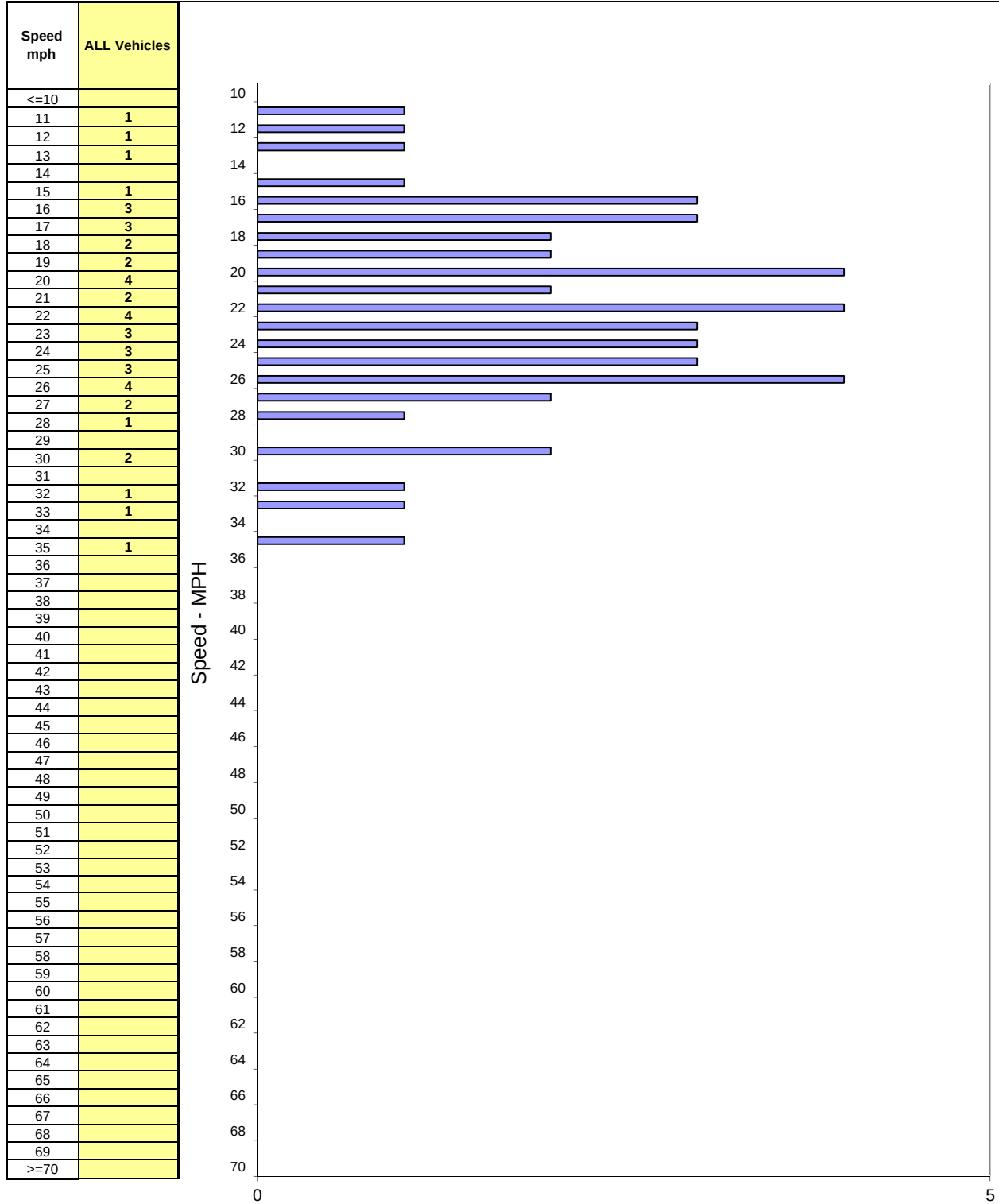
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/18/2018
TIME: 10:10-12:10

Location: 28 - Carmel Ave 200' E/O Lynscott Dr
Posted Speed: 15 MPH Clear/Dry Project #: 18-8263-028

Eastbound & Westbound Spot Speeds



Number of Vehicles

SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	45	11 - 35	22 mph	27 mph	17 - 26	30	67%	15% / 7	18% / 8

Spot Speed Study

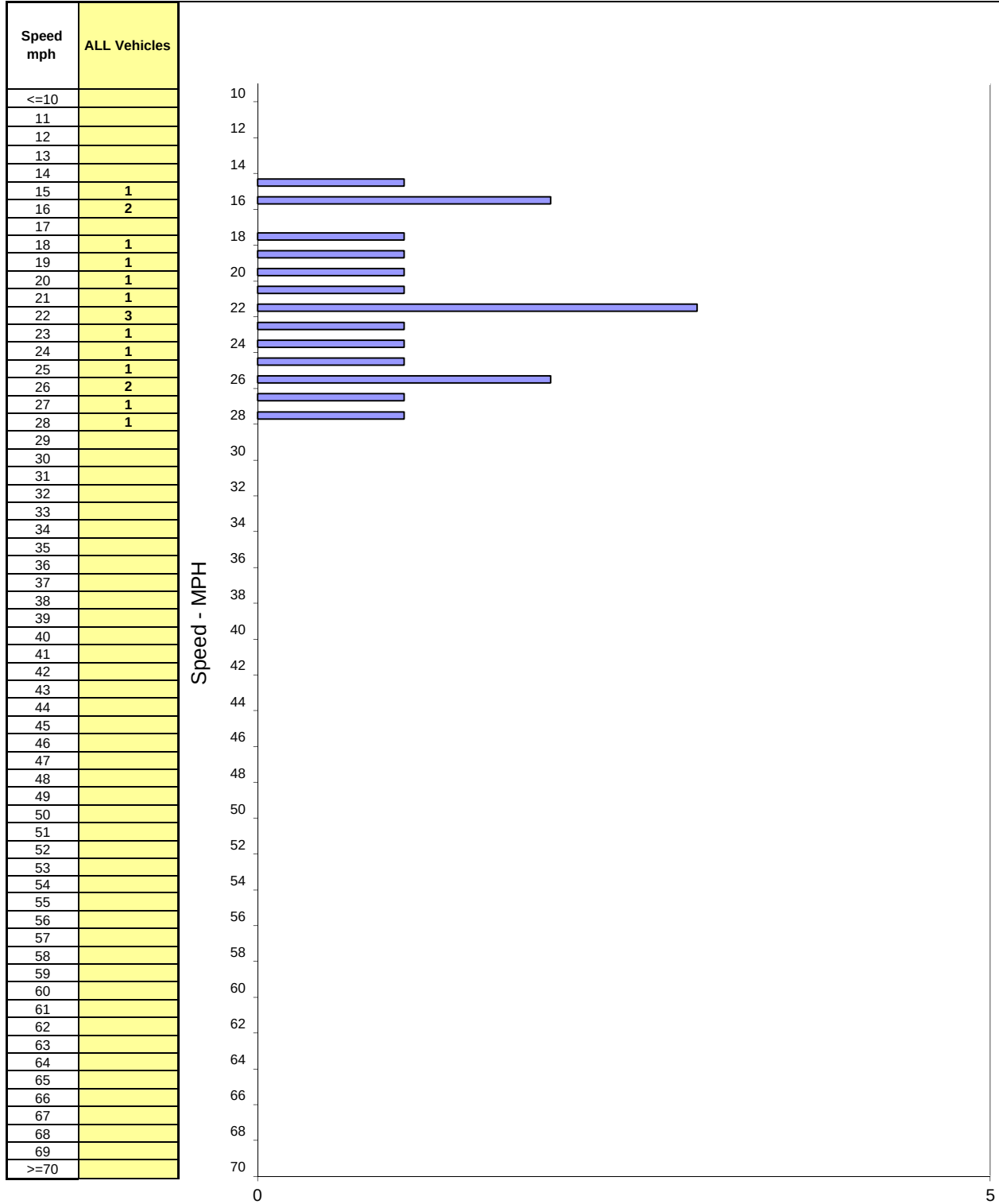
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/18/2018
TIME: 12:00-14:00

Location: 29 - Salinas Ave 50' N/O Ellis Ct
Posted Speed: 25 MPH Clear/Dry Project #: 18-8263-029

Northbound & Southbound Spot Speeds



Number of Vehicles

SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	17	15 - 28	22 mph	26 mph	18 - 27	13	76%	17% / 3	6% / 1

Spot Speed Study

Prepared by: National Data & Surveying Services

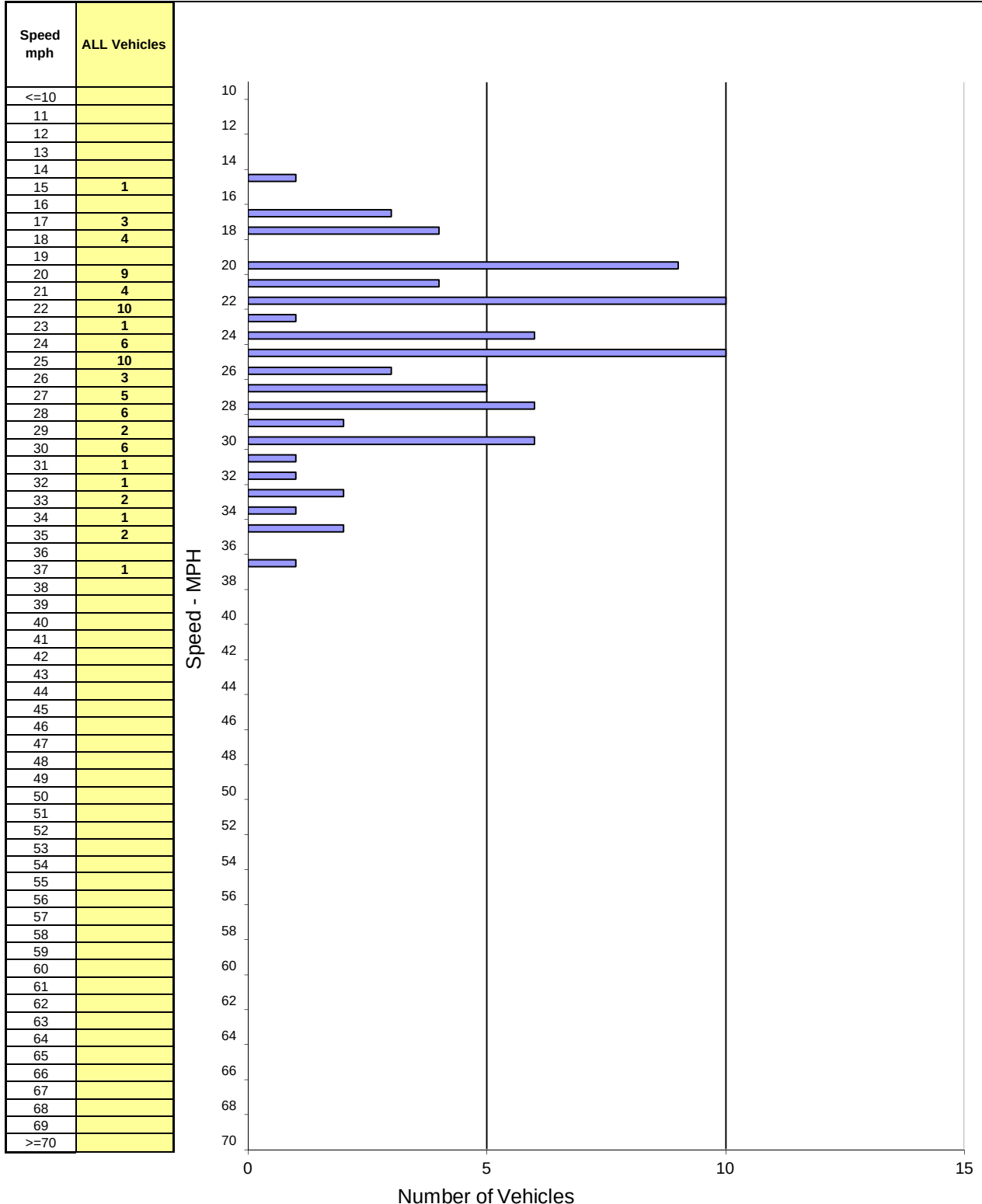
City of Marina

DATE: 5/15/2018
TIME: 11:55-13:55

Location: 30 - 3344 Paul Davis Dr
Posted Speed: 20 MPH Clear/Dry

Project #: 18-8263-030

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	78	15 - 37	25 mph	30 mph	20 - 29	56	72%	10% / 8	18% / 14

Spot Speed Study

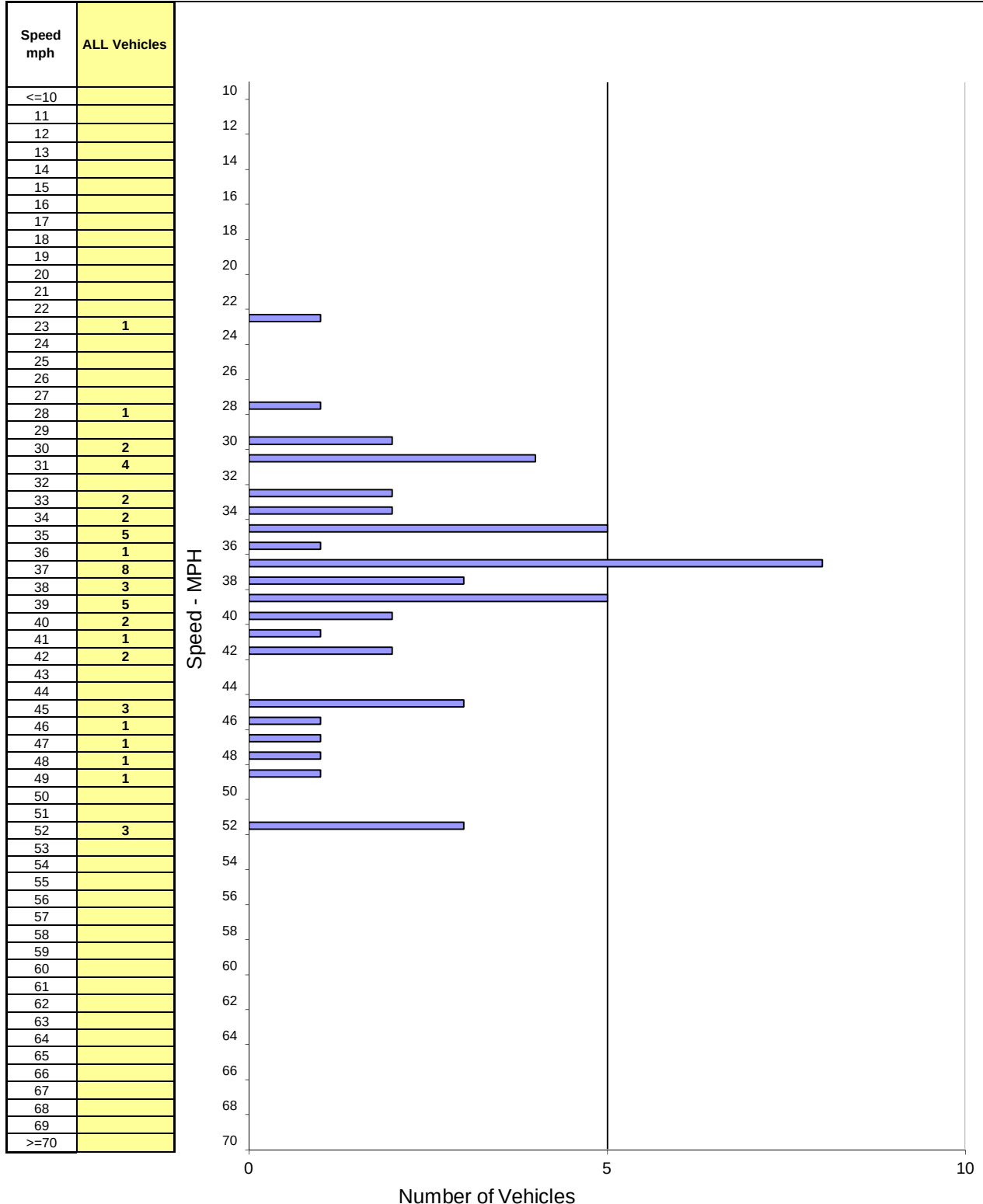
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/23/2018
TIME: 10:50-12:50

Location: 31 - Patton Pkwy W/O California Ave
Posted Speed: 30 MPH Clear/Dry Project #: 18-8263-031

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	49	23 - 52	37 mph	45 mph	30 - 39	32	65%	4% / 2	31% / 15

Spot Speed Study

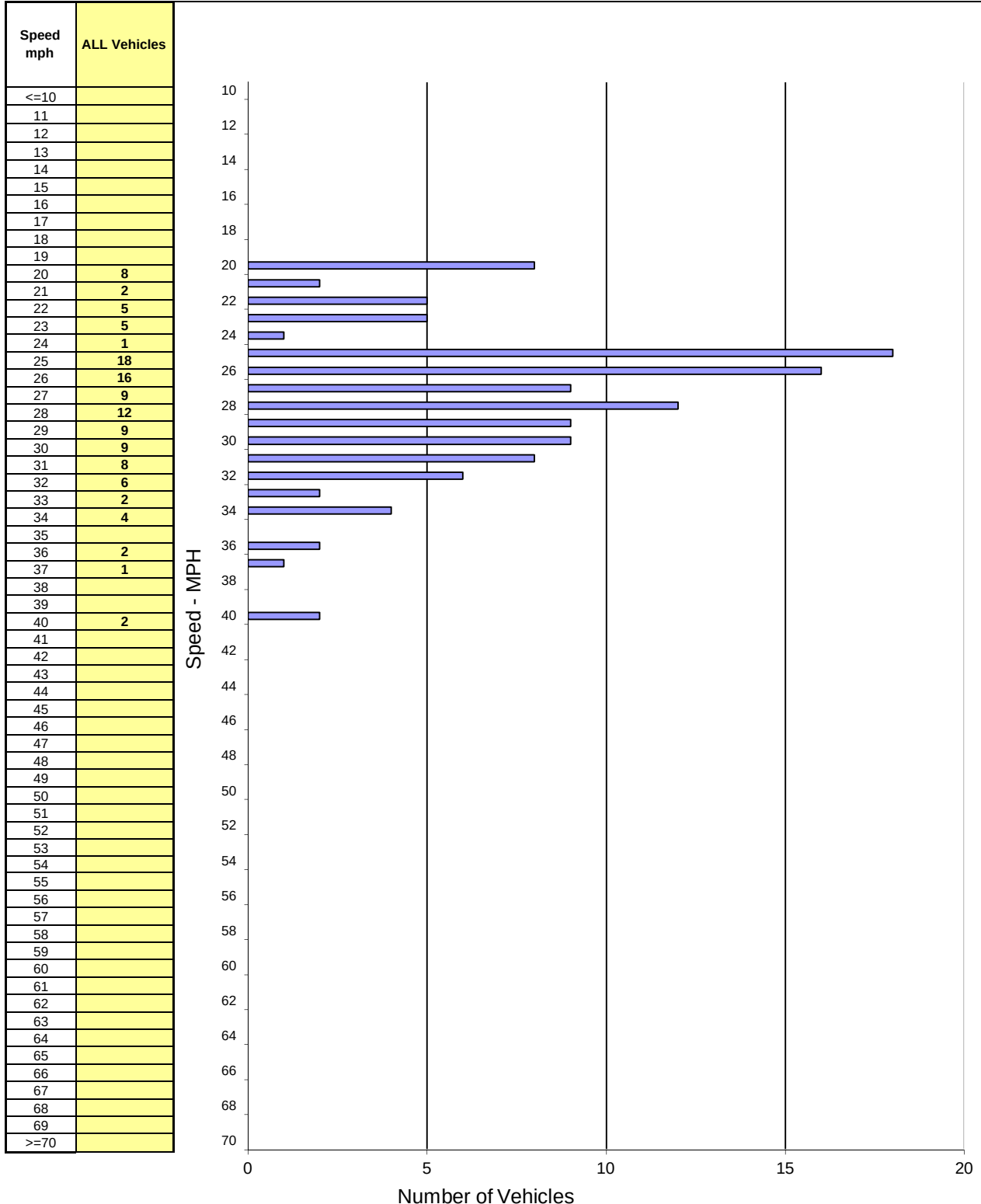
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/17/2018
TIME: 10:08-11:08

Location: 32 - Crescent Ave 300' N/O Patton Pkwy
Posted Speed: 25 MPH Clear/Dry Project #: 18-8263-032

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	119	20 - 40	27 mph	31 mph	23 - 32	93	78%	12% / 15	10% / 11

Spot Speed Study

Prepared by: National Data & Surveying Services

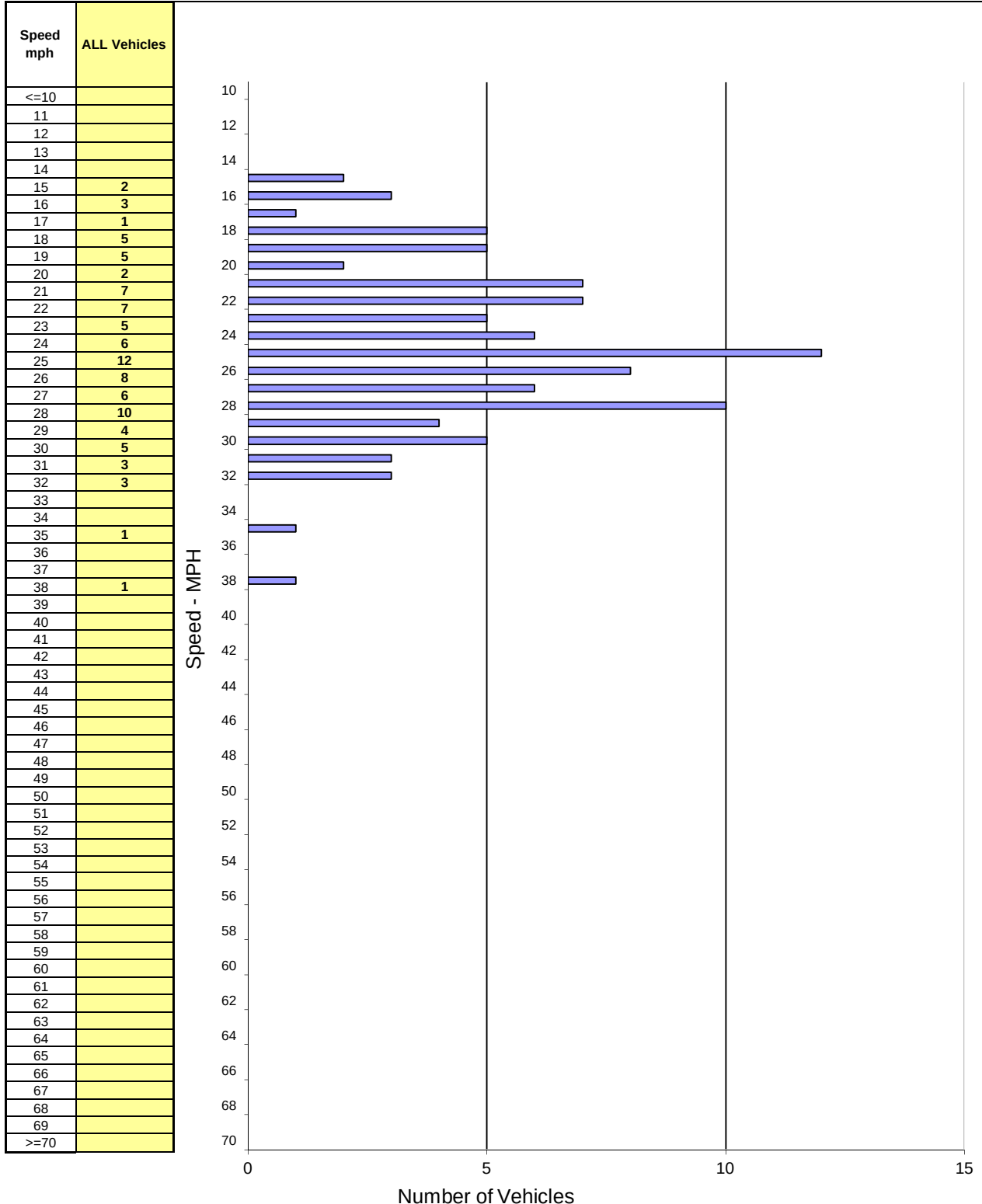
City of Marina

DATE: 5/17/2018
TIME: 11:12-13:12

Location: 33 - 3066 Vaughan Ave
Posted Speed: 25 MPH Clear/Dry

Project #: 18-8263-033

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	96	15 - 38	25 mph	29 mph	21 - 30	70	73%	18% / 18	9% / 8

Spot Speed Study

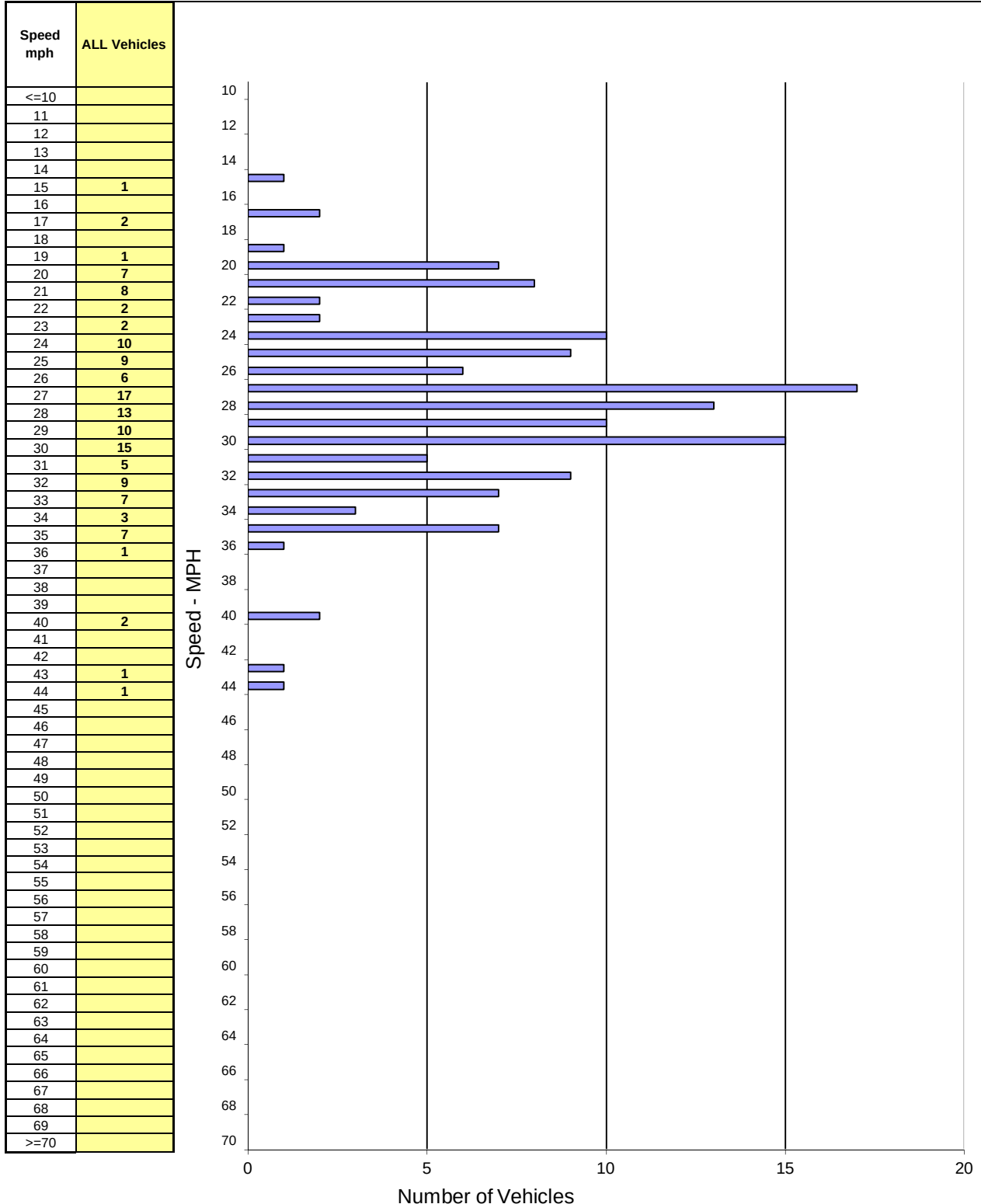
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/16/2018
TIME: 10:13-11:17

Location: 34 - Seacrest Ave 400' S/O Reservation Rd
Posted Speed: None Clear/Dry Project #: 18-8263-034

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	139	15 - 44	28 mph	33 mph	24 - 33	101	73%	16% / 23	11% / 15

Spot Speed Study

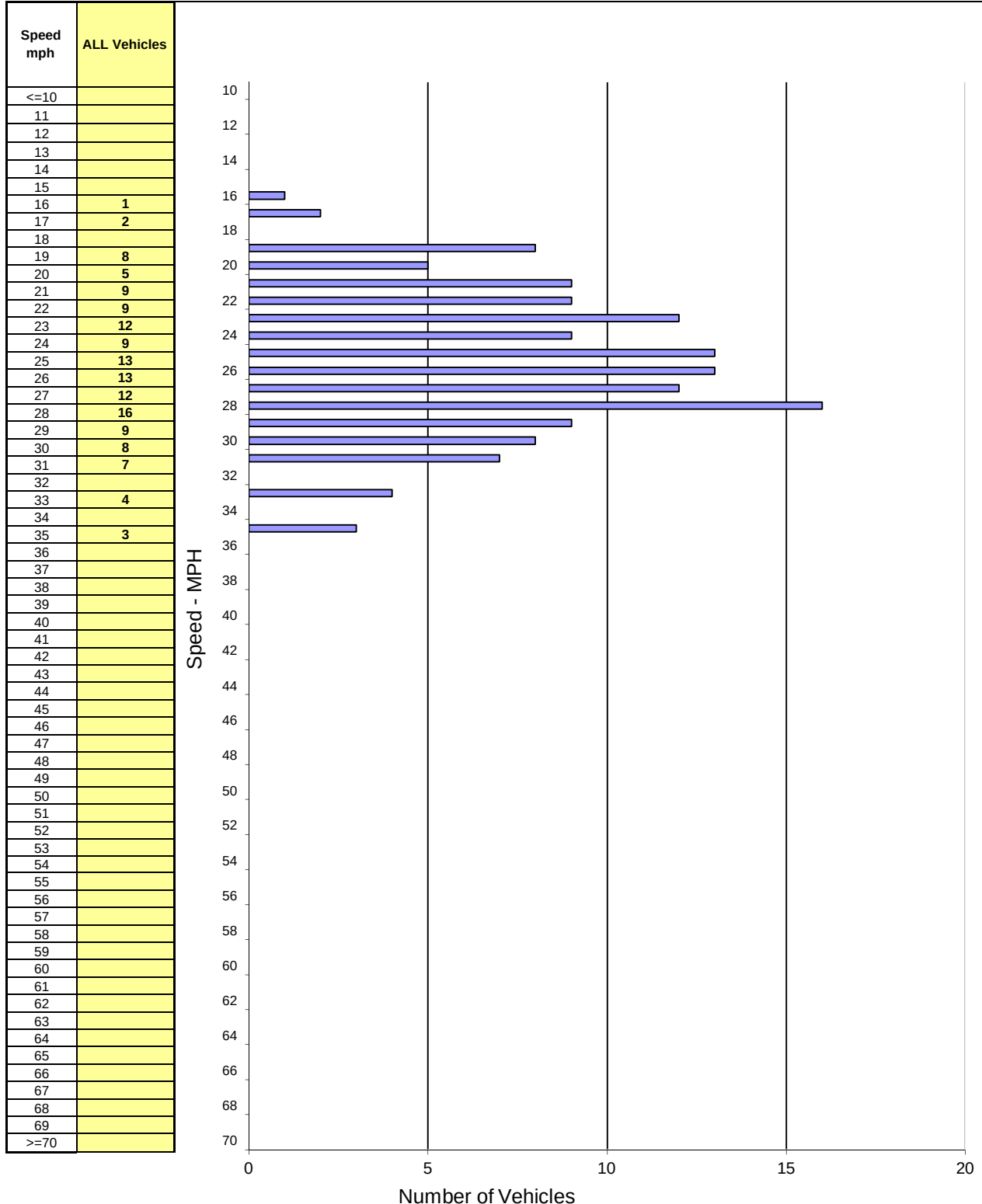
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/16/2018
TIME: 11:30-12:30

Location: 35 - Seacrest Ave 150' S/O Hillcrest Ave
Posted Speed: None Clear/Dry Project #: 18-8263-035

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	140	16 - 35	26 mph	30 mph	21 - 30	110	79%	11% / 16	10% / 14

Spot Speed Study

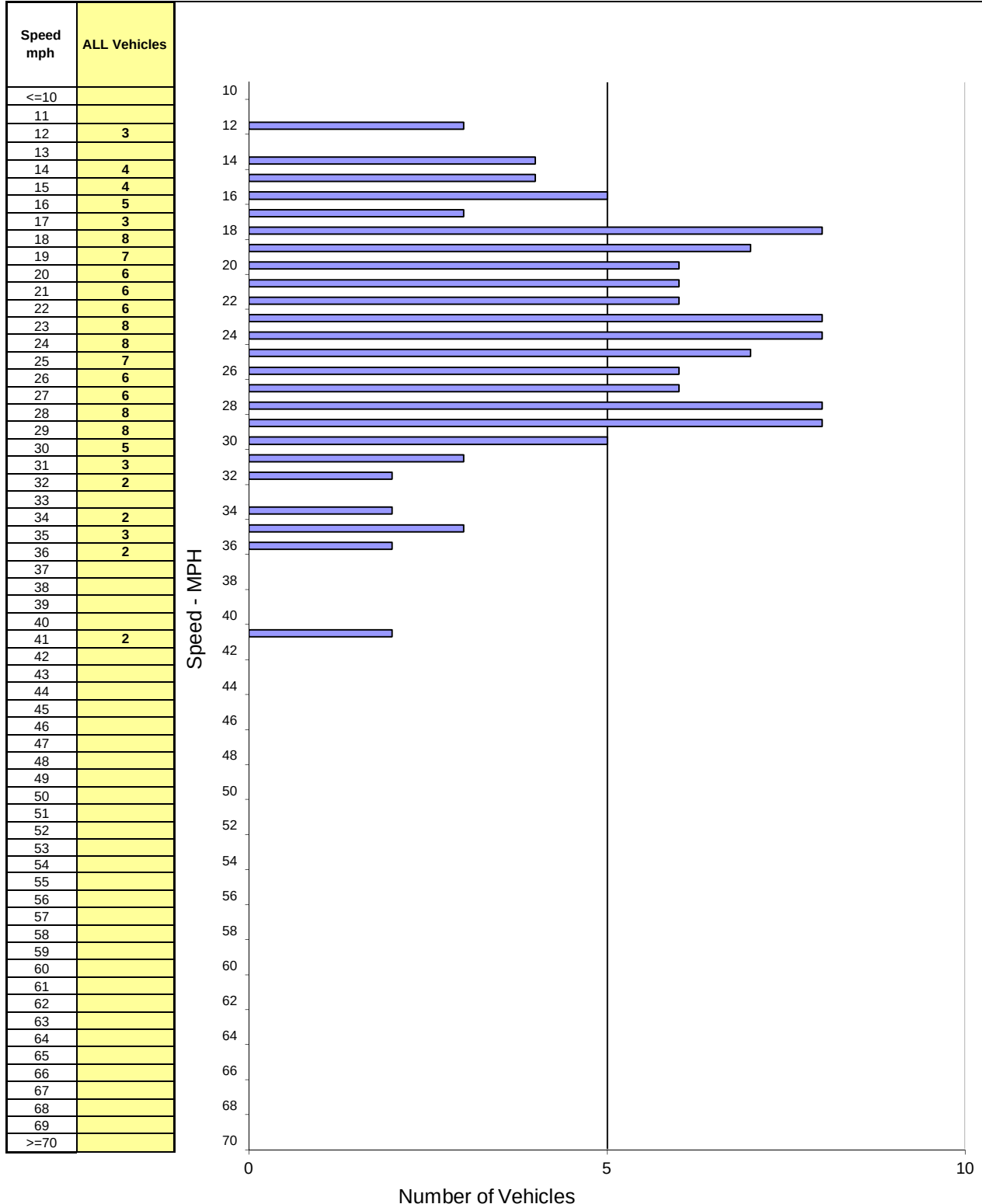
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/16/2018
TIME: 10:40-11:30

Location: 36 - Lake Dr 250' S/O Messinger Dr
Posted Speed: 25 MPH Clear/Dry Project #: 18-8263-036

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	122	12 - 41	24 mph	30 mph	20 - 29	69	57%	27% / 34	16% / 19

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/16/2018

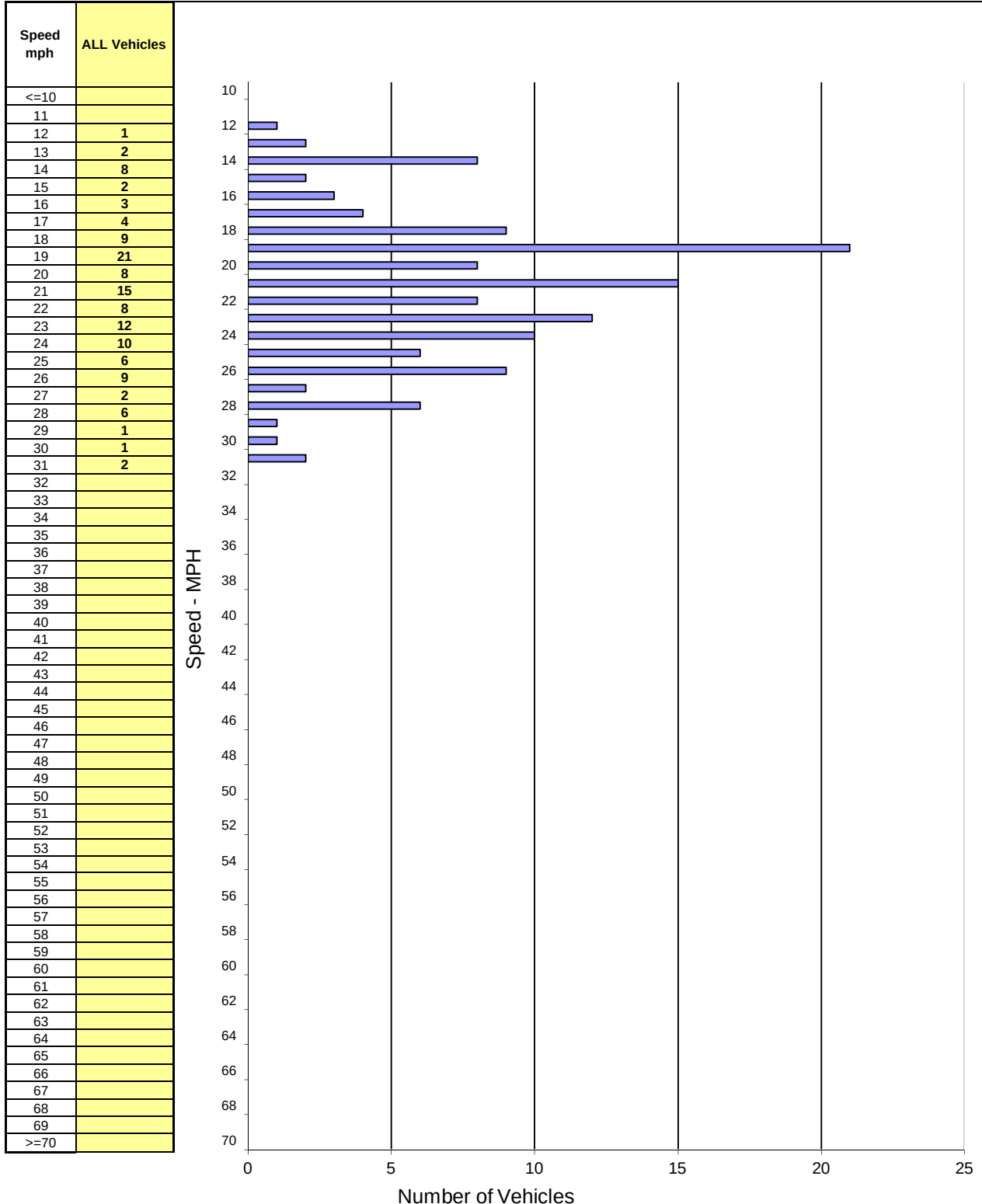
Location: 37 - Palm Ave 300' W/O Marina Dr

TIME: 11:50-12:30

Posted Speed: 25 MPH Clear/Dry

Project #: 18-8263-037

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	130	12 - 31	21 mph	26 mph	17 - 26	102	78%	12% / 16	10% / 12

Spot Speed Study

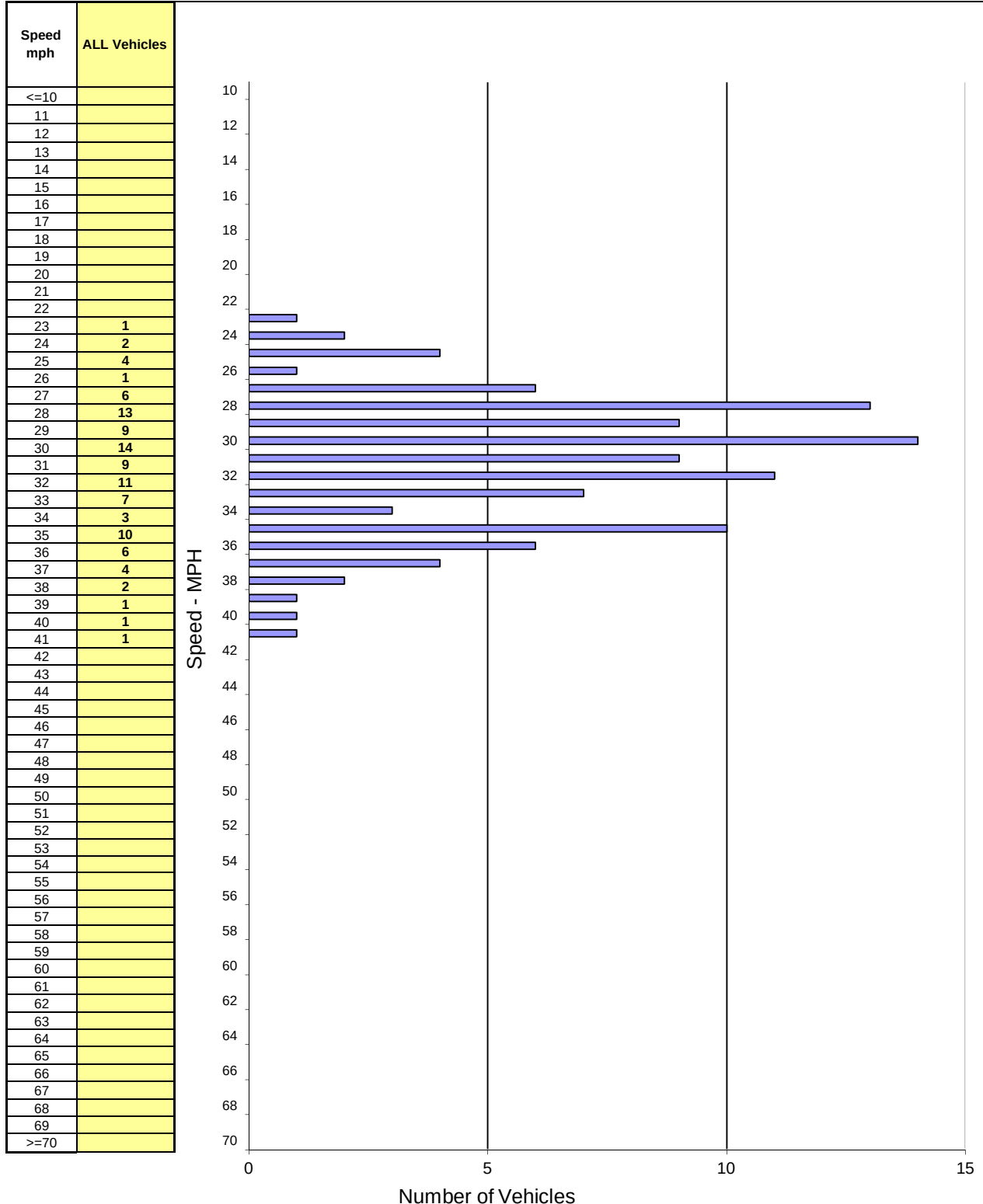
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/28/2018
TIME: 12:14-13:15

Location: 38 - Abrams Dr 50' S/O Brostrom Dr
Posted Speed: 30 MPH Clear/Dry Project #: 18-8263-038

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	105	23 - 41	31 mph	35 mph	27 - 36	88	84%	7% / 8	9% / 9

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/28/2018

Location: 39 - Preston Dr 150' S/O Landrum Ct

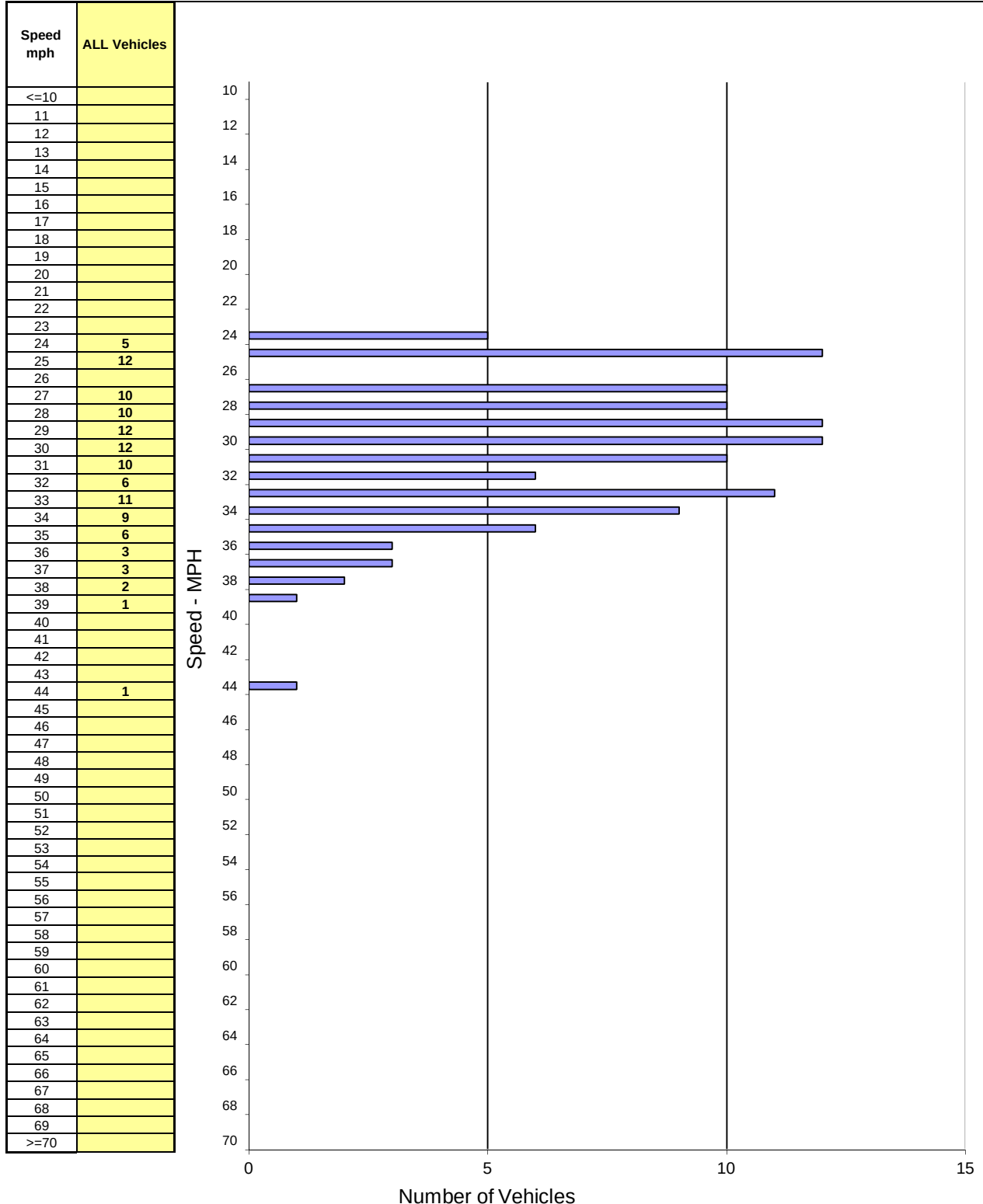
TIME: 13:25-14:55

Posted Speed: 25 MPH

Clear/Dry

Project #: 18-8263-039

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	113	24 - 44	30 mph	34 mph	25 - 34	92	81%	4% / 5	15% / 16

Spot Speed Study

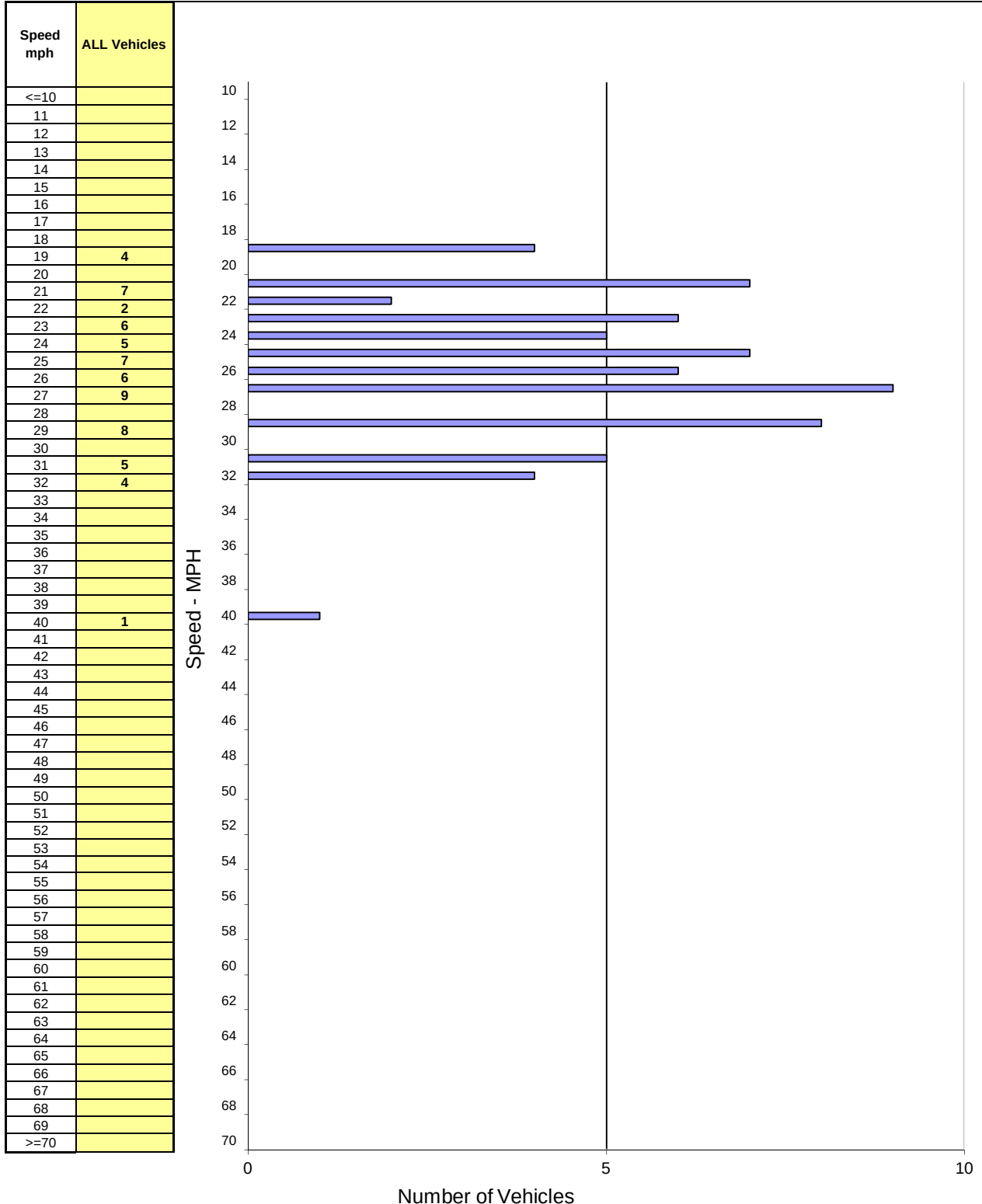
Prepared by: National Data & Surveying Services

City of Marina

DATE: 5/18/2018
TIME: 10:20-12:20

Location: 40 - 3rd Ave 450' S/O Imjin Pkwy
Posted Speed: 25 MPH Clear/Dry Project #: 18-8263-040

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	64	19 - 40	26 mph	31 mph	20 - 29	50	78%	6% / 4	16% / 10



APPENDIX C

AVERAGE DAILY TRAFFIC (ADT) VOLUMES

VOLUME

1 - Imjin Pkwy Bet. State Route 1 & California Ave (36.666907, -121.806302)

Day: Wednesday

City: Marina

Date: 5/23/2018

Project #: CA18_8264_001

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0						13,983					
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL					
00:00			23	12	35		12:00			183	186	369					
00:15			29	13	42		12:15			194	234	428					
00:30			20	14	34		12:30			222	229	451					
00:45			20	92	9	48	12:45			191	790	213	862				
					29	140						404	1652				
01:00			23	8	31		13:00			209	213	422					
01:15			11	8	19		13:15			226	187	413					
01:30			10	4	14		13:30			216	187	403					
01:45			12	56	8	28	13:45			215	866	205	792				
					20	84						420	1658				
02:00			10	6	16		14:00			219	189	408					
02:15			9	9	18		14:15			213	199	412					
02:30			11	8	19		14:30			184	206	390					
02:45			9	39	10	33	14:45			262	878	207	801				
					19	72						469	1679				
03:00			11	11	22		15:00			268	234	502					
03:15			3	9	12		15:15			276	216	492					
03:30			3	16	19		15:30			309	233	542					
03:45			9	26	17	53	15:45			320	1173	213	896				
					26	79						533	2069				
04:00			11	13	24		16:00			307	213	520					
04:15			13	27	40		16:15			298	234	532					
04:30			14	47	61		16:30			342	265	607					
04:45			10	48	50	137	16:45			326	1273	268	980				
					60	185						594	2253				
05:00			11	40	51		17:00			339	242	581					
05:15			23	60	83		17:15			326	318	644					
05:30			23	89	112		17:30			333	300	633					
05:45			34	91	77	266	17:45			284	1282	260	1120				
					111	357						544	2402				
06:00			55	129	184		18:00			300	214	514					
06:15			109	161	270		18:15			255	181	436					
06:30			124	248	372		18:30			239	156	395					
06:45			127	415	316	854	18:45			219	1013	166	717				
					443	1269						385	1730				
07:00			136	408	544		19:00			202	129	331					
07:15			176	429	605		19:15			221	111	332					
07:30			251	377	628		19:30			171	94	265					
07:45			250	813	334	1548	19:45			189	783	115	449				
					584	2361						304	1232				
08:00			251	272	523		20:00			178	71	249					
08:15			194	283	477		20:15			158	85	243					
08:30			156	277	433		20:30			164	82	246					
08:45			167	768	282	1114	20:45			154	654	82	320				
					449	1882						236	974				
09:00			165	249	414		21:00			134	53	187					
09:15			168	233	401		21:15			134	71	205					
09:30			144	208	352		21:30			140	70	210					
09:45			146	623	221	911	21:45			127	535	65	259				
					367	1534						192	794				
10:00			112	218	330		22:00			93	44	137					
10:15			157	196	353		22:15			86	53	139					
10:30			147	212	359		22:30			72	46	118					
10:45			151	567	179	805	22:45			74	325	34	177				
					330	1372						108	502				
11:00			160	197	357		23:00			68	22	90					
11:15			152	169	321		23:15			51	34	85					
11:30			182	220	402		23:30			52	26	78					
11:45			159	653	202	788	23:45			49	220	20	102				
					361	1441						69	322				
TOTALS			4191	6585	10776		TOTALS			9792	7475	17267					
SPLIT %			38.9%	61.1%	38.4%		SPLIT %			56.7%	43.3%	61.6%					

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						13,983	14,060						28,043
AM Peak Hour			07:30	07:00	07:00		PM Peak Hour			16:30	16:45	16:45							
AM Pk Volume			946	1548	2361		PM Pk Volume			1333	1128	2452							
Pk Hr Factor			0.942	0.902	0.940		Pk Hr Factor			0.974	0.887	0.952							
7 - 9 Volume	0	0	1581	2662	4243		4 - 6 Volume	0	0	2555	2100	4655							
7 - 9 Peak Hour			07:30	07:00	07:00		4 - 6 Peak Hour			16:30	16:45	16:45							
7 - 9 Pk Volume	0	0	946	1548	2361		4 - 6 Pk Volume	0	0	1333	1128	2452							
Pk Hr Factor	0.000	0.000	0.942	0.902	0.940		Pk Hr Factor	0.000	0.000	0.974	0.887	0.952							

VOLUME

2 - Imjin Pkwy Bet. California Ave & Reservation Rd (36.662690, -121.792610)

Day: Tuesday
Date: 5/22/2018City: Marina
Project #: CA18_8264_002

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						12,388	13,851						26,239
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			16	12	28		12:00			167	218	385							
00:15			28	11	39		12:15			169	237	406							
00:30			15	16	31		12:30			201	179	380							
00:45			22	81	13	52	12:45			203	740	168	802	371	1542				
01:00			8	7	15		13:00			185	194	379							
01:15			13	12	25		13:15			172	239	411							
01:30			13	12	25		13:30			191	187	378							
01:45			7	41	13	44	13:45			219	767	184	804	403	1571				
02:00			4	8	12		14:00			155	185	340							
02:15			11	12	23		14:15			223	212	435							
02:30			5	5	10		14:30			182	180	362							
02:45			9	29	10	35	14:45			246	806	201	778	447	1584				
03:00			8	9	17		15:00			258	231	489							
03:15			2	14	16		15:15			246	233	479							
03:30			8	11	19		15:30			271	200	471							
03:45			8	26	18	52	15:45			296	1071	211	875	507	1946				
04:00			6	15	21		16:00			301	215	516							
04:15			7	39	46		16:15			263	259	522							
04:30			8	51	59		16:30			268	250	518							
04:45			8	29	53	158	16:45			276	1108	256	980	532	2088				
05:00			12	34	46		17:00			253	250	503							
05:15			24	56	80		17:15			275	339	614							
05:30			26	91	117		17:30			290	276	566							
05:45			33	95	85	266	17:45			224	1042	270	1135	494	2177				
06:00			38	127	165		18:00			253	199	452							
06:15			66	189	255		18:15			215	183	398							
06:30			101	246	347		18:30			193	170	363							
06:45			98	303	287	849	18:45			189	850	173	725	362	1575				
07:00			105	342	447		19:00			191	121	312							
07:15			177	330	507		19:15			193	131	324							
07:30			252	334	586		19:30			167	93	260							
07:45			231	765	283	1289	19:45			168	719	117	462	285	1181				
08:00			217	266	483		20:00			174	85	259							
08:15			204	245	449		20:15			151	99	250							
08:30			174	274	448		20:30			152	90	242							
08:45			121	716	306	1091	20:45			139	616	87	361	226	977				
09:00			129	243	372		21:00			132	56	188							
09:15			124	225	349		21:15			128	79	207							
09:30			116	226	342		21:30			131	74	205							
09:45			133	502	223	917	21:45			126	517	67	276	193	793				
10:00			120	229	349		22:00			88	50	138							
10:15			124	212	336		22:15			83	67	150							
10:30			128	199	327		22:30			66	51	117							
10:45			120	492	185	825	22:45			73	310	39	207	112	517				
11:00			140	178	318		23:00			62	29	91							
11:15			127	190	317		23:15			49	40	89							
11:30			143	183	326		23:30			48	31	79							
11:45			144	554	193	744	23:45			50	209	24	124	74	333				
TOTALS			3633	6322	9955		TOTALS			8755	7529	16284							
SPLIT %			36.5%	63.5%	37.9%		SPLIT %			53.8%	46.2%	62.1%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						12,388	13,851						26,239
AM Peak Hour			07:30	06:45	07:15		PM Peak Hour			15:30	17:00	16:45							
AM Pk Volume			904	1293	2090		PM Pk Volume			1131	1135	2215							
Pk Hr Factor			0.897	0.945	0.892		Pk Hr Factor			0.939	0.837	0.902							
7 - 9 Volume	0	0	1481	2380	3861		4 - 6 Volume	0	0	2150	2115	4265							
7 - 9 Peak Hour			07:30	07:00	07:15		4 - 6 Peak Hour			16:00	17:00	16:45							
7 - 9 Pk Volume	0	0	904	1289	2090		4 - 6 Pk Volume	0	0	1108	1135	2215							
Pk Hr Factor	0.000	0.000	0.897	0.942	0.892		Pk Hr Factor	0.000	0.000	0.920	0.837	0.902							

VOLUME

3 - Del Monte Blvd Bet. SR1/Reindollar Ave & Reservation Rd (36.683948, -121.803128)

Day: Thursday

City: Marina

Date: 5/17/2018

Project #: CA18_8264_003

DAILY TOTALS					NB	SB	EB					WB	Total	
					9,860	9,050						0		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	19	19			38		12:00	153	173			326		
00:15	29	15			44		12:15	163	163			326		
00:30	18	13			31		12:30	175	170			345		
00:45	14	80	10	57	24	137	12:45	168	659	133	639	301	1298	
01:00	11	12			23		13:00	160	156			316		
01:15	17	15			32		13:15	191	154			345		
01:30	12	7			19		13:30	163	162			325		
01:45	9	49	4	38	13	87	13:45	198	712	149	621	347	1333	
02:00	12	4			16		14:00	155	141			296		
02:15	6	4			10		14:15	181	164			345		
02:30	6	7			13		14:30	149	191			340		
02:45	11	35	7	22	18	57	14:45	163	648	156	652	319	1300	
03:00	2	2			4		15:00	182	141			323		
03:15	5	4			9		15:15	226	162			388		
03:30	7	4			11		15:30	185	179			364		
03:45	5	19	5	15	10	34	15:45	220	813	149	631	369	1444	
04:00	10	9			19		16:00	220	140			360		
04:15	6	8			14		16:15	204	161			365		
04:30	10	6			16		16:30	211	192			403		
04:45	17	43	9	32	26	75	16:45	238	873	135	628	373	1501	
05:00	8	16			24		17:00	241	127			368		
05:15	16	14			30		17:15	222	153			375		
05:30	23	37			60		17:30	212	136			348		
05:45	32	79	36	103	68	182	17:45	199	874	130	546	329	1420	
06:00	41	42			83		18:00	210	125			335		
06:15	40	77			117		18:15	193	124			317		
06:30	52	122			174		18:30	163	145			308		
06:45	68	201	164	405	232	606	18:45	151	717	83	477	234	1194	
07:00	83	186			269		19:00	128	104			232		
07:15	69	197			266		19:15	144	85			229		
07:30	104	183			287		19:30	158	85			243		
07:45	144	400	148	714	292	1114	19:45	102	532	81	355	183	887	
08:00	120	180			300		20:00	114	101			215		
08:15	102	165			267		20:15	104	73			177		
08:30	94	174			268		20:30	108	78			186		
08:45	134	450	169	688	303	1138	20:45	87	413	65	317	152	730	
09:00	112	133			245		21:00	92	57			149		
09:15	113	135			248		21:15	85	53			138		
09:30	111	127			238		21:30	74	47			121		
09:45	108	444	114	509	222	953	21:45	68	319	45	202	113	521	
10:00	108	135			243		22:00	71	49			120		
10:15	131	115			246		22:15	70	44			114		
10:30	116	144			260		22:30	40	34			74		
10:45	125	480	149	543	274	1023	22:45	44	225	35	162	79	387	
11:00	155	159			314		23:00	50	29			79		
11:15	161	162			323		23:15	30	22			52		
11:30	162	150			312		23:30	36	24			60		
11:45	165	643	126	597	291	1240	23:45	36	152	22	97	58	249	
TOTALS	2923	3723			6646		TOTALS	6937	5327			12264		
SPLIT %	44.0%	56.0%			35.1%		SPLIT %	56.6%	43.4%			64.9%		

DAILY TOTALS			NB		SB		EB			WB		Total	
			9,860		9,050					0		0	
AM Peak Hour	11:45	06:45				11:45	PM Peak Hour	16:45	14:00				16:30
AM Pk Volume	656	730				1288	PM Pk Volume	913	652				1519
Pk Hr Factor	0.937	0.926				0.933	Pk Hr Factor	0.947	0.853				0.942
7 - 9 Volume	850	1402	0	0	2252	4 - 6 Volume	1747	1174	0	0			2921
7 - 9 Peak Hour	07:30	07:00				07:30	4 - 6 Peak Hour	16:45	16:00				16:30
7 - 9 Pk Volume	470	714	0	0	1146	4 - 6 Pk Volume	913	628	0	0			1519
Pk Hr Factor	0.816	0.906	0.000	0.000	0.955	Pk Hr Factor	0.947	0.818	0.000	0.000			0.942

VOLUME

4 - Del Monte Blvd Bet. Reservation Rd & Beach Rd (36.690640, -121.798229)

Day: Thursday

City: Marina

Date: 5/17/2018

Project #: CA18_8264_004

DAILY TOTALS					NB	SB	EB					WB	Total
					4,392	3,701						0	0
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	4	7			11		12:00	69	61			130	
00:15	7	5			12		12:15	66	55			121	
00:30	4	4			8		12:30	83	58			141	
00:45	4	19	2	18	6	37	12:45	78	296	50	224	128	520
01:00	3	2			5		13:00	93	75			168	
01:15	3	0			3		13:15	83	55			138	
01:30	5	2			7		13:30	80	76			156	
01:45	10	21	6	10	16	31	13:45	81	337	60	266	141	603
02:00	3	1			4		14:00	73	62			135	
02:15	7	2			9		14:15	85	76			161	
02:30	3	6			9		14:30	78	88			166	
02:45	4	17	7	16	11	33	14:45	73	309	53	279	126	588
03:00	3	2			5		15:00	82	69			151	
03:15	3	2			5		15:15	82	79			161	
03:30	3	3			6		15:30	72	65			137	
03:45	2	11	4	11	6	22	15:45	85	321	66	279	151	600
04:00	3	1			4		16:00	74	76			150	
04:15	5	1			6		16:15	83	91			174	
04:30	5	3			8		16:30	80	74			154	
04:45	13	26	8	13	21	39	16:45	84	321	72	313	156	634
05:00	2	6			8		17:00	84	58			142	
05:15	22	5			27		17:15	84	56			140	
05:30	12	17			29		17:30	106	75			181	
05:45	29	65	13	41	42	106	17:45	93	367	52	241	145	608
06:00	44	16			60		18:00	74	50			124	
06:15	53	19			72		18:15	79	62			141	
06:30	68	39			107		18:30	71	49			120	
06:45	64	229	45	119	109	348	18:45	76	300	59	220	135	520
07:00	49	44			93		19:00	46	49			95	
07:15	51	72			123		19:15	42	38			80	
07:30	58	86			144		19:30	63	51			114	
07:45	85	243	92	294	177	537	19:45	63	214	34	172	97	386
08:00	51	80			131		20:00	69	53			122	
08:15	46	58			104		20:15	46	35			81	
08:30	49	56			105		20:30	49	25			74	
08:45	53	199	49	243	102	442	20:45	44	208	26	139	70	347
09:00	41	46			87		21:00	40	27			67	
09:15	42	38			80		21:15	32	15			47	
09:30	41	45			86		21:30	36	29			65	
09:45	57	181	56	185	113	366	21:45	26	134	18	89	44	223
10:00	55	50			105		22:00	34	11			45	
10:15	58	40			98		22:15	27	17			44	
10:30	34	49			83		22:30	17	14			31	
10:45	49	196	50	189	99	385	22:45	13	91	12	54	25	145
11:00	56	55			111		23:00	17	10			27	
11:15	47	63			110		23:15	15	15			30	
11:30	57	69			126		23:30	12	8			20	
11:45	74	234	60	247	134	481	23:45	9	53	6	39	15	92
TOTALS	1441	1386			2827		TOTALS	2951	2315			5266	
SPLIT %	51.0%	49.0%			34.9%		SPLIT %	56.0%	44.0%			65.1%	

DAILY TOTALS				NB	SB					EB	WB	Total	
				4,392	3,701					0	0		
AM Peak Hour	11:45	07:15			07:15		PM Peak Hour	17:00	16:00			16:00	
AM Pk Volume	292	330			575		PM Pk Volume	367	313			634	
Pk Hr Factor	0.880	0.897			0.812		Pk Hr Factor	0.866	0.860			0.911	
7 - 9 Volume	442	537	0	0	979		4 - 6 Volume	688	554	0	0	1242	
7 - 9 Peak Hour	07:15	07:15			07:15		4 - 6 Peak Hour	17:00	16:00			16:00	
7 - 9 Pk Volume	245	330	0	0	575		4 - 6 Pk Volume	367	313	0	0	634	
Pk Hr Factor	0.721	0.897	0.000	0.000	0.812		Pk Hr Factor	0.866	0.860	0.000	0.000	0.911	

VOLUME

5 - Del Monte Blvd Bet. Beach Rd & Marina Greens Dr (36.696461, -121.794811)

Day: Thursday

City: Marina

Date: 5/17/2018

Project #: CA18_8264_005

DAILY TOTALS					NB	SB	EB					WB	Total
					3,817	3,317	0					0	7,134
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	5	9			14		12:00	60	61			121	
00:15	5	2			7		12:15	52	47			99	
00:30	5	3			8		12:30	63	40			103	
00:45	3	18	1	15	4	33	12:45	63	238	34	182	97	420
01:00	5	3			8		13:00	67	60			127	
01:15	2	1			3		13:15	80	60			140	
01:30	5	0			5		13:30	58	55			113	
01:45	7	19	3	7	10	26	13:45	66	271	57	232	123	503
02:00	4	0			4		14:00	48	46			94	
02:15	3	2			5		14:15	60	49			109	
02:30	3	7			10		14:30	72	68			140	
02:45	5	15	4	13	9	28	14:45	63	243	44	207	107	450
03:00	4	5			9		15:00	77	69			146	
03:15	3	2			5		15:15	83	70			153	
03:30	4	3			7		15:30	69	59			128	
03:45	2	13	4	14	6	27	15:45	76	305	52	250	128	555
04:00	4	3			7		16:00	60	64			124	
04:15	4	5			9		16:15	70	75			145	
04:30	8	7			15		16:30	66	82			148	
04:45	12	28	5	20	17	48	16:45	76	272	61	282	137	554
05:00	2	8			10		17:00	84	50			134	
05:15	11	9			20		17:15	78	45			123	
05:30	13	25			38		17:30	87	60			147	
05:45	25	51	19	61	44	112	17:45	78	327	53	208	131	535
06:00	40	19			59		18:00	56	36			92	
06:15	44	27			71		18:15	74	51			125	
06:30	79	51			130		18:30	61	51			112	
06:45	59	222	67	164	126	386	18:45	57	248	22	160	79	408
07:00	44	69			113		19:00	46	35			81	
07:15	43	83			126		19:15	44	26			70	
07:30	42	81			123		19:30	47	37			84	
07:45	71	200	73	306	144	506	19:45	48	185	27	125	75	310
08:00	44	60			104		20:00	44	33			77	
08:15	43	47			90		20:15	40	22			62	
08:30	46	57			103		20:30	34	23			57	
08:45	52	185	48	212	100	397	20:45	37	155	20	98	57	253
09:00	37	51			88		21:00	43	17			60	
09:15	35	35			70		21:15	32	19			51	
09:30	41	46			87		21:30	43	24			67	
09:45	47	160	46	178	93	338	21:45	25	143	14	74	39	217
10:00	40	49			89		22:00	35	14			49	
10:15	38	37			75		22:15	25	18			43	
10:30	35	49			84		22:30	16	13			29	
10:45	52	165	42	177	94	342	22:45	14	90	12	57	26	147
11:00	45	53			98		23:00	23	13			36	
11:15	45	57			102		23:15	15	14			29	
11:30	54	58			112		23:30	12	8			20	
11:45	63	207	64	232	127	439	23:45	7	57	8	43	15	100
TOTALS	1283	1399			2682		TOTALS	2534	1918			4452	
SPLIT %	47.8%	52.2%			37.6%		SPLIT %	56.9%	43.1%			62.4%	

DAILY TOTALS			NB	SB				EB	WB				Total
			3,817	3,317				0	0				7,134
AM Peak Hour	11:45	07:00			07:00		PM Peak Hour	17:00	16:00			16:15	
AM Pk Volume	238	306			506		PM Pk Volume	327	282			564	
Pk Hr Factor	0.944	0.922			0.878		Pk Hr Factor	0.940	0.860			0.953	
7 - 9 Volume	385	518	0	0	903		4 - 6 Volume	599	490	0	0	1089	
7 - 9 Peak Hour	07:45	07:00			07:00		4 - 6 Peak Hour	17:00	16:00			16:15	
7 - 9 Pk Volume	204	306	0	0	506		4 - 6 Pk Volume	327	282	0	0	564	
Pk Hr Factor	0.718	0.922	0.000	0.000	0.878		Pk Hr Factor	0.940	0.860	0.000	0.000	0.953	

VOLUME

6 - Reservation Rd Bet. Dunes Dr & Beach Rd (36.695280, -121.802450)

Day: Thursday

City: Marina

Date: 5/17/2018

Project #: CA18_8264_006

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						4,367	5,033						9,400
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			11	7	18		12:00			78	87	165							
00:15			10	5	15		12:15			67	74	141							
00:30			5	9	14		12:30			62	77	139							
00:45			1	27	5	26	12:45			51	258	92	330	143	588				
01:00			2	5	7		13:00			76	79	155							
01:15			4	1	5		13:15			62	72	134							
01:30			6	3	9		13:30			69	97	166							
01:45			7	19	4	13	13:45			71	278	78	326	149	604				
02:00			2	1	3		14:00			79	82	161							
02:15			4	1	5		14:15			66	87	153							
02:30			2	1	3		14:30			74	99	173							
02:45			4	12	4	7	14:45			61	280	74	342	135	622				
03:00			2	5	7		15:00			58	75	133							
03:15			4	2	6		15:15			91	83	174							
03:30			1	1	2		15:30			78	86	164							
03:45			3	10	1	9	15:45			74	301	76	320	150	621				
04:00			3	6	9		16:00			70	69	139							
04:15			8	5	13		16:15			70	78	148							
04:30			4	9	13		16:30			102	75	177							
04:45			10	25	12	32	16:45			83	325	89	311	172	636				
05:00			7	10	17		17:00			101	77	178							
05:15			4	20	24		17:15			81	97	178							
05:30			7	31	38		17:30			101	76	177							
05:45			20	38	21	82	17:45			81	364	76	326	157	690				
06:00			29	34	63		18:00			64	92	156							
06:15			29	47	76		18:15			78	74	152							
06:30			41	65	106		18:30			69	76	145							
06:45			60	159	82	228	18:45			75	286	58	300	133	586				
07:00			45	140	185		19:00			62	58	120							
07:15			46	145	191		19:15			69	69	138							
07:30			58	76	134		19:30			68	70	138							
07:45			94	243	76	437	19:45			71	270	68	265	139	535				
08:00			55	71	126		20:00			72	53	125							
08:15			80	71	151		20:15			47	54	101							
08:30			59	90	149		20:30			53	44	97							
08:45			50	244	76	308	20:45			38	210	38	189	76	399				
09:00			43	79	122		21:00			57	40	97							
09:15			63	78	141		21:15			33	38	71							
09:30			48	65	113		21:30			40	31	71							
09:45			50	204	84	306	21:45			33	163	34	143	67	306				
10:00			60	63	123		22:00			23	38	61							
10:15			57	78	135		22:15			27	27	54							
10:30			67	78	145		22:30			16	18	34							
10:45			65	249	69	288	22:45			19	85	17	100	36	185				
11:00			53	57	110		23:00			20	21	41							
11:15			73	72	145		23:15			20	20	40							
11:30			50	66	116		23:30			17	10	27							
11:45			69	245	85	280	23:45			15	72	14	65	29	137				
TOTALS			1475	2016	3491		TOTALS			2892	3017	5909							
SPLIT %			42.3%	57.7%	37.1%		SPLIT %			48.9%	51.1%	62.9%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						4,367	5,033						9,400
AM Peak Hour			07:45	06:45	07:00		PM Peak Hour			16:30	13:45	16:30							
AM Pk Volume			288	443	680		PM Pk Volume			367	346	705							
Pk Hr Factor			0.766	0.764	0.890		Pk Hr Factor			0.900	0.874	0.990							
7 - 9 Volume	0	0	487	745	1232		4 - 6 Volume	0	0	689	637	1326							
7 - 9 Peak Hour			07:45	07:00	07:00		4 - 6 Peak Hour			16:30	16:45	16:30							
7 - 9 Pk Volume	0	0	288	437	680		4 - 6 Pk Volume	0	0	367	339	705							
Pk Hr Factor	0.000	0.000	0.766	0.753	0.890		Pk Hr Factor	0.000	0.000	0.900	0.874	0.990							

VOLUME

7 - Reservation Rd Bet. Beach Rd & Del Monte Blvd (36.688492, -121.801161)

Day: Thursday

City: Marina

Date: 5/17/2018

Project #: CA18_8264_007

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						4,388	4,619						9,007
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			5	10	15		12:00			79	76	155							
00:15			9	10	19		12:15			87	78	165							
00:30			6	7	13		12:30			80	76	156							
00:45			5	25	6	33	11	58	12:45	49	295	69	299	118	594				
01:00			4	6	10		13:00			72	74	146							
01:15			3	4	7		13:15			66	78	144							
01:30			2	6	8		13:30			63	64	127							
01:45			6	15	1	17	7	32	13:45	74	275	75	291	149	566				
02:00			2	5	7		14:00			78	82	160							
02:15			0	3	3		14:15			55	68	123							
02:30			2	2	4		14:30			65	94	159							
02:45			3	7	2	12	5	19	14:45	71	269	67	311	138	580				
03:00			2	1	3		15:00			76	75	151							
03:15			4	4	8		15:15			91	76	167							
03:30			2	4	6		15:30			82	92	174							
03:45			1	9	6	15	7	24	15:45	77	326	78	321	155	647				
04:00			3	7	10		16:00			68	82	150							
04:15			4	7	11		16:15			72	89	161							
04:30			2	11	13		16:30			97	80	177							
04:45			6	15	11	36	17	51	16:45	88	325	83	334	171	659				
05:00			6	8	14		17:00			103	92	195							
05:15			3	16	19		17:15			88	89	177							
05:30			8	37	45		17:30			98	100	198							
05:45			12	29	29	90	41	119	17:45	91	380	81	362	172	742				
06:00			22	37	59		18:00			68	93	161							
06:15			27	28	55		18:15			76	56	132							
06:30			45	48	93		18:30			56	52	108							
06:45			48	142	53	166	101	308	18:45	80	280	72	273	152	553				
07:00			52	66	118		19:00			60	71	131							
07:15			73	62	135		19:15			57	53	110							
07:30			72	77	149		19:30			52	68	120							
07:45			83	280	56	261	139	541	19:45	42	211	60	252	102	463				
08:00			81	74	155		20:00			61	51	112							
08:15			74	59	133		20:15			38	49	87							
08:30			69	83	152		20:30			60	49	109							
08:45			48	272	68	284	116	556	20:45	38	197	31	180	69	377				
09:00			53	57	110		21:00			48	45	93							
09:15			57	58	115		21:15			42	26	68							
09:30			52	60	112		21:30			33	51	84							
09:45			43	205	68	243	111	448	21:45	33	156	17	139	50	295				
10:00			49	67	116		22:00			30	44	74							
10:15			55	52	107		22:15			20	27	47							
10:30			65	63	128		22:30			24	44	68							
10:45			57	226	63	245	120	471	22:45	25	99	15	130	40	229				
11:00			71	52	123		23:00			27	17	44							
11:15			67	71	138		23:15			15	14	29							
11:30			64	82	146		23:30			14	12	26							
11:45			75	277	65	270	140	547	23:45	17	73	12	55	29	128				
TOTALS			1502	1672	3174		TOTALS			2886	2947	5833							
SPLIT %			47.3%	52.7%	35.2%		SPLIT %			49.5%	50.5%	64.8%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						4,388	4,619						9,007
AM Peak Hour			11:45	11:30	11:45		PM Peak Hour			17:00	16:45	17:00							
AM Pk Volume			321	301	616		PM Pk Volume			380	364	742							
Pk Hr Factor			0.922	0.918	0.933		Pk Hr Factor			0.922	0.910	0.937							
7 - 9 Volume	0	0	552	545	1097		4 - 6 Volume	0	0	705	696	1401							
7 - 9 Peak Hour			07:30	08:00	07:45		4 - 6 Peak Hour			17:00	16:45	17:00							
7 - 9 Pk Volume	0	0	310	284	579		4 - 6 Pk Volume	0	0	380	364	742							
Pk Hr Factor	0.000	0.000	0.934	0.855	0.934		Pk Hr Factor	0.000	0.000	0.922	0.910	0.937							

VOLUME

8a - Reservation Rd Bet. Del Monte Blvd & Crescent Ave (E/O Seacrest Ave)

Day: Tuesday
Date: 7/2/2019City: Marina
Project #: CA19_8371_001

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0	9,876					9,336	19,212		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			15	14	29		12:00			174	165	339			
00:15			19	7	26		12:15			187	154	341			
00:30			10	11	21		12:30			169	163	332			
00:45			8	52	15	47	12:45			172	702	172	654		
01:00			8	5	13		13:00			210	173	383			
01:15			11	7	18		13:15			202	156	358			
01:30			3	5	8		13:30			184	176	360			
01:45			9	31	8	25	13:45			175	771	131	636		
02:00			8	2	10		14:00			183	152	335			
02:15			2	6	8		14:15			214	163	377			
02:30			4	6	10		14:30			160	184	344			
02:45			7	21	7	21	14:45			186	743	147	646		
03:00			7	14	21		15:00			183	169	352			
03:15			5	5	10		15:15			197	165	362			
03:30			2	10	12		15:30			180	174	354			
03:45			6	20	20	49	15:45			200	760	160	668		
04:00			2	9	11		16:00			221	169	390			
04:15			5	7	12		16:15			207	147	354			
04:30			9	17	26		16:30			204	168	372			
04:45			18	34	18	51	16:45			198	830	159	643		
05:00			20	20	40		17:00			213	163	376			
05:15			13	46	59		17:15			189	193	382			
05:30			33	65	98		17:30			230	181	411			
05:45			32	98	70	201	17:45			201	833	135	672		
06:00			48	73	121		18:00			195	141	336			
06:15			55	109	164		18:15			163	122	285			
06:30			58	139	197		18:30			168	125	293			
06:45			67	228	146	467	18:45			161	687	121	509		
07:00			91	133	224		19:00			148	109	257			
07:15			100	154	254		19:15			133	103	236			
07:30			128	157	285		19:30			108	83	191			
07:45			109	428	150	594	19:45			108	497	92	387		
08:00			92	141	233		20:00			117	80	197			
08:15			108	134	242		20:15			108	93	201			
08:30			115	127	242		20:30			129	92	221			
08:45			98	413	129	531	20:45			98	452	73	338		
09:00			130	113	243		21:00			99	75	174			
09:15			103	119	222		21:15			75	53	128			
09:30			103	143	246		21:30			86	51	137			
09:45			129	465	140	515	21:45			64	324	43	222		
10:00			122	156	278		22:00			61	43	104			
10:15			125	132	257		22:15			47	43	90			
10:30			138	121	259		22:30			41	43	84			
10:45			127	512	147	556	22:45			47	196	42	171		
11:00			168	147	315		23:00			48	30	78			
11:15			150	186	336		23:15			40	10	50			
11:30			152	172	324		23:30			22	21	43			
11:45			178	648	153	658	23:45			21	131	14	75		
TOTALS	2950					3715	6665	TOTALS	6926					5621	12547
SPLIT %	44.3%					55.7%	34.7%	SPLIT %	55.2%					44.8%	65.3%

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						9,876	9,336						19,212
AM Peak Hour			11:45	11:15	11:45		PM Peak Hour			17:00	16:45	16:45							
AM Pk Volume			708	676	1343		PM Pk Volume			833	696	1526							
Pk Hr Factor			0.947	0.909	0.985		Pk Hr Factor			0.905	0.902	0.928							
7 - 9 Volume	0	0	841	1125	1966		4 - 6 Volume	0	0	1663	1315	2978							
7 - 9 Peak Hour			07:30	07:15	07:15		4 - 6 Peak Hour			17:00	16:45	16:45							
7 - 9 Pk Volume	0	0	437	602	1031		4 - 6 Pk Volume	0	0	833	696	1526							
Pk Hr Factor	0.000	0.000	0.854	0.959	0.904		Pk Hr Factor	0.000	0.000	0.905	0.902	0.928							

VOLUME

8b - Reservation Rd Bet. Del Monte Blvd & California Ave (36.682573, -121.788824)

Day: Tuesday
Date: 5/22/2018City: Marina
Project #: CA18_8264_008

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						9,635	9,015						18,650
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			23	10	33		12:00			154	150	304							
00:15			12	13	25		12:15			143	129	272							
00:30			15	10	25		12:30			161	139	300							
00:45			18	68	13	46	12:45			171	629	146	564	317	1193				
01:00			9	8	17		13:00			152	138	290							
01:15			11	5	16		13:15			147	129	276							
01:30			6	4	10		13:30			153	143	296							
01:45			6	32	5	22	13:45			155	607	147	557	302	1164				
02:00			9	6	15		14:00			150	142	292							
02:15			9	5	14		14:15			161	157	318							
02:30			4	5	9		14:30			164	153	317							
02:45			9	31	6	22	14:45			157	632	142	594	299	1226				
03:00			1	4	5		15:00			162	141	303							
03:15			9	8	17		15:15			198	167	365							
03:30			6	6	12		15:30			170	167	337							
03:45			8	24	8	26	15:45			203	733	168	643	371	1376				
04:00			10	10	20		16:00			217	163	380							
04:15			6	11	17		16:15			198	180	378							
04:30			11	14	25		16:30			259	196	455							
04:45			18	45	27	62	16:45			207	881	191	730	398	1611				
05:00			17	14	31		17:00			252	181	433							
05:15			17	28	45		17:15			221	221	442							
05:30			28	37	65		17:30			239	176	415							
05:45			31	93	55	134	17:45			208	920	173	751	381	1671				
06:00			57	66	123		18:00			178	153	331							
06:15			74	98	172		18:15			144	155	299							
06:30			86	130	216		18:30			148	118	266							
06:45			95	312	123	417	18:45			117	587	115	541	232	1128				
07:00			114	163	277		19:00			155	92	247							
07:15			161	177	338		19:15			127	95	222							
07:30			185	172	357		19:30			126	101	227							
07:45			157	617	176	688	19:45			105	513	84	372	189	885				
08:00			128	149	277		20:00			111	92	203							
08:15			115	151	266		20:15			114	74	188							
08:30			125	160	285		20:30			85	78	163							
08:45			105	473	141	601	20:45			77	387	67	311	144	698				
09:00			95	121	216		21:00			89	53	142							
09:15			120	129	249		21:15			61	61	122							
09:30			113	97	210		21:30			72	55	127							
09:45			107	435	142	489	21:45			66	288	47	216	113	504				
10:00			96	136	232		22:00			62	46	108							
10:15			116	92	208		22:15			52	37	89							
10:30			114	120	234		22:30			39	44	83							
10:45			126	452	107	455	22:45			52	205	41	168	93	373				
11:00			139	129	268		23:00			48	17	65							
11:15			133	134	267		23:15			28	29	57							
11:30			134	124	258		23:30			28	20	48							
11:45			138	544	138	525	23:45			23	127	15	81	38	208				
TOTALS			3126	3487	6613		TOTALS			6509	5528	12037							
SPLIT %			47.3%	52.7%	35.5%		SPLIT %			54.1%	45.9%	64.5%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						9,635	9,015						18,650
AM Peak Hour			07:15	07:00	07:00		PM Peak Hour			16:30	16:30	16:30							
AM Pk Volume			631	688	1305		PM Pk Volume			939	789	1728							
Pk Hr Factor			0.853	0.972	0.914		Pk Hr Factor			0.906	0.893	0.949							
7 - 9 Volume	0	0	1090	1289	2379		4 - 6 Volume	0	0	1801	1481	3282							
7 - 9 Peak Hour			07:15	07:00	07:00		4 - 6 Peak Hour			16:30	16:30	16:30							
7 - 9 Pk Volume	0	0	631	688	1305		4 - 6 Pk Volume	0	0	939	789	1728							
Pk Hr Factor	0.000	0.000	0.853	0.972	0.914		Pk Hr Factor	0.000	0.000	0.906	0.893	0.949							

VOLUME

9 - Reservation Rd Bet. California Ave & Salinas Ave (36.678740, -121.781255)

Day: Tuesday
Date: 5/22/2018City: Marina
Project #: CA18_8264_009

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0						8,105					
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL					
00:00			19	11	30		12:00			119	107	226					
00:15			12	12	24		12:15			120	86	206					
00:30			15	12	27		12:30			107	121	228					
00:45			18	64	14	49	12:45			131	477	123	437				
01:00			12	8	20		13:00			139	121	260					
01:15			10	6	16		13:15			129	115	244					
01:30			8	4	12		13:30			131	104	235					
01:45			6	36	6	24	13:45			112	511	122	462				
02:00			8	5	13		14:00			123	115	238					
02:15			9	6	15		14:15			134	148	282					
02:30			2	4	6		14:30			118	115	233					
02:45			8	27	5	20	14:45			131	506	129	507				
03:00			2	4	6		15:00			138	121	259					
03:15			6	6	12		15:15			164	141	305					
03:30			5	7	12		15:30			154	137	291					
03:45			8	21	7	24	15:45			173	629	139	538				
04:00			8	8	16		16:00			190	120	310					
04:15			7	9	16		16:15			170	145	315					
04:30			13	7	20		16:30			219	165	384					
04:45			17	45	26	50	16:45			174	753	168	598				
05:00			17	15	32		17:00			227	165	392					
05:15			17	23	40		17:15			202	196	398					
05:30			26	31	57		17:30			194	159	353					
05:45			35	95	42	111	17:45			161	784	153	673				
06:00			53	65	118		18:00			167	121	288					
06:15			64	93	157		18:15			136	134	270					
06:30			81	122	203		18:30			114	102	216					
06:45			93	291	138	418	18:45			91	508	92	449				
07:00			102	153	255		19:00			113	84	197					
07:15			131	176	307		19:15			104	104	208					
07:30			171	168	339		19:30			98	92	190					
07:45			154	558	171	668	19:45			93	408	76	356				
08:00			138	149	287		20:00			85	78	163					
08:15			97	136	233		20:15			94	66	160					
08:30			110	142	252		20:30			66	64	130					
08:45			87	432	121	548	20:45			58	303	64	272				
09:00			74	111	185		21:00			68	52	120					
09:15			95	103	198		21:15			56	52	108					
09:30			106	75	181		21:30			61	49	110					
09:45			74	349	125	414	21:45			53	238	42	195				
10:00			82	100	182		22:00			44	42	86					
10:15			88	71	159		22:15			40	36	76					
10:30			91	103	194		22:30			27	46	73					
10:45			104	365	87	361	22:45			44	155	37	161				
11:00			107	91	198		23:00			49	17	66					
11:15			106	109	215		23:15			27	27	54					
11:30			110	106	216		23:30			26	23	49					
11:45			103	426	120	426	23:45			22	124	18	85				
TOTALS			2709	3113	5822		TOTALS			5396	4733	10129					
SPLIT %			46.5%	53.5%	36.5%		SPLIT %			53.3%	46.7%	63.5%					

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						8,105	7,846						15,951
AM Peak Hour			07:15	07:00	07:15		PM Peak Hour			16:30	16:30	16:30							
AM Pk Volume			594	668	1258		PM Pk Volume			822	694	1516							
Pk Hr Factor			0.868	0.949	0.928		Pk Hr Factor			0.905	0.885	0.952							
7 - 9 Volume	0	0	990	1216	2206		4 - 6 Volume	0	0	1537	1271	2808							
7 - 9 Peak Hour			07:15	07:00	07:15		4 - 6 Peak Hour			16:30	16:30	16:30							
7 - 9 Pk Volume	0	0	594	668	1258		4 - 6 Pk Volume	0	0	822	694	1516							
Pk Hr Factor	0.000	0.000	0.868	0.949	0.928		Pk Hr Factor	0.000	0.000	0.905	0.885	0.952							

VOLUME

10 - Reservation Rd Bet. Salinas Ave & Imjin Pkwy (36.673038, -121.769838)

Day: Tuesday
Date: 5/22/2018City: Marina
Project #: CA18_8264_010

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						8,148	8,185						16,333
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							
00:00			20	13	33		12:00			109	102	211							
00:15			10	18	28		12:15			115	92	207							
00:30			15	16	31		12:30			109	133	242							
00:45			16	61	13	60	12:45			139	472	118	445	257	917				
01:00			15	8	23		13:00			137	115	252							
01:15			9	8	17		13:15			134	123	257							
01:30			9	7	16		13:30			124	86	210							
01:45			8	41	6	29	13:45			119	514	132	456	251	970				
02:00			10	5	15		14:00			122	123	245							
02:15			8	7	15		14:15			135	146	281							
02:30			4	4	8		14:30			148	117	265							
02:45			8	30	5	21	14:45			117	522	123	509	240	1031				
03:00			4	2	6		15:00			140	125	265							
03:15			4	10	14		15:15			165	143	308							
03:30			7	3	10		15:30			145	136	281							
03:45			9	24	6	21	15:45			180	630	143	547	323	1177				
04:00			8	8	16		16:00			198	112	310							
04:15			6	10	16		16:15			172	163	335							
04:30			13	9	22		16:30			207	176	383							
04:45			18	45	24	51	16:45			174	751	170	621	344	1372				
05:00			16	13	29		17:00			227	168	395							
05:15			17	23	40		17:15			202	211	413							
05:30			29	33	62		17:30			186	169	355							
05:45			38	100	36	105	17:45			168	783	158	706	326	1489				
06:00			55	61	116		18:00			153	125	278							
06:15			69	91	160		18:15			126	131	257							
06:30			83	130	213		18:30			107	105	212							
06:45			108	315	142	424	18:45			96	482	91	452	187	934				
07:00			105	160	265		19:00			101	91	192							
07:15			142	180	322		19:15			96	116	212							
07:30			189	185	374		19:30			93	106	199							
07:45			187	623	205	730	19:45			95	385	104	417	199	802				
08:00			162	167	329		20:00			84	84	168							
08:15			101	147	248		20:15			76	82	158							
08:30			115	140	255		20:30			74	85	159							
08:45			92	470	130	584	20:45			55	289	71	322	126	611				
09:00			83	100	183		21:00			62	71	133							
09:15			94	102	196		21:15			55	55	110							
09:30			104	71	175		21:30			54	60	114							
09:45			78	359	133	406	21:45			45	216	52	238	97	454				
10:00			77	91	168		22:00			46	49	95							
10:15			85	71	156		22:15			40	35	75							
10:30			88	97	185		22:30			19	47	66							
10:45			105	355	92	351	22:45			46	151	41	172	87	323				
11:00			97	87	184		23:00			46	22	68							
11:15			94	112	206		23:15			27	26	53							
11:30			108	100	208		23:30			25	32	57							
11:45			108	407	120	419	23:45			25	123	19	99	44	222				
TOTALS			2830	3201	6031		TOTALS			5318	4984	10302							
SPLIT %			46.9%	53.1%	36.9%		SPLIT %			51.6%	48.4%	63.1%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						8,148	8,185						16,333
AM Peak Hour			07:15	07:15	07:15		PM Peak Hour			16:30	16:30	16:30							
AM Pk Volume			680	737	1417		PM Pk Volume			810	725	1535							
Pk Hr Factor			0.899	0.899	0.904		Pk Hr Factor			0.892	0.859	0.929							
7 - 9 Volume	0	0	1093	1314	2407		4 - 6 Volume	0	0	1534	1327	2861							
7 - 9 Peak Hour			07:15	07:15	07:15		4 - 6 Peak Hour			16:30	16:30	16:30							
7 - 9 Pk Volume	0	0	680	737	1417		4 - 6 Pk Volume	0	0	810	725	1535							
Pk Hr Factor	0.000	0.000	0.899	0.899	0.904		Pk Hr Factor	0.000	0.000	0.892	0.859	0.929							

VOLUME

11 - Reservation Rd Bet. Imjin Pkwy & Blanco Rd (36.670013, -121.763302)

Day: Tuesday
Date: 5/22/2018City: Marina
Project #: CA18_8264_011

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						15,760	16,170						31,930
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			34	16	50		12:00			185	207	392							
00:15			20	17	37		12:15			200	220	420							
00:30			19	15	34		12:30			214	234	448							
00:45			24	97	16	64	12:45			237	836	237	898	474	1734				
01:00			8	14	22		13:00			204	220	424							
01:15			17	12	29		13:15			244	272	516							
01:30			19	13	32		13:30			238	208	446							
01:45			11	55	10	49	13:45			234	920	244	944	478	1864				
02:00			7	9	16		14:00			227	241	468							
02:15			16	14	30		14:15			259	264	523							
02:30			3	9	12		14:30			248	219	467							
02:45			16	42	11	43	14:45			266	1000	251	975	517	1975				
03:00			6	10	16		15:00			288	234	522							
03:15			5	17	22		15:15			313	278	591							
03:30			12	18	30		15:30			368	253	621							
03:45			16	39	17	62	15:45			381	1350	289	1054	670	2404				
04:00			11	17	28		16:00			387	241	628							
04:15			14	42	56		16:15			365	298	663							
04:30			23	50	73		16:30			366	330	696							
04:45			21	69	53	162	16:45			378	1496	309	1178	687	2674				
05:00			25	36	61		17:00			404	308	712							
05:15			39	58	97		17:15			418	400	818							
05:30			49	100	149		17:30			350	338	688							
05:45			68	181	102	296	17:45			328	1500	304	1350	632	2850				
06:00			70	162	232		18:00			327	231	558							
06:15			126	249	375		18:15			290	232	522							
06:30			143	303	446		18:30			217	200	417							
06:45			166	505	353	1067	18:45			223	1057	154	817	377	1874				
07:00			184	416	600		19:00			189	119	308							
07:15			280	421	701		19:15			180	153	333							
07:30			372	375	747		19:30			169	123	292							
07:45			364	1200	364	1576	19:45			190	728	137	532	327	1260				
08:00			295	318	613		20:00			153	113	266							
08:15			256	338	594		20:15			149	102	251							
08:30			221	358	579		20:30			146	127	273							
08:45			187	959	293	1307	20:45			135	583	92	434	227	1017				
09:00			174	255	429		21:00			121	81	202							
09:15			188	242	430		21:15			124	88	212							
09:30			177	226	403		21:30			100	74	174							
09:45			166	705	253	976	21:45			108	453	60	303	168	756				
10:00			163	222	385		22:00			91	61	152							
10:15			172	224	396		22:15			87	66	153							
10:30			169	214	383		22:30			58	61	119							
10:45			172	676	207	867	22:45			74	310	50	238	124	548				
11:00			206	187	393		23:00			60	35	95							
11:15			172	198	370		23:15			55	50	105							
11:30			215	213	428		23:30			41	37	78							
11:45			196	789	232	830	23:45			54	210	26	148	80	358				
TOTALS			5317	7299	12616		TOTALS			10443	8871	19314							
SPLIT %			42.1%	57.9%	39.5%		SPLIT %			54.1%	45.9%	60.5%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						15,760	16,170						31,930
AM Peak Hour			07:15	07:00	07:15		PM Peak Hour			16:30	16:45	16:30							
AM Pk Volume			1311	1576	2789		PM Pk Volume			1566	1355	2913							
Pk Hr Factor			0.881	0.936	0.933		Pk Hr Factor			0.937	0.847	0.890							
7 - 9 Volume	0	0	2159	2883	5042		4 - 6 Volume	0	0	2996	2528	5524							
7 - 9 Peak Hour			07:15	07:00	07:15		4 - 6 Peak Hour			16:30	16:45	16:30							
7 - 9 Pk Volume	0	0	1311	1576	2789		4 - 6 Pk Volume	0	0	1566	1355	2913							
Pk Hr Factor	0.000	0.000	0.881	0.936	0.933		Pk Hr Factor	0.000	0.000	0.937	0.847	0.890							

VOLUME

12a - 8th St Bet. 2nd Ave & 3rd Ave

Day: Wednesday

Date: 9/12/2018

City: Marina

Project #: CA18_8440_001

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						112	169						281
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							
00:00			0	0	0		12:00			3	0	3							
00:15			0	0	0		12:15			1	3	4							
00:30			0	0	0		12:30			1	0	1							
00:45			0	0	0		12:45			2	7	6	9	8	16				
01:00			0	0	0		13:00			3	5	8							
01:15			0	0	0		13:15			2	2	4							
01:30			0	0	0		13:30			3	3	6							
01:45			0	0	0		13:45			2	10	2	12	4	22				
02:00			0	0	0		14:00			3	2	5							
02:15			0	0	0		14:15			0	1	1							
02:30			0	0	0		14:30			2	2	4							
02:45			0	0	0		14:45			2	7	4	9	6	16				
03:00			0	0	0		15:00			1	1	2							
03:15			0	0	0		15:15			3	0	3							
03:30			0	0	0		15:30			3	3	6							
03:45			0	0	0		15:45			3	10	2	6	5	16				
04:00			0	0	0		16:00			6	5	11							
04:15			0	0	0		16:15			2	2	4							
04:30			0	0	0		16:30			3	3	6							
04:45			0	0	0		16:45			3	14	5	15	8	29				
05:00			0	0	0		17:00			3	1	4							
05:15			0	0	0		17:15			4	3	7							
05:30			0	2	2		17:30			4	2	6							
05:45			0	1	3	1	17:45			7	18	2	8	9	26				
06:00			1	0	1		18:00			1	3	4							
06:15			0	1	1		18:15			2	1	3							
06:30			3	1	4		18:30			1	2	3							
06:45			2	6	9	9	18:45			1	5	3	9	4	14				
07:00			0	5	5		19:00			2	2	4							
07:15			1	10	11		19:15			2	1	3							
07:30			0	14	14		19:30			1	1	2							
07:45			1	2	17	47	19:45			0	5	1	5	1	10				
08:00			1	4	5		20:00			0	1	1							
08:15			2	6	8		20:15			1	1	2							
08:30			0	2	2		20:30			0	0	0							
08:45			0	3	2	17	20:45			1	2	2	4	3	6				
09:00			0	3	3		21:00			0	0	0							
09:15			3	1	4		21:15			0	0	0							
09:30			1	1	2		21:30			2	0	2							
09:45			1	5	3	12	21:45			1	3	0		1	3				
10:00			1	0	1		22:00			1	1	2							
10:15			1	2	3		22:15			0	0	0							
10:30			1	1	2		22:30			1	0	1							
10:45			0	3	1	7	22:45			1	3	0	1	1	4				
11:00			2	3	5		23:00			0	0	0							
11:15			4	2	6		23:15			0	0	0							
11:30			2	3	5		23:30			0	0	0							
11:45			1	9	2	18	23:45			0	0	0							
TOTALS			28	91	119		TOTALS			84	78	162							
SPLIT %			23.5%	76.5%	42.3%		SPLIT %			51.9%	48.1%	57.7%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						112	169						281
AM Peak Hour			11:15	07:00	07:00		PM Peak Hour			17:00	12:45	16:00							
AM Pk Volume			10	45	47		PM Pk Volume			18	16	29							
Pk Hr Factor			0.625	0.703	0.691		Pk Hr Factor			0.643	0.667	0.659							
7 - 9 Volume	0	0	5	59	64		4 - 6 Volume	0	0	32	23	55							
7 - 9 Peak Hour			07:30	07:00	07:00		4 - 6 Peak Hour			17:00	16:00	16:00							
7 - 9 Pk Volume	0	0	4	45	47		4 - 6 Pk Volume	0	0	18	15	29							
Pk Hr Factor	0.000	0.000	0.500	0.703	0.691		Pk Hr Factor	0.000	0.000	0.643	0.750	0.659							

VOLUME

12b - 8th St Bet. 2nd Ave & Inter-Garrison Rd (36.657903, -121.794111)

Day: Tuesday
Date: 5/22/2018City: Marina
Project #: CA18_8264_012

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0						1,147			961
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			0	3	3		12:00			21	36	57			
00:15			1	0	1		12:15			17	25	42			
00:30			0	0	0		12:30			28	17	45			
00:45			1	2	1	4	12:45			27	93	14	92	41	185
01:00			1	0	1		13:00			24	25	49			
01:15			0	0	0		13:15			17	23	40			
01:30			1	0	1		13:30			23	17	40			
01:45			0	2	1	1	13:45			9	73	19	84	28	157
02:00			0	0	0		14:00			13	19	32			
02:15			0	0	0		14:15			18	16	34			
02:30			1	0	1		14:30			12	15	27			
02:45			0	1	0	1	14:45			18	61	16	66	34	127
03:00			0	0	0		15:00			14	19	33			
03:15			0	0	0		15:15			14	18	32			
03:30			0	2	2		15:30			14	15	29			
03:45			2	2	0	2	15:45			16	58	30	82	46	140
04:00			1	0	1		16:00			22	36	58			
04:15			2	0	2		16:15			12	21	33			
04:30			1	2	3		16:30			14	34	48			
04:45			4	8	1	3	16:45			11	59	31	122	42	181
05:00			0	1	1		17:00			21	55	76			
05:15			1	1	2		17:15			12	34	46			
05:30			1	0	1		17:30			11	25	36			
05:45			4	6	0	2	17:45			6	50	14	128	20	178
06:00			4	0	4		18:00			12	10	22			
06:15			13	0	13		18:15			9	13	22			
06:30			19	4	23		18:30			9	9	18			
06:45			35	71	5	9	18:45			7	37	10	42	17	79
07:00			22	13	35		19:00			4	7	11			
07:15			57	6	63		19:15			3	14	17			
07:30			83	14	97		19:30			2	6	8			
07:45			53	215	12	45	19:45			3	12	11	38	14	50
08:00			52	13	65		20:00			4	6	10			
08:15			54	12	66		20:15			2	4	6			
08:30			38	11	49		20:30			2	0	2			
08:45			31	175	12	48	20:45			1	9	4	14	5	23
09:00			13	13	26		21:00			3	1	4			
09:15			22	6	28		21:15			3	4	7			
09:30			14	11	25		21:30			0	6	6			
09:45			21	70	16	46	21:45			2	8	6	17	8	25
10:00			11	18	29		22:00			2	1	3			
10:15			14	9	23		22:15			0	0	0			
10:30			18	7	25		22:30			1	2	3			
10:45			13	56	12	46	22:45			4	7	3	6	7	13
11:00			22	10	32		23:00			3	1	4			
11:15			13	16	29		23:15			2	4	6			
11:30			14	12	26		23:30			1	1	2			
11:45			16	65	18	56	23:45			1	7	2	8	3	15
TOTALS			673	262	935		TOTALS			474	699	1173			
SPLIT %			72.0%	28.0%	44.4%		SPLIT %			40.4%	59.6%	55.6%			

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0	1,147					961	2,108				
AM Peak Hour			07:15	11:45	07:30		PM Peak Hour			12:15	16:30	16:30					
AM Pk Volume			245	96	293		PM Pk Volume			96	154	212					
Pk Hr Factor			0.738	0.667	0.755		Pk Hr Factor			0.857	0.700	0.697					
7 - 9 Volume	0	0	390	93	483		4 - 6 Volume	0	0	109	250	359					
7 - 9 Peak Hour			07:15	07:30	07:30		4 - 6 Peak Hour			16:00	16:30	16:30					
7 - 9 Pk Volume	0	0	245	51	293		4 - 6 Pk Volume	0	0	59	154	212					
Pk Hr Factor	0.000	0.000	0.738	0.911	0.755		Pk Hr Factor	0.000	0.000	0.670	0.700	0.697					

VOLUME

13 - 9th St Bet. 1st Ave & 2nd Ave (36.662471, -121.810390)

Day: Wednesday

City: Marina

Date: 5/23/2018

Project #: CA18_8264_013

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						283	496						779
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			0	0	0		12:00			7	9	16							
00:15			0	0	0		12:15			13	8	21							
00:30			0	0	0		12:30			8	9	17							
00:45			0	0	0		12:45			4	32	10	36	14	68				
01:00			0	1	1		13:00			4	6	10							
01:15			0	0	0		13:15			6	7	13							
01:30			0	1	1		13:30			5	12	17							
01:45			0	0	0	2	13:45			9	24	10	35	19	59				
02:00			0	0	0		14:00			2	7	9							
02:15			0	0	0		14:15			12	10	22							
02:30			0	0	0		14:30			11	4	15							
02:45			0	0	0		14:45			5	30	7	28	12	58				
03:00			0	0	0		15:00			4	9	13							
03:15			1	0	1		15:15			7	6	13							
03:30			0	1	1		15:30			6	6	12							
03:45			0	1	0	1	15:45			11	28	4	25	15	53				
04:00			0	0	0		16:00			13	1	14							
04:15			0	0	0		16:15			7	3	10							
04:30			0	1	1		16:30			8	3	11							
04:45			0	1	1	2	16:45			4	32	4	11	8	43				
05:00			0	0	0		17:00			10	5	15							
05:15			0	0	0		17:15			5	1	6							
05:30			0	2	2		17:30			3	2	5							
05:45			0	0	0	2	17:45			2	20	5	13	7	33				
06:00			0	1	1		18:00			4	4	8							
06:15			0	2	2		18:15			3	2	5							
06:30			2	3	5		18:30			1	2	3							
06:45			0	2	3	9	18:45			1	9	1	9	2	18				
07:00			1	11	12		19:00			1	2	3							
07:15			2	30	32		19:15			3	2	5							
07:30			1	62	63		19:30			1	3	4							
07:45			3	7	56	159	19:45			1	6	2	9	3	15				
08:00			0	37	37		20:00			3	0	3							
08:15			2	22	24		20:15			0	3	3							
08:30			0	5	5		20:30			1	1	2							
08:45			2	4	10	74	20:45			0	4	1	5	1	9				
09:00			5	5	10		21:00			3	3	6							
09:15			8	5	13		21:15			1	1	2							
09:30			6	5	11		21:30			0	1	1							
09:45			2	21	8	23	21:45			0	4	1	6	1	10				
10:00			3	10	13		22:00			0	0	0							
10:15			9	7	16		22:15			0	0	0							
10:30			9	2	11		22:30			0	1	1							
10:45			12	33	6	25	22:45			2	2	0	1	2	3				
11:00			6	6	12		23:00			1	1	2							
11:15			8	3	11		23:15			0	1	1							
11:30			3	5	8		23:30			0	0	0							
11:45			6	23	5	19	23:45			0	1	0	2	0	3				
TOTALS			91	316	407		TOTALS			192	180	372							
SPLIT %			22.4%	77.6%	52.2%		SPLIT %			51.6%	48.4%	47.8%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						283	496						779
AM Peak Hour			10:15	07:15	07:15		PM Peak Hour			15:45	13:30	12:00							
AM Pk Volume			36	185	191		PM Pk Volume			39	39	68							
Pk Hr Factor			0.750	0.746	0.758		Pk Hr Factor			0.750	0.813	0.810							
7 - 9 Volume	0	0	11	233	244		4 - 6 Volume	0	0	52	24	76							
7 - 9 Peak Hour			07:00	07:15	07:15		4 - 6 Peak Hour			16:00	16:15	16:15							
7 - 9 Pk Volume	0	0	7	185	191		4 - 6 Pk Volume	0	0	32	15	44							
Pk Hr Factor	0.000	0.000	0.583	0.746	0.758		Pk Hr Factor	0.000	0.000	0.615	0.750	0.733							

VOLUME

14a - 2nd Ave Bet. Divarty & Imjin Pkwy (36.6759649, -121.809362)

Day: Thursday

City: Marina

Date: 6/7/2018

Project #: CA18_8264_014

DAILY TOTALS					NB	SB	EB					WB	Total	
					1,755	2,235						0		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	1			1		12:00	62	46			108		
00:15	1	2			3		12:15	40	41			81		
00:30	2	1			3		12:30	36	47			83		
00:45	1	4	1	5	2	9	12:45	41	179	42	176	83	355	
01:00	1	1			2		13:00	29	42			71		
01:15	1	3			4		13:15	33	30			63		
01:30	0	0			0		13:30	33	34			67		
01:45	2	4	0	4	2	8	13:45	26	121	36	142	62	263	
02:00	0	1			1		14:00	33	43			76		
02:15	1	0			1		14:15	31	33			64		
02:30	1	0			1		14:30	30	40			70		
02:45	0	2	0	1	0	3	14:45	31	125	35	151	66	276	
03:00	0	1			1		15:00	27	27			54		
03:15	0	1			1		15:15	34	37			71		
03:30	2	0			2		15:30	33	34			67		
03:45	2	4	0	2	2	6	15:45	43	137	44	142	87	279	
04:00	1	0			1		16:00	50	25			75		
04:15	1	1			2		16:15	36	39			75		
04:30	2	2			4		16:30	40	45			85		
04:45	2	6	4	7	6	13	16:45	50	176	41	150	91	326	
05:00	0	2			2		17:00	59	38			97		
05:15	1	4			5		17:15	60	23			83		
05:30	0	8			8		17:30	59	25			84		
05:45	3	4	7	21	10	25	17:45	33	211	25	111	58	322	
06:00	4	16			20		18:00	36	30			66		
06:15	6	12			18		18:15	35	29			64		
06:30	3	16			19		18:30	32	32			64		
06:45	6	19	25	69	31	88	18:45	26	129	17	108	43	237	
07:00	3	59			62		19:00	32	24			56		
07:15	20	81			101		19:15	23	19			42		
07:30	15	113			128		19:30	24	24			48		
07:45	15	53	77	330	92	383	19:45	16	95	23	90	39	185	
08:00	22	59			81		20:00	13	23			36		
08:15	24	56			80		20:15	19	18			37		
08:30	15	49			64		20:30	15	22			37		
08:45	18	79	25	189	43	268	20:45	16	63	11	74	27	137	
09:00	16	25			41		21:00	10	14			24		
09:15	16	26			42		21:15	14	13			27		
09:30	22	28			50		21:30	9	14			23		
09:45	24	78	36	115	60	193	21:45	9	42	6	47	15	89	
10:00	18	31			49		22:00	4	4			8		
10:15	18	31			49		22:15	5	10			15		
10:30	24	33			57		22:30	3	7			10		
10:45	19	79	38	133	57	212	22:45	3	15	4	25	7	40	
11:00	28	35			63		23:00	4	3			7		
11:15	33	26			59		23:15	3	1			4		
11:30	32	35			67		23:30	1	1			2		
11:45	28	121	37	133	65	254	23:45	1	9	5	10	6	19	
TOTALS	453	1009			1462		TOTALS	1302	1226			2528		
SPLIT %	31.0%	69.0%			36.6%		SPLIT %	51.5%	48.5%			63.4%		

DAILY TOTALS				NB	SB	EB				WB	Total	
				1,755	2,235					0		
AM Peak Hour	11:45	07:00			07:15	PM Peak Hour	16:45	12:00			16:30	
AM Pk Volume	166	330			402	PM Pk Volume	228	176			356	
Pk Hr Factor	0.669	0.730			0.785	Pk Hr Factor	0.950	0.936			0.918	
7 - 9 Volume	132	519	0	0	651	4 - 6 Volume	387	261	0	0	648	
7 - 9 Peak Hour	08:00	07:00			07:15	4 - 6 Peak Hour	16:45	16:15			16:30	
7 - 9 Pk Volume	79	330	0	0	402	4 - 6 Pk Volume	228	163	0	0	356	
Pk Hr Factor	0.823	0.730	0.000	0.000	0.785	Pk Hr Factor	0.950	0.906	0.000	0.000	0.918	

VOLUME

14b - 2nd Ave Bet. 8th St & Imjin Pkwy (N/O General Stilwell Dr)

Day: Tuesday
Date: 7/2/2019City: Marina
Project #: CA19_8371_002

DAILY TOTALS					NB	SB					EB	WB	Total
					8,231	8,744					0	0	16,975
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	4	4			8		12:00	157	158			315	
00:15	7	4			11		12:15	148	192			340	
00:30	5	4			9		12:30	156	154			310	
00:45	7	23	1	13	8	36	12:45	132	593	188	692	320	1285
01:00	3	3			6		13:00	175	181			356	
01:15	1	1			2		13:15	153	132			285	
01:30	1	1			2		13:30	162	160			322	
01:45	2	7	4	9	6	16	13:45	134	624	189	662	323	1286
02:00	5	3			8		14:00	178	165			343	
02:15	11	5			16		14:15	164	156			320	
02:30	37	2			39		14:30	173	161			334	
02:45	1	54	1	11	2	65	14:45	164	679	142	624	306	1303
03:00	3	4			7		15:00	164	130			294	
03:15	6	5			11		15:15	167	165			332	
03:30	2	3			5		15:30	194	163			357	
03:45	6	17	8	20	14	37	15:45	156	681	144	602	300	1283
04:00	7	15			22		16:00	191	138			329	
04:15	4	5			9		16:15	143	176			319	
04:30	2	9			11		16:30	213	155			368	
04:45	6	19	10	39	16	58	16:45	182	729	137	606	319	1335
05:00	8	16			24		17:00	164	139			303	
05:15	10	24			34		17:15	167	135			302	
05:30	17	28			45		17:30	172	149			321	
05:45	16	51	37	105	53	156	17:45	156	659	143	566	299	1225
06:00	30	43			73		18:00	167	161			328	
06:15	35	58			93		18:15	158	158			316	
06:30	34	57			91		18:30	149	153			302	
06:45	33	132	84	242	117	374	18:45	138	612	137	609	275	1221
07:00	40	76			116		19:00	137	132			269	
07:15	32	125			157		19:15	119	120			239	
07:30	40	137			177		19:30	140	107			247	
07:45	43	155	178	516	221	671	19:45	108	504	98	457	206	961
08:00	51	147			198		20:00	123	92			215	
08:15	70	125			195		20:15	99	93			192	
08:30	64	113			177		20:30	106	81			187	
08:45	73	258	114	499	187	757	20:45	99	427	77	343	176	770
09:00	82	118			200		21:00	123	69			192	
09:15	85	115			200		21:15	96	64			160	
09:30	73	131			204		21:30	100	76			176	
09:45	88	328	164	528	252	856	21:45	86	405	44	253	130	658
10:00	94	117			211		22:00	101	52			153	
10:15	114	159			273		22:15	39	29			68	
10:30	105	149			254		22:30	31	36			67	
10:45	108	421	170	595	278	1016	22:45	13	184	13	130	26	314
11:00	137	152			289		23:00	19	5			24	
11:15	145	154			299		23:15	7	10			17	
11:30	194	138			332		23:30	13	6			19	
11:45	144	620	152	596	296	1216	23:45	10	49	6	27	16	76
TOTALS	2085	3173			5258		TOTALS	6146	5571			11717	
SPLIT %	39.7%	60.3%			31.0%		SPLIT %	52.5%	47.5%			69.0%	

DAILY TOTALS					NB	SB					EB	WB	Total
					8,231	8,744					0	0	16,975
AM Peak Hour	11:30	11:45			11:30		PM Peak Hour	16:00	12:15			16:00	
AM Pk Volume	643	656			1283		PM Pk Volume	729	715			1335	
Pk Hr Factor	0.829	0.854			0.943		Pk Hr Factor	0.856	0.931			0.907	
7 - 9 Volume	413	1015	0	0	1428		4 - 6 Volume	1388	1172	0	0	2560	
7 - 9 Peak Hour	08:00	07:15			07:30		4 - 6 Peak Hour	16:00	16:15			16:00	
7 - 9 Pk Volume	258	587	0	0	791		4 - 6 Pk Volume	729	607	0	0	1335	
Pk Hr Factor	0.884	0.824	0.000	0.000	0.895		Pk Hr Factor	0.856	0.862	0.000	0.000	0.907	

VOLUME

15 - Beach Rd Bet. Reservation Rd & Del Monte Blvd (36.694665, -121.800146)

Day: Thursday

City: Marina

Date: 5/17/2018

Project #: CA18_8264_015

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	2,578					3,033	5,611	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			10	8	18		12:00			42	47	89		
00:15			5	3	8		12:15			32	47	79		
00:30			5	3	8		12:30			34	40	74		
00:45			6	26	3	17	12:45			36	144	64	198	
01:00			6	1	7		13:00			45	34	79		
01:15			2	0	2		13:15			45	39	84		
01:30			7	0	7		13:30			36	55	91		
01:45			3	18	5	6	13:45			36	162	51	179	
02:00			2	0	2		14:00			55	37	92		
02:15			3	3	6		14:15			44	33	77		
02:30			2	2	4		14:30			42	68	110		
02:45			3	10	2	7	14:45			39	180	53	191	
03:00			5	2	7		15:00			37	51	88		
03:15			0	3	3		15:15			51	53	104		
03:30			0	1	1		15:30			55	42	97		
03:45			3	8	2	8	15:45			50	193	55	201	
04:00			3	4	7		16:00			51	49	100		
04:15			1	4	5		16:15			50	45	95		
04:30			0	6	6		16:30			34	47	81		
04:45			5	9	4	18	16:45			57	192	47	188	
05:00			2	4	6		17:00			52	54	106		
05:15			0	12	12		17:15			64	53	117		
05:30			5	24	29		17:30			53	59	112		
05:45			2	9	16	56	17:45			53	222	59	225	
06:00			11	26	37		18:00			46	58	104		
06:15			6	26	32		18:15			40	45	85		
06:30			18	39	57		18:30			50	46	96		
06:45			17	52	54	145	18:45			40	176	39	188	
07:00			19	78	97		19:00			34	35	69		
07:15			26	78	104		19:15			48	33	81		
07:30			36	40	76		19:30			44	42	86		
07:45			53	134	57	253	19:45			34	160	44	154	
08:00			23	58	81		20:00			49	29	78		
08:15			26	48	74		20:15			43	37	80		
08:30			30	61	91		20:30			30	37	67		
08:45			31	110	48	215	20:45			36	158	20	123	
09:00			28	41	69		21:00			38	25	63		
09:15			21	42	63		21:15			32	17	49		
09:30			29	31	60		21:30			23	15	38		
09:45			26	104	45	159	21:45			30	123	27	84	
10:00			31	47	78		22:00			20	18	38		
10:15			30	41	71		22:15			25	14	39		
10:30			29	36	65		22:30			13	13	26		
10:45			34	124	42	166	22:45			17	75	12	57	
11:00			33	42	75		23:00			19	11	30		
11:15			42	45	87		23:15			12	9	21		
11:30			33	32	65		23:30			14	4	18		
11:45			29	137	45	164	23:45			7	52	7	31	
TOTALS			741	1214	1955		TOTALS			1837	1819	3656		
SPLIT %			37.9%	62.1%	34.8%		SPLIT %			50.2%	49.8%	65.2%		

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						2,578	3,033						5,611
AM Peak Hour			11:15	07:00	07:00		PM Peak Hour			16:45	17:15	17:00							
AM Pk Volume			146	253	387		PM Pk Volume			226	229	447							
Pk Hr Factor			0.869	0.811	0.880		Pk Hr Factor			0.883	0.970	0.955							
7 - 9 Volume	0	0	244	468	712		4 - 6 Volume	0	0	414	413	827							
7 - 9 Peak Hour			07:15	07:00	07:00		4 - 6 Peak Hour			16:45	17:00	17:00							
7 - 9 Pk Volume	0	0	138	253	387		4 - 6 Pk Volume	0	0	226	225	447							
Pk Hr Factor	0.000	0.000	0.651	0.811	0.880		Pk Hr Factor	0.000	0.000	0.883	0.953	0.955							

VOLUME

16De Forest Rd Bet. Beach Rd & Reservation Rd (36.688357, -121.790823)

Day: Thursday
Date: 5/17/2018City: Marina
Project #: CA18_8264_016

DAILY TOTALS					NB	SB					EB	WB	Total
					857	1,004					0	0	1,861
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	3	2			5		12:00	6	9			15	
00:15	3	2			5		12:15	8	13			21	
00:30	2	0			2		12:30	8	13			21	
00:45	0	8	0	4	0	12	12:45	8	30	13	48	21	78
01:00	0	0			0		13:00	13	15			28	
01:15	0	0			0		13:15	13	17			30	
01:30	0	1			1		13:30	8	15			23	
01:45	1	1	0	1	1	2	13:45	15	49	17	64	32	113
02:00	1	0			1		14:00	24	12			36	
02:15	0	1			1		14:15	23	20			43	
02:30	1	1			2		14:30	11	36			47	
02:45	1	3	0	2	1	5	14:45	17	75	14	82	31	157
03:00	2	3			5		15:00	14	15			29	
03:15	0	0			0		15:15	10	18			28	
03:30	1	0			1		15:30	11	22			33	
03:45	0	3	0	3	0	6	15:45	21	56	17	72	38	128
04:00	0	0			0		16:00	17	22			39	
04:15	0	2			2		16:15	17	21			38	
04:30	0	1			1		16:30	24	12			36	
04:45	1	1	0	3	1	4	16:45	20	78	18	73	38	151
05:00	0	1			1		17:00	22	13			35	
05:15	0	2			2		17:15	15	23			38	
05:30	2	4			6		17:30	17	19			36	
05:45	1	3	1	8	2	11	17:45	18	72	15	70	33	142
06:00	2	1			3		18:00	15	14			29	
06:15	1	12			13		18:15	13	14			27	
06:30	4	8			12		18:30	14	14			28	
06:45	6	13	10	31	16	44	18:45	15	57	10	52	25	109
07:00	12	25			37		19:00	10	11			21	
07:15	14	23			37		19:15	12	16			28	
07:30	26	25			51		19:30	14	12			26	
07:45	43	95	33	106	76	201	19:45	8	44	15	54	23	98
08:00	22	22			44		20:00	9	8			17	
08:15	19	17			36		20:15	10	8			18	
08:30	13	24			37		20:30	12	10			22	
08:45	7	61	8	71	15	132	20:45	3	34	9	35	12	69
09:00	12	12			24		21:00	7	10			17	
09:15	8	13			21		21:15	8	7			15	
09:30	4	11			15		21:30	8	4			12	
09:45	10	34	11	47	21	81	21:45	4	27	8	29	12	56
10:00	13	16			29		22:00	3	2			5	
10:15	11	12			23		22:15	3	6			9	
10:30	12	18			30		22:30	3	5			8	
10:45	10	46	14	60	24	106	22:45	2	11	5	18	7	29
11:00	13	7			20		23:00	2	6			8	
11:15	13	11			24		23:15	5	1			6	
11:30	6	22			28		23:30	1	2			3	
11:45	13	45	19	59	32	104	23:45	3	11	3	12	6	23
TOTALS	313	395			708		TOTALS	544	609			1153	
SPLIT %	44.2%	55.8%			38.0%		SPLIT %	47.2%	52.8%			62.0%	

DAILY TOTALS					NB	SB					EB	WB	Total
					857	1,004					0	0	1,861
AM Peak Hour	07:30	07:00			07:15		PM Peak Hour	16:15	13:45			13:45	
AM Pk Volume	110	106			208		PM Pk Volume	83	85			158	
Pk Hr Factor	0.640	0.803			0.684		Pk Hr Factor	0.865	0.590			0.840	
7 - 9 Volume	156	177	0	0	333		4 - 6 Volume	150	143	0	0	293	
7 - 9 Peak Hour	07:30	07:00			07:15		4 - 6 Peak Hour	16:15	16:00			16:00	
7 - 9 Pk Volume	110	106	0	0	208		4 - 6 Pk Volume	83	73	0	0	151	
Pk Hr Factor	0.640	0.803	0.000	0.000	0.684		Pk Hr Factor	0.865	0.830	0.000	0.000	0.968	

VOLUME

17 - Crescent Ave Bet. Quebrada Del Mar Rd & Reservation Rd (36.686073, -121.789296)

Day: Tuesday

City: Marina

Date: 5/22/2018

Project #: CA18_8264_017

DAILY TOTALS					NB	SB						EB	WB	Total
					473	608						0	0	1,081
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	2	0			2	12:00	11	8			19			
00:15	1	1			2	12:15	3	10			13			
00:30	0	2			2	12:30	6	8			14			
00:45	1	4	2	5	3	9	12:45	12	32	7	33	19	65	
01:00	0	0			0	13:00	3	8			11			
01:15	0	0			0	13:15	7	9			16			
01:30	0	0			0	13:30	3	8			11			
01:45	0	0			0	13:45	5	18	11	36	16	54		
02:00	1	0			1	14:00	6	8			14			
02:15	0	0			0	14:15	13	8			21			
02:30	0	1			1	14:30	6	13			19			
02:45	0	1	2	3	2	4	14:45	7	32	11	40	18	72	
03:00	0	0			0	15:00	12	9			21			
03:15	1	0			1	15:15	8	9			17			
03:30	0	0			0	15:30	10	11			21			
03:45	0	1	1	1	1	2	15:45	11	41	6	35	17	76	
04:00	1	2			3	16:00	9	9			18			
04:15	0	1			1	16:15	14	11			25			
04:30	0	0			0	16:30	13	10			23			
04:45	1	2	0	3	1	5	16:45	8	44	8	38	16	82	
05:00	0	1			1	17:00	13	15			28			
05:15	1	2			3	17:15	7	11			18			
05:30	0	0			0	17:30	16	21			37			
05:45	0	1	0	3	0	4	17:45	9	45	10	57	19	102	
06:00	1	6			7	18:00	9	13			22			
06:15	6	5			11	18:15	7	6			13			
06:30	0	10			10	18:30	12	7			19			
06:45	0	7	17	38	17	45	18:45	5	33	3	29	8	62	
07:00	1	12			13	19:00	8	5			13			
07:15	4	20			24	19:15	14	8			22			
07:30	9	19			28	19:30	4	4			8			
07:45	7	21	15	66	22	87	19:45	6	32	10	27	16	59	
08:00	7	15			22	20:00	5	3			8			
08:15	5	7			12	20:15	4	6			10			
08:30	7	7			14	20:30	5	6			11			
08:45	5	24	9	38	14	62	20:45	7	21	5	20	12	41	
09:00	8	4			12	21:00	10	14			24			
09:15	6	11			17	21:15	5	3			8			
09:30	3	12			15	21:30	3	3			6			
09:45	5	22	6	33	11	55	21:45	10	28	3	23	13	51	
10:00	3	13			16	22:00	5	4			9			
10:15	5	5			10	22:15	4	1			5			
10:30	4	7			11	22:30	1	3			4			
10:45	3	15	5	30	8	45	22:45	5	15	4	12	9	27	
11:00	5	6			11	23:00	5	1			6			
11:15	5	7			12	23:15	3	2			5			
11:30	9	6			15	23:30	1	0			1			
11:45	4	23	8	27	12	50	23:45	2	11	8	11	10	22	
TOTALS	121	247			368	TOTALS	352	361			713			
SPLIT %	32.9%	67.1%			34.0%	SPLIT %	49.4%	50.6%			66.0%			

DAILY TOTALS					NB	SB					EB	WB	Total	
					473	608					0	0	1,081	
AM Peak Hour	11:15	07:15		07:15	PM Peak Hour	16:15	17:00		17:00					
AM Pk Volume	29	69		96	PM Pk Volume	48	57		102					
Pk Hr Factor	0.659	0.863		0.857	Pk Hr Factor	0.857	0.679		0.689					
7 - 9 Volume	45	104	0	0	4 - 6 Volume	89	95	0	0	184				
7 - 9 Peak Hour	07:30	07:15		07:15	4 - 6 Peak Hour	16:15	17:00		17:00					
7 - 9 Pk Volume	28	69	0	0	4 - 6 Pk Volume	48	57	0	0	102				
Pk Hr Factor	0.778	0.863	0.000	0.000	Pk Hr Factor	0.857	0.679	0.000	0.000	0.689				

VOLUME

18 - Crescent Ave Bet. Reservation Rd & Carmel Ave (36.683103, -121.792245)

Day: Tuesday
Date: 5/22/2018City: Marina
Project #: CA18_8264_018

DAILY TOTALS					NB	SB						EB	WB	Total
					1,854	1,916						0	0	3,770
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	2	4			6		12:00	28	24			52		
00:15	3	3			6		12:15	17	33			50		
00:30	3	3			6		12:30	26	29			55		
00:45	3	11	4	14	7	25	12:45	34	105	37	123	71	228	
01:00	1	0			1		13:00	30	23			53		
01:15	0	3			3		13:15	20	25			45		
01:30	3	6			9		13:30	28	20			48		
01:45	0	4	2	11	2	15	13:45	23	101	28	96	51	197	
02:00	1	0			1		14:00	28	29			57		
02:15	1	2			3		14:15	28	36			64		
02:30	2	0			2		14:30	35	29			64		
02:45	3	7	0	2	3	9	14:45	20	111	32	126	52	237	
03:00	1	2			3		15:00	36	32			68		
03:15	2	1			3		15:15	30	34			64		
03:30	2	1			3		15:30	22	50			72		
03:45	0	5	0	4	0	9	15:45	67	155	45	161	112	316	
04:00	2	0			2		16:00	53	37			90		
04:15	0	2			2		16:15	40	42			82		
04:30	3	0			3		16:30	39	44			83		
04:45	7	12	2	4	9	16	16:45	28	160	49	172	77	332	
05:00	3	3			6		17:00	31	44			75		
05:15	7	3			10		17:15	40	45			85		
05:30	4	5			9		17:30	37	46			83		
05:45	15	29	10	21	25	50	17:45	41	149	50	185	91	334	
06:00	14	3			17		18:00	28	34			62		
06:15	15	3			18		18:15	39	38			77		
06:30	16	5			21		18:30	33	27			60		
06:45	27	72	21	32	48	104	18:45	25	125	39	138	64	263	
07:00	23	24			47		19:00	20	39			59		
07:15	36	35			71		19:15	25	31			56		
07:30	45	43			88		19:30	27	34			61		
07:45	54	158	41	143	95	301	19:45	16	88	18	122	34	210	
08:00	44	35			79		20:00	26	24			50		
08:15	46	47			93		20:15	22	24			46		
08:30	38	16			54		20:30	15	24			39		
08:45	27	155	19	117	46	272	20:45	14	77	21	93	35	170	
09:00	21	20			41		21:00	11	19			30		
09:15	24	19			43		21:15	8	13			21		
09:30	24	24			48		21:30	13	20			33		
09:45	12	81	16	79	28	160	21:45	8	40	10	62	18	102	
10:00	19	16			35		22:00	8	13			21		
10:15	19	21			40		22:15	6	8			14		
10:30	15	15			30		22:30	8	9			17		
10:45	16	69	20	72	36	141	22:45	6	28	5	35	11	63	
11:00	18	20			38		23:00	12	7			19		
11:15	26	14			40		23:15	6	9			15		
11:30	27	17			44		23:30	4	8			12		
11:45	14	85	24	75	38	160	23:45	5	27	5	29	10	56	
TOTALS	688	574			1262		TOTALS	1166	1342			2508		
SPLIT %	54.5%	45.5%			33.5%		SPLIT %	46.5%	53.5%			66.5%		

DAILY TOTALS				NB	SB	EB				WB	Total			
				1,854	1,916					0				
AM Peak Hour	07:30	07:30			07:30		PM Peak Hour	15:45	17:00			15:45		
AM Pk Volume	189	166			355		PM Pk Volume	199	185			367		
Pk Hr Factor	0.875	0.883			0.934		Pk Hr Factor	0.743	0.925			0.819		
7 - 9 Volume	313	260	0	0	573		4 - 6 Volume	309	357	0	0	666		
7 - 9 Peak Hour	07:30	07:30			07:30		4 - 6 Peak Hour	16:00	17:00			17:00		
7 - 9 Pk Volume	189	166	0	0	355		4 - 6 Pk Volume	160	185	0	0	334		
Pk Hr Factor	0.875	0.883	0.000	0.000	0.934		Pk Hr Factor	0.755	0.925	0.000	0.000	0.918		

VOLUME

19 - Cardoza Ave Bet. Reservation Rd & Aaron Way (36.699215, -121.799711)

Day: Tuesday
Date: 5/22/2018City: Marina
Project #: CA18_8264_019

DAILY TOTALS					NB	SB					EB	WB	Total
					464	484					0	0	948
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0			0		12:00	6	8			14	
00:15	1	0			1		12:15	6	7			13	
00:30	0	0			0		12:30	5	3			8	
00:45	0	1	0		0	1	12:45	9	26	10	28	19	54
01:00	1	0			1		13:00	8	5			13	
01:15	0	1			1		13:15	6	6			12	
01:30	1	1			2		13:30	5	6			11	
01:45	1	3	0	2	1	5	13:45	6	25	7	24	13	49
02:00	0	0			0		14:00	7	4			11	
02:15	0	0			0		14:15	6	8			14	
02:30	0	0			0		14:30	7	10			17	
02:45	0	0			0		14:45	8	28	6	28	14	56
03:00	0	0			0		15:00	15	10			25	
03:15	1	0			1		15:15	16	6			22	
03:30	1	3			4		15:30	12	11			23	
03:45	0	2	1	4	1	6	15:45	6	49	4	31	10	80
04:00	0	1			1		16:00	11	12			23	
04:15	0	1			1		16:15	10	9			19	
04:30	1	2			3		16:30	14	5			19	
04:45	0	1	1	5	1	6	16:45	11	46	9	35	20	81
05:00	1	4			5		17:00	18	8			26	
05:15	1	2			3		17:15	17	4			21	
05:30	0	2			2		17:30	12	4			16	
05:45	0	2	5	13	5	15	17:45	18	65	7	23	25	88
06:00	0	3			3		18:00	10	8			18	
06:15	0	5			5		18:15	10	5			15	
06:30	4	7			11		18:30	7	5			12	
06:45	1	5	16	31	17	36	18:45	6	33	8	26	14	59
07:00	2	19			21		19:00	5	2			7	
07:15	2	18			20		19:15	3	5			8	
07:30	1	16			17		19:30	8	5			13	
07:45	4	9	9	62	13	71	19:45	7	23	5	17	12	40
08:00	5	4			9		20:00	10	4			14	
08:15	5	7			12		20:15	11	3			14	
08:30	2	8			10		20:30	4	4			8	
08:45	6	18	13	32	19	50	20:45	8	33	2	13	10	46
09:00	3	6			9		21:00	3	6			9	
09:15	5	6			11		21:15	7	1			8	
09:30	6	10			16		21:30	4	2			6	
09:45	2	16	9	31	11	47	21:45	4	18	2	11	6	29
10:00	1	8			9		22:00	4	3			7	
10:15	3	6			9		22:15	2	1			3	
10:30	5	4			9		22:30	4	2			6	
10:45	11	20	8	26	19	46	22:45	2	12	1	7	3	19
11:00	2	8			10		23:00	1	2			3	
11:15	6	9			15		23:15	3	1			4	
11:30	7	6			13		23:30	2	0			2	
11:45	5	20	9	32	14	52	23:45	3	9	0	3	3	12
TOTALS	97	238			335		TOTALS	367	246			613	
SPLIT %	29.0%	71.0%			35.3%		SPLIT %	59.9%	40.1%			64.7%	

DAILY TOTALS					NB	SB					EB	WB	Total
					464	484					0	0	948
AM Peak Hour	10:45	06:45			06:45		PM Peak Hour	17:00	15:30			17:00	
AM Pk Volume	26	69			75		PM Pk Volume	65	36			88	
Pk Hr Factor	0.591	0.908			0.893		Pk Hr Factor	0.903	0.750			0.846	
7 - 9 Volume	27	94	0	0	121		4 - 6 Volume	111	58	0	0	169	
7 - 9 Peak Hour	08:00	07:00			07:00		4 - 6 Peak Hour	17:00	16:00			17:00	
7 - 9 Pk Volume	18	62	0	0	71		4 - 6 Pk Volume	65	35	0	0	88	
Pk Hr Factor	0.750	0.816	0.000	0.000	0.845		Pk Hr Factor	0.903	0.729	0.000	0.000	0.846	

VOLUME

20 - Beach Rd Bet. Del Monte Blvd & De Forest Rd (36.692456, -121.795546)

Day: Tuesday
Date: 5/22/2018City: Marina
Project #: CA18_8264_020

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,639	1,370						3,009
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			2	3	5		12:00			24	17	41							41
00:15			3	2	5		12:15			17	12	29							29
00:30			2	2	4		12:30			37	17	54							54
00:45			2	9	1	8	12:45			24	102	17	63	41	165				
01:00			1	0	1		13:00			19	20	39							39
01:15			0	0	0		13:15			27	19	46							46
01:30			2	0	2		13:30			28	14	42							42
01:45			0	3	0	3	13:45			33	107	24	77	57	184				
02:00			1	1	2		14:00			25	20	45							45
02:15			0	2	2		14:15			52	31	83							83
02:30			1	1	2		14:30			31	59	90							90
02:45			1	3	0	4	14:45			29	137	27	137	56	274				
03:00			0	2	2		15:00			17	23	40							40
03:15			0	0	0		15:15			25	28	53							53
03:30			0	3	3		15:30			41	19	60							60
03:45			0	2	2	7	15:45			28	111	19	89	47	200				
04:00			3	0	3		16:00			31	17	48							48
04:15			0	0	0		16:15			38	27	65							65
04:30			1	0	1		16:30			34	28	62							62
04:45			1	5	2	2	16:45			37	140	25	97	62	237				
05:00			1	0	1		17:00			44	32	76							76
05:15			0	4	4		17:15			39	22	61							61
05:30			1	7	8		17:30			42	20	62							62
05:45			2	4	5	16	17:45			33	158	16	90	49	248				
06:00			6	14	20		18:00			33	24	57							57
06:15			3	16	19		18:15			30	19	49							49
06:30			3	10	13		18:30			20	13	33							33
06:45			13	25	30	57	18:45			20	103	11	67	31	170				
07:00			15	28	43		19:00			39	19	58							58
07:15			33	45	78		19:15			25	14	39							39
07:30			49	35	84		19:30			15	6	21							21
07:45			69	166	79	187	19:45			27	106	18	57	45	163				
08:00			29	50	79		20:00			12	6	18							18
08:15			16	25	41		20:15			16	6	22							22
08:30			9	24	33		20:30			20	9	29							29
08:45			17	71	43	125	20:45			18	66	5	26	23	92				
09:00			15	18	33		21:00			16	15	31							31
09:15			11	15	26		21:15			21	6	27							27
09:30			20	10	30		21:30			12	7	19							19
09:45			25	71	40	58	21:45			12	61	8	36	20	97				
10:00			12	17	29		22:00			11	6	17							17
10:15			19	11	30		22:15			7	4	11							11
10:30			13	19	32		22:30			6	3	9							9
10:45			14	58	28	61	22:45			6	30	5	18	11	48				
11:00			19	21	40		23:00			8	4	12							12
11:15			14	19	33		23:15			8	3	11							11
11:30			20	19	39		23:30			2	1	3							3
11:45			28	81	47	78	23:45			4	22	2	10	6	32				
TOTALS			496	603	1099		TOTALS			1143	767	1910							1910
SPLIT %			45.1%	54.9%	36.5%		SPLIT %			59.8%	40.2%	63.5%							63.5%

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,639	1,370						3,009
AM Peak Hour			07:15	07:15	07:15		PM Peak Hour			16:45	14:15	13:45							13:45
AM Pk Volume			180	209	389		PM Pk Volume			162	140	275							275
Pk Hr Factor			0.652	0.661	0.657		Pk Hr Factor			0.920	0.593	0.764							0.764
7 - 9 Volume	0	0	237	312	549		4 - 6 Volume	0	0	298	187	485							485
7 - 9 Peak Hour			07:15	07:15	07:15		4 - 6 Peak Hour			16:45	16:15	16:15							16:15
7 - 9 Pk Volume	0	0	180	209	389		4 - 6 Pk Volume	0	0	162	112	265							265
Pk Hr Factor	0.000	0.000	0.652	0.661	0.657		Pk Hr Factor	0.000	0.000	0.920	0.875	0.872							0.872

VOLUME

21 - California Ave Bet. Reservation Rd & Carmel Ave (36.678723, -121.786178)

Day: Thursday

City: Marina

Date: 6/7/2018

Project #: CA18_8264_021

DAILY TOTALS					NB	SB						EB	WB	Total	
					1,895	2,221						0	0	4,116	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	3	5			8		12:00	42	42			84			
00:15	1	3			4		12:15	30	54			84			
00:30	2	4			6		12:30	22	40			62			
00:45	1	7	1	13	2	20	12:45	27	121	43	179	70	300		
01:00	2	4			6		13:00	29	35			64			
01:15	0	8			8		13:15	33	44			77			
01:30	0	0			0		13:30	42	39			81			
01:45	1	3	1	13	2	16	13:45	21	125	39	157	60	282		
02:00	0	1			1		14:00	20	31			51			
02:15	0	0			0		14:15	31	28			59			
02:30	0	0			0		14:30	22	30			52			
02:45	2	2	2	3	4	5	14:45	32	105	41	130	73	235		
03:00	1	0			1		15:00	35	36			71			
03:15	1	1			2		15:15	30	29			59			
03:30	1	1			2		15:30	55	34			89			
03:45	2	5	2	4	4	9	15:45	37	157	31	130	68	287		
04:00	2	1			3		16:00	30	36			66			
04:15	1	0			1		16:15	29	29			58			
04:30	1	3			4		16:30	43	45			88			
04:45	1	5	1	5	2	10	16:45	42	144	43	153	85	297		
05:00	2	2			4		17:00	48	45			93			
05:15	4	3			7		17:15	49	39			88			
05:30	4	5			9		17:30	40	34			74			
05:45	5	15	8	18	13	33	17:45	42	179	35	153	77	332		
06:00	11	11			22		18:00	31	47			78			
06:15	10	21			31		18:15	33	35			68			
06:30	11	26			37		18:30	32	43			75			
06:45	13	45	30	88	43	133	18:45	30	126	36	161	66	287		
07:00	27	26			53		19:00	31	31			62			
07:15	19	48			67		19:15	25	23			48			
07:30	40	51			91		19:30	18	31			49			
07:45	41	127	48	173	89	300	19:45	26	100	17	102	43	202		
08:00	34	41			75		20:00	19	23			42			
08:15	32	45			77		20:15	15	32			47			
08:30	25	35			60		20:30	20	24			44			
08:45	22	113	28	149	50	262	20:45	22	76	28	107	50	183		
09:00	23	29			52		21:00	23	18			41			
09:15	24	23			47		21:15	11	11			22			
09:30	21	25			46		21:30	21	16			37			
09:45	27	95	26	103	53	198	21:45	13	68	10	55	23	123		
10:00	29	19			48		22:00	10	14			24			
10:15	24	36			60		22:15	8	12			20			
10:30	29	22			51		22:30	6	10			16			
10:45	25	107	25	102	50	209	22:45	8	32	14	50	22	82		
11:00	28	39			67		23:00	6	7			13			
11:15	32	48			80		23:15	4	6			10			
11:30	24	36			60		23:30	2	4			6			
11:45	34	118	28	151	62	269	23:45	8	20	5	22	13	42		
TOTALS	642	822			1464		TOTALS	1253	1399			2652			
SPLIT %	43.9%	56.1%			35.6%		SPLIT %	47.2%	52.8%			64.4%			

DAILY TOTALS				NB	SB	EBWB				Total	
				1,895	2,221					0	0
AM Peak Hour	07:30	07:15			07:30	PM Peak Hour	16:30	12:00			16:30
AM Pk Volume	147	188			332	PM Pk Volume	182	179			354
Pk Hr Factor	0.896	0.922			0.912	Pk Hr Factor	0.929	0.829			0.952
7 - 9 Volume	240	322	0	0	562	4 - 6 Volume	323	306	0	0	629
7 - 9 Peak Hour	07:30	07:15			07:30	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	147	188	0	0	332	4 - 6 Pk Volume	182	172	0	0	354
Pk Hr Factor	0.896	0.922	0.000	0.000	0.912	Pk Hr Factor	0.929	0.956	0.000	0.000	0.952

VOLUME

22 - California Ave Bet. Carmel Ave & Reindollar Ave (36.675048, -121.788956)

Day: Wednesday

City: Marina

Date: 5/23/2018

Project #: CA18_8264_022

DAILY TOTALS					NB	SB						EB	WB	Total	
					1,813	2,367						0	0	4,180	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	2			2		12:00	32	34			66			
00:15	0	3			3		12:15	35	46			81			
00:30	1	2			3		12:30	32	37			69			
00:45	0	1	3	10	3	11	12:45	23	122	45	162	68	284		
01:00	0	0			0		13:00	24	28			52			
01:15	1	2			3		13:15	33	30			63			
01:30	0	2			2		13:30	20	42			62			
01:45	0	1	1	5	1	6	13:45	38	115	27	127	65	242		
02:00	2	2			4		14:00	33	28			61			
02:15	2	2			4		14:15	49	30			79			
02:30	0	0			0		14:30	33	59			92			
02:45	1	5	1	5	2	10	14:45	30	145	36	153	66	298		
03:00	0	1			1		15:00	43	46			89			
03:15	1	0			1		15:15	46	37			83			
03:30	1	0			1		15:30	52	39			91			
03:45	3	5	1	2	4	7	15:45	39	180	32	154	71	334		
04:00	1	0			1		16:00	60	33			93			
04:15	0	2			2		16:15	54	29			83			
04:30	2	4			6		16:30	56	50			106			
04:45	4	7	5	11	9	18	16:45	47	217	41	153	88	370		
05:00	0	4			4		17:00	68	46			114			
05:15	0	3			3		17:15	57	49			106			
05:30	4	7			11		17:30	52	42			94			
05:45	7	11	15	29	22	40	17:45	37	214	53	190	90	404		
06:00	9	12			21		18:00	29	39			68			
06:15	11	28			39		18:15	37	35			72			
06:30	11	33			44		18:30	30	35			65			
06:45	13	44	44	117	57	161	18:45	29	125	18	127	47	252		
07:00	14	62			76		19:00	6	22			28			
07:15	21	97			118		19:15	8	27			35			
07:30	47	106			153		19:30	7	34			41			
07:45	88	170	79	344	167	514	19:45	6	27	25	108	31	135		
08:00	24	70			94		20:00	5	12			17			
08:15	24	46			70		20:15	10	17			27			
08:30	13	33			46		20:30	11	10			21			
08:45	18	79	35	184	53	263	20:45	6	32	19	58	25	90		
09:00	24	30			54		21:00	4	14			18			
09:15	12	35			47		21:15	14	9			23			
09:30	21	21			42		21:30	3	11			14			
09:45	27	84	33	119	60	203	21:45	5	26	12	46	17	72		
10:00	19	30			49		22:00	6	7			13			
10:15	19	24			43		22:15	3	17			20			
10:30	17	20			37		22:30	1	2			3			
10:45	11	66	25	99	36	165	22:45	1	11	8	34	9	45		
11:00	31	19			50		23:00	1	2			3			
11:15	30	32			62		23:15	0	2			2			
11:30	32	29			61		23:30	3	2			5			
11:45	28	121	42	122	70	243	23:45	1	5	2	8	3	13		
TOTALS	594	1047			1641		TOTALS	1219	1320			2539			
SPLIT %	36.2%	63.8%			39.3%		SPLIT %	48.0%	52.0%			60.7%			

DAILY TOTALS					NB	SB					EB	WB	Total	
					1,813	2,367					0	0	4,180	
AM Peak Hour	07:30	07:15		07:15	PM Peak Hour	16:30	17:00		16:30					
AM Pk Volume	183	352		532	PM Pk Volume	228	190		414					
Pk Hr Factor	0.520	0.830		0.796	Pk Hr Factor	0.838	0.896		0.908					
7 - 9 Volume	249	528	0	0	777	4 - 6 Volume	431	343	0	0	774			
7 - 9 Peak Hour	07:30	07:15		07:15	4 - 6 Peak Hour	16:30	17:00		16:30					
7 - 9 Pk Volume	183	352	0	0	532	4 - 6 Pk Volume	228	190	0	0	414			
Pk Hr Factor	0.520	0.830	0.000	0.000	0.796	Pk Hr Factor	0.838	0.896	0.000	0.000	0.908			

VOLUME

23 - California Ave Bet. Reindollar Ave & Imjin Pkwy

Day: Tuesday
Date: 6/26/2018City: Marina
Project #: CA18_8264_023

DAILY TOTALS					NB	SB					EB	WB	Total
					2,868	3,173					0	0	6,041
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	2	1			3	12:00	52	34			86		
00:15	5	1			6	12:15	46	63			109		
00:30	7	3			10	12:30	36	44			80		
00:45	2	16	3	8	5	12:45	39	173	49	190	88	363	
01:00	2	4			6	13:00	40	56			96		
01:15	4	1			5	13:15	52	32			84		
01:30	3	3			6	13:30	34	60			94		
01:45	2	11	1	9	3	13:45	37	163	45	193	82	356	
02:00	1	3			4	14:00	35	52			87		
02:15	0	3			3	14:15	38	44			82		
02:30	1	3			4	14:30	42	42			84		
02:45	3	5	1	10	4	14:45	50	165	29	167	79	332	
03:00	0	2			2	15:00	27	43			70		
03:15	2	3			5	15:15	56	43			99		
03:30	3	1			4	15:30	84	40			124		
03:45	2	7	4	10	6	15:45	69	236	40	166	109	402	
04:00	0	2			2	16:00	73	34			107		
04:15	1	3			4	16:15	69	48			117		
04:30	1	10			11	16:30	77	58			135		
04:45	1	3	11	26	12	16:45	96	315	41	181	137	496	
05:00	4	8			12	17:00	66	53			119		
05:15	2	14			16	17:15	85	46			131		
05:30	3	13			16	17:30	76	45			121		
05:45	2	11	20	55	22	17:45	79	306	48	192	127	498	
06:00	7	41			48	18:00	76	38			114		
06:15	6	32			38	18:15	56	39			95		
06:30	8	65			73	18:30	77	38			115		
06:45	7	28	71	209	78	18:45	47	256	56	171	103	427	
07:00	10	74			84	19:00	53	37			90		
07:15	19	102			121	19:15	53	35			88		
07:30	14	107			121	19:30	45	27			72		
07:45	26	69	99	382	125	19:45	34	185	34	133	68	318	
08:00	30	83			113	20:00	38	16			54		
08:15	24	75			99	20:15	40	36			76		
08:30	24	70			94	20:30	35	21			56		
08:45	22	100	60	288	82	20:45	42	155	13	86	55	241	
09:00	22	54			76	21:00	48	19			67		
09:15	19	56			75	21:15	30	14			44		
09:30	21	62			83	21:30	37	17			54		
09:45	24	86	46	218	70	21:45	24	139	18	68	42	207	
10:00	29	46			75	22:00	28	17			45		
10:15	47	36			83	22:15	32	15			47		
10:30	29	55			84	22:30	20	15			35		
10:45	34	139	42	179	76	22:45	11	91	6	53	17	144	
11:00	39	41			80	23:00	9	2			11		
11:15	33	40			73	23:15	19	8			27		
11:30	42	37			79	23:30	10	8			18		
11:45	37	151	41	159	78	23:45	20	58	2	20	22	78	
TOTALS	626	1553			2179	TOTALS	2242	1620			3862		
SPLIT %	28.7%	71.3%			36.1%	SPLIT %	58.1%	41.9%			63.9%		

DAILY TOTALS				NB	SB	EB				WB	Total	
				2,868	3,173					0		
AM Peak Hour	11:30	07:15			07:15	PM Peak Hour	16:30	12:15				16:30
AM Pk Volume	177	391			480	PM Pk Volume	324	212				522
Pk Hr Factor	0.851	0.914			0.960	Pk Hr Factor	0.844	0.841				0.953
7 - 9 Volume	169	670	0	0	839	4 - 6 Volume	621	373	0	0		994
7 - 9 Peak Hour	07:45	07:15			07:15	4 - 6 Peak Hour	16:30	16:15				16:30
7 - 9 Pk Volume	104	391	0	0	480	4 - 6 Pk Volume	324	200	0	0		522
Pk Hr Factor	0.867	0.914	0.000	0.000	0.960	Pk Hr Factor	0.844	0.862	0.000	0.000		0.953

VOLUME

24 - California Dr Bet. Imjin Pkwy & 8th St (36.665131, -121.798043)

Day: Wednesday

City: Marina

Date: 5/23/2018

Project #: CA18_8264_024

DAILY TOTALS					NB	SB	EB					WB	Total
					315	344						0	0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	2	1			3	12:00	2	2			4		
00:15	3	2			5	12:15	7	3			10		
00:30	2	3			5	12:30	7	4			11		
00:45	2	9	0	6	2	12:45	2	18	5	14	7	32	
01:00	0	4			4	13:00	2	4			6		
01:15	3	0			3	13:15	4	3			7		
01:30	1	1			2	13:30	3	3			6		
01:45	3	7	4	9	7	13:45	2	11	5	15	7	26	
02:00	2	2			4	14:00	5	2			7		
02:15	3	1			4	14:15	6	2			8		
02:30	2	2			4	14:30	1	4			5		
02:45	3	10	3	8	6	14:45	2	14	1	9	3	23	
03:00	0	2			2	15:00	2	3			5		
03:15	1	1			2	15:15	3	7			10		
03:30	1	2			3	15:30	8	8			16		
03:45	3	5	2	7	5	15:45	5	18	8	26	13	44	
04:00	3	2			5	16:00	16	4			20		
04:15	0	3			3	16:15	6	2			8		
04:30	2	3			5	16:30	7	3			10		
04:45	0	5	3	11	3	16:45	2	31	1	10	3	41	
05:00	3	0			3	17:00	8	9			17		
05:15	0	0			0	17:15	2	5			7		
05:30	0	3			3	17:30	9	2			11		
05:45	3	6	6	9	9	17:45	4	23	2	18	6	41	
06:00	4	3			7	18:00	2	5			7		
06:15	2	6			8	18:15	2	2			4		
06:30	3	6			9	18:30	6	3			9		
06:45	3	12	5	20	8	18:45	3	13	2	12	5	25	
07:00	15	7			22	19:00	4	4			8		
07:15	5	15			20	19:15	8	4			12		
07:30	7	21			28	19:30	5	3			8		
07:45	5	32	21	64	26	19:45	1	18	2	13	3	31	
08:00	2	10			12	20:00	5	3			8		
08:15	3	2			5	20:15	3	2			5		
08:30	1	3			4	20:30	4	5			9		
08:45	3	9	6	21	9	20:45	3	15	3	13	6	28	
09:00	2	3			5	21:00	3	1			4		
09:15	1	2			3	21:15	3	5			8		
09:30	5	5			10	21:30	2	3			5		
09:45	1	9	2	12	3	21:45	5	13	4	13	9	26	
10:00	3	1			4	22:00	3	2			5		
10:15	5	4			9	22:15	0	1			1		
10:30	3	1			4	22:30	3	2			5		
10:45	1	12	5	11	6	22:45	3	9	2	7	5	16	
11:00	2	1			3	23:00	2	1			3		
11:15	1	3			4	23:15	1	2			3		
11:30	2	5			7	23:30	3	1			4		
11:45	4	9	1	10	5	23:45	1	7	2	6	3	13	
TOTALS	125	188			313	TOTALS	190	156			346		
SPLIT %	39.9%	60.1%			47.5%	SPLIT %	54.9%	45.1%			52.5%		

DAILY TOTALS					NB	SB						EB	WB	Total	
					315	344						0	0	659	
AM Peak Hour	07:00	07:15	07:00			PM Peak Hour	15:30	15:15				15:15			
AM Pk Volume	32	67	96			PM Pk Volume	35	27				59			
Pk Hr Factor	0.533	0.798	0.857			Pk Hr Factor	0.547	0.844				0.738			
7 - 9 Volume	41	85	0	0	126	4 - 6 Volume	54	28	0	0	82				
7 - 9 Peak Hour	07:00	07:15	07:00			4 - 6 Peak Hour	16:00	16:30				16:00			
7 - 9 Pk Volume	32	67	0	0	96	4 - 6 Pk Volume	31	18	0	0	41				
Pk Hr Factor	0.533	0.798	0.000	0.000	0.857	Pk Hr Factor	0.484	0.500	0.000	0.000	0.513				

VOLUME

25 - Reindollar Ave Bet. Del Monte Blvd & California Ave (36.675646, -121.792872)

Day: Wednesday

City: Marina

Date: 5/23/2018

Project #: CA18_8264_025

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0	1,124					1,222	2,346
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			2	1	3		12:00			10	15	25	
00:15			3	1	4		12:15			13	11	24	
00:30			2	4	6		12:30			10	14	24	
00:45			0	7	1	7	12:45			14	47	24	64
					1	14						38	111
01:00			0	1	1		13:00			13	15	28	
01:15			3	1	4		13:15			9	12	21	
01:30			0	2	2		13:30			8	21	29	
01:45			1	4	1	5	13:45			16	46	11	59
					2	9						27	105
02:00			1	1	2		14:00			12	19	31	
02:15			2	0	2		14:15			18	18	36	
02:30			2	1	3		14:30			21	21	42	
02:45			3	8	1	3	14:45			23	74	21	79
					4	11						44	153
03:00			1	2	3		15:00			22	21	43	
03:15			1	2	3		15:15			17	17	34	
03:30			0	3	3		15:30			21	18	39	
03:45			2	4	2	9	15:45			29	89	28	84
					4	13						57	173
04:00			1	2	3		16:00			19	18	37	
04:15			3	7	10		16:15			27	18	45	
04:30			1	8	9		16:30			25	15	40	
04:45			2	7	8	25	16:45			23	94	16	67
					10	32						39	161
05:00			5	10	15		17:00			16	17	33	
05:15			2	6	8		17:15			36	21	57	
05:30			4	12	16		17:30			23	21	44	
05:45			5	16	16	44	17:45			22	97	21	80
					21	60						43	177
06:00			4	8	12		18:00			17	20	37	
06:15			3	15	18		18:15			17	13	30	
06:30			3	20	23		18:30			14	15	29	
06:45			5	15	22	65	18:45			7	55	12	60
					27	80						19	115
07:00			10	26	36		19:00			23	10	33	
07:15			25	24	49		19:15			14	17	31	
07:30			38	30	68		19:30			22	26	48	
07:45			45	118	39	119	19:45			24	83	23	76
					84	237						47	159
08:00			19	37	56		20:00			17	15	32	
08:15			21	26	47		20:15			12	15	27	
08:30			13	22	35		20:30			24	10	34	
08:45			16	69	16	101	20:45			16	69	15	55
					32	170						31	124
09:00			10	13	23		21:00			14	11	25	
09:15			9	11	20		21:15			17	11	28	
09:30			9	13	22		21:30			14	11	25	
09:45			8	36	16	53	21:45			13	58	5	38
					24	89						18	96
10:00			8	15	23		22:00			10	8	18	
10:15			10	12	22		22:15			5	12	17	
10:30			11	10	21		22:30			4	2	6	
10:45			9	38	15	52	22:45			5	24	7	29
					24	90						12	53
11:00			14	10	24		23:00			9	1	10	
11:15			10	9	19		23:15			3	2	5	
11:30			11	7	18		23:30			5	3	8	
11:45			9	44	13	39	23:45			5	22	3	9
					22	83						8	31
TOTALS			366	522	888		TOTALS			758	700	1458	
SPLIT %			41.2%	58.8%	37.9%		SPLIT %			52.0%	48.0%	62.1%	

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,124	1,222						2,346
AM Peak Hour			07:15	07:30	07:15		PM Peak Hour			15:45	15:00	17:15							
AM Pk Volume			127	132	257		PM Pk Volume			100	84	181							
Pk Hr Factor			0.706	0.846	0.765		Pk Hr Factor			0.862	0.750	0.794							
7 - 9 Volume	0	0	187	220	407		4 - 6 Volume	0	0	191	147	338							
7 - 9 Peak Hour			07:15	07:30	07:15		4 - 6 Peak Hour			16:30	17:00	17:00							
7 - 9 Pk Volume	0	0	127	132	257		4 - 6 Pk Volume	0	0	100	80	177							
Pk Hr Factor	0.000	0.000	0.706	0.846	0.765		Pk Hr Factor	0.000	0.000	0.694	0.952	0.776							

VOLUME

26 - Reindollar Ave Bet. California Ave & Carmel Ave (36.673436, -121.787956)

Day: Wednesday

City: Marina

Date: 5/23/2018

Project #: CA18_8264_026

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0	1,186					1,365	2,551				
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL					
00:00			0	0	0		12:00			19	14		33				
00:15			3	0	3		12:15			13	18		31				
00:30			2	0	2		12:30			24	18		42				
00:45			0	5	0	5	12:45			19	75	30	80	49	155		
01:00			0	1	1		13:00			21	17		38				
01:15			2	0	2		13:15			20	16		36				
01:30			0	0	0		13:30			19	15		34				
01:45			2	4	1	2	13:45			14	74	12	60	26	134		
02:00			0	1	1		14:00			19	22		41				
02:15			1	0	1		14:15			15	20		35				
02:30			0	2	2		14:30			18	27		45				
02:45			2	3	0	3	14:45			20	72	20	89	40	161		
03:00			1	2	3		15:00			29	19		48				
03:15			2	1	3		15:15			31	18		49				
03:30			0	2	2		15:30			21	23		44				
03:45			0	3	2	7	15:45			22	103	18	78	40	181		
04:00			1	3	4		16:00			32	25		57				
04:15			0	3	3		16:15			34	22		56				
04:30			0	2	2		16:30			44	19		63				
04:45			1	2	4	12	16:45			34	144	13	79	47	223		
05:00			0	6	6		17:00			33	10		43				
05:15			0	5	5		17:15			55	26		81				
05:30			1	4	5		17:30			27	20		47				
05:45			2	3	13	28	17:45			32	147	24	80	56	227		
06:00			2	9	11		18:00			32	14		46				
06:15			6	13	19		18:15			22	10		32				
06:30			2	20	22		18:30			31	18		49				
06:45			3	13	37	79	18:45			14	99	15	57	29	156		
07:00			4	54	58		19:00			13	13		26				
07:15			16	56	72		19:15			15	10		25				
07:30			18	72	90		19:30			20	15		35				
07:45			17	55	72	237	19:45			26	74	14	52	40	126		
08:00			14	37	51		20:00			8	11		19				
08:15			14	30	44		20:15			8	13		21				
08:30			21	39	60		20:30			12	5		17				
08:45			10	59	39	194	20:45			8	36	10	39	18	75		
09:00			10	20	30		21:00			10	3		13				
09:15			15	22	37		21:15			6	6		12				
09:30			11	18	29		21:30			8	4		12				
09:45			14	50	34	130	21:45			10	34	3	16	13	50		
10:00			12	19	31		22:00			6	8		14				
10:15			9	16	25		22:15			8	2		10				
10:30			8	12	20		22:30			3	1		4				
10:45			15	44	32	108	22:45			7	24	5	16	12	40		
11:00			10	17	27		23:00			7	2		9				
11:15			11	17	28		23:15			3	1		4				
11:30			15	24	39		23:30			1	1		2				
11:45			13	49	23	117	23:45			3	14	0	4	3	18		
TOTALS	290					715	1005	TOTALS	896					650	1546		
SPLIT %	28.9%					71.1%	39.4%	SPLIT %	58.0%					42.0%	60.6%		

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,186	1,365						2,551
AM Peak Hour			11:45	07:00	07:00		PM Peak Hour			16:30	14:00	16:30							
AM Pk Volume			69	237	292		PM Pk Volume			166	89	234							
Pk Hr Factor			0.719	0.823	0.811		Pk Hr Factor			0.755	0.824	0.722							
7 - 9 Volume	0	0	114	372	486		4 - 6 Volume	0	0	291	159	450							
7 - 9 Peak Hour			07:45	07:00	07:00		4 - 6 Peak Hour			16:30	17:00	16:30							
7 - 9 Pk Volume	0	0	66	237	292		4 - 6 Pk Volume	0	0	166	80	234							
Pk Hr Factor	0.000	0.000	0.786	0.823	0.811		Pk Hr Factor	0.000	0.000	0.755	0.769	0.722							

VOLUME

27 - Carmel Ave Bet. Del Monte Blvd & California Ave (36.681004, -121.794919)

Day: Wednesday

City: Marina

Date: 5/23/2018

Project #: CA18_8264_027

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						2,351	2,423						4,774
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							
00:00			6	2	8		12:00			39	28	67							
00:15			1	4	5		12:15	0		29	25	54							
00:30			2	0	2		12:30			28	42	70							
00:45			4	13	6	19	12:45			39	135	38	133	77	268				
01:00			2	3	5		13:00			34	32	66							
01:15			3	1	4		13:15			26	29	55							
01:30			0	2	2		13:30			31	30	61							
01:45			1	6	1	7	13:45			33	124	29	120	62	244				
02:00			2	0	2		14:00			39	26	65							
02:15			1	3	4		14:15			50	26	76							
02:30			0	2	2		14:30			37	84	121							
02:45			1	4	0	5	14:45			40	166	31	167	71	333				
03:00			0	2	2		15:00			37	35	72							
03:15			2	2	4		15:15			40	37	77							
03:30			2	0	2		15:30			41	39	80							
03:45			0	4	4	8	15:45			79	197	68	179	147	376				
04:00			0	1	1		16:00			49	39	88							
04:15			2	1	3		16:15			50	46	96							
04:30			2	6	8		16:30			53	50	103							
04:45			2	6	6	14	16:45			46	198	43	178	89	376				
05:00			4	7	11		17:00			57	49	106							
05:15			3	10	13		17:15			51	44	95							
05:30			3	10	13		17:30			63	48	111							
05:45			6	16	14	41	17:45			47	218	49	190	96	408				
06:00			9	14	23		18:00			50	37	87							
06:15			11	15	26		18:15			49	40	89							
06:30			12	21	33		18:30			44	33	77							
06:45			16	48	40	90	18:45			35	178	35	145	70	323				
07:00			26	39	65		19:00			34	30	64							
07:15			33	60	93		19:15			36	31	67							
07:30			46	59	105		19:30			29	30	59							
07:45			74	179	62	220	19:45			34	133	23	114	57	247				
08:00			30	84	114		20:00			33	26	59							
08:15			26	56	82		20:15			31	23	54							
08:30			30	45	75		20:30			25	17	42							
08:45			21	107	31	216	20:45			29	118	22	88	51	206				
09:00			25	32	57		21:00			22	9	31							
09:15			20	31	51		21:15			27	17	44							
09:30			16	35	51		21:30			26	18	44							
09:45			24	85	42	140	21:45			22	97	11	55	33	152				
10:00			24	34	58		22:00			16	16	32							
10:15			25	31	56		22:15			22	8	30							
10:30			23	28	51		22:30			14	11	25							
10:45			19	91	32	125	22:45			13	65	10	45	23	110				
11:00			29	35	64		23:00			16	4	20							
11:15			27	33	60		23:15			16	10	26							
11:30			25	27	52		23:30			16	4	20							
11:45			23	104	21	116	23:45			11	59	3	21	14	80				
TOTALS			663	988	1651		TOTALS			1688	1435	3123							
SPLIT %			40.2%	59.8%	34.6%		SPLIT %			54.1%	45.9%	65.4%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						2,351	2,423						4,774
AM Peak Hour			07:15	07:15	07:15		PM Peak Hour			15:45	15:45	15:45							
AM Pk Volume			183	265	448		PM Pk Volume			231	203	434							
Pk Hr Factor			0.618	0.789	0.824		Pk Hr Factor			0.731	0.746	0.738							
7 - 9 Volume	0	0	286	436	722		4 - 6 Volume	0	0	416	368	784							
7 - 9 Peak Hour			07:15	07:15	07:15		4 - 6 Peak Hour			17:00	17:00	17:00							
7 - 9 Pk Volume	0	0	183	265	448		4 - 6 Pk Volume	0	0	218	190	408							
Pk Hr Factor	0.000	0.000	0.618	0.789	0.824		Pk Hr Factor	0.000	0.000	0.865	0.969	0.919							

VOLUME

28 - Carmel Ave Bet. California Ave & Salinas Ave (36.674994, -121.783227)

Day: Wednesday

City: Marina

Date: 5/23/2018

Project #: CA18_8264_028

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						452	418						870
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			0	0	0		12:00			8	6	14							
00:15			0	0	0		12:15			4	7	11							
00:30			0	0	0		12:30			4	9	13							
00:45			0	1	1	1	12:45			16	32	5	27	21	59				
01:00			0	0	0		13:00			4	3	7							
01:15			0	0	0		13:15			4	4	8							
01:30			0	0	0		13:30			3	5	8							
01:45			1	1	0	1	13:45			6	17	4	16	10	33				
02:00			0	0	0		14:00			5	12	17							
02:15			0	0	0		14:15			15	12	27							
02:30			0	0	0		14:30			35	11	46							
02:45			0	0	0		14:45			6	61	4	39	10	100				
03:00			0	0	0		15:00			5	2	7							
03:15			0	0	0		15:15			6	9	15							
03:30			0	0	0		15:30			8	5	13							
03:45			1	1	0	1	15:45			17	36	12	28	29	64				
04:00			0	1	1	1	16:00			7	8	15							
04:15			0	0	0		16:15			8	9	17							
04:30			0	0	0		16:30			6	6	12							
04:45			0	0	1	0	16:45			6	27	11	34	17	61				
05:00			0	0	0		17:00			15	11	26							
05:15			0	1	1	1	17:15			18	10	28							
05:30			1	0	1	1	17:30			9	7	16							
05:45			0	1	1	2	17:45			13	55	8	36	21	91				
06:00			1	1	2	2	18:00			14	7	21							
06:15			0	4	4	4	18:15			5	7	12							
06:30			0	1	1	1	18:30			3	6	9							
06:45			1	2	3	9	18:45			6	28	5	25	11	53				
07:00			3	3	6	6	19:00			7	3	10							
07:15			8	14	22	22	19:15			5	9	14							
07:30			21	11	32	32	19:30			9	5	14							
07:45			33	65	27	55	19:45			3	24	13	30	16	54				
08:00			22	8	30	30	20:00			3	5	8							
08:15			3	7	10	10	20:15			1	4	5							
08:30			7	4	11	11	20:30			6	3	9							
08:45			2	34	0	19	20:45			4	14	2	14	6	28				
09:00			1	5	6	6	21:00			4	5	9							
09:15			1	2	3	3	21:15			2	4	6							
09:30			2	8	10	10	21:30			2	2	4							
09:45			7	11	5	20	21:45			4	12	4	15	8	27				
10:00			4	3	7	7	22:00			4	2	6							
10:15			2	6	8	8	22:15			0	3	3							
10:30			1	5	6	6	22:30			0	0	0							
10:45			2	9	2	16	22:45			2	6	1	6	3	12				
11:00			4	6	10	10	23:00			0	1	1							
11:15			3	5	8	8	23:15			4	1	5							
11:30			2	2	4	4	23:30			1	1	2							
11:45			1	10	9	22	23:45			1	6	0	3	1	9				
TOTALS			134	145	279	279	TOTALS			318	273	591	591						
SPLIT %			48.0%	52.0%	32.1%	32.1%	SPLIT %			53.8%	46.2%	67.9%	67.9%						

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						452	418						870
AM Peak Hour			07:15	07:15	07:15		PM Peak Hour			13:45	13:45	13:45	13:45						13:45
AM Pk Volume			84	60	144	144	PM Pk Volume			61	39	100	100						100
Pk Hr Factor			0.636	0.556	0.600	0.600	Pk Hr Factor			0.436	0.813	0.543	0.543						0.543
7 - 9 Volume	0	0	99	74	173	173	4 - 6 Volume	0	0	82	70	152	152						152
7 - 9 Peak Hour			07:15	07:15	07:15	07:15	4 - 6 Peak Hour			17:00	16:45	17:00	17:00						17:00
7 - 9 Pk Volume	0	0	84	60	144	144	4 - 6 Pk Volume	0	0	55	39	91	91						91
Pk Hr Factor	0.000	0.000	0.636	0.556	0.600	0.600	Pk Hr Factor	0.000	0.000	0.764	0.886	0.813	0.813						0.813

VOLUME

29 - Salinas Ave Bet. Carmel Ave & Reservation Rd (36.675705, -121.779582)

Day: Wednesday

City: Marina

Date: 5/23/2018

Project #: CA18_8264_029

DAILY TOTALS					NB	SB					EB	WB	Total
					160	143					0	0	303
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	1	0			1	12:00	2	2			4		
00:15	0	0			0	12:15	0	2			2		
00:30	0	0			0	12:30	1	1			2		
00:45	0	1	0		0	12:45	2	5	3	8	5	13	
01:00	0	0			0	13:00	2	2			4		
01:15	0	0			0	13:15	2	1			3		
01:30	0	0			0	13:30	4	3			7		
01:45	0	0			0	13:45	2	10	2	8	4	18	
02:00	0	0			0	14:00	5	1			6		
02:15	0	0			0	14:15	3	2			5		
02:30	0	0			0	14:30	6	1			7		
02:45	1	1	0		1	14:45	1	15	2	6	3	21	
03:00	0	0			0	15:00	1	1			2		
03:15	0	0			0	15:15	3	3			6		
03:30	0	0			0	15:30	4	4			8		
03:45	1	1	0		1	15:45	5	13	2	10	7	23	
04:00	2	1			3	16:00	8	3			11		
04:15	0	0			0	16:15	3	1			4		
04:30	0	0			0	16:30	2	2			4		
04:45	0	2	0	1	0	16:45	3	16	1	7	4	23	
05:00	0	0			0	17:00	9	4			13		
05:15	0	0			0	17:15	4	5			9		
05:30	0	0			0	17:30	3	4			7		
05:45	0	0			0	17:45	5	21	6	19	11	40	
06:00	0	0			0	18:00	6	3			9		
06:15	0	1			1	18:15	0	0			0		
06:30	0	1			1	18:30	1	2			3		
06:45	0	2	4		2	18:45	0	7	3	8	3	15	
07:00	1	4			5	19:00	0	2			2		
07:15	5	7			12	19:15	5	5			10		
07:30	4	5			9	19:30	1	5			6		
07:45	10	20	4	20	14	19:45	2	8	2	14	4	22	
08:00	4	0			4	20:00	0	0			0		
08:15	1	3			4	20:15	1	1			2		
08:30	5	3			8	20:30	2	1			3		
08:45	0	10	0	6	0	20:45	0	3	3	5	3	8	
09:00	1	2			3	21:00	0	1			1		
09:15	4	2			6	21:15	2	2			4		
09:30	1	1			2	21:30	1	0			1		
09:45	1	7	1	6	2	21:45	1	4	2	5	3	9	
10:00	0	3			3	22:00	3	0			3		
10:15	0	1			1	22:15	0	0			0		
10:30	1	2			3	22:30	0	1			1		
10:45	2	3	3	9	5	22:45	1	4	0	1	1	5	
11:00	2	3			5	23:00	0	0			0		
11:15	3	2			5	23:15	1	1			2		
11:30	0	0			0	23:30	1	0			1		
11:45	1	6	0	5	1	23:45	1	3	0	1	1	4	
TOTALS	51	51			102	TOTALS	109	92			201		
SPLIT %	50.0%	50.0%			33.7%	SPLIT %	54.2%	45.8%			66.3%		

DAILY TOTALS					NB	SB					EB	WB	Total
					160	143					0	0	303
AM Peak Hour	07:15	07:00			07:00	PM Peak Hour	17:00	17:00			17:00		
AM Pk Volume	23	20			40	PM Pk Volume	21	19			40		
Pk Hr Factor	0.575	0.714			0.714	Pk Hr Factor	0.583	0.792			0.769		
7 - 9 Volume	30	26	0	0	56	4 - 6 Volume	37	26	0	0	63		
7 - 9 Peak Hour	07:15	07:00			07:00	4 - 6 Peak Hour	17:00	17:00			17:00		
7 - 9 Pk Volume	23	20	0	0	40	4 - 6 Pk Volume	21	19	0	0	40		
Pk Hr Factor	0.575	0.714	0.000	0.000	0.714	Pk Hr Factor	0.583	0.792	0.000	0.000	0.769		

VOLUME

30 - Paul Davis Dr Bet. Healy Ave & Marina Greens Dr (36.699491, -121.794309)

Day: Thursday

City: Marina

Date: 5/17/2018

Project #: CA18_8264_030

DAILY TOTALS					NB	SB	EB					WB	Total
					317	395	0					0	712
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0			0		12:00	3	4			7	
00:15	0	0			0		12:15	3	6			9	
00:30	0	0			0		12:30	7	8			15	
00:45	1	1	0		1	1	12:45	3	16	3	21	6	37
01:00	1	0			1		13:00	7	8			15	
01:15	1	1			2		13:15	7	11			18	
01:30	0	0			0		13:30	6	8			14	
01:45	0	2	0	1	0	3	13:45	3	23	8	35	11	58
02:00	0	1			1		14:00	4	6			10	
02:15	0	0			0		14:15	2	2			4	
02:30	1	1			2		14:30	5	6			11	
02:45	1	2	2	4	3	6	14:45	5	16	5	19	10	35
03:00	2	0			2		15:00	2	5			7	
03:15	0	0			0		15:15	4	7			11	
03:30	0	0			0		15:30	10	4			14	
03:45	2	4	0		2	4	15:45	9	25	5	21	14	46
04:00	0	1			1		16:00	9	7			16	
04:15	1	0			1		16:15	7	11			18	
04:30	2	1			3		16:30	8	7			15	
04:45	0	3	0	2	0	5	16:45	9	33	9	34	18	67
05:00	1	1			2		17:00	9	9			18	
05:15	3	3			6		17:15	4	5			9	
05:30	1	1			2		17:30	4	7			11	
05:45	3	8	2	7	5	15	17:45	11	28	8	29	19	57
06:00	5	4			9		18:00	1	4			5	
06:15	3	9			12		18:15	6	4			10	
06:30	3	12			15		18:30	3	12			15	
06:45	8	19	24	49	32	68	18:45	2	12	12	32	14	44
07:00	6	5			11		19:00	5	6			11	
07:15	2	5			7		19:15	4	4			8	
07:30	8	5			13		19:30	2	5			7	
07:45	6	22	5	20	11	42	19:45	3	14	3	18	6	32
08:00	2	5			7		20:00	1	3			4	
08:15	2	5			7		20:15	1	2			3	
08:30	6	6			12		20:30	3	0			3	
08:45	4	14	5	21	9	35	20:45	6	11	6	11	12	22
09:00	2	3			5		21:00	4	2			6	
09:15	3	4			7		21:15	2	1			3	
09:30	2	5			7		21:30	1	3			4	
09:45	6	13	4	16	10	29	21:45	1	8	1	7	2	15
10:00	5	8			13		22:00	3	0			3	
10:15	5	4			9		22:15	0	1			1	
10:30	4	3			7		22:30	0	1			1	
10:45	1	15	3	18	4	33	22:45	0	3	1	3	1	6
11:00	6	7			13		23:00	1	0			1	
11:15	6	4			10		23:15	0	1			1	
11:30	5	5			10		23:30	1	0			1	
11:45	6	23	10	26	16	49	23:45	0	2	0	1	0	3
TOTALS	126	164			290		TOTALS	191	231			422	
SPLIT %	43.4%	56.6%			40.7%		SPLIT %	45.3%	54.7%			59.3%	

DAILY TOTALS			NB		SB		EB				WB		Total	
			317		395		0				0		712	
AM Peak Hour	06:45	06:15	06:15			PM Peak Hour			15:30	16:15	16:15			
AM Pk Volume	24	50	70			PM Pk Volume			35	36	69			
Pk Hr Factor	0.750	0.521	0.547			Pk Hr Factor			0.875	0.818	0.958			
7 - 9 Volume	36	41	0	0	77	4 - 6 Volume			61	63	0	0	124	
7 - 9 Peak Hour	07:00	07:45	07:00			4 - 6 Peak Hour			16:00	16:15	16:15			
7 - 9 Pk Volume	22	21	0	0	42	4 - 6 Pk Volume			33	36	0	0	69	
Pk Hr Factor	0.688	0.875	0.000	0.000	0.808	Pk Hr Factor			0.917	0.818	0.000	0.000	0.958	

VOLUME

31 - Patton Pkwy Bet. Marina High School & California Ave (36.673387, -121.795202)

Day: Wednesday

City: Marina

Date: 5/23/2018

Project #: CA18_8264_031

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						279	379						658
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			0	0	0		12:00			2	1	3							
00:15			0	0	0		12:15			2	1	3							
00:30			0	0	0		12:30			3	2	5							
00:45			0	0	0		12:45			5	12	1	5	6	17				
01:00			0	0	0		13:00			5	4	9							
01:15			0	1	1		13:15			3	2	5							
01:30			0	0	0		13:30			6	1	7							
01:45			0	0	0	1	13:45			5	19	1	8	6	27				
02:00			0	1	1		14:00			1	2	3							
02:15			0	0	0		14:15			1	2	3							
02:30			0	1	1		14:30			6	6	12							
02:45			0	0	0	2	14:45			1	9	11	21	12	30				
03:00			0	0	0		15:00			36	14	50							
03:15			0	0	0		15:15			7	5	12							
03:30			0	0	0		15:30			3	1	4							
03:45			0	2	2	2	15:45			3	49	7	27	10	76				
04:00			0	1	1		16:00			11	7	18							
04:15			0	0	0		16:15			1	4	5							
04:30			0	0	0		16:30			5	1	6							
04:45			1	1	1	2	16:45			1	18	3	15	4	33				
05:00			0	0	0		17:00			6	5	11							
05:15			0	2	2		17:15			3	3	6							
05:30			0	4	4		17:30			2	2	4							
05:45			0	14	14	20	17:45			0	11	3	13	3	24				
06:00			1	0	1		18:00			3	2	5							
06:15			1	0	1		18:15			7	6	13							
06:30			2	5	7		18:30			1	5	6							
06:45			1	5	6	15	18:45			1	12	6	19	7	31				
07:00			2	4	6		19:00			0	18	18							
07:15			11	16	27		19:15			5	17	22							
07:30			16	56	72		19:30			2	12	14							
07:45			45	74	64	169	19:45			3	10	6	53	9	63				
08:00			4	4	8		20:00			0	4	4							
08:15			3	6	9		20:15			1	3	4							
08:30			2	1	3		20:30			5	6	11							
08:45			3	12	3	23	20:45			0	6	7	20	7	26				
09:00			2	1	3		21:00			1	3	4							
09:15			2	2	4		21:15			1	5	6							
09:30			2	3	5		21:30			0	1	1							
09:45			3	9	7	19	21:45			1	3	3	12	4	15				
10:00			4	3	7		22:00			2	2	4							
10:15			3	3	6		22:15			0	4	4							
10:30			4	2	6		22:30			0	0	0							
10:45			4	15	8	27	22:45			2	4	2	8	4	12				
11:00			2	1	3		23:00			0	0	0							
11:15			5	4	9		23:15			1	1	2							
11:30			1	4	5		23:30			0	0	0							
11:45			1	9	4	21	23:45			0	1	0	1	0	2				
TOTALS			125	177	302		TOTALS			154	202	356							
SPLIT %			41.4%	58.6%	45.9%		SPLIT %			43.3%	56.7%	54.1%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						279	379						658
AM Peak Hour			07:15	07:00	07:15		PM Peak Hour			14:30	18:45	14:30							
AM Pk Volume			76	95	171		PM Pk Volume			50	53	86							
Pk Hr Factor			0.422	0.424	0.594		Pk Hr Factor			0.347	0.736	0.430							
7 - 9 Volume	0	0	86	106	192		4 - 6 Volume	0	0	29	28	57							
7 - 9 Peak Hour			07:15	07:00	07:15		4 - 6 Peak Hour			16:00	16:00	16:00							
7 - 9 Pk Volume	0	0	76	95	171		4 - 6 Pk Volume	0	0	18	15	33							
Pk Hr Factor	0.000	0.000	0.422	0.424	0.594		Pk Hr Factor	0.000	0.000	0.409	0.536	0.458							

VOLUME

32 - Crescent St Bet. Patton Pkwy & Reindollar Ave (36.675808, -121.798162)

Day: Wednesday

City: Marina

Date: 5/23/2018

Project #: CA18_8264_032

DAILY TOTALS					NB	SB	EB					WB	Total	
					648	518	0					0	1,166	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0			0		12:00	5	6			11		
00:15	0	0			0		12:15	7	6			13		
00:30	0	0			0		12:30	3	7			10		
00:45	1	1	0		1	1	12:45	7	22	7	26	14	48	
01:00	0	0			0		13:00	15	11			26		
01:15	1	0			1		13:15	10	6			16		
01:30	0	0			0		13:30	4	6			10		
01:45	0	1	0		0	1	13:45	6	35	4	27	10	62	
02:00	0	0			0		14:00	6	3			9		
02:15	0	0			0		14:15	6	4			10		
02:30	2	0			2		14:30	4	14			18		
02:45	0	2	0		0	2	14:45	7	23	24	45	31	68	
03:00	0	0			0		15:00	63	25			88		
03:15	0	0			0		15:15	13	9			22		
03:30	0	0			0		15:30	14	9			23		
03:45	2	2	0		2	2	15:45	7	97	5	48	12	145	
04:00	1	0			1		16:00	13	14			27		
04:15	0	1			1		16:15	10	9			19		
04:30	0	1			1		16:30	5	6			11		
04:45	1	2	0	2	1	4	16:45	6	34	6	35	12	69	
05:00	0	0			0		17:00	12	10			22		
05:15	2	0			2		17:15	8	4			12		
05:30	3	0			3		17:30	5	4			9		
05:45	12	17	1	1	13	18	17:45	4	29	5	23	9	52	
06:00	1	1			2		18:00	6	9			15		
06:15	0	0			0		18:15	11	18			29		
06:30	4	3			7		18:30	13	4			17		
06:45	5	10	3	7	8	17	18:45	2	32	6	37	8	69	
07:00	3	6			9		19:00	18	3			21		
07:15	18	47			65		19:15	18	3			21		
07:30	69	64			133		19:30	13	5			18		
07:45	55	145	30	147	85	292	19:45	8	57	4	15	12	72	
08:00	5	13			18		20:00	7	2			9		
08:15	4	6			10		20:15	4	2			6		
08:30	3	7			10		20:30	20	4			24		
08:45	3	15	6	32	9	47	20:45	13	44	2	10	15	54	
09:00	3	7			10		21:00	7	0			7		
09:15	2	1			3		21:15	6	2			8		
09:30	3	6			9		21:30	2	0			2		
09:45	3	11	6	20	9	31	21:45	4	19	3	5	7	24	
10:00	4	2			6		22:00	2	1			3		
10:15	6	6			12		22:15	4	0			4		
10:30	5	2			7		22:30	0	0			0		
10:45	3	18	5	15	8	33	22:45	2	8	4	5	6	13	
11:00	3	4			7		23:00	1	0			1		
11:15	5	3			8		23:15	1	1			2		
11:30	5	4			9		23:30	1	0			1		
11:45	8	21	6	17	14	38	23:45	0	3	0	1	0	4	
TOTALS	245	241			486		TOTALS	403	277			680		
SPLIT %	50.4%	49.6%			41.7%		SPLIT %	59.3%	40.7%			58.3%		

DAILY TOTALS				NB	SB	EBWB				Total	
				648	518					0	0
AM Peak Hour	07:15	07:15		07:15		PM Peak Hour	14:45	14:30		14:45	
AM Pk Volume	147	154		301		PM Pk Volume	97	72		164	
Pk Hr Factor	0.533	0.602		0.566		Pk Hr Factor	0.385	0.720		0.466	
7 - 9 Volume	160	179	0	0	339	4 - 6 Volume	63	58	0	0	121
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	147	154	0	0	301	4 - 6 Pk Volume	34	35	0	0	69
Pk Hr Factor	0.533	0.602	0.000	0.000	0.566	Pk Hr Factor	0.654	0.625	0.000	0.000	0.639

VOLUME

33 - Vaughan Ave Bet. Reindollar Ave & Carmel Ave (36.678773, -121.793837)

Day: Wednesday

City: Marina

Date: 5/23/2018

Project #: CA18_8264_033

DAILY TOTALS					NB	SB	EB					WB	Total
					546	487	0					0	1,033
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0			0	12:00	2	2			4		
00:15	0	0			0	12:15	2	6			8		
00:30	2	1			3	12:30	5	3			8		
00:45	0	2	0	1	0	12:45	7	16	5	16	12	32	
01:00	0	0			0	13:00	3	3			6		
01:15	1	0			1	13:15	5	8			13		
01:30	1	0			1	13:30	2	2			4		
01:45	0	2	0		0	13:45	6	16	7	20	13	36	
02:00	0	0			0	14:00	13	7			20		
02:15	0	0			0	14:15	20	5			25		
02:30	0	1			1	14:30	11	18			29		
02:45	0	0	1		0	14:45	9	53	16	46	25	99	
03:00	0	0			0	15:00	14	8			22		
03:15	0	0			0	15:15	5	11			16		
03:30	0	0			0	15:30	10	6			16		
03:45	0	0			0	15:45	21	50	7	32	28	82	
04:00	0	1			1	16:00	9	10			19		
04:15	1	1			2	16:15	5	13			18		
04:30	0	0			0	16:30	6	8			14		
04:45	0	1	1	3	1	16:45	16	36	11	42	27	78	
05:00	0	2			2	17:00	8	9			17		
05:15	2	0			2	17:15	10	8			18		
05:30	1	0			1	17:30	14	9			23		
05:45	1	4	1	3	2	17:45	11	43	13	39	24	82	
06:00	4	0			4	18:00	12	10			22		
06:15	1	3			4	18:15	10	11			21		
06:30	2	2			4	18:30	9	6			15		
06:45	1	8	8	13	9	18:45	3	34	6	33	9	67	
07:00	7	12			19	19:00	8	6			14		
07:15	9	15			24	19:15	6	3			9		
07:30	29	28			57	19:30	7	4			11		
07:45	54	99	18	73	72	19:45	7	28	7	20	14	48	
08:00	8	21			29	20:00	7	2			9		
08:15	9	4			13	20:15	6	5			11		
08:30	9	7			16	20:30	4	3			7		
08:45	11	37	10	42	21	20:45	9	26	4	14	13	40	
09:00	4	4			8	21:00	1	1			2		
09:15	3	3			6	21:15	1	5			6		
09:30	5	8			13	21:30	2	1			3		
09:45	10	22	6	21	16	21:45	3	7	2	9	5	16	
10:00	4	2			6	22:00	2	2			4		
10:15	7	6			13	22:15	1	3			4		
10:30	6	8			14	22:30	1	0			1		
10:45	10	27	9	25	19	22:45	3	7	0	5	3	12	
11:00	7	8			15	23:00	1	2			3		
11:15	6	5			11	23:15	0	0			0		
11:30	5	6			11	23:30	0	2			2		
11:45	7	25	6	25	13	23:45	2	3	0	4	2	7	
TOTALS	227	207			434	TOTALS	319	280			599		
SPLIT %	52.3%	47.7%			42.0%	SPLIT %	53.3%	46.7%			58.0%		

DAILY TOTALS			NB	SB	EBWB				Total
			546	487					0
AM Peak Hour	07:15	07:15		07:15	PM Peak Hour	14:15	14:30		14:15
AM Pk Volume	100	82		182	PM Pk Volume	54	53		101
Pk Hr Factor	0.463	0.732		0.632	Pk Hr Factor	0.675	0.736		0.871
7 - 9 Volume	136	115	0	0	251	4 - 6 Volume	79	81	00160
7 - 9 Peak Hour	07:15	07:15		07:15	4 - 6 Peak Hour	16:45	16:00		16:45
7 - 9 Pk Volume	100	82	0	0	182	4 - 6 Pk Volume	48	42	0085
Pk Hr Factor	0.463	0.732	0.000	0.000	0.632	Pk Hr Factor	0.750	0.808	0.0000.0000.787

VOLUME

34 - Seacrest Ave Bet. Carmel Ave & Reservation Rd (36.684349, -121.797210)

Day: Thursday
Date: 5/17/2018City: Marina
Project #: CA18_8264_034

DAILY TOTALS					NB	SB	EB					WB	Total
					2,282	2,384	0					0	4,666
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	4	2			6		12:00	33	34			67	
00:15	0	3			3		12:15	41	33			74	
00:30	2	2			4		12:30	31	47			78	
00:45	1	7	2	9	3	16	12:45	42	147	43	157	85	304
01:00	0	1			1		13:00	41	31			72	
01:15	1	2			3		13:15	30	37			67	
01:30	0	1			1		13:30	37	37			74	
01:45	1	2	1	5	2	7	13:45	31	139	50	155	81	294
02:00	0	0			0		14:00	37	32			69	
02:15	1	1			2		14:15	38	40			78	
02:30	2	0			2		14:30	41	33			74	
02:45	4	7	2	3	6	10	14:45	32	148	48	153	80	301
03:00	2	1			3		15:00	35	41			76	
03:15	1	0			1		15:15	48	38			86	
03:30	1	2			3		15:30	47	47			94	
03:45	1	5	1	4	2	9	15:45	52	182	44	170	96	352
04:00	0	2			2		16:00	63	48			111	
04:15	0	1			1		16:15	48	50			98	
04:30	0	1			1		16:30	44	47			91	
04:45	5	5	5	9	10	14	16:45	46	201	59	204	105	405
05:00	6	1			7		17:00	62	53			115	
05:15	3	2			5		17:15	53	65			118	
05:30	3	4			7		17:30	57	58			115	
05:45	5	17	8	15	13	32	17:45	61	233	63	239	124	472
06:00	7	9			16		18:00	40	56			96	
06:15	14	12			26		18:15	37	51			88	
06:30	20	19			39		18:30	38	27			65	
06:45	16	57	20	60	36	117	18:45	24	139	23	157	47	296
07:00	18	33			51		19:00	39	36			75	
07:15	20	23			43		19:15	36	43			79	
07:30	38	29			67		19:30	33	44			77	
07:45	32	108	35	120	67	228	19:45	21	129	26	149	47	278
08:00	41	32			73		20:00	24	25			49	
08:15	22	36			58		20:15	26	32			58	
08:30	22	31			53		20:30	22	28			50	
08:45	34	119	26	125	60	244	20:45	26	98	22	107	48	205
09:00	34	32			66		21:00	13	17			30	
09:15	27	31			58		21:15	22	19			41	
09:30	23	34			57		21:30	14	20			34	
09:45	28	112	20	117	48	229	21:45	3	52	11	67	14	119
10:00	38	33			71		22:00	9	19			28	
10:15	31	21			52		22:15	7	9			16	
10:30	32	30			62		22:30	21	13			34	
10:45	41	142	28	112	69	254	22:45	7	44	20	61	27	105
11:00	34	44			78		23:00	9	13			22	
11:15	42	42			84		23:15	9	7			16	
11:30	39	32			71		23:30	2	6			8	
11:45	50	165	36	154	86	319	23:45	4	24	6	32	10	56
TOTALS	746	733			1479		TOTALS	1536	1651			3187	
SPLIT %	50.4%	49.6%			31.7%		SPLIT %	48.2%	51.8%			68.3%	

DAILY TOTALS				NB	SB	EB				WB	Total			
				2,282	2,384					0				
AM Peak Hour	11:00	11:00			11:00	PM Peak Hour	17:00	17:15			17:00			
AM Pk Volume	165	154			319	PM Pk Volume	233	242			472			
Pk Hr Factor	0.825	0.875			0.927	Pk Hr Factor	0.940	0.931			0.952			
7 - 9 Volume	227	245	0	0	472	4 - 6 Volume	434	443	0	0	877			
7 - 9 Peak Hour	07:30	07:45			07:30	4 - 6 Peak Hour	17:00	17:00			17:00			
7 - 9 Pk Volume	133	134	0	0	265	4 - 6 Pk Volume	233	239	0	0	472			
Pk Hr Factor	0.811	0.931	0.000	0.000	0.908	Pk Hr Factor	0.940	0.919	0.000	0.000	0.952			

VOLUME

35 - Sunset Ave Bet. Reindollar Ave & Carmel Ave (36.680757, -121.802073)

Day: Thursday

City: Marina

Date: 5/17/2018

Project #: CA18_8264_035

DAILY TOTALS					NB	SB	EB					WB	Total
					1,771	2,003						0	0
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0			0		12:00	21	25			46	
00:15	0	1			1		12:15	29	15			44	
00:30	3	1			4		12:30	16	34			50	
00:45	3	6	2	4	5	10	12:45	25	91	30	104	55	195
01:00	1	0			1		13:00	27	26			53	
01:15	2	3			5		13:15	24	19			43	
01:30	0	1			1		13:30	22	37			59	
01:45	0	3	1	5	1	8	13:45	19	92	22	104	41	196
02:00	0	0			0		14:00	28	29			57	
02:15	2	1			3		14:15	29	20			49	
02:30	1	0			1		14:30	34	42			76	
02:45	1	4	4	5	5	9	14:45	20	111	46	137	66	248
03:00	0	0			0		15:00	34	39			73	
03:15	3	3			6		15:15	42	46			88	
03:30	0	0			0		15:30	42	51			93	
03:45	2	5	2	5	4	10	15:45	70	188	51	187	121	375
04:00	0	0			0		16:00	50	35			85	
04:15	0	2			2		16:15	36	35			71	
04:30	0	2			2		16:30	43	38			81	
04:45	4	4	6	10	10	14	16:45	43	172	36	144	79	316
05:00	2	2			4		17:00	50	38			88	
05:15	6	1			7		17:15	40	32			72	
05:30	4	5			9		17:30	35	35			70	
05:45	6	18	3	11	9	29	17:45	29	154	30	135	59	289
06:00	9	9			18		18:00	32	34			66	
06:15	11	12			23		18:15	30	25			55	
06:30	5	17			22		18:30	25	29			54	
06:45	18	43	24	62	42	105	18:45	28	115	35	123	63	238
07:00	24	40			64		19:00	33	32			65	
07:15	27	49			76		19:15	22	22			44	
07:30	41	59			100		19:30	18	22			40	
07:45	39	131	46	194	85	325	19:45	21	94	26	102	47	196
08:00	36	77			113		20:00	22	33			55	
08:15	43	60			103		20:15	17	19			36	
08:30	20	23			43		20:30	22	20			42	
08:45	22	121	31	191	53	312	20:45	15	76	23	95	38	171
09:00	25	32			57		21:00	16	15			31	
09:15	9	17			26		21:15	13	18			31	
09:30	14	23			37		21:30	8	12			20	
09:45	22	70	13	85	35	155	21:45	5	42	12	57	17	99
10:00	15	26			41		22:00	11	10			21	
10:15	24	15			39		22:15	5	13			18	
10:30	22	28			50		22:30	4	6			10	
10:45	32	93	21	90	53	183	22:45	4	24	3	32	7	56
11:00	21	22			43		23:00	6	9			15	
11:15	25	22			47		23:15	3	5			8	
11:30	32	26			58		23:30	4	11			15	
11:45	20	98	22	92	42	190	23:45	3	16	4	29	7	45
TOTALS	596	754			1350		TOTALS	1175	1249			2424	
SPLIT %	44.1%	55.9%			35.8%		SPLIT %	48.5%	51.5%			64.2%	

DAILY TOTALS				NB	SB	EB				WB	Total	
				1,771	2,003					0		
AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	15:15	15:00			15:15	
AM Pk Volume	159	242			401	PM Pk Volume	204	187			387	
Pk Hr Factor	0.924	0.786			0.887	Pk Hr Factor	0.729	0.917			0.800	
7 - 9 Volume	252	385	0	0	637	4 - 6 Volume	326	279	0	0	605	
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:30	16:15			16:30	
7 - 9 Pk Volume	159	242	0	0	401	4 - 6 Pk Volume	176	147	0	0	320	
Pk Hr Factor	0.924	0.786	0.000	0.000	0.887	Pk Hr Factor	0.880	0.967	0.000	0.000	0.909	

VOLUME

36 - Lake Dr Bet. Palm Ave & Reservation Rd (36.685914, -121.805594)

Day: Thursday

City: Marina

Date: 6/7/2018

Project #: CA18_8264_036

DAILY TOTALS					NB	SB						EB	WB	Total	
					648	826						0	0		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	1	1			2		12:00	12	4			16			
00:15	0	1			1		12:15	6	13			19			
00:30	1	3			4		12:30	10	8			18			
00:45	0	2	1	6	1	8	12:45	8	36	13	38	21	74		
01:00	0	1			1		13:00	8	10			18			
01:15	1	0			1		13:15	13	10			23			
01:30	0	0			0		13:30	11	7			18			
01:45	1	2	0	1	1	3	13:45	9	41	12	39	21	80		
02:00	2	1			3		14:00	9	6			15			
02:15	2	1			3		14:15	9	11			20			
02:30	0	0			0		14:30	14	10			24			
02:45	0	4	2	4	2	8	14:45	8	40	7	34	15	74		
03:00	0	0			0		15:00	8	10			18			
03:15	0	0			0		15:15	10	11			21			
03:30	0	0			0		15:30	10	18			28			
03:45	0	1	1	1	1	1	15:45	12	40	9	48	21	88		
04:00	0	0			0		16:00	10	13			23			
04:15	3	0			3		16:15	19	18			37			
04:30	0	2			2		16:30	10	16			26			
04:45	0	3	1	3	1	6	16:45	8	47	12	59	20	106		
05:00	0	2			2		17:00	17	17			34			
05:15	1	0			1		17:15	17	16			33			
05:30	1	5			6		17:30	11	19			30			
05:45	4	6	3	10	7	16	17:45	11	56	26	78	37	134		
06:00	0	4			4		18:00	18	11			29			
06:15	6	6			12		18:15	7	14			21			
06:30	5	8			13		18:30	12	16			28			
06:45	7	18	16	34	23	52	18:45	8	45	8	49	16	94		
07:00	4	16			20		19:00	13	18			31			
07:15	11	21			32		19:15	11	4			15			
07:30	15	25			40		19:30	7	10			17			
07:45	13	43	13	75	26	118	19:45	4	35	9	41	13	76		
08:00	10	14			24		20:00	7	15			22			
08:15	10	25			35		20:15	13	12			25			
08:30	7	12			19		20:30	4	10			14			
08:45	9	36	10	61	19	97	20:45	10	34	7	44	17	78		
09:00	6	11			17		21:00	9	10			19			
09:15	6	9			15		21:15	5	9			14			
09:30	5	10			15		21:30	10	7			17			
09:45	9	26	11	41	20	67	21:45	6	30	3	29	9	59		
10:00	14	5			19		22:00	10	8			18			
10:15	6	13			19		22:15	3	3			6			
10:30	13	14			27		22:30	3	6			9			
10:45	7	40	18	50	25	90	22:45	3	19	3	20	6	39		
11:00	8	10			18		23:00	4	6			10			
11:15	14	7			21		23:15	2	5			7			
11:30	4	8			12		23:30	5	3			8			
11:45	6	32	19	44	25	76	23:45	2	13	3	17	5	30		
TOTALS	212	330			542		TOTALS	436	496			932			
SPLIT %	39.1%	60.9%			36.8%		SPLIT %	46.8%	53.2%			63.2%			

DAILY TOTALS					NB	SB					EB	WB	Total	
					648	826					0	0	1,474	
AM Peak Hour	07:15	06:45		07:30	PM Peak Hour	17:15	17:00		17:00					
AM Pk Volume	49	78		125	PM Pk Volume	57	78		134					
Pk Hr Factor	0.817	0.780		0.781	Pk Hr Factor	0.792	0.750		0.905					
7 - 9 Volume	79	136	0	0	215	4 - 6 Volume	103	137	0	0	240			
7 - 9 Peak Hour	07:15	07:30		07:30	4 - 6 Peak Hour	17:00	17:00		17:00					
7 - 9 Pk Volume	49	77	0	0	125	4 - 6 Pk Volume	56	78	0	0	134			
Pk Hr Factor	0.817	0.770	0.000	0.000	0.781	Pk Hr Factor	0.824	0.750	0.000	0.000	0.905			

VOLUME

37 - Palm Ave Bet. Lake Dr & Del Monte Blvd (36.684247, -121.805198)

Day: Thursday
Date: 5/17/2018City: Marina
Project #: CA18_8264_037

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,827	1,722						3,549
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			3	4	7		12:00			22	21	43							43
00:15			4	2	6		12:15			21	33	54							54
00:30			2	3	5		12:30			25	22	47							47
00:45			1	10	4	13	12:45			26	94	23	99	49	193				
01:00			0	3	3		13:00			25	18	43							43
01:15			4	3	7		13:15			18	27	45							45
01:30			2	2	4		13:30			29	26	55							55
01:45			0	6	2	10	13:45			30	102	20	91	50	193				
02:00			0	1	1		14:00			26	19	45							45
02:15			1	1	2		14:15			27	26	53							53
02:30			0	1	1		14:30			29	41	70							70
02:45			1	2	0	3	14:45			43	125	27	113	70	238				
03:00			0	0	0		15:00			32	33	65							65
03:15			1	0	1		15:15			37	41	78							78
03:30			2	3	5		15:30			41	33	74							74
03:45			1	4	1	4	15:45			29	139	37	144	66	283				
04:00			2	2	4		16:00			24	40	64							64
04:15			2	1	3		16:15			20	47	67							67
04:30			3	0	3		16:30			30	32	62							62
04:45			5	12	2	5	16:45			30	104	43	162	73	266				
05:00			10	2	12		17:00			27	32	59							59
05:15			5	1	6		17:15			27	51	78							78
05:30			13	1	14		17:30			33	37	70							70
05:45			12	40	1	5	17:45			24	111	43	163	67	274				
06:00			17	5	22		18:00			16	29	45							45
06:15			17	5	22		18:15			18	24	42							42
06:30			15	9	24		18:30			20	32	52							52
06:45			30	79	5	24	18:45			29	83	23	108	52	191				
07:00			43	8	51		19:00			14	22	36							36
07:15			54	15	69		19:15			17	26	43							43
07:30			65	23	88		19:30			17	16	33							33
07:45			49	211	29	75	19:45			19	67	28	92	47	159				
08:00			39	43	82		20:00			8	26	34							34
08:15			40	50	90		20:15			12	25	37							37
08:30			66	45	111		20:30			8	17	25							25
08:45			57	202	25	163	20:45			17	45	23	91	40	136				
09:00			26	15	41		21:00			12	13	25							25
09:15			20	13	33		21:15			9	19	28							28
09:30			30	13	43		21:30			7	22	29							29
09:45			21	97	11	52	21:45			12	40	14	68	26	108				
10:00			17	16	33		22:00			9	18	27							27
10:15			29	12	41		22:15			3	14	17							17
10:30			22	20	42		22:30			8	12	20							20
10:45			22	90	10	58	22:45			5	25	7	51	12	76				
11:00			21	18	39		23:00			6	7	13							13
11:15			24	28	52		23:15			5	12	17							17
11:30			38	36	74		23:30			2	6	8							8
11:45			40	123	16	98	23:45			3	16	5	30	8	46				
TOTALS			876	510	1386		TOTALS			951	1212	2163							2163
SPLIT %			63.2%	36.8%	39.1%		SPLIT %			44.0%	56.0%	60.9%							60.9%

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,827	1,722						3,549
AM Peak Hour			07:00	07:45	08:00		PM Peak Hour			14:45	16:45	14:45							14:45
AM Pk Volume			211	167	365		PM Pk Volume			153	163	287							287
Pk Hr Factor			0.812	0.835	0.822		Pk Hr Factor			0.890	0.799	0.920							0.920
7 - 9 Volume	0	0	413	238	651		4 - 6 Volume	0	0	215	325	540							540
7 - 9 Peak Hour			07:00	07:45	08:00		4 - 6 Peak Hour			16:45	16:45	16:45							16:45
7 - 9 Pk Volume	0	0	211	167	365		4 - 6 Pk Volume	0	0	117	163	280							280
Pk Hr Factor	0.000	0.000	0.812	0.835	0.822		Pk Hr Factor	0.000	0.000	0.886	0.799	0.897							0.897

VOLUME

38 - Abrams Dr Bet. Preston Dr & Imjin Pkwy (36.665738, -121.775771)

Day: Tuesday
Date: 5/22/2018City: Marina
Project #: CA18_8264_038

DAILY TOTALS					NB	SB					EB	WB	Total
					1,430	1,636					0	0	3,066
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	1	0			1		12:00	22	17			39	
00:15	2	2			4		12:15	22	19			41	
00:30	2	3			5		12:30	16	15			31	
00:45	1	6	0	5	1	11	12:45	29	89	14	65	43	154
01:00	3	0			3		13:00	21	23			44	
01:15	2	0			2		13:15	19	26			45	
01:30	1	3			4		13:30	24	25			49	
01:45	2	8	1	4	3	12	13:45	20	84	19	93	39	177
02:00	1	1			2		14:00	20	19			39	
02:15	0	1			1		14:15	19	27			46	
02:30	2	1			3		14:30	15	32			47	
02:45	0	3	1	4	1	7	14:45	15	69	19	97	34	166
03:00	2	0			2		15:00	26	25			51	
03:15	1	1			2		15:15	24	21			45	
03:30	2	0			2		15:30	23	40			63	
03:45	0	5	1	2	1	7	15:45	23	96	17	103	40	199
04:00	1	1			2		16:00	34	20			54	
04:15	0	3			3		16:15	28	29			57	
04:30	0	7			7		16:30	36	29			65	
04:45	2	3	7	18	9	21	16:45	34	132	17	95	51	227
05:00	0	5			5		17:00	25	22			47	
05:15	4	6			10		17:15	24	22			46	
05:30	1	12			13		17:30	43	31			74	
05:45	1	6	6	29	7	35	17:45	27	119	19	94	46	213
06:00	8	16			24		18:00	34	23			57	
06:15	4	20			24		18:15	24	17			41	
06:30	13	37			50		18:30	26	23			49	
06:45	18	43	43	116	61	159	18:45	25	109	21	84	46	193
07:00	19	54			73		19:00	30	25			55	
07:15	7	68			75		19:15	27	13			40	
07:30	11	78			89		19:30	35	13			48	
07:45	19	56	33	233	52	289	19:45	19	111	16	67	35	178
08:00	19	34			53		20:00	23	16			39	
08:15	21	22			43		20:15	25	19			44	
08:30	11	25			36		20:30	25	14			39	
08:45	18	69	20	101	38	170	20:45	26	99	14	63	40	162
09:00	14	31			45		21:00	16	7			23	
09:15	20	23			43		21:15	17	14			31	
09:30	14	24			38		21:30	25	16			41	
09:45	10	58	19	97	29	155	21:45	19	77	10	47	29	124
10:00	11	16			27		22:00	14	12			26	
10:15	4	14			18		22:15	9	6			15	
10:30	18	19			37		22:30	8	11			19	
10:45	17	50	8	57	25	107	22:45	11	42	9	38	20	80
11:00	20	22			42		23:00	9	3			12	
11:15	14	21			35		23:15	13	6			19	
11:30	12	43			55		23:30	10	5			15	
11:45	13	59	21	107	34	166	23:45	5	37	3	17	8	54
TOTALS	366	773			1139		TOTALS	1064	863			1927	
SPLIT %	32.1%	67.9%			37.1%		SPLIT %	55.2%	44.8%			62.9%	

DAILY TOTALS					NB	SB					EB	WB	Total
					1,430	1,636					0	0	3,066
AM Peak Hour	11:45	06:45		06:45	PM Peak Hour	16:00	15:30		16:00				
AM Pk Volume	73	243		298	PM Pk Volume	132	106		227				
Pk Hr Factor	0.830	0.779		0.837	Pk Hr Factor	0.917	0.663		0.873				
7 - 9 Volume	125	334	0	0	459	4 - 6 Volume	251	189	0	0	440		
7 - 9 Peak Hour	07:30	07:00		07:00	4 - 6 Peak Hour	16:00	16:15		16:00				
7 - 9 Pk Volume	70	233	0	0	289	4 - 6 Pk Volume	132	97	0	0	227		
Pk Hr Factor	0.833	0.747	0.000	0.000	0.812	Pk Hr Factor	0.917	0.836	0.000	0.000	0.873		

VOLUME

39 - Preston Dr Bet. Abrams Dr & Imjin Pkwy (36.669623, -121.771631)

Day: Tuesday
Date: 5/22/2018City: Marina
Project #: CA18_8264_039

DAILY TOTALS					NB	SB					EB	WB	Total
					972	736					0	0	1,708
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	1	2			3		12:00	11	8			19	
00:15	3	0			3		12:15	9	9			18	
00:30	2	2			4		12:30	15	13			28	
00:45	1	7	0	4	1	11	12:45	10	45	12	42	22	87
01:00	4	1			5		13:00	13	14			27	
01:15	1	1			2		13:15	14	5			19	
01:30	0	1			1		13:30	14	5			19	
01:45	1	6	0	3	1	9	13:45	11	52	6	30	17	82
02:00	1	1			2		14:00	13	11			24	
02:15	2	0			2		14:15	11	9			20	
02:30	0	0			0		14:30	25	7			32	
02:45	0	3	1	2	1	5	14:45	15	64	10	37	25	101
03:00	1	0			1		15:00	15	10			25	
03:15	0	1			1		15:15	8	11			19	
03:30	0	0			0		15:30	12	10			22	
03:45	0	1	0	1	0	2	15:45	21	56	15	46	36	102
04:00	0	0			0		16:00	23	10			33	
04:15	0	3			3		16:15	26	6			32	
04:30	1	4			5		16:30	26	14			40	
04:45	3	4	3	10	6	14	16:45	23	98	9	39	32	137
05:00	0	0			0		17:00	31	22			53	
05:15	1	1			2		17:15	34	13			47	
05:30	0	7			7		17:30	24	15			39	
05:45	0	1	5	13	5	14	17:45	23	112	19	69	42	181
06:00	2	6			8		18:00	21	14			35	
06:15	1	13			14		18:15	25	14			39	
06:30	4	4			8		18:30	13	7			20	
06:45	8	15	13	36	21	51	18:45	13	72	8	43	21	115
07:00	11	9			20		19:00	13	13			26	
07:15	14	15			29		19:15	22	10			32	
07:30	10	18			28		19:30	18	12			30	
07:45	14	49	25	67	39	116	19:45	15	68	11	46	26	114
08:00	21	17			38		20:00	15	6			21	
08:15	5	16			21		20:15	11	7			18	
08:30	7	15			22		20:30	10	9			19	
08:45	12	45	9	57	21	102	20:45	12	48	6	28	18	76
09:00	8	16			24		21:00	16	4			20	
09:15	10	12			22		21:15	19	2			21	
09:30	9	8			17		21:30	18	9			27	
09:45	5	32	12	48	17	80	21:45	15	68	10	25	25	93
10:00	10	10			20		22:00	9	5			14	
10:15	8	7			15		22:15	10	7			17	
10:30	7	8			15		22:30	7	6			13	
10:45	7	32	10	35	17	67	22:45	11	37	3	21	14	58
11:00	7	9			16		23:00	6	2			8	
11:15	12	3			15		23:15	4	1			5	
11:30	14	5			19		23:30	4	1			5	
11:45	9	42	12	29	21	71	23:45	1	15	1	5	2	20
TOTALS	237	305			542		TOTALS	735	431			1166	
SPLIT %	43.7%	56.3%			31.7%		SPLIT %	63.0%	37.0%			68.3%	

DAILY TOTALS					NB	SB					EB	WB	Total
					972	736					0	0	1,708
AM Peak Hour	07:15	07:30			07:15		PM Peak Hour	16:30	17:00			17:00	
AM Pk Volume	59	76			134		PM Pk Volume	114	69			181	
Pk Hr Factor	0.702	0.760			0.859		Pk Hr Factor	0.838	0.784			0.854	
7 - 9 Volume	94	124	0	0	218		4 - 6 Volume	210	108	0	0	318	
7 - 9 Peak Hour	07:15	07:30			07:15		4 - 6 Peak Hour	16:30	17:00			17:00	
7 - 9 Pk Volume	59	76	0	0	134		4 - 6 Pk Volume	114	69	0	0	181	
Pk Hr Factor	0.702	0.760	0.000	0.000	0.859		Pk Hr Factor	0.838	0.784	0.000	0.000	0.854	

VOLUME

40 - 3rd Ave Bet. Imjin Pkwy & 8th St (36.665263, -121.804971)

Day: Wednesday

City: Marina

Date: 5/23/2018

Project #: CA18_8264_040

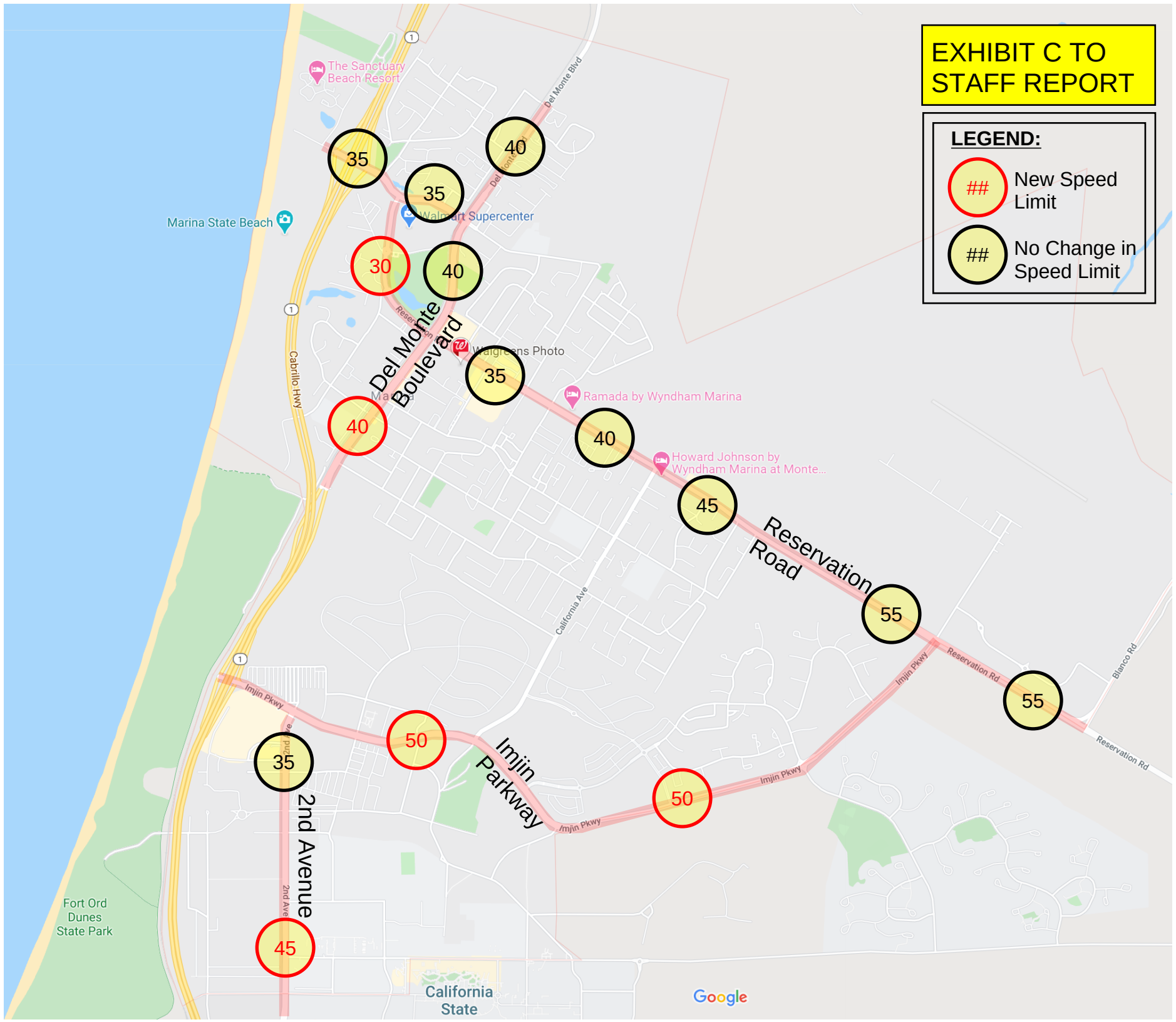
DAILY TOTALS					NB	SB					EB	WB	Total
					368	635					0	0	1,003
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0			0	12:00	9	5			14		
00:15	1	0			1	12:15	8	10			18		
00:30	2	2			4	12:30	10	9			19		
00:45	0	3	0	2	0	12:45	4	31	14	38	18	69	
01:00	0	0			0	13:00	5	8			13		
01:15	0	0			0	13:15	3	9			12		
01:30	0	0			0	13:30	4	7			11		
01:45	0	0			0	13:45	8	20	5	29	13	49	
02:00	0	0			0	14:00	4	4			8		
02:15	0	1			1	14:15	5	7			12		
02:30	0	0			0	14:30	2	6			8		
02:45	1	1	0	1	1	14:45	10	21	16	33	26	54	
03:00	0	0			0	15:00	14	9			23		
03:15	1	0			1	15:15	5	8			13		
03:30	0	0			0	15:30	11	10			21		
03:45	0	1	0		0	15:45	9	39	3	30	12	69	
04:00	0	0			0	16:00	12	9			21		
04:15	0	1			1	16:15	9	7			16		
04:30	0	0			0	16:30	14	10			24		
04:45	1	1	1	2	2	16:45	7	42	11	37	18	79	
05:00	0	0			0	17:00	14	7			21		
05:15	1	2			3	17:15	7	9			16		
05:30	0	0			0	17:30	5	10			15		
05:45	3	4	0	2	3	17:45	7	33	5	31	12	64	
06:00	1	3			4	18:00	8	3			11		
06:15	3	3			6	18:15	6	3			9		
06:30	1	10			11	18:30	7	4			11		
06:45	1	6	10	26	11	18:45	3	24	4	14	7	38	
07:00	4	18			22	19:00	6	3			9		
07:15	3	73			76	19:15	4	8			12		
07:30	10	82			92	19:30	1	4			5		
07:45	11	28	45	218	56	19:45	2	13	3	18	5	31	
08:00	4	24			28	20:00	3	4			7		
08:15	4	13			17	20:15	1	2			3		
08:30	6	10			16	20:30	1	4			5		
08:45	8	22	8	55	16	20:45	1	6	3	13	4	19	
09:00	7	3			10	21:00	1	1			2		
09:15	1	6			7	21:15	3	2			5		
09:30	2	3			5	21:30	0	4			4		
09:45	3	13	8	20	11	21:45	4	8	2	9	6	17	
10:00	9	3			12	22:00	3	1			4		
10:15	4	7			11	22:15	0	0			0		
10:30	7	6			13	22:30	1	0			1		
10:45	12	32	7	23	19	22:45	1	5	3	4	4	9	
11:00	4	6			10	23:00	0	1			1		
11:15	4	10			14	23:15	0	1			1		
11:30	3	4			7	23:30	0	1			1		
11:45	4	15	6	26	10	23:45	0	1	4		1	4	
TOTALS	126	375			501	TOTALS	242	260			502		
SPLIT %	25.1%	74.9%			50.0%	SPLIT %	48.2%	51.8%			50.0%		

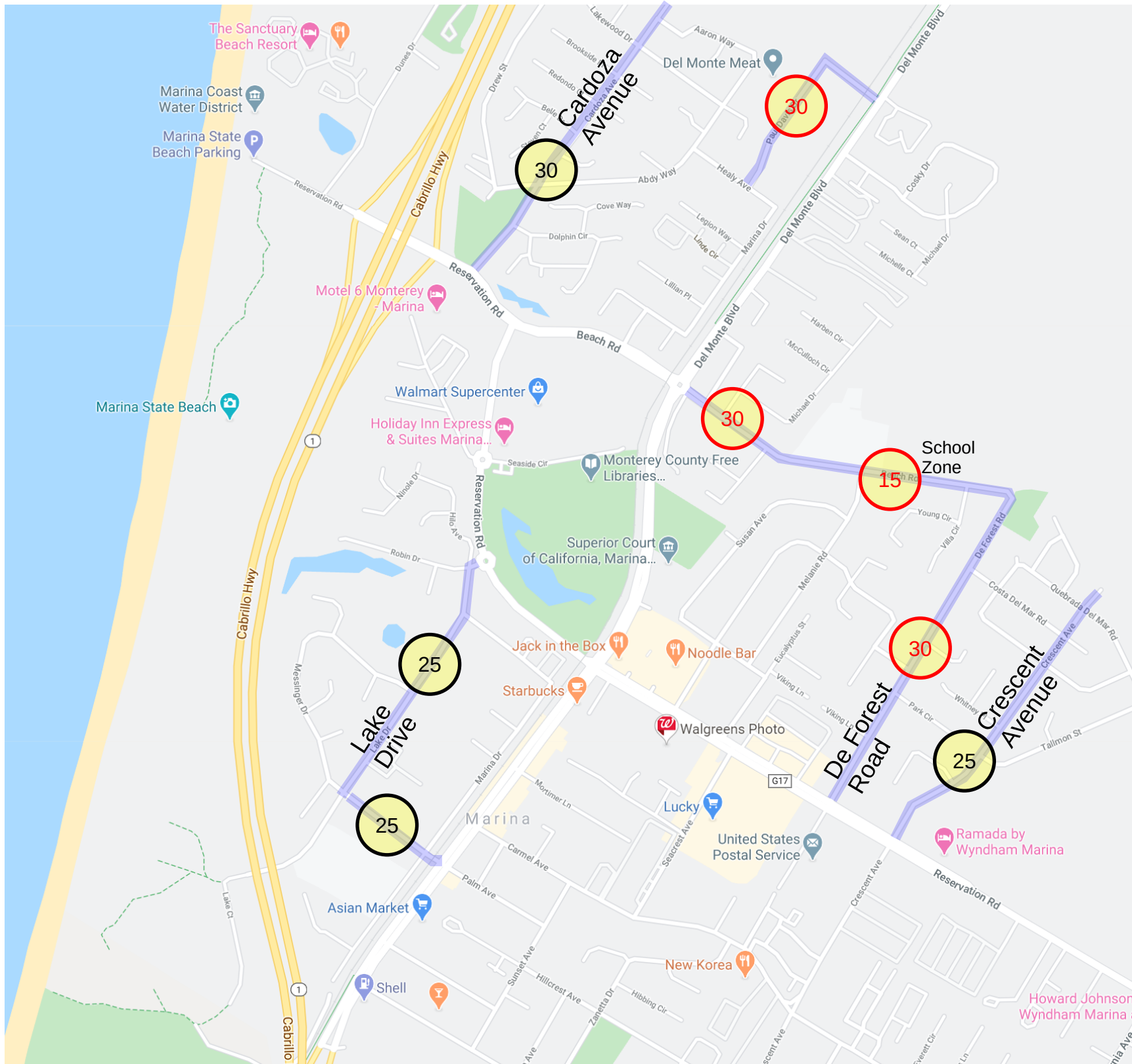
DAILY TOTALS				NB	SB	EBWB				Total
				368	635					0
AM Peak Hour	10:00	07:15		07:15	PM Peak Hour	15:45	14:45		14:45	
AM Pk Volume	32	224		252	PM Pk Volume	44	43		83	
Pk Hr Factor	0.667	0.683		0.685	Pk Hr Factor	0.786	0.672		0.798	
7 - 9 Volume	50	273	0	0	323	4 - 6 Volume	75	68	00	143
7 - 9 Peak Hour	07:30	07:15		07:15	4 - 6 Peak Hour	16:15	16:00		16:00	
7 - 9 Pk Volume	29	224	0	0	252	4 - 6 Pk Volume	44	37	00	79
Pk Hr Factor	0.659	0.683	0.000	0.000	0.685	Pk Hr Factor	0.786	0.841	0.0000.000	0.823

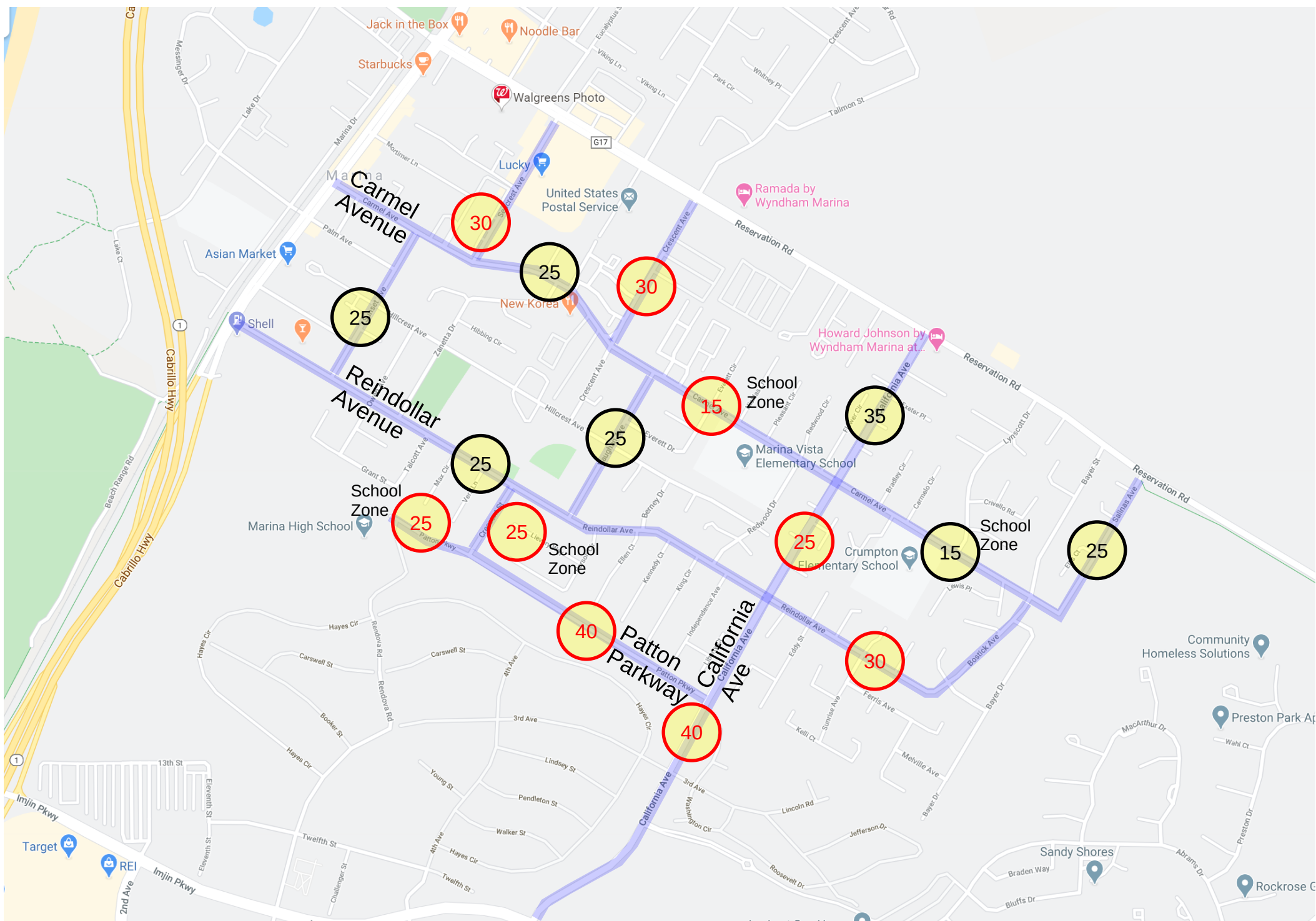
LEGEND:

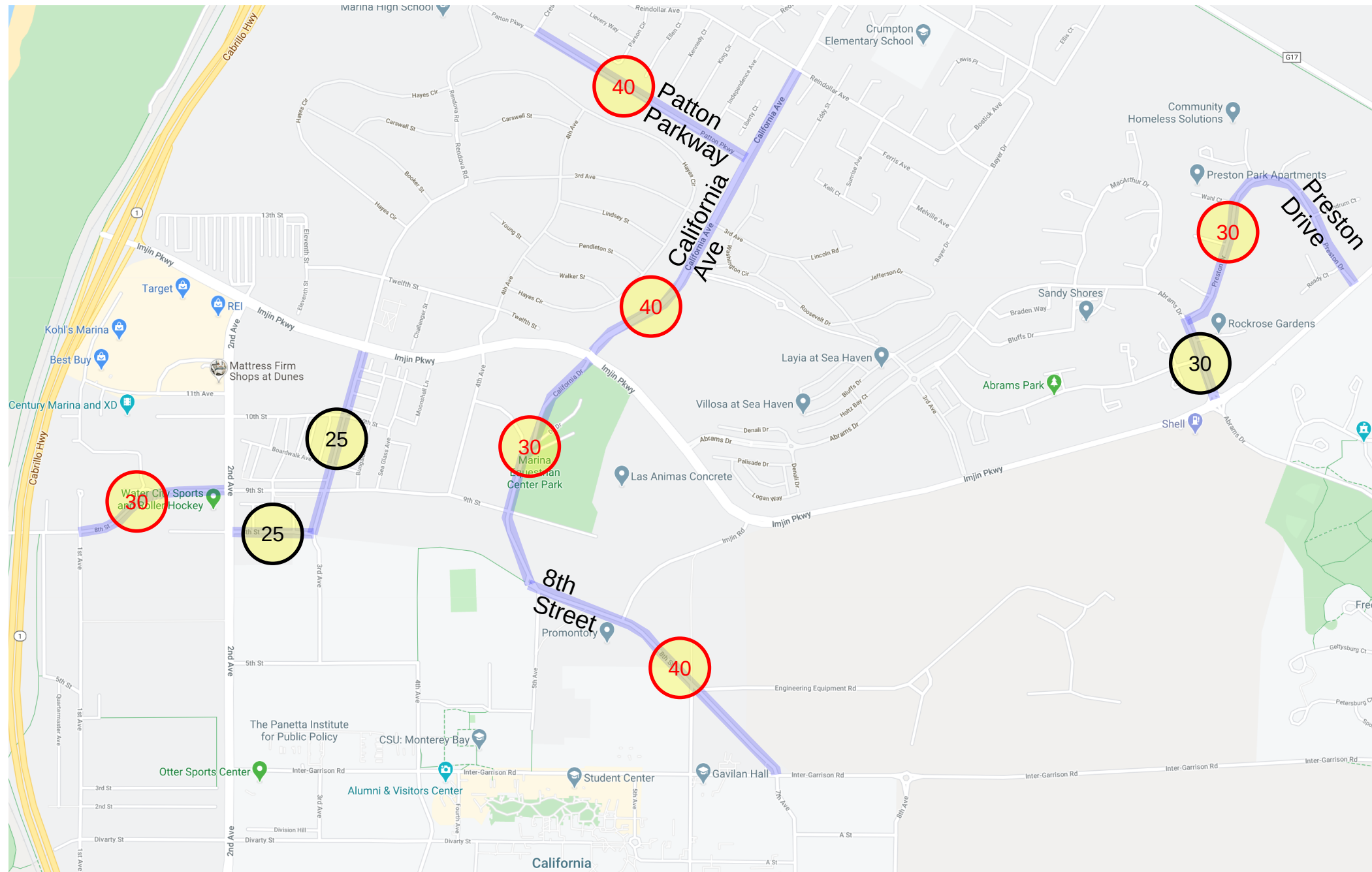
 New Speed Limit

 No Change in Speed Limit









Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of May 19, 2020

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2020-, APPROVING THE 2020 ENGINEERING AND TRAFFIC SURVEY WITH PROPOSED SPEED LIMIT REVISIONS, AND; AUTHORIZE A BUDGET APPROPRIATION OF \$45,000 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. 2020- 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. 2020-, approving the 2020 Engineering and Traffic Survey with proposed speed limit revisions, and;
2. Authorize a budget appropriation of \$45,000 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. 2020-, 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 limits¹ 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 March 23, 2018, the City entered into a Service Agreement with the on-call traffic engineering firm TJKM of Pleasanton, California to conduct and draft an engineering and traffic survey.

On August 7, 2018, the City Traffic Advisory Committee conducted a review of the draft Engineering and Traffic survey and provided comments to TJKM for final consideration by the City Council.

On October 16, 2018, the Engineering and Traffic Survey was presented to the City Council for consideration and approval. The Council provided comments to staff regarding several recommended speed reductions and requested a revision to the Study report.

At the special meeting of April 14, 2020, the City Council requested public comments to be sent to the City for response by the Survey's Traffic Engineer. The deadline for submittal of public comments was April 28, 2020. The comments were collected and included as "**Exhibit A**".

ANALYSIS:

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

According to the latest California Manual on Uniform Traffic Control Devices, the posted speed limit shall be established at the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic. Should the 85th percentile need to be rounded up, a rounding down to the lower 5 mph can be applied (CVC 21400). Should the 85th percentile need to be rounded down or not rounded at all (i.e. the 85th percentile is on a 5 mph increment), a 5 mph reduction can be applied. In either case, the conditions and justifications for applying a 5 mph reduction to the 85th percentile speed need to be documented in the Engineering and Traffic Survey and approved by a registered Civil or Traffic Engineer.

The standardized engineering principles that would govern the Engineer's approval of a speed limit reduction of 5 mph from the 85th percentile would be: **1) roadside conditions not readily apparent to the driver, 2) accident records, 3) prevailing speeds, 4) residential density, and 5) pedestrian/bicycle safety.**

On **May 15, 2020**, staff received the Traffic Engineer's final revised draft of the 2020 Citywide Engineering and Traffic Survey Report ("**Exhibit B**"), provided by TJKM. The report details the survey of all City arterial and collector streets as defined in the City's General Plan.

After reviewing the submitted public comments, the Traffic Engineer was able to make the engineering findings to justify revising the survey to the following speed limits on these segments:

- Segment 7 – Reservation Road, Beach Road to Del Monte Boulevard; **30 MPH**
- Segment 17 – Crescent Avenue, Quebrada Del Mar to Reservation Road; **25 MPH**
- Segment 19 – Cardoza Avenue, Reservation Road to Aaron Way (end); **30 MPH**
- Segment 21 – California Avenue, Reservation Road to Carmel Avenue; **35 MPH**
- Segment 22 – California Avenue, Carmel Avenue to Reindollar Avenue; **25 MPH**
- Segment 40 – 3rd Avenue, Imjin Parkway to 8th Street; **25 MPH**

A summary of the recommended speed limits can be seen in “**Exhibit C**”. The recommended speed limits and Survey will be effective for 5 years from the date of adoption.

The City of Marina’s Traffic Advisory Committee, consisting of the Fire Chief, Police Chief, Public Works Director, and Community Development Director, concurs with the findings and recommends establishing the speed limits as described above based on the recommendations of the 2020 Engineering and Traffic Survey. The adoption of the recommended speed limits will support effective enforcement of these speeds, where not adopting the recommendations may severally limit enforcement and may lead to a greater speed increase on City streets.

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 \$250 per location and approximately \$500 per road marking location. The estimated cost for new speed limit signs and road markings is \$45,000.00. 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 2019-20, 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,

Edrie Delos Santos, P.E.
Senior Engineer, Engineering Division
Public Works Department
City of Marina

REVIEWED/CONCUR:

Brian McMinn, P.E., P.L.S.
Public Works Director/City Engineer
City of Marina

Layne P. Long
City Manager
City of Marina